

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

**Hybrid Meeting
Tuesday, June 28, 2022
6:00 PM**

<u>GENERAL MEETING INFORMATION</u>	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/tZclce6gqjwGdZqN6H7p2p1i_QpPc_pc8Zw
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZclce6gqjwGdZqN6H7p2p1i_QpPc_pc8Zw To attend by phone: +1 301 715 8592 Meeting ID: 840 7170 5417 Passcode: 162384
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman email: mhoffman@crcog.net 814-231-3050	
<u>Click HERE to locate the AGENDA and ATTACHMENTS</u> <i>Should you desire to annotate any attachments, you must download them first</i>	

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

**Centre County Metropolitan Planning Organization (CCMPO)
Coordinating Committee Meeting**

**Tuesday, June 28, 2022
6:00 p.m.**

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *April 20, 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 Announcement:**
Appointment of Trish Meek, AICP as the PennDOT Statewide Bicycle and Pedestrian Coordinator
6. **CCMPO Title VI Program:**
Final draft document - see web link in staff report
Action: Recommendation to approve updated Title VI Program
7. **State College Area Connector (SCAC) Project:**
Status Report and PEL Study Report Review Process
No action required
8. **2021-2024 Centre County Transportation Improvement Program (TIP) Revisions:**
[8.1 - Additional Funding from the TA Set Aside Program](#)
[8.2 - Atherton Street Phase III Project](#)
[8.3 - 2025 and 2026 Bridge Preservation Projects](#)
Action: Approve Amendments
9. **Public Comment Period Summary For:**
2022 Centre County Air Quality Conformity Determination Report
2023-2026 Centre County Transportation Improvement Program (TIP)
Action: Approve responses to comments
10. **2022 Centre County Air Quality Conformity Determination Report:**
Conformity Determination Report and Air Quality Conformity Resolution
Action: Approve the conformity report and conformity resolution
11. **2023-2026 Centre County TIP:**
Final Draft TIP
Action: Recommend adoption of TIP
12. **Federal Transportation Planning Process Self-Certification:**
Action: Recommend approval of self-certification resolution
13. **BIL Subcommittee Report:**
Initial Committee Report
Action: Recommendation to Coordinating Committee
14. **Member Reports:**
Reports from members about a significant item(s) of interest
No action required
15. **Announcements**
16. **Adjourn**

*Next Coordinating Committee meeting:
Tuesday, Sept. 27, 2022, 6 p.m.
Hybrid - Zoom/COG Building*

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

Wednesday, April 20, 2022

6:00 p.m.

Hybrid Meeting

Minutes

Voting Members

Eric Bernier	College Township
Deanna Behring	State College Borough
Bruce Lord	Harris Township
Lisa Strickland	Ferguson Township
Elliot Abrams	Patton Township
Mark Higgins	Centre County Board of Commissioners
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
Keith Reese	Upper Bald Eagle Valley Planning Region
Tim Ryder	Moshannon Valley Planning Region
Jon Eich	Centre Regional Planning Commission (CRPC)
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)
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Others Present

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

1. Call to Order

Mr. Bernier called the meeting to order at 6:00 p.m. and turned the floor over to Mrs. Hoffman, who conducted a roll call of Committee members to ensure they could hear and be heard.

2. Approval of Minutes

Motion was made by Dr. Spychalski and seconded by Mr. Shifflet to approve the minutes of the February 22, 2022 Coordinating Committee meeting, as presented. The motion carried 16-0.

3. Public Comments

There were no comments from the public.

4. New Agenda Items

No new agenda items were requested.

5. 2023-2026 Centre County Transportation Improvement Program (TIP)

The Coordinating Committee received a presentation from MPO staff regarding the final draft 2023-2026 Transportation Improvement Program (TIP). Mr. Zilla reviewed the federal and state base funding allocations and noted that with the passage of the Bipartisan Infrastructure Law (BIL), the MPO is set to see an increase of 46% in base funding for the new TIP. Mr. Kausch stated that on the transit funding side, \$82,363,033 will be allocated for transit related projects for the 2023-2026 TIP, and projects include operating assistance for the Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation (CCOT), replacement vehicles for both agencies, and modest reoccurring line items for facilities and equipment. Mr. Zilla then spoke to the highway and bridge funding element, which includes \$63,771,517 in base funding allocation for a total of \$81,671,517 that includes the State College Area Connector Project, Road MaP, and High Friction Surface spike funding. Mr. Zilla communicated that with the base funding, a total of 33 projects are programmed for the new TIP. Mrs. Messner then reviewed the local bridge projects that will be funded using the Road MaP and retroactive reimbursement program line items. Lastly, Mr. Saylor reviewed the TIP Modification Procedures, which includes two levels of approval. An amendment to the TIP requires formal approval by the CCMPO Committees and could include adding a new project using federal funds and adding or deleting a project or project phase for a 100% state-funded “significant” project. The threshold for requiring an amendment is \$1.5 million. An administrative modification is another TIP modification procedure but only requires concurrency by MPO staff.

With no discussion, *motion was made by Mr. Eich and seconded by Mr. Johnson to authorize MPO staff to advertise the Final Draft Centre County 2023-2026 Transportation Improvement Program for the required public comment period. The motion carried 16-0.*

6. State College Area Connector (SCAC) Project

The Coordinating Committee received a presentation from Mr. James regarding the April public meetings for the State College Area Connector (SCAC) Project. Mr. James gave a detailed overview of the public meetings held on April 5 and 6. A total of 801 attendees signed in and to date, PennDOT has received 136 comment cards. Key items of note from the comment cards include groundwater (specifically Cedar Run and Hidden Lake Estates), corridors bisecting farms, increasing traffic causing potential safety issues on Route 45, wildlife habitats, noise and air pollution, Tussey Mountain and associated recreational activities, and impacts on the Calvary Church property. Mr. James stated that PennDOT and its consultant updated environmental mapping and features on the GIS Webmap, which can be view on the SCAC website. Updates include input from municipalities, organizations, the public, and communities; additional housing developments and other community resources based on new available data; agricultural areas including Agriculture Security Areas, Clean and Green, and conservation easements; and information regarding streams and watercourses. Mr. James continued and stated that the aerial imagery that is show on the SCAC GIS Webmap will be updated in the next few months and will be updated once every year until project completion. Mr. James then reviewed the traffic updates, which included a detailed review of the existing traffic origins and destinations using Streetlight data, which helped develop traffic models for the proposed alternative corridors to determine traffic volumes in the design year 2050. Mr. James continued and reviewed the build alternative updates for U.S. 322 and PA Route 144, which included an update to the engineering features as well as costs. Lastly, Mr. James reviewed the next steps for the Planning and Environmental Linkages (PEL) Study, including further refining the planning cost estimates for the build alternatives, refining the environmental tables, developing the draft PEL report to include the alternative analysis, and to document public feedback.

Mr. James further explained that the PEL Report will include recommendations for two or three alternatives to move forward into the National Environmental Policy Act (NEPA) phase.

In response to a question from Commissioner Pipe, Mr. Zurat communicated that a few community groups have asked PennDOT staff to come and speak with them about the PEL Study and the next steps. In addition, PennDOT is ensuring that the information that is provided on the SCAC website is as current as possible so that the public has all the information; however, there have been several discussions among PennDOT staff regarding ways to inform the public that there is information on the website to begin with. Mr. James added that the SCAC team is also looking at updating the Frequently Asked Questions section on the website because those questions have changed over time, and the team wants to ensure that the public has the most up-to-date information to help decrease the amount of misinformation. Mr. Zurat stated that they have received comments regarding consistent messaging, so PennDOT staff and its consultants have made a concerted effort to keep their messaging consistent. With having over 800 attendees and 40 staff people to answer questions in attendance at the public meetings, it is tough to have completely consistent messaging.

Mr. Eich suggested that PennDOT utilize C-NET to record a narrated presentation to air on C-NET channels and to be able to share that information consistently, as well as reach populations far and wide. Mr. Zurat stated that PennDOT already has a narrated presentation and can work with MPO staff to have C-NET play the video across their platforms.

Mr. Reese suggested that PennDOT utilize the variable message boards all along the major highways in the area to promote the SCAC website. Mr. Zurat explained that there are very specific requirements to use the variable message boards for messaging, so he will have to look into being able to do that.

7. Centre Region Climate Action and Adaptation Plan (CAAP)

The Coordinating Committee received a presentation from Pam Adams, Centre Regional Planning Agency Sustainability Planner regarding the newly adopted Centre Region Climate Action and Adaptation Plan. The CAAP was adopted by the Centre Region Council of Governments (COG) General Forum on November 22, 2021. The COG, in collaboration with its six member municipalities, developed the CAAP to identify pragmatic, fiscally responsible, and equitable actions that local government can implement to reach goals of reducing greenhouse gas emissions and adapting to a changing climate. Mrs. Adams explained that the CAAP is broken into six sectors, and the sector related to the CCMPO addresses Sustainable Transportation. Implementing sustainable transportation planning and practices that promote efficient use of public resources can have positive effects on the community's welfare through improved air quality, more affordable mobility options, and increased active lifestyle habits. The CAAP also recognizes the substantial consequences that severe weather events and changes to the climate pose to local infrastructure, public health, economy, and lifestyles. Preparing for climate change and extreme weather events is critical to protecting the integrity of the transportation system and financial investments in that system.

The Coordinating Committee members offered no comments or questions. Mrs. Adams will periodically update the CCMPO about activities associated with the CAAP relative to transportation infrastructure operations.

8. Long Range Transportation Plan (LRTP) 2050 Action Plan

The Coordinating Committee received a brief presentation from Anne Messner, Centre County Planning and Community Development Office (CCPCDO) Senior Transportation Planner, regarding a dashboard that MPO staff developed to track progress on work tasks identified in the Long Range Transportation Plan's (LRTP) 2050 Action Plan. The dashboard is intended to show work that is anticipated to be completed prior to, or during the next update of the LRTP. Mrs. Messner reviewed the Stakeholder Action table, the Performance Measure Action table, the Social Justice Action table, and the Resiliency Action table. With no questions or comments, Mrs. Messner stated that she will review the dashboard periodically with the CCMPO to determine progress and modifications needed.

9. Member Reports

Committee members provided no reports; however, members took this time to honor and thank Mr. Zilla for his 33-year tenure with the Centre County MPO as the Principal Transportation Planner. Several members spoke of his expertise, leadership, mentorship, patience, and his commitment to the transition process of bringing Mr. Saylor on board. Mr. Zilla's leadership has helped shape many of the most consequential transportation projects in Centre County for more than a quarter-century. He has also contributed significantly to furthering the profession by volunteering his time to many PennDOT initiatives over the years, and generously sharing his knowledge with his peers in other MPOs throughout the Commonwealth. Mr. Zilla valued his relationships with MPO staff and was a great friend, mentor, and leader for those he supervised on a daily basis. He focused on doing what was right for the community and for the individuals who could be impacted by transportation projects. His commitment to listening with an open mind, respecting each person, and getting the work done has helped forge a transportation planning program that is second to none!

Committee members then welcomed Mr. Saylor, the Centre County MPO's new Principal Transportation Planner. Mr. Saylor comes from the SEDA-COG MPO as the Transportation Planning Director. Mr. Saylor led the development of Unified Planning Work Programs, Long Range Transportation Plans, Strategic Plans, and Transportation Improvement Programs for SEDA-COG, which is an eight-county area east of Centre County. Mr. Saylor has worked closely with PennDOT Engineering District 2-0 and has participated as a member of several statewide transportation planning work groups comprised of officials from federal, state, metropolitan, and rural organizations. Mr. Saylor is a certified Professional Engineer and Professional Traffic Operations Engineer and brings a wealth of experience working within Pennsylvania's metropolitan transportation planning and programming process. Mr. Saylor began his role on March 28, 2022 and has undertaken his work duties quickly and enthusiastically!

10. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, June 8, 2022 using hybrid meeting technology at the COG building. The next Coordinating Committee meeting is scheduled for 6:00 p.m. on Tuesday, June 28, 2022 using hybrid meeting technology at the COG building.

11. Adjournment

There being no further business, the April 20, 2022 CCMPO Coordinating Committee meeting was adjourned at 7:53 p.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary

Congratulations!

In May 2022, PennDOT announced that Trish Meek, AICP, has 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 Centre Regional Planning Agency (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.

One of Trish's signature accomplishments was leading 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, and then most recently at the Silver level. Trish also facilitated the LAB's designation of the Centre Region Council of Governments and other entities as Bicycle Friendly Businesses. As part of the BFC and BFB efforts, Trish played a major role in 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.

Building relationships between PennDOT, municipalities, and many external partners has been a particular strength that Trish has exhibited throughout her career at the CRPA. In the course of that career, Trish led several other important transportation planning projects for the CCMPO, including preparation of the MPO's first Park and Ride Lot Study, management of a consultant team preparing a transit development plan for CATA, and completion of several MPO Long Range Transportation Plans. Her versatility and willingness to help where needed even resulted in a short stint as CRPA's local land use planner for the Halfmoon Township.

Trish's last day with the CRPA and CCMPO is 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!



JUNE 28, 2022 MEETING

ITEM 6

CCMPO TITLE VI PROGRAM

Final Draft Document

The CCMPO's current Title VI program was adopted by the Coordinating Committee in November 2018. 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. The CCMPO's Title VI program is augmented by Environmental Justice (EJ) and Limited English Proficiency (LEP) policies that ensure non-discrimination for other protected classes.

The CCMPO's current Title VI program includes a policy statement, notifications to the public, complaint procedures, and an LEP plan. The program also interfaces with the CCMPO Public Participation Plan (PPP).

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:

- Expansion of the list of protected classes
- Enhanced tracking of requests for accommodation
- Re-working of the LEP plan and four-factor analysis
- Removal of language referring to "EJ" tracts and populations, in favor of more specific language

In fall 2021, presentations at the PennDOT/MPO/RPO Planning Partners Conference included recommendations by federal and state officials for additional enhancements to Title VI programs, including:

- Adherence to Federal Transit Administration (FTA) Circular 4702.1B
- Formatting of numerous components into a single, cohesive document

Based on input received from the Technical and Coordinating Committees in February, as well as subsequent input received from the PennDOT Bureau of Equal Opportunity (BEO), FTA, and the Federal Highway Administration (FHWA) a final draft of the updated Title VI program is being presented at this meeting. Following the presentation, staff will receive any further questions and comments, and request that the Coordinating Committee adopt the updated Title VI Program by the Coordinating Committee.

Attachment:

- Final draft - update to CCMPO Title VI Program

At its June 8 meeting, the Technical Committee approved a recommendation to the Coordinating Committee to adopt the updated CCMPO Title VI Program.

The Coordinating Committee should receive the presentation and adopt the updated CCMPO Title VI Program.

Presented by: Greg Kausch, CRPA

Action: Adopt the updated CCMPO Title VI Program.

Due to the size and length of the draft CCMPO Title VI program document, please click the link to access the document: [https://www.crcog.net/vertical/sites/%7B6AD7E2DC-ECE4-41CD-B8E1-BAC6A6336348%7D/uploads/Item 6 - Final Draft CCMPO Title VI Program Update \(June 2022\).pdf](https://www.crcog.net/vertical/sites/%7B6AD7E2DC-ECE4-41CD-B8E1-BAC6A6336348%7D/uploads/Item%206%20-%20Final%20Draft%20CCMPO%20Title%20VI%20Program%20Update%20(June%202022).pdf)

JUNE 28, 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 summer 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.

Since the April CCMPO meetings, PennDOT's consultant team has compiled input from public meetings that were held on April 5 and 6, 2022, and initiated the preparation of the Draft PEL Study report.

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

- Highlights of input received at the April public meetings
- 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.

Following the project team's status report, MPO staff will present a proposed process for the CCMPO's review of the Draft PEL Study Report.

The Coordinating Committee should receive the presentation about the review process and provide comments to staff.

Presented by: Anne Messner, AICP

No action required.

SCAC website: www.PennDOT.gov/SCAC

June 28, 2022 MEETING

ITEM 8.1

2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions - Additional Funding from Transportation Alternatives Set-Aside Program

The 2021-2024 Centre County TIP was adopted by the CCMPO in June 2020 and took effect on October 1, 2020. On April 20, 2022, Governor Tom Wolf announced the award of funds from PennDOT's Transportation Alternatives (TA) Set-Aside Program, including three projects in Centre County.

PennDOT proposes to add funding for a Preliminary Engineering (PE) 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 CCMPO must formally approve a revision to the TIP to add the three new projects and the associated funds.

Project	Municipality	Funding
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

Attachment:

- Fiscal Constraint Chart illustrating details of funding revisions.

MPO and PennDOT District 2-0 staff will provide a brief summary of the proposed revisions.

At its June 8 meeting, the Technical Committee approved a recommendation to the Coordinating Committee to adopt the revisions to the 2021-2024 TIP.

The Coordinating Committee should receive the summary and approve the revisions to the 2021-2024 TIP.

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

Action: Approve the revisions to the 2021-2024 Centre County TIP.

**CCMPO 2021 TIP
Highway and Bridge Amendments**

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

Amendments				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			Outer Years			Grand Sum	Remarks		
Project Title	MPMS	Phase	Action	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
1 Belleville Streetscape Safety improvements TASA Centre County	118399	PE	Before	STP					0			0										0	Add project to TIP with federal funds. TASA oversight and management.	
			Adjust	STP						5,000			10,000											15,000
			After	STP			0	0	0	5,000	0	0	10,000	0	0	0	0	0	0	0	0	0		15,000
2 St. College Shared Use Path TASA Centre County	118401	PE	Before	STP					0			0										0	Add project to TIP with federal funds. TASA oversight and management.	
			Adjust	STP						7,000			13,000											20,000
			After	STP			0	0	0	7,000	0	0	13,000	0	0	0	0	0	0	0	0	0		20,000
3 Pine Grove Mills Bike / Ped Improvements TASA Centre County	118402	PE	Before	STP					0			0										0	Add project to TIP with federal funds. TASA oversight and management.	
			Adjust	STP						5,000			10,000											15,000
			After	STP			0	0	0	5,000	0	0	10,000	0	0	0	0	0	0	0	0	0		15,000
			Before																			0		
			Adjust																			0		
			After			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		
			Before FFY Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Fiscal constraint ok as \$50k from Statewide	
			Adjustment FFY Totals			0	0	0	17,000	0	0	33,000	0	0	0	0	0	0	0	0	0	50,000	Reserve #104412.	
			After FFY Totals			0	0	0	17,000	0	0	33,000	0	0	0	0	0	0	0	0	0	50,000		

June 28, 2022 MEETING

ITEM 8.2

2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions - Additional Funding for the Atherton Street Phase III Project

The 2021-2024 Centre County TIP was adopted by the CCMPO in June 2020 and took effect on October 1, 2020.

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.

Summary of Recommended Amendment to 2021-2024 TIP			
<i>Where are the funds coming FROM?</i>			
Project	Original Funding	Change	Revised Funding
Poor Bridge/Betterment Line Item Regional TIP Reserve Item	\$5,441,026	-\$3,837,331	\$1,603,695
HSIP Set Aside Reserve Central Office Reserve Item	\$9,438,469	-\$1,491,205	\$7,947,264
SR 3014 Section 154 Atherton Street Phase IV PE Phase – funded 2023-2026 TIP	\$470,000	-\$400,000	\$70,000
SR 26/45 Section N37 Shingletown Road Intersection Construction Phase – balance in excess of estimated cost	\$6,500,361	-\$651,716	\$5,848,645
SR 3014 EPX 2022 Centre Bridge Epoxy Surface Treatment Elmwood Street over Spring Creek – Converted to HSIP	\$150,000	-\$150,000	\$0
SR 26 Section N41 Howard Intersection Final Design Phase – Converted to HSIP	\$358,216	-\$357,216	\$1,000
SR 26 Section 147 Jacksonville Road Betterment Utility Phase – Available due to engineering delay, will be reprogrammed on 2023-2026 TIP	\$500,000	-\$500,000	\$0
SR 26 Section 147 Jacksonville Road Betterment ROW Phase – Available due to engineering delay, will be reprogrammed on 2023-2026 TIP	\$410,607	-\$410,607	\$0
SR 26 Section 147 Jacksonville Road Betterment Construction Phase – Available due to engineering delay, will be reprogrammed on 2023-2026 TIP	\$4,175,000	-\$3,525,000	\$650,00

(Continued)

Summary of Recommended Amendment to 2021-2024 TIP			
<i>Where are the funds going TO?</i>			
Project	Original Funding	Change	Revised Funding
SR 3014 Section 153 Atherton Street Phase III Construction Phase	\$21,928,939	+\$11,873,701*	\$33,802,640

**There is a \$550,626 difference in "from" and "to" funding, reflecting an increase in local funds that are not moved from any other project.*

Attachment:

- Fiscal Constraint Chart Illustrating details of funding revisions

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

At its June 8 meeting, the Technical Committee approved a recommendation to the Coordinating Committee to adopt the revisions to the 2021-2024 TIP.

The Coordinating Committee should receive the presentation and approve the revisions to the 2021-2024 TIP.

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

Action: Approve the revisions to the 2021-2024 Centre County TIP.

FISCAL CONSTRAINT CHART
FFY 2021-2024 TIP Highway/Bridge

Amendment (MA ID:)				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			FFY 2025			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	NHPP					211,692									1,638,000			Reserve Line Item	
			Adjust	NHPP						(211,692)									(1,638,000)			
			After	NHPP																		
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	STP	581				322,622						1,121,927	39,970		503,120			Reserve Line Item	
			Adjust	STP	581				(322,622)						(1,121,927)	(39,970)		(503,120)				
			After	STP	581																	
HSIP Set Aside Reserve /000 Central Office	101969	CON	Before	sHSIP					9,438,469			8,607,294			32,454,396						HSIP Reserve Line Item	
			Adjust	sHSIP					(1,491,205)													
			After	sHSIP					7,947,264			8,607,294			32,454,396							
Atherton Street Phase IV 3014/154 Centre	101961	PE	Before	NHPP														470,000			Funds needed to support project	
			Adjust	NHPP															(400,000)			
			After	NHPP															70,000			
Howard Intersection 26/N41 Centre	93262	FD	Before		581											358,216					Available Funds, project will be supported by HSIP Funds	
			Adjust		581												(357,216)					
			After		581												1,000					
SR 26/45 Shingletown Intersection 26/N37 Centre	76136	CON	Before	NHPP								651,716									Available Funds, Low Bid cost savings	
			Adjust	NHPP									(651,716)									
			After	NHPP																		
Jacksonville Road Betterment 26/147 Centre	112588	UT	Before		581		100,000			500,000											Available Funds, plan development delays	
			Adjust		581					(500,000)												
			After		581		100,000															
Jacksonville Road Betterment 26/147 Centre	112588	RW	Before		581		239,393			410,607											Available Funds, plan development delays	
			Adjust		581					(410,607)												
			After		581		239,393															
Jacksonville Road Betterment 26/147 Centre	112588	CON	Before	STP	581							1,827,000	2,348,000								Available Funds, plan development delays, funded on 2023 TIP	
			Adjust	STP	581								(1,677,000)	(1,848,000)								
			After	STP	581								150,000	500,000								
2022 Centre Bridge Epoxy Surface 3014/EPX Centre	116627	CON	Before	STP								150,000									Available Funds, changed to HSIP	
			Adjust	STP									(150,000)									
			After	STP																		
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	NHPP					2,595,000		2,204,362	2,268,284		2,512,300	1,817,089						Funds needed to support project	
			Adjust	NHPP						211,692		550,626	651,716									2,038,000
			After	NHPP						2,806,692		2,754,988	2,920,000		2,512,300	1,817,089				2,038,000		
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	STP	581		626,381		1,019,324	831,563			668,000		842,073	3,029,814					Funds needed to support project	
			Adjust	STP	581				322,622	910,607			1,827,000	1,848,000		1,121,927	397,186			503,120		
			After	STP	581		626,381		1,341,946	1,742,170			1,827,000	2,516,000		1,964,000	3,427,000			503,120		
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	sSTP					350,000												Project Funds	
			Adjust	sSTP																		
			After	sSTP						350,000												
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	HSIP					532,544						992,000						Project Funds	
			Adjust	HSIP																		
			After	HSIP						532,544						992,000						
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	sHSIP					1,640,205												Funds needed to support project	
			Adjust	sHSIP						1,491,205												
			After	sHSIP						3,131,410												
Before Totals						\$0	\$965,774	\$0	\$16,109,856	\$1,742,170	\$2,204,362	\$13,504,294	\$3,016,000	\$2,512,300	\$37,227,485	\$3,428,000	\$0	\$2,611,120	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$550,626	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$965,774	\$0	\$16,109,856	\$1,742,170	\$2,754,988	\$13,504,294	\$3,016,000	\$2,512,300	\$37,227,485	\$3,428,000	\$0	\$2,611,120	\$0	\$0		

June 28, 2022 MEETING

ITEM 8.3

2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions - Funding for the 2025 Centre Bridge Preservation Project

The 2021-2024 Centre County TIP was adopted by the CCMPO in June 2020 and took effect on October 1, 2020.

The 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 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 Bridge Preservation project. From FFY 2023 to FFY 2022. The state funds previously allocated to this phase will be reallocated to the Poor Bridge/Betterment line item. The CCMPO must formally approve revisions that add a phase to the TIP using federal funds or federalizes a project previously funded with state funds.

Project	Municipality	Funding
SR 26 Section P53 2025 Centre Bridge Preservation College Avenue over Spring Creek Preliminary Engineering Phase	College Township	\$319,000
SR 26 Section P35 2026 Centre Bridge Preservation Walnut Street over Bald Eagle Creek (Causeway)	Howard Township	\$400,000

Attachment:

- Fiscal Constraint Chart Illustrating details of funding revisions

MPO and PennDOT District 2-0 staff will provide a brief summary of the proposed revisions.

The Coordinating Committee should receive the summary and approve the revisions to the 2021-2024 TIP.

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

Action: Approve revisions to the 2021-2024 Centre County TIP.

FISCAL CONSTRAINT CHART
FFY 2021-2024 TIP Highway/Bridge

Amendment (MA ID:)				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Infrastructure Investment Reserve Line Item / Centre	117920	CON	Before	BRIP					719,000									Reserve Line Item
			Adjust	BRIP					(719,000)									
			After	BRIP														
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before		185								402,450			334,539		Reserve Line Item
			Adjust		185								231,749					
			After		185								634,199			334,539		
2025 Centre Bridge Preservation 26/P53 Centre	116885	PE	Before	BRIP														Add PE Phase and utilize available BRIP Funds to start project
			Adjust	BRIP					319,000									
			After	BRIP					319,000									
2026 Centre Bridge Preservation 26/P35 Centre	110368	PE	Before	BRIP	185								231,749					Advance PE Phase and utilize available BRIP Funds to start project
			Adjust	BRIP	185				400,000				(231,749)					
			After	BRIP	185				400,000									
Before Totals						\$0	\$0	\$0	\$719,000	\$0	\$0	\$0	\$634,199	\$0	\$0	\$334,539	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	\$719,000	\$0	\$0	\$0	\$634,199	\$0	\$0	\$334,539	\$0	

NOTES

JUNE 28, 2022 MEETING

ITEM 9

PUBLIC COMMENT PERIOD SUMMARY FOR:

2022 Centre County Air Quality Conformity Determination Report 2023-2026 Centre County Transportation Improvement Program (TIP)

Since mid-2021, PennDOT and MPO staff have been collaborating to prepare the new 2023-2026 TIP. Previous presentations to the CCMPO Committees were provided in:

Sept. 2021	Overview of TIP development, including financial guidance (funding allocation), preliminary project priorities, and the schedule for preparation and adoption.
Nov. 2021	Initial versions of the Preliminary Draft Highway and Transit Elements.
Feb. 2022	Updated version of Preliminary Draft Highway Element, including additional federal funding allocated from the <i>Bipartisan Infrastructure Law (BIL)</i> .
April 2022	Final Draft Highway and Transit Elements

In April, the MPO staff received the Draft 2022 Air Quality Conformity Determination Report for the Draft TIP.

On April 20, the CCMPO Coordinating Committee authorized the MPO staff to advertise the Draft Conformity Determination Report and Final Draft TIP for the required 30-day public comment period. The comment period began on April 29 and concluded on May 30. A public meeting was held on May 10.

Attached is:

- Draft Public Comment Period Summary

Staff will provide a presentation about the comment period summary, focusing on the responses to comments. At its June 8 meeting, the Technical Committee recommended approval of the responses to comments to the Coordinating Committee.

The Coordinating Committee should receive the presentation and approve the responses to comments.

Presented by: Anne Messner, AICP, CCPCDO

Action: Recommendation to the CCMPO Coordinating Committee to approve the responses to comments in the Public Comment Period Summary for the 2022 Air Quality Conformity Analysis Report and 2023-2026 TIP.

Centre County Metropolitan Planning Organization (CCMPO)
2022 Centre County Air Quality Conformity Analysis
2023-2026 Centre County Transportation Improvement Program (TIP)

Public Comment Period Summary

I. When Was the Draft Air Quality Conformity Report and Draft 2023-2026 TIP Made Available for Public Comment?

April 26, 2022	The Draft Air Quality Conformity Report and Draft 2023-2026 TIP documents were posted on the CCMPO’s website. The website included the option of submitting an online comment form.
April 29, 2022	The 30-day public comment period was formally initiated. Classified advertisements were placed in The Progress (Clearfield/Philipsburg), The Express (Lock Haven), and The Centre Daily Times (State College) newspapers. Notices included the dates for the start and conclusion of the comment period; the locations at which the Air Quality Conformity Report and the 2023-2026 TIP were available for review; and the date, time, and location of the public meeting.
April 29, 2022	A notice about the public comment period was placed on the C-NET public access cable television bulletin board. A press release was sent to 25 broadcast and print media outlets, including web-based community news publishers and three newspapers serving Centre County. A Facebook post was published 9 times; 984 people were reached.
April 29, 2022	A notice was emailed and mailed to nine Native American Tribes and Nations whose ancestors had at one time lived in Centre County. The notice directed tribal representatives to the website, where all documents could be accessed.
April 29, 2022	A notice was emailed and mailed to the municipal managers or secretaries for the 35 municipalities in Centre County. The notice included the website address to access the documents, the dates for the start and conclusion of the public comment period and the public meeting.
April 29, 2022	A notice was emailed to 223 persons on the mailing list for CCMPO meetings and reports. The notice included the website address to access the documents and the dates for the public comment period and public meeting. The mailing list includes local officials and citizens, committee members, “interested parties”, and staff members for federal and state legislators.
April 29, 2022	A notice was emailed to 99 organizations designated as “transportation stakeholders” in the CCMPO’s Public Participation Plan (PPP). The transportation stakeholders include: affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other entities. The notice included the web address to access the documents and the dates for the public comment period and public meeting.
May 10, 2022	A Public Meeting in hybrid format was held at the Centre Region COG Building from 6:00 to 7:00 p.m. Staff members from the Centre Regional Planning Agency (CRPA), the Centre County Planning and Community Development Office (CCPCDO), Centre Area Transportation Authority (CATA), and PennDOT District 2-0 Office were present to respond to questions and receive comments.
May 30, 2022	The 30-day public comment period concluded at 5:00 p.m.

II. Public Comments and Responses

Comments received via written correspondence, online comment form, telephone, or email (copies of written correspondence are attached):

	Agency/Individual	Summary of Comment	Response
	Bellefonte Borough and Spring Township (via correspondence)	Joint request for the CCMPO to consider marking funding available for Preliminary Engineering of the Route 150/Phoenix Avenue intersection as a high priority in the first year of the draft TIP.	The Route 150/Phoenix Ave. Intersection Bellefonte Borough has received partial finding for preliminary engineering in 2025, but additional funds are needed to complete the project. CCMPO will continue to work toward fully funding this project even after the 2023 TIP is adopted June 28, 2022.
	David Modricker (via correspondence and during the public meeting)	Has asked that consideration be given for an SR64 traffic safety audit in Walker Township using funding that would be available in the TIP and LRTP.	CCMPO staff will work with Walker Township and District 2-0 upon the conclusion of any safety assessment and whether additional measures are available in the short term and the long term to improve safety along SR64.
	Spring Township (via correspondence)	The township asked for consideration in the TIP for SR150 and Phoenix Avenue improvements to move the project to an earlier date.	CCMPO with PennDOT conducts periodic reviews of projects and funding to move projects timelines when practical.

Continued

III. Public Meetings

Format and Attendance

A public meeting was held on May 10, 2022 from 6:00 pm to 7:00 pm at the Centre Region COG Building. 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. Two (2) citizen and officials attended the session.

Verbal Comments Received at the Public Meetings

The single comment during the public meeting was confirmed with a letter expressing the same comment and a response to that letter is provided in Section II.

A public meeting survey form was made available to provide written comments. Written comments are documented in Section II.

JUNE 28, 2022 MEETING

ITEM 10

2022 CENTRE COUNTY AIR QUALITY CONFORMITY

Conformity Determination Report and Air Quality Conformity Resolution

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).

Attachments:

- Draft 2022 Air Quality Conformity Determination Report
- Draft 2022 Air Quality Conformity Resolution

Staff will not provide a presentation but will answer questions from the Committee.

At its June 8 meeting, the Technical Committee recommended approval of the Conformity Determination Report and the Conformity Resolution.

The Coordinating Committee should take action to approve the 2022 Conformity Determination Report and the 2022 Conformity Resolution.

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

Action: Approve the 2022 Air Quality Conformity Analysis Report and the 2022 Air Quality Conformity Resolution.

Transportation Conformity Determination Report
1997 Ozone NAAQS

*Transportation Conformity Determination
Centre County*

2023-2026 Transportation
Improvement Program (TIP)
and 2050 Long Range
Transportation Plan (LRTP)

April 2022

Table of Contents

EXECUTIVE SUMMARY.....1

1.0 BACKGROUND.....2

2.0 CCMPO TIP and LRTP.....3

3.0 TRANSPORTATION CONFORMITY PROCESS.....4

4.0 TRANSPORTATION CONFORMITY REQUIREMENTS.....4

5.0 CONCLUSION.....6

APPENDIX A: Regionally Significant Project List (Centre County)

Executive Summary

As part of its transportation planning process, the Centre County Metropolitan Planning Organization (CCMPO) completed the transportation conformity process for the 2023-2026 Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed to address the 4-year frequency requirement for conformity; and there are no changes to the LRTP.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP) for air quality. Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The *State College, PA* area (encompassing Centre County) was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Centre County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The county is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in *South Coast Air Quality Management District v. EPA*, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Centre County was designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Centre County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Centre County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 CCMPO TIP and LRTP

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each MPO/RPO Planning Partner. Federal Law

requires TIPs to be updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The [Centre County LRTP](#) guides decision-making about transportation improvements in the county. The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

The February 16, 2018, *South Coast vs. EPA* Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year metropolitan transportation plan (aka LRTP) update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Centre County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the CCMPO 2023-2026 TIP and 2050 LRTP.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Centre County SIP maintenance plan does not include any TCMs.

² Available from [Policy and Technical Guidance for State and Local Transportation | US EPA](#)

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted on October 28, 2021 and January 27, 2022 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, CCMPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The CCMPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The CCMPO TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the CCMPO TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Centre County

Project Name	Description
FY 2023-2026 Highway-Bridge-Transit TIP	
Exit 161 Bellefonte Interchange (MPMS 3142)	Construction of High Speed Interchange between I-99 and I-80 at the existing Exit 161. Segment Eastbound 1590/0000 to 1620/0800; Westbound 1591/0000 to 1621/0800. Companion with 80-A18. ITS Includes: Retrofit Existing Dynamic Message Sign(DMS), Install RWIS Tower, Remove Existing CCTV, (2) New CCTV Installed, Install Conduit/Possibly Fiber in Boggs, Spring and Marion Townships, Centre County.
SR 150 and Phoenix Ave Intersection (MPMS 106365)	Intersection improvements on State Route 150 and Phoenix Avenue intersection in Bellefonte Borough and Spring Township, Centre County.
Atherton Street Phase III (MPMS 101960)	Highway reconstruction work on State Route 3014, Atherton Street. Work will consist of the reconstruction of the drainage system and a mill and overlay of the existing pavement. Minor widening (approximately .7 mile eastbound and .7 mile westbound for a total of 1.4 miles) is anticipated in areas along with ADA ramp reconstruction and minor traffic signal work (interconnected), Curtin Road to Westerly Parkway. Install 1 full-color standard Dynamic Message Sign (DMS), 1 full-color Type A DMS, and 2 HD CCTV cameras to aid in Integrated Corridor Management between I-99, US 322, and Atherton Street in State College Borough, College, Ferguson, Patton and Harris Townships.
Atherton Street Phase IV (MPMS 101961)	Highway Restoration on State Route 3014 (Atherton Street), from Westerly Parkway to Scenery Drive, in State College Borough and College Township, Centre County.
2050 Long Range Transportation Plan (No Changes from Previous LRTP Conformity)	
SR 550 & Saw Mill Rd Intersection	Installation of a westbound left turn lane on SR 550.
SR 3014 North Atherton Street Signals	Improve efficiency of operations through the corridor by upgrading traffic signals with latest adaptive technology.
SR 26/SR 45 Pine Grove Mills Intersection	Realignment of the intersection and installation of a full functioning traffic signal if warranted at the intersection of SR26 and SR45 and Nixon Road T334 in the village of Pine Grove Mills located in Ferguson Township. Currently there exists a flashing traffic signal at this location.

Project Name	Description
College - Beaver Avenue Transit Signal Priority (TSP) and Intelligent Transportation Systems (ITS)	Implement transit signal priority and related ITS technologies along the college and Beaver Avenue corridors in State College Borough. The project area will include intersections at Atherton Street, Burrowes Street / Road, Fraser Street, Allen Street, Pugh Street, Garner Street / Shortlidge Road, and the University Drive ramps.
Moshannon Valley Park and Ride Lot	Construct improvements to an existing informal lot, or construct a new lot, to accommodate a significant population of those who commute via alternative mode - including vanpooling and other ridesharing - and currently utilize informal and unimproved locations.
Penns Valley Park and Ride Lot	Construct improvements to an existing informal lot, or construct a new lot, to accommodate a significant population of those who commute via alternative mode - including vanpooling and other ridesharing - and currently utilize informal and unimproved locations.

Centre County Metropolitan Planning Organization (CCMPO)

2022 Air Quality Conformity Resolution

Conformity of the 2023-2026 Centre County Transportation Improvement Program (TIP) and the Centre County 2050 Long Range Transportation Plan (LRTP) 2050 in accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which were signed into law and became effective on November 15, 1990, hereafter referred to as the CAAA; and

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and

WHEREAS, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans, programs and projects, and amended the Final Conformity Rule various times between 1996 and present; and

WHEREAS, effective July 15, 2004, Centre County was designated by EPA as a non-attainment area under the 1997 eight-hour ozone NAAQS; and

WHEREAS, on November 14, 2007, Centre County was re-designated under the 1997 eight-hour ozone NAAQS as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the Commonwealth of Pennsylvania's State Implementation Plan (SIP) maintenance plan; and

WHEREAS, on April 6, 2015, EPA revoked the 1997 eight-hour ozone NAAQS for all purposes and established anti-backsliding requirements; and

WHEREAS, the U.S. Court of Appeals for the D.C. Eighth Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Centre County satisfies the criteria; and

WHEREAS, the EPA issued the Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018 to address how transportation conformity determinations can be made for the 1997 ozone NAAQS; and

WHEREAS, Centre County has been classified as in attainment for all current NAAQS as of March 31, 2022; and

WHEREAS, transportation plans and programs are required to conform to the purpose of the SIP and Sections 174 and 176 (c and d) of the CAAA [42 U.S.C. 7504, 7506 (c and d)]; and

WHEREAS, the Centre County Metropolitan Planning Organization (CCMPO) [Centre County MSA] is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the Pennsylvania Department of Transportation (PennDOT); and

WHEREAS, the Final Conformity Rule (and subsequent amendments) requires the CCMPO to determine that its transportation plans and programs conform with the CAAA requirements by meeting the Final Rule on Transportation Conformity; and

WHEREAS, an air quality analysis and conformity determination has been prepared for the 2023-2026 Centre County TIP and the Centre County LRTP 2050 for the 1997 ozone standard;

NOW, THEREFORE BE IT RESOLVED, that the CCMPO has found the 2023-2026 Centre County TIP and 2050 LRTP contributes to the achievement and maintenance of the 1997 eight-hour NAAQS for ozone; and the CCMPO has found that the 2023-2026 TIP and the Centre County LRTP 2050 are consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments; and that this conformity determination demonstrates that the requirements of 40 CFR Part 93 regarding conformity to the State Implementation Plan are met.

APPROVED AND ADOPTED BY CCMPO Coordinating Committee on June 28, 2022.

ATTEST:

James J. May
CCMPO Secretary

BY:

L. Eric Bernier
CCMPO Chair

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JUNE 28, 2022 MEETING

ITEM 11

2023-2026 CENTRE COUNTY TIP

Final Draft TIP

As reported in agenda item #9, the CCMPO Committees reviewed the Final Draft 2023-2026 TIP in April.

The 30-day public comment period for the Final Draft TIP began on April 29 and concluded on May 30. A public meeting was held on May 10. Comments about the TIP were reviewed under agenda item #9.

The following Final Draft TIP documents are not attached to the agenda, but are available on the CCMPO's website at:

<https://www.crcog.net/2023TIP>

- [One page "Highway TIP at a Glance"](#)
- [Summary of Final Draft Highway Element](#)
- [Detailed Final Draft Highway Element](#)
- [Map of highway and bridge projects](#)
- [One page "Transit TIP at a Glance"](#)
- [Summary of Final Draft Transit Element](#)
- [Detailed Final Draft Transit Element](#)

Staff will provide a brief presentation about the Final Draft TIP.

At its June 8, 2022 meeting, the Technical Committee approved a resolution recommending adoption of the 2023-2026 TIP.

The Coordinating Committee should receive the presentation and adopt the 2023-2026 Centre County TIP.

Presented by: Greg Kausch, CRPA
Anne Messner, AICP, CCPCDO

Action: Adopt the 2023-2026 Centre County TIP.

JUNE 28, 2022 MEETING

ITEM 12

FEDERAL TRANSPORTATION PLANNING PROCESS CERTIFICATION

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 is:

- Draft Resolution certifying the CCMPO's compliance

Staff will not provide a report but will answer questions from the Committee. The Technical Committee has recommended approval of the resolution.

The Coordinating Committee should take action to approve the self-certification resolution.

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

Action: Approve the Self Certification Resolution certifying the CCMPO's compliance with all applicable federal transportation planning regulations.

Centre County Metropolitan Planning Organization (CCMPO)

Self-Certification Resolution

RESOLUTION of the Centre County Metropolitan Planning Organization (CCMPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of a proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the State Transportation Improvement Program (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of an LRTP and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the Centre County TIP continues to be financially constrained as required by 23 CFR Part 450.326(j) and FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas in the development of the 2023-2026 Centre County TIP; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA-funded planning projects and FTA-funded projects have been met; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED, that the CCMPO certifies that its metropolitan transportation planning process is being carried out in conformance with all of the applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all transportation plans and programs, including the FFY 2023-2026 Centre County TIP (see Exhibit 1).

I, L. ERIC BERNIER, HEREBY CERTIFY THAT I AM CHAIR OF THE CCMPO, and that the foregoing resolution was adopted by the CCMPO Coordinating Committee in accordance with its Bylaws at a meeting held on June 28, 2022, and that said resolution is now in full force and effect.

ATTEST:

James J. May.
CCMPO Secretary

By: _____
L. Eric Bernier
CCMPO Chair

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Exhibit 1

CCMPO Self-Certification Documentation

Title VI Requirements

The CCMPO adopted an updated Public Participation Plan (PPP) on November 24, 2015. The PPP specifies public participation principles, outreach techniques, and procedures to use when communicating with underserved populations (e.g., low income, elderly, or minority households; persons with disabilities; and persons with low English proficiency) for various CCMPO activities. The PPP includes demographic information to identify underserved populations, and specifies a list of interested parties that are invited to participate in CCMPO activities. The PPP is evaluated on an annual basis.

Specific outreach activities for the development of the 2019-2022 Centre County Transportation Improvement Program (TIP) are described in the Public Comment Period Summary. The summary also lists the responses to comments received. This document is included in the package of information submitted to PennDOT following the CCMPO's adoption of the 2019-2022 TIP.

Disadvantaged Business Enterprises (DBE) Requirements

The administration of the CCMPO's annual Unified Planning Work Program (UPWP) occurs through a legal agreement and periodic work orders executed by PennDOT and the Centre Regional Planning Commission (CRPC). Staff services to the CCMPO are provided by members of the Centre Regional Planning Agency (CRPA), Centre County Planning and Community Development Office (CCPCDO), and the Centre Area Transportation Authority (CATA) through this agreement.

Contracts awarded to outside vendors for planning studies are subject to a minimum participation requirement for DBEs. The CRPC has not awarded contracts to outside vendors since 2010. Two contracts with outside vendors were awarded by the CRPC in 2010. A contract was executed with Trans Associates Engineering Consultants, Inc. (TA) in September 2010 for completion of the Halfmoon/Patton Township Land Area Plan Traffic Analysis. The TA team included a certified DBE firm, with approximately an 11% participation by the firm. In October 2010, a contract was executed with McCormick Taylor, Inc. (MT) for completion of the Moshannon Valley Park and Ride Study. The MT consultant team included a certified DBE firm, with approximately 13% participation by the firm.

Prior to 2010, the CRPC awarded a contract to Whitman, Requardt, and Associates (WRA) in February 2009 for completion of travel demand modeling for the Centre County Long Range Transportation Plan (LRTP) 2040. The WRA consultant team included a certified DBE firm, and the scope of work included approximately 12% participation by the DBE firm.

The CRPC also awarded one contract to an outside vendor in June 2008 for completion of an assessment of public transportation services in Centre County. The consultant agreement was executed with Abrams-Cherwony and Associates. The Abrams-Cherwony consultant team included a certified DBE firm, and the scope of work included approximately 12% participation by the DBE firm.

UPWP funding has also been provided to CATA for two special planning studies conducted with outside vendors. In 2017, CATA awarded a contract to Foursquare Integrated Transportation Planning to complete the Articulated Bus Assessment Study. Foursquare is a certified DBE Firm. In 2017, CATA also awarded a contract to Research America, Inc. for the completion of a rider survey. Research America, Inc. is not a certified DBE Firm, and a minimum DBE participation goal was not established for this project.

Americans With Disabilities Act (ADA) Requirements

The offices of the agencies that provide staff services to the CCMPO (CRPA, CCPCDO, CATA, and PennDOT) are all ADA-compliant. In accordance with the CCMPO's PPP, all committee, subcommittee, and public meetings are held in ADA-compliant buildings. When possible, meetings are held in locations convenient to alternative transportation modes. All meeting advertisements include a request that special needs users contact the CRPA if special arrangements need to be made. An example of a newspaper advertisement is included as Attachment A.

Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements

The CCMPO's 2017-2020 Centre County TIP was adopted in June 2016, and modified several times since the original adoption. The CCMPO, PennDOT, and the CATA utilize approved *Procedures for TIP Modifications*, which specify the modifications that must be formally approved by the CCMPO, and modifications that can be completed by administrative action of the project sponsor (typically PennDOT or CATA). For each amendment that required formal action by the CCMPO, and for administrative actions made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment is included as Attachment B. Similar processes and procedures were approved and will be utilized to administer the 2019-2022 Centre County TIP.

JUNE 28, 2022 MEETING

ITEM 13

Bipartisan Infrastructure Law (BIL) Subcommittee

Status Report and Recommendation

On February 22, 2022, the Coordinating Committee received a presentation on the BIL, and moved to form a subcommittee to identify projects and prioritize discretionary funding opportunities made available through the BIL.

Since the February meeting, the BIL Subcommittee has three times. In response to requests from the subcommittee, staff developed several documents, including a summary of staffing options for pursuing funding opportunities related to the BIL, a summary of BIL funding programs which may be of interest to the MPO, and a summary of timelines for the initial application rounds of those programs.

At the most recent meeting, the subcommittee noted that staff had identified several programs as likely to yield successful applications without requiring notable additional resources.

CCMPO staff will continue to work with the subcommittee to identify programs and strategies that are likely to result in successful project applications and anticipates providing an additional report for the September Technical Committee Meeting.

At the meeting, CCMPO staff will provide an update about the efforts of the subcommittee, including:

- Highlights of information developed for the subcommittee
- Recommendations of the subcommittee for consideration

The Coordinating Committee should receive the status report, and consider the recommendations provided.

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

Options for CCMPO Capacity to Pursue Funding Programs Included in the IJJA

Do Nothing	
Description	Limit staff input to discussions of new opportunities, links to NOFAs in meeting packets and light discussion of opportunities and projects in existing meetings; prepare letters of consistency or other light-effort support documents on an as-requested basis.
Fiscal Impact	No visible impact to services, no benefit from additional programs or projects.
Pros	Within existing resources; Avoids difficult discussion of disproportionate impacts and outcomes; Avoids conflicts over allocations; Preserves focus on delivering base program.
Cons	Potentially forsakes regional and local opportunities; fosters disengagement and a lack of coordinated efforts; Staff likely to extend additional assistance on as-requested basis which may lead to perception of favoritism or regionalism.
Summary/ Recommendation	Group consensus from meeting one that this option should not be considered
Retarget existing MPO staff Resources - Low involvement/clearing house option	
Description	Use limited staff efforts to share materials and notices for opportunities; Assign relevant staff to periodically compare pending NOFAs to project list from adopted plans; Convene workshops or solicit Technical Assist sessions on application preparation for interested sponsors; Provide limited support in the form of budget and application review; Provide letters of consistency and limited support and direction to sponsors in gathering support letters; may include forming and facilitating a peer group for sponsors.
Fiscal Impact	Reallocates staff efforts from base program; Places additional workload on staff without additional resources impacting several COG and/or County Positions.
Pros	Discussion of additional resources not required; May increase success rate for highly motivated sponsors; Provides a limited platform for synergy and regional collaboration.
Cons	Potentially forsakes regional and local opportunities for less capable sponsors; Some negative impact to delivery of base programs; May foster concerns over disproportionate outcomes and regionalism.
Summary/ Recommendation	

Retarget existing MPO staff Resources - High involvement option

Description	Reassign staff at CRPA or CCPCDO to provide concierge service in the preparation of applications including project and program selection, scope and narrative development, securing assistance in development of cost estimates, impact analyses and other required elements of applications. Provide letters of consistency and limited support and direction to sponsors in gathering external agency support letters; may include forming and facilitating a peer group for sponsors.
Fiscal Impact	Reallocates staff efforts from base program; Places additional workload on staff without additional resources impacting several COG and/or County Positions to the extent that it delays or defers activities currently assigned to position(s).
Pros	Likely to lead to the development of one or more strong regional applications; Defers or avoids discussion of additional positions or external contracts; Allows MPO and CRPA to prioritize one or more impactful projects for the region.
Cons	Presents a false economy; Delays or denies services originally assigned to the positions; Requires discussion on the fair allocation of staff resources among regional needs; Staff expertise may not be sufficient to fully develop competitive applications for some programs, limiting programs that can be explored via this option; Establishes a precedent that the MPO staff may not be able to meet in future years.
Summary/ Recommendation	Jim has concerns about the impact of this option on current priorities and obligations.

Add Staff Resources under an existing entity	
Description	Fund and hire for one or more positions at CRPA, CCPDO, or other agency to focus on developing and submitting competitive applications for one or more programs; Assign new staff to periodically compare pending NOFAs to project list from adopted plans; Convene workshops or solicit Technical Assist sessions on application preparation for interested sponsors; Provide primary support in budget and application development; Provide primary support in obtaining letters of consistency and limited support and direction to sponsors in gathering external agency support letters; may include forming and facilitating a peer group for sponsors.
Fiscal Impact	Requires host agency or a collaborating group of agencies to identify sufficient funds and hire staff for the position. Expected duration of the effort (permanent or limited term) must be determined at beginning of the staffing process.
Pros	Likely to lead to the development of one or more strong regional applications; Preserves current staff ability to focus on current priorities; Defers or avoids discussion of external contracts; Allows MPO and CRPA to prioritize one or more impactful projects for the region; Builds a continuing resource for pursuing additional implementation funds at the state and local level; The solution is scalable to a larger effort (more positions) at the discretion of the funding agencies.
Cons	Requires an immediate decision to commit resources in a difficult fiscal environment; Could require an extensive length of time for budgeting and hiring process in a competitive labor market, limiting the ability to respond to near-term opportunities. Requires discussion on the fair allocation of staff resources among regional needs; Required skills for the position may vary based on the complexity of the application process for projects prioritized, and large-scale programs may require additional staffing, expertise or outside resources; Establishes a precedent that the committees and MPO staff may not be comfortable with in future years.
Summary/Recommendation	

Contract with Outside Agency or Consultant Firm	
Description	Identify funding and contract with one or more agencies or consultants to develop applications. Assign primary responsibility for preparing applications and related documents. May specify that the assisting group convene workshops or provide Technical Assistance sessions on application preparation for interested sponsors. May still require COG or sponsor support in obtaining letters of consistency and limited support and direction to sponsors in gathering external agency support letters; may include forming and facilitating a peer group for sponsors.
Fiscal Impact	Requires host agency or a collaborating group of agencies to identify sufficient funds to support the desired contract.
Pros	Likely to lead to the development of one or more strong regional applications; Preserves current staff ability to focus on current priorities; Defers or avoids discussion of additional positions; Provides flexibility in the duration of the effort; Provides a solution that is easily scalable based on needs and resources; Relatively quick startup compared to other options; Provides extensive flexibility in expertise; Consistent with past practices at MPO, County and Municipal levels.
Cons	Requires an immediate decision to commit resources in a difficult fiscal environment; Potentially larger fiscal impact than most other solutions; Requires discussion on the fair allocation of required resources among regional needs.
Summary/Recommendation	

High Level Summary of Programs of Interest in the BIL

Who can Apply							Highway Programs	Purpose	Opportunity			Examples of Centre County Opportunities	Chance for Success					Comments	
State	MPO	RPO	Local Gov.	Sp. Purpose Auth.	Non-Profit	Private Entities			High	Medium	Low		Do Nothing	Clearing House	Retarget Staff	Add Staff	Outside Support	Comment 1	Comment 2
X							National Electric Vehicle Formula Program	Strategically deploy EV charging infrastructure and establish interconnected network to facilitate data collection, access, and reliability.	X			Builds capacity along I-80, I-99, and U.S. Route 322 corridors.			L	L	M	Sets aside 10% for discretionary grants to state and local govts. that require additional assistance to strategically deploy EV charging infrastructure.	
X	X		X	X			Charging and Fueling Infrastructure Program	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in	X			Route 322 corridor needs to be designated in Round 7 to qualify. CCMPO should consider collaboration with NCRPD & SEDA-COG.		L	M	H	H		
	X		X				Safe Streets and Roads for All Program	Prevent transportation-related death and serious injury on roads and streets. Considers the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.	X			Community plans may qualify in State College Borough, Patton Township, Bellefonte or other communities based on crash records. Also consider county wide plan.		L	M	H	H	100% funding available for planning phase, matched funding available for implementation.	
X	X		X				Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	Planning, resilience improvements, community resilience and evacuation routes, at-risk coastal infrastructure.			X	Option to advance a municipal or county level study to identify risk areas and possible mitigations. 26 & Atherton, Milesburg, Philipsburg and Penn Township (Penns Creek) show up on 2019 vulnerability mapping.		L	L	M	H	100% funding available for planning phase, matched funding available for implementation.	Chance for success depends on the expertise of staff or consultant assistance retained.
X			X	X			Bridge Investment Program (Formula)	Improve bridge (and culvert) condition, safety, efficiency, and reliability.	X			High opportunity, particularly for local bridges. Consider Eagleville Rd. over Bald Eagle Creek.		M	H	H	H	\$12.5B total FFYs 2022-2026	
X			X	X			Bridge Investment Program (Discretionary)	Improve bridge (and culvert) condition, safety, efficiency, and reliability.	X			Moderate opportunity, high effort required. Consider applications for existing and pending TIP projects.					L	\$2.5 M minimum award, 10% local match	Competitive program. Low chance for success even with excellent support.
X			X				Strengthening Mobility and Revolutionizing Transportation (SMART) Program	Demonstration projects focused on smart community technologies and systems that improve transportation safety and efficiency.		X						L	M	Could benefit from collaboration with PSU. Conversation moving through D2.	
X	X		X	X	X		Reconnecting Communities Pilot Program	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. Planning and construction grants.			X						L	Low applicability to Centre County.	Low applicability to Centre County.
X			X	X			Rural Surface Transportation Grants	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	X			High opportunity. High effort required. Is there something like phoenix avenue or the airport connector that should be considered?					L	Setasides: <10% for small projects <\$25M 25% for designated routes of the ADHS 15% in states with higher than average rural roadway lane departure fatalities.	Highly competitive program. Low chance for success even with excellent support
							Surface Transportation Block Grant (STBG)											Additional formula driven funding to be allocated through TIP and project development process	
X			X				Transportation Alternatives (TA) Setaside from STBG			X	Continuing opportunity for experienced local sponsors.	L	M	M	M	M			
X	X		X	X			National Infrastructure Project Assistance ("Mega-projects")	Single-year or multi-year grant agreements for eligible surface transportation projects.			X	Consider for State College Area Connector. Strong support from District and outside agencies required.					L	On National Multimodal Freight Network, National Highway Freight Network, or National Highway System. Setasides: 50% for projects >\$100M-<\$500M, 50% for projects >\$500M	Highly competitive program. Low chance for success even with excellent support
X			X	X			Local and Regional Project Assistance [codifies Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Program, formerly TIGER/BUILD].	Projects with significant local or regional impact that improve transportation infrastructure.		X		Potential for regional trials/ bike infrastructure package? What could hit the c/b ratio?					L		Highly competitive program. Low chance for success even with excellent support.
X			X	X			Nationally Significant Freight and Highway Program [Infrastructure for Rebuilding America (INFRA) Program.]	Various highway, freight, and intermodal projects.			X	Consider for State College Area Connector. Strong support from District and outside agencies required.					L		Highly competitive program. Low chance for success even with excellent support.
X			X	X	X	X	Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program	Direct loans, loan guarantees, standby lines of credit for projects of national or regional significance.		X							L	Minimum costs: \$10M for Transit Oriented Development, Local and Rural Projects, \$15M for Intelligent Transportation Systems Projects, \$50M for eligible Surface Transportation Projects	

Red highlighting - reasonable chance of attracting successful projects with low investment/clearinghouse strategies
 Blue highlighting - reasonable chance of attracting successful projects by adding or retargeting staff
 Yellow highlighting - reasonable chance of attracting successful projects with the help of consultants or other outside agencies

JUNE 28, 2022 MEETING

ITEM 15

ANNOUNCEMENTS

1. Future Meeting Dates

- a. Technical Committee: Wednesday, September 14, 2022, 9:30 a.m.
Hybrid meeting
Zoom and in-person at the Centre Region COG Building

- ⇒ CY 2023 CCMPO Budget
- ⇒ CCMPO Strategic Plan
- ⇒ Bipartisan Infrastructure Law Subcommittee Report
- ⇒ State College Area Connector
- ⇒ Safety project development
- ⇒ CCMPO Public Participation Plan

- b. Coordinating Committee: Tuesday, September 27, 2022, 6:00 p.m.
Hybrid meeting
Zoom and in-person at the Centre Region COG Building

- ⇒ CY 2023 CCMPO Budget
- ⇒ CCMPO Strategic Plan
- ⇒ Bipartisan Infrastructure Law Subcommittee Report
- ⇒ State College Area Connector
- ⇒ Safety project development
- ⇒ CCMPO Public Participation Plan

2. The CCMPO's new FY 2022-2024 Unified Planning Work Program (UPWP) will take effect on July 1, 2022. The new UPWP includes supplemental planning funds to complete an operations-based organizational Strategic Plan for the CCMPO. Staff is working with the PennDOT Center for Program Development and Management to retain consulting services through a Program Center open end agreement. Work on the Strategic Plan is expected to be initiated in summer 2022, and the project will be discussed at the September CCMPO Committee meetings.
3. In February the CCMPO formed a new subcommittee to review the new funding opportunities in the federal *Bipartisan Infrastructure Law (BIL)*, identify opportunities for stakeholders in Centre County, and assess the capacity to pursue funding from the *BIL*. The Subcommittee has met on multiple occasions. Reports on the Subcommittee's discussions have been provided to the CCMPO Committees. Final recommendations will be presented in September.
4. In May the CCMPO's Safety Subcommittee met to review discussions from previous meetings and what items to consider for future meetings. This meeting concluded with continuing to work with District 2-0 to review future safety projects that qualify for HSIP funding. At this time, staff is working on a review of locations that may benefit from rumble strips installation as well as initiate efforts to meet with each Centre County municipality to learn about safety concerns that could be candidate projects. This effort will be used to inform the Safety Subcommittee regarding possible future project locations.

(Continued)

5. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attachment 15.2 is a Fiscal Constraint Chart that lists administrative modifications to the 2021-2024 TIP that were completed since the April CCMPO meetings.
6. On April 20, 2022, Governor Tom Wolf announced the award of funds from PennDOT 's Transportation Alternatives (TA) Set-Aside Program, including three projects in Centre County:

Project	Municipality	Allocation
Streetscape and safety improvements along Spring Street and Bishop Street.	Bellefonte Borough	\$325,000
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	\$1,100,000
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	\$700,000

7. On April 21, 2021, Governor Wolf announced the award of funds from PennDOT's Multimodal Transportation Fund (MTF) program, including three projects in Centre County:

Project	Municipality	Allocation
Replace adjacent rail and road bridges on Railroad Street with a single structure with increased hydraulic capacity to address the poor condition roadway bridge and to mitigate recurrent flooding. The award complements MTF funding previously provided by PA Commonwealth Financing Authority.	Milesburg Borough and SEDA-COG JRA	\$894,000
Reconstruction of a curve and associated safety improvements on Curtin Hollow Road to address the roadway collapsing down a steep slope.	Boggs Township	\$350,000
Rehabilitation of 3.8 miles of six township roads that carry ATVs and UTVs along with auto/truck traffic. The award complements MTF funding previously provided by PA Commonwealth Financing Authority.	Snow Shoe Township	\$234,380

8. The Commonwealth Court issued an order on May 18, 2022, stopping work related to the Major Bridge P3 initiative. Accordingly, PennDOT has canceled the public hearings associated with the project and will share any relevant updates in the future.
9. PennDOT is conducting a public survey as part of the development of the statewide plan required under the National Electric Vehicle Formula Program. Members may find presentations and other information at <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/NEVI.aspx>. Members may participate in a survey to establish priorities for the plan at <https://www.surveymonkey.com/r/NEVISurvey>.

(Continued)

10. The CCMPO has posted information for the open Senior Transportation Planner position and other positions on our website. Submissions are open through July 15 - please feel free to share the information with qualified candidates.
11. Stakeholders requested two letters of support from CCMPO staff since the April Coordinating Committee Meeting. Staff provided a letter of support to State College Borough for an appropriations request including bicycle and pedestrian improvements at the Allen Street and College Avenue, included as item 15.11-1. Staff provided a letter of support to College Township for an application to the Commonwealth Financing Authority’s Multimodal Transportation Fund (MTF) to construct a shared use path from Puddintown Road to Hastings Road, included as item 15.11-2.
12. 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/>
13. US DOT, FHWA and FTA continue to provide updates on programs available under the Bipartisan Infrastructure Law. Members should check for new updates regularly and consider signing up for email alerts. Notable sites are included in the table below:

Description	Site
FHWA Fact Sheets	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm
FHWA Guidance and Regulations	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/guidance.cfm
US DOT BIL Website	https://www.transportation.gov/bipartisan-infrastructure-law
FTA BIL Website	https://www.transit.dot.gov/BIL
FHWA Policy of Using BIL Resources to Build a Better America	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm
FHWA Newsroom	https://highways.dot.gov/newsroom
BIL Overview Presentation	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf
Anticipated schedule for upcoming USDOT BIL discretionary funding programs:	https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022
Current USDOT NOFOs	Site
Safe Streets and Roads for All (SS4A)	https://www.transportation.gov/grants/ss4a/nofo

14. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
15. The State Transportation Commission and PennDOT are conducting a 15-day comment period for the 2023 Statewide Transportation Improvement Program (STIP) through June 30th. The draft TIP can be viewed at <https://talkpatransportation.com/2023-stip-executive-summary>.
16. “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.

(Continued)

17. CCMPO staff contact information:

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State College, PA 16801

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

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

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

Administrative Actions				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			Outer Years			Grand Sum	Remarks		
Project Title	MPMS	Phase	Action	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
1 Poor Bridge / Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	BOF					114,400						457,932							572,332	Reserve Line Item.	
			Adjust	BOF						(45,923)														(45,923)
			After	BOF			0	0	0	68,477	0	0	0	0	0	0	457,932	0	0	0	0	0		0
2 SR 2005 Sinking Cr Bridge SR 2005, Section A01 Centre County	91500	PE	Before	BOF			109,361															109,361	Additional funds for Hydrology and Hydraulics (H&H) and Consultant Structure review.	
			Adjust	BOF						45,923														45,923
			After	BOF			109,361	0	0	45,923	0	0	0	0	0	0	0	0	0	0	0	0		0
3 Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	STP	581				1,019,324	831,563			668,000		1,964,000	3,069,784						7,552,671	Previous Statewide MA #125420 (4/20/22) added Spike HSIP and thereby enable the swap out of STP and 581 to the Reserve Line Item.	
			Adjust	STP	581									2,204,362	(1,121,927)	(39,970)								1,042,465
			After	STP	581			0	0	0	1,019,324	831,563	0	0	668,000	2,204,362	842,073	3,029,814	0	0	0	0		0
4 Poor Bridge / Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	STP	581										0	0		503,120				503,120	Reserve Line Item.	
			Adjust	STP	581											1,121,927	39,970							1,161,897
			After	STP	581			0	0	0	0	0	0	0	0	1,121,927	39,970	0	503,120	0	0	0		1,665,017
5 Poor Bridge / Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	NHPP														1,638,000				1,638,000	Influx of de-obligations.	
			Adjust	NHPP						211,692														211,692
			After	NHPP			0	0	0	211,692	0	0	0	0	0	0	0	0	0	1,638,000	0	0		0
6 Poor Bridge / Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	STP											1,121,927							1,121,927	Influx of de-obligations.	
			Adjust	STP						322,622														322,622
			After	STP			0	0	0	322,622	0	0	0	0	0	0	1,121,927	0	0	0	0	0		1,444,549
7 Poor Bridge / Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	BOF					68,477						457,932							526,409	Influx of de-obligations.	
			Adjust	BOF						120,872														120,872
			After	BOF			0	0	0	189,349	0	0	0	0	0	0	457,932	0	0	0	0	0		647,281
8 Poor Bridge / Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	BOF					189,349						457,932							647,281	Reserve Line Item.	
			Adjust	BOF						(189,349)														(189,349)
			After	BOF			0	0	0	0	0	0	0	0	0	457,932	0	0	0	0	0	0		457,932
9 Infrastructure Investment Reserve Line Item Reserve Line Item Centre County	117920	CON	Before	BOF					181,000													181,000	IJA (BIL) Reserve Line Item.	
			Adjust	BOF						(181,000)														(181,000)
			After	BOF			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
10 Infrastructure Investment Reserve Line Item Reserve Line Item Centre County	117920	CON	Before	BRIP					1,019,000													1,019,000		
			Adjust	BRIP						(300,000)														(300,000)
			After	BRIP			0	0	0	719,000	0	0	0	0	0	0	0	0	0	0	0	0		0
11 SR 2011 Coburn Bridge Rehab SR 2011, Section P49 Centre County	117598	CON	Before	BOF					451,000													451,000	Additional funds to match revised estimate for additional rehab needs.	
			Adjust	BOF						370,349														370,349
			After	BOF			0	0	0	821,349	0	0	0	0	0	0	0	0	0	0	0	0		0
12 SR 2011 Coburn Bridge Rehab SR 2011, Section P49 Centre County	117598	CON	Before	BRIP					0													0		
			Adjust	BRIP						300,000														300,000
			After	BRIP			0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0		0
13 Strubble Rd RR Warn Device T-380, College Twp. Centre County	113890	CON	Before	RRX			200,000		250,000													450,000	Match current estimate.	
			Adjust	RRX									157,150											157,150
			After	RRX			200,000	0	0	250,000	0	0	0	157,150	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	
			Before																				0	
			Adjust																				0	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Before FFY Totals			309,361	0	0	3,292,550	831,563	0	0	668,000	0	4,459,723	3,069,784	0	2,141,120	0	0	0	14,772,101	Fiscal ok as \$655,186 de-obs, \$157,150 RRX and \$2,204,362 is local.	
			Adjustment FFY Totals			0	0	0	655,186	0	0	157,150	0	2,204,362	0	0	0	0	0	0	0	3,016,698		
			After FFY Totals			309,361	0	0	3,947,736	831,563	0	157,150	668,000	2,204,362	4,459,723	3,069,784	0	2,141,120	0	0	0	17,788,799		

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

Administrative Actions				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024					
Project Title		MPMS	Phase	Action	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
1	HSIP Set Aside Reserve Statewide Reserve Statewide	101969	CON	Before	sHSIP					6,633,322			12,701,794			33,250,000				
				Adjust	sHSIP							(1,640,205)								
				After	sHSIP			0	0	0	4,993,117	0	0	12,701,794	0	0	33,250,000	0	0	
2	Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	sHSIP					0										
				Adjust	sHSIP							1,640,205								
				After	sHSIP			0	0	0	1,640,205	0	0	0	0	0	0	0	0	
3	HSIP Set Aside Reserve Statewide Reserve Statewide	101969	CON	Before	sHSIP					4,993,117			12,701,794			33,250,000				
				Adjust	sHSIP							(244,752)								
				After	sHSIP			0	0	0	4,748,365	0	0	12,701,794	0	0	33,250,000	0	0	
4	High Friction Surface Treatment HSIP SR 26, Section HFS Centre County	113451	CON	Before	sHSIP					300,000										
				Adjust	sHSIP							244,752								
				After	sHSIP			0	0	0	544,752	0	0	0	0	0	0	0	0	
5	PA 26 / 1-80 Interchange SR 80, Section A18 Centre County	51466	CON	Before		581				0										
				Adjust		581						120,000								
				After		581			0	0	0	120,000	0	0	0	0	0	0	0	
				Before																
				Adjust																
				After			0	0	0	0	0	0	0	0	0	0	0			
				Before																
				Adjust																
				After			0	0	0	0	0	0	0	0	0	0	0			
				Before FFY Totals			0	0	0	11,926,439	0	0	25,403,588	0	0	66,500,000	0	0		
				Adjustment FFY Totals			0	0	0	120,000	0	0	0	0	0	0	0			
				After FFY Totals			0	0	0	12,046,439	0	0	25,403,588	0	0	66,500,000	0	0		

Outer Years			Grand Sum	Remarks
Fed. (\$)	State (\$)	Loc/Oth (\$)		
272,526,955			325,112,071	Statewide Reserve Line Item for Spike Safety funds.
			(1,640,205)	
272,526,955	0	0	323,471,866	
			0	Add Spike HSIP funds and in return shift STP and 581 to Regional Reserve line item.
			1,640,205	
0	0	0	1,640,205	
272,526,955			323,471,866	Statewide Reserve Line Item for Spike Safety funds.
			(244,752)	
272,526,955	0	0	323,227,114	
			300,000	Additional Spike HSIP.
			244,752	
0	0	0	544,752	
			0	Add State Highway funds drawn from State IM TIP project #118318.
			120,000	
0	0	0	120,000	
			0	
			0	
0	0	0	0	
			0	
			0	
0	0	0	0	
545,053,910	0	0	648,883,937	Fiscal constraint ok as \$120k from IM TIP.
0	0	0	120,000	
545,053,910	0	0	649,003,937	

Centre County Metropolitan Planning Organization (CCMPO)

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Willowbank Office Building
420 Holmes Street
Bellefonte, PA 16823-1488
Phone (814) 355-6791 / FAX (814) 355-8661
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May 5, 2022

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

RE: Letter of Support – State College Connections, Next-Era PSU: Pedestrian Safety and Universal Accessibility Initiative - State College Borough, PA

Dear Tom:

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

The CCMPO strongly supports State College Borough's application for appropriations funding for improvements to the Allen Street College Avenue Intersection including bike lanes, bulb-outs, crosswalks, and expanded sidewalks; and streetscape improvements including a road diet, pavement treatments, street trees, bulb outs and transit stops along Beaver Avenue at Allen Street. Allen Street, College Avenue and Beaver Avenue are heavily traveled roadways. Implementing a road diet and adding bicycle and pedestrian improvements not only provide a safe environment for existing bicyclists and pedestrians of all ages and abilities, it can increase walking and biking in the Centre Region by encouraging individuals that don't feel safe now to ride and walk more in this densely populated area of the community. The proposed improvements will also provide a safer environment for Penn State University students and employees; and Downtown business patrons and employees traveling in the corridor.

In recent surveys, residents have requested more connected and safer pedestrian and bike networks. This project will accomplish that goal by providing designated bicycle facilities and improved pedestrian accommodations. The proposed improvements are critical to provide a safe balanced transportation system for residents of all abilities and ages and are consistent with the Centre Region Bike Plan and the CCMPO's new Long Range Transportation Plan (LRTP) 2050.

The highest priority goal in the CCMPO's LRTP 2050 is *Improve Safety and Security*. By expanding the regional bikeway network to provide safe conditions for bicyclists and improve pedestrian facilities this project is consistent with the LRTP's top goal and objectives.

The CCMPO fully supports the Borough's application for funding for these important streetscape, bicycle, and pedestrian improvements.

Sincerely,



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

Centre County Metropolitan Planning Organization (CCMPO)

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June 14, 2022

Adam Brumbaugh
College Township
1481 East College Avenue
State College, PA 16801

**RE: Letter of Support and Planning Consistency – College Township
Commonwealth Financial Authority Multimodal Transportation Fund Program**

Dear Adam:

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

The CCMPO strongly supports College Township's application for funding through the Commonwealth Financing Authority's Multimodal Transportation Fund (MTF) program to construct the East College Avenue Shared Use Path from Puddintown Road to Hastings Road along East College Avenue. East College Avenue is a heavily traveled roadway, and the addition of an off-road shared use path will provide a safe environment for bicyclists of all ages and abilities; and increase ridership by encouraging individuals that identify themselves as Interested but Concerned Bicyclists to ride more. The proposed shared use path will also provide travel options to Penn State University students that live along the corridor.

In several recent surveys, the public has requested a more connected bike network. This project will accomplish that goal by connecting residential areas to Downtown State College, the Millbrook Marsh Nature Center, and the University Park Campus of Penn State University. These connections are critical to provide a safe and balanced transportation system for residents of all abilities and ages, consistent with the goals and recommended projects in the adopted Centre Region Bike Plan.

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

Adam Brumbaugh

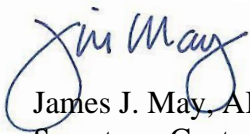
June 14, 2022

Page 2

The CCMPO notes and acknowledges College Township's commitment of \$830,000 in municipal funding for this project. This amount represents a substantial commitment of the Township's resources, yet the project still requires an award of MTF grant funds to make the improvements feasible.

The CCMPO fully supports the Township's application and urges the Commonwealth Financing Authority to approve grant funding for this important shared use path project.

Sincerely

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

James J. May, AICP

Secretary, Centre County Metropolitan Planning Organization

cc: State Senator Jake Corman
State Representative Kerry Benninghoff
Tom Zurat, P.E., District Executive, PennDOT Engineering District 2-0