

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

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

<b><u>GENERAL MEETING INFORMATION</u></b>	
RSVP	<b>To ensure an overall quorum of members, please let us know how you intend to participate:</b> <a href="https://us02web.zoom.us/meeting/register/tZUpcOGvqDgrEtZsmhugIbfl1dgpEsd5IPvh">https://us02web.zoom.us/meeting/register/tZUpcOGvqDgrEtZsmhugIbfl1dgpEsd5IPvh</a>
Remote Participants	<b>To attend via Zoom:</b> <a href="https://us02web.zoom.us/meeting/register/tZUpcOGvqDgrEtZsmhugIbfl1dgpEsd5IPvh">https://us02web.zoom.us/meeting/register/tZUpcOGvqDgrEtZsmhugIbfl1dgpEsd5IPvh</a> To attend by phone: +1 301 715 8592   Meeting ID: 814 7876 3182   Passcode: 922644
In-Person Participants	<b>COG Building – Forum Room</b> 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman   email: <a href="mailto:mhoffman@crcog.net">mhoffman@crcog.net</a>   814-231-3050	
<b><u><a href="#">Click HERE to locate the AGENDA and ATTACHMENTS</a></u></b> <i>Should you desire to annotate any attachments, you must download them first</i>	

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

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

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

## AGENDA

1. **Call to Order and Introductions**
2. [Election of Officers for 2022](#)
3. **Approval of Minutes:** *November 23, 2021 Coordinating Committee meeting.*
4. **Public Comments:** *For items not on the agenda.*
5. **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.*
6. **Performance Based Planning and Programming:**
  - a. [Annual Update of PM1 Safety Performance Measure Targets](#)  
*Action: Support PennDOT's targets*
  - b. [Annual Report about CATA Safety Performance Measures](#)  
*No action required*
7. [CCMPO Title VI Program:](#)  
Review updated document  
*Action: Comments to MPO staff*
8. [New Federal Transportation Funding Authorization:](#)  
*Infrastructure Investment and Jobs Act (IIJA) – aka Bipartisan Infrastructure Law (BIL)*  
Summary of new legislation. *As provided for under New Agenda Items, the Coordinating Committee voted to include the following action for this agenda item: The Coordinating Committee should consider taking action to create the formation of a subcommittee to discuss future discretionary funding programs as part of the new BIL legislation.*
9. [2021-2024 Centre County Transportation Improvement Program \(TIP\):](#)  
TIP Revisions – New Funding from *BIL*  
*Action: Approve revisions to TIP*
10. [2023-2026 Centre County Transportation Improvement Program \(TIP\):](#)  
Updated Preliminary Draft TIP – Highway Element  
*Action: Comments to PennDOT and MPO staff*
11. [State College Area Connector \(SCAC\) Project:](#)  
Status Report  
*No action required*
12. **Member Reports:**  
Reports from members about a significant item(s) of interest  
*No action required*
13. [Announcements](#)
14. **Adjourn**

**NOTE NEW DATE:**

Next Coordinating Committee meeting:

**Wednesday, April 20, 2022**

6:00 p.m.

Hybrid - Zoom/COG Building

# FEBRUARY 22, 2022 MEETING

## ITEM 2

### ELECTION OF OFFICERS FOR 2022

**The Coordinating Committee should elect a Chair and Vice Chair for 2022.**

In 2021, Eric Bernier (College Township) served as Chair, and Michael Pipe (Centre County) served as Vice-Chair.

Presented by: Jim May, AICP, CCMPO Secretary

Action: Election of officers for 2022.

<b>Voting members of the Coordinating Committee</b>		
Centre County	Michael Pipe	Commissioner Centre County Government
Centre County	Mark Higgins	Commissioner Centre County Government
College Township	Eric Bernier	Township Councilperson
Ferguson Township	Lisa Strickland	Township Supervisor
Halfmoon Township	Barbara Spencer	Township Resident
Harris Township	Frank Harden	Township Supervisor
State College Borough	Deanna Behring	Borough Councilperson
Patton Township	Elliott Abrams	Township Supervisor
Nittany Valley Region	Doug Johnson	Bellefonte Borough Councilperson
Penns Valley Region	Dick Decker	Potter Township Supervisor
Lower Bald Eagle Valley Region	David Veneziano	Boggs Township Supervisor
Upper Bald Eagle Valley Region	Keith Reese	Worth Township Supervisor
Moshannon Valley Region	Tim Ryder	Philipsburg Borough Code Enforcement Officer
Mountaintop Region	TBA	
Centre Area Transportation Authority	John Spsychalski	CATA Board of Directors
Centre Regional Planning Commission	Jim May	Director Centre Regional Planning Agency
PennDOT Central Office (Harrisburg)	Larry Shifflet	Deputy Secretary for Planning
PennDOT District 2-0 Office (Clearfield)	Tom Zurat	District Executive
<b>Non-voting members of the Coordinating Committee</b>		
Pennsylvania State University	Charima Young	Director of Local Government Relations
Federal Highway Administration	Matt Smoker	Innovative Finance & Planning Implementation Manager PA Division Office
Federal Transit Administration	Chelsea Beytas	Community Planner Region III Office

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

**Tuesday, November 23, 2021**

**6:00 p.m.**

**Hybrid Meeting**

**Minutes**

**Voting Members**

Eric Bernier	College Township
Theresa Lafer	State College Borough
Frank Harden	Harris Township
Laura Dininni	Ferguson Township
Barbara Spencer	Halfmoon Township
Pamela Robb	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
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**

Rob Cooper	Pennsylvania State University (PSU)
Matt Smoker	Federal Highway Administration (FHWA)

**Others Present**

Tom Zilla	Centre Regional Planning Agency (CRPA)
Jim May	CRPA
Trish Meek	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Anne Messner	Centre County Planning and Community Development Office (CCPCDO)
Louwana Oliva	CATA
Matt Wise	Senator Corman's Office
Dean Ball	PennDOT District 2-0
Frank Hampton	PennDOT Central Office
Kevin James	Michael Baker International
Cindy Kunes	Congressman Thompson's Office
Denise Gembusia	Halfmoon Township Manager
William Hoak	Harris Township resident

**1. Call to Order**

Mr. Bernier called the meeting to order at 6:00 p.m. and turned the floor over to Ms. Meek, 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 Ms. Lafer to approve the minutes of the September 28, 2021 Coordinating Committee meeting, as presented. The motion carried 16-0 (Mr. Hall was not in attendance).*

## 3. Public Comments

There were no comments from the public.

## 4. 2022 Meeting Schedule

Mr. Zilla presented the 2022 CCMPO meeting schedule and noted that the Coordinating Committee typically meets on the fourth Tuesday of the months in which meetings are scheduled at 6:00 PM. At this time, MPO staff anticipates the meetings will continue to be held in hybrid format through 2022.

Mr. Bernier noted that staff is aware that the April 26 meeting will conflict with the Pennsylvania State Association of Townships Conference, which takes place April 24-27. He will work with staff to come up with an alternative date for the April meeting.

Ms. Lafer suggested since that the CCMPO Committees don't meet every month, that it may be beneficial to schedule extra meetings to be able to get ahead of any new funding that comes down the pipeline to be prepared with any projects for consideration.

*Motion was made by Dr. Spychalski and seconded by Mr. Harden to approve the 2022 CCMPO meeting schedule, with the caveat that the April 26 meeting is scheduled to change. The motion carried 16-0.*

## 5. Transportation Alternatives (TA) Set-Aside Program

The Coordinating Committee received a presentation from MPO staff regarding the Transportation Alternatives (TA) Set-Aside Program from the Surface Transportation Block Grant Program. The TA Program provides funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility.

PennDOT opened an application cycle for TA funds in June 2021, and applications were due by October 15. Four candidate projects from Centre County were submitted for consideration:

- Bellefonte Borough: Streetscape Safety Improvement Project - \$322,943 funding request
- Ferguson Township: Pine Grove Mills Bike and Pedestrian Improvements - \$697,452 funding request
- Phillipsburg Borough: Pine Street Sidewalk Improvement - \$977,562
- State College Borough: Easterly and Westerly Pkwy, Blue Course Dr. Shared Use Path - \$1,083,972 funding request

In September, the Coordinating Committee approved a review process and formed a TA Review Committee to evaluate and prioritize candidate projects. The Review Committee evaluated the projects, provided comments, and recommended a rank for each project using the PennDOT Statewide Evaluation Criteria. The Review Committee ranked the State College Borough project as 1, the Bellefonte Borough project as 2, the Ferguson Township project as 3, and the Phillipsburg Borough project as 4. Ms. Meek reviewed each project's comments for consideration for PennDOT.

Ms. Dininni stated that in the Ferguson Township project comments, post office should be added as a place that pedestrians walk to.

*Motion was made by Ms. Lafer and seconded by Ms. Dininni to approve the submission of comments to PennDOT about candidate Transportation Alternatives projects in Centre County. The motion carried 16-0.*

There was a brief discussion about providing communication to PennDOT to request that if additional federal funds become available through the Infrastructure Investment and Jobs Act (IIJA), the projects that were not funded with TA funds in this round should be considered for funding in the next funding round. Mr. Zilla stated that staff can work on a separate communication regarding this request to send to PennDOT Central Office. There was consensus from the Coordinating Committee to send this communication to PennDOT.

#### 6. Fiscal Year (FY) 2022-2024 Unified Planning Work Program (UPWP)

The Coordinating Committee received a presentation from MPO staff regarding the final draft 2022-2024 Unified Planning Work Program (UPWP). Adopting the UPWP is one of the core, federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO and lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO. The new UPWP was previously discussed by the CCMPO Committees in June and September. The first draft UPWP was subsequently provided to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and PennDOT Central Office on September 28 for a required 30-day review period.

The FHWA provided comments, which resulted in the following revisions:

- Add highlights of accomplishments under the current UPWP
- Add references to indirect cost allocation for the budget
- Clarify Title VI program responsibilities
- Clarify the intended use of a consultant for the Strategic Plan

The FTA provided comments, which resulted in the following revisions:

- Clarify the products/deliverables from the tasks
- Add a start date for scheduled tasks
- Add a LEP/Title VI reference
- Add an AQ Conformity reference

Mr. Zilla stated that the edits provided have been incorporated into the UPWP that was in the agenda. Once the UPWP is adopted, MPO staff will prepare the submission package for PennDOT.

There being no discussion, *motion was made by Mr. Shifflet and seconded by Ms. Lafer to adopt the FY 2022-2023 Unified Planning Work Program. The motion carried 16-0.*

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

The Coordinating Committee received report from MPO staff regarding additional federal funding made available to the CCMPO for local bridge projects through the Road MaP program. The amount of additional federal funding is based upon the amount of funding that Centre County Government commits from the \$5 Fee for Local Use program to local bridge improvements, based on a dollar for dollar match up to a total of \$2 million. The Centre County Board of Commissioners has committed at least \$2 million in \$5 Fee for Local Use funding for two local bridge projects in the County. This makes the CCMPO eligible to receive \$2 million in Road MaP funding for local bridges in Centre County.

Based upon consultation with PennDOT and municipalities, two bridges are proposed to be added to the 2021-2024 TIP and funded with federal Road MaP funding and local matching funds:

- Walker Township - T-467 Hoy Road
- Potter Township - T-633 Lower Georges Valley Road

Ms. Messner briefly reviewed the cost estimates and funding breakdown of each project for each phase of the projects. All phases for both projects are proposed to be added to the current 2021-2024 TIP; however, only the preliminary engineering phases for both projects will be funded through the current TIP. The final design, utility, right of way, and construction phases will be carried over to the 2023-2026 TIP. Ms. Messner explained that in terms of revisions to the current TIP, \$300,000 is proposed to be added for the Hoy Road

bridge engineering phase and \$350,000 for the Lower Georges Valley Road bridge engineering phase. The remaining costs for both projects will be funded in the next 2023-2026 TIP.

*Motion was made by Commissioner Higgins and seconded by Mr. Decker to amend the 2021-2024 Centre County TIP to add funding for all phases of the Walker Township Hoy Road bridge and the Potter Township Lower Georges Valley Road bridge. The motion carried 16-0.*

## **8. 2023-2026 Centre County Transportation Improvement Program (TIP)**

The Coordinating Committee received a presentation from MPO staff regarding the draft 2023-2026 Centre County TIP. In September, The MPO Committees received a presentation about the financial guidance, the schedule for preparing the new TIP, and preliminary project priorities.

Staff reviewed the preliminary project priorities for the 2023-2026 TIP. Key inclusions of state bridge projects include seven carryover projects and nine new bridge projects, with six bridge preservation projects in four years. Highway project priorities include:

- Route 144 Runville Road drainage improvements – preliminary engineering - \$724,000
- Route 150/Phoenix Avenue intersection improvements – preliminary engineering - \$530,000
- Atherton Street drainage/repaving, Section 154 – preliminary engineering/final design - \$914,000
- Route 26/150 intersection safety improvements – all phases - \$2,800,000
- High friction surface treatment – construction – TBD

Key inclusions of the local bridge projects include the Walker Township Hoy Road bridge and the Potter Township Lower Georges Valley Road bridge, which will be funded with Road MaP funds. Furthermore, additional bridge projects may be funded through the retroactive reimbursement program line item.

Lastly, transit project priorities include operating assistance for both CATA and the Centre County Office of Transportation (CCOT), replacement of vehicles for both agencies, and modest recurring line items for facilities and equipment. It was noted that transit projects are primarily funded with state funds with federal and local components.

MPO staff will provide a final draft TIP to the Committees in February for consideration of approving the public comment period for April or May. In June, the Committees will consider adoption of the 2023-2026 TIP.

Mr. Shifflet communicated that Infrastructure Investment and Jobs Act (IIJA) was signed by President Biden just recently, and PennDOT has received general estimates for funding allocations. He clarified that PennDOT has not received apportionment tables from the US Department of Transportation, (USDOT); however, PennDOT did hold a financial guidance workshop last week to begin discussion on funding allocations. Mr. Shifflet stated under the current FAST Act, PennDOT was slated to receive \$8.9 billion in base federal funds over the next five years. With the passage of the IIJA, an additional \$4 billion will be allocated to Pennsylvania for highways and bridge infrastructure. Within the additional \$4 billion in base federal funds, there are two funding allocations: the Highway Trust Fund at \$2.3 billion and the special bridge program at \$1.6 billion over a five-year period. Mr. Shifflet stated that this additional money includes the 2022 federal fiscal year, which ends September 2022. PennDOT will be working with the MPOs and RPOs in Pennsylvania to distribute the additional funds that are available for the coming year. Mr. Shifflet reminded everyone again that the numbers he presented are PennDOT estimates only and will be adjusted when the apportionment tables are released from the USDOT.

## **9. State College Area Connector (SCAC) Project**

The Coordinating Committee received a report from the State College Area Connector (SCAC) project team regarding the most recent updates to the Planning and Environmental Linkages (PEL) study and the comments received at the public meetings.

Mr. Ball communicated that most of work at this point in the PEL process is addressing the comments that were provided during the public meetings. Once the comments have been addressed, the document will be posted on the SCAC website and those who are signed up for updates will receive a notification. In addition, PennDOT staff and consultants are updating the mapping and traffic counts for the project based on the comments that were received during the public meetings. Furthermore, PennDOT staff and consultants are continuing their review and analysis of the alternative corridors as well as coming up with cost estimates for each alternative. PennDOT plans to hold an additional public meeting in winter of 2022 to present all of the updated information that came out of the previous public meetings.

Mr. Harden communicated that Harris Township received 24 pages of signatures from residents in the Colyer lake area opposing the proposed realignments of Route 322. He went on to say that there are many more people involved and interested in this project than in years' past, and it will be important to select a realignment that is good for all residents.

Ms. Dininni stated that once an alignment for the SCAC project has been chosen and constructed, it will be important to track and understand the impact the new road has on local services, especially since this area is currently centrally isolated and will eventually become a connected network.

In response to a question from Mr. Eich regarding the timing of the completion of the PEL process and when the CCMPO will adopt its new TIP, Mr. Zilla stated that the new TIP will have already been adopted by the time the proposed alignment for the SCAC project is announced with the associated construction costs.

Mr. Zilla stated that PennDOT will have a good idea of the amount of funding that is needed for the SCAC project come spring 2022, so staff plans to work with PennDOT to ensure the funding is programmed in for the new TIP. Mr. Zilla also stated that it may be necessary in the future to amend the TIP to add additional projects and funding.

## **10. Performance Based Planning and Programming**

The Coordinating Committee received a presentation from Mr. Kausch regarding Transit Asset Management (TAM) Plans for both CATA and the CCOT. Federal rulemaking required all public transit operators develop a TAM Plan by October 1, 2018, and to update and share the TAM Plan with states and MPOs on an annual basis.

The TAM Plans evaluate vehicles, facilities, and equipment using PennDOT's capital planning tool.

Mr. Kausch reported that for the CCOT, which participates in the statewide TAM plan, the upcoming targets include no more than 52% of cutaways and no more than 65% of vans exceed their estimated useful life. Mr. Kausch noted that the Centre County TIP and Long Range Transportation Plan are set up to help assist the CCOT in replacing its cutaways and vans to meet the targets set by the state.

Mr. Kausch reported that CATA maintains its own TAM Plan, which for the upcoming year includes no more than 25% of rolling stock and no more than 40% of equipment exceeding its estimated useful life. In addition, no more than 20% of facilities are rated below a "3" in the capital planning tool. Currently, CATA has 26% of vehicles that have exceeded its estimated useful life; however, several vehicles are scheduled to be replaced in the upcoming year, so that percentage should improve. In terms of equipment, CATA currently sits at 31.5% of equipment exceeding its estimated useful life. Lastly, because CATA has fairly new buildings, none of its building are rated below a "3".

## **11. CCMPO Title VI Program**

The Coordinating Committee received a presentation from MPO staff regarding the CCMPO's Title VI Program, which was adopted by the Coordinating Committee in 2018. Federal law requires all entities receiving federal assistance to provide equal access to programs and projects. The current program includes a policy statement, notifications to the public, complaint procedures, and a Limited English Proficiency Plan (LEP).



In September 2019, a compliance review was conducted by the PennDOT Bureau of Equal Opportunity. The review found the Title VI materials and procedures to be substantially compliant but offered the following proposed enhancements:

- Expansion of the list of protected classes
- Enhanced tracking of requests for accommodation
- Re-working of the LEP plan and four-factor analysis
- Posting of vital documents in a translatable format
- Removal of language referring to “EJ” tracts and populations, in favor of more specific language

Staff also attended the PennDOT Planning Partners Fall 2021 Conference, where additional enhancements to the Title VI Program were suggested:

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

Mr. Kausch stated that he is familiar with CATA’s Title VI Program, which provides experience and context in terms of the FTA circular. Mr. Kausch provided a brief overview of the general and MPO requirements related to the FTA’s Circular 4702.1B.

Staff will present a draft Title VI Program at the February meeting that will provide more details about the changes to the program’s elements. In February, staff will ask for consideration of adoption of the updated Title VI Program. Once it is adopted, it will be submitted to PennDOT for a compliance review.

In response to a question from Ms. Lafer, Mr. Zilla stated that he is the point person to receive complaints and there have been no complaints submitted since the Title VI adoption in 2018.

In response to a question from Mr. Eich, Mr. Kausch stated that as suggested from PennDOT in 2019, the new Title VI program will include “religious creed” in the list of protected classes to cover the Amish population.

There was a brief discussion between members regarding where the Title VI program documents are housed and whether or not gender and sexual orientation are included in Title VI. Mr. Kausch provided the Committee with the web address where the Title VI information is displayed and explained that including gender and sexual orientation is not required in the Title VI Program; however, the CCMPO operates under other federal and state law and regulations, which prohibits discrimination or disproportionate impacts based on sexual orientation, minority, or low income status.

## **12. Member Reports**

Ms. Dininni reported that the area of Pine Grove Mills at the yellow blinking light failed to meet the warrant for a signal based on PennDOT’s data. She went on to say that the warrants fail to recognize pedestrian safety, which is a big issue for this area because people need to cross the street at this intersection to reach the post office and other businesses in the village. She stated that the Ferguson Township Board of Supervisors is willing to put up the funding to do this project; however, they need permission from PennDOT.

Mr. Harden thanked MPO staff and PennDOT staff for helping the Harris Township Board of Supervisors navigate the process of repairing the entire Mary Elizabeth Street bridge when it failed earlier this year, and for using the retroactive reimbursement program to ensure there was funding to complete this project.

Ms. Robb communicated that Patton Township is continuing to work through the traffic issue on North Atherton Street and the Chick-Fil-A parking lot and thanked PennDOT for attending the meeting with the Chick-Fil-A representatives to resolve this issue.

Mr. Johnson stated that there is a sight distance issue at the “y” in Zion where the road construction is ongoing. He explained that when a vehicle is coming off of Cobblestone Road, near the Jersey Shore State Bank, the control box on the post for the temporary traffic signal blocks the driver’s view of those traveling on East College Avenue/Route 64; therefore, creating a hazardous situation if someone were to run the red

light. Mr. Zurat stated that he will work with the project manager to address this issue for both the temporary and permanent traffic signal.

Mr. Veneziano stated that although Boggs Township did not receive funding through the Pennsylvania Department of Community and Economic Development (DCED) grant funding program, several other municipalities in Centre County did receive funding.

Dr. Spychalski stated that CATA received another articulated bus, which will help with routes where CATA has faced challenges picking up all the passengers waiting for the bus.

Mr. Smoker communicated that in terms of the Infrastructure Investment and Jobs Act (IIJA), USDOT and multimodal staff are working diligently to put together information to send out for the public's knowledge. He stated that he learned today that the USDOT will call this bill the Bipartisan Infrastructure Law (BIL). More information will be forthcoming in the next few days, and the CCMPO will receive more information at its February meetings.

Ms. Lafer did not have anything to report; however, because this is her last CCMPO meeting, she expressed her appreciation to the CCMPO Committee members, MPO staff, PennDOT staff, and the community for all the hard work that they have put in over the years. She stated that there has been many projects and goals that have been accomplished and she felt honored to have been a part of the success.

### **13. Announcements**

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, February 9, 2022 using hybrid meeting technology at the COG building. The next Coordinating Committee meeting is scheduled for 6:00 p.m. on Tuesday, February 22, 2022 using hybrid meeting technology at the COG building.

### **14. Adjournment**

There being no further business, the November 23, 2021 CCMPO Coordinating Committee meeting was adjourned at 8:47 p.m.

Respectfully submitted,

Marcella Hoffman  
Recording Secretary

## FEBRUARY 22, 2022 MEETING

### ITEM 6.a.

## PERFORMANCE BASED PLANNING AND PROGRAMMING

### Annual Update of PM1 Safety Performance Measure Targets

In 2017, PennDOT developed initial performance targets for the federal Highway Safety Improvement Program (HSIP). PennDOT is required to update the PM1 safety targets annually. By federal rule, the CCMPO then has 180 days to either support PennDOT’s statewide targets or establish its own quantifiable targets. The CCMPO has supported PennDOT’s targets each year from 2018 through 2021 because the MPO does not have the staff resources and technical capacity to establish and monitor its own quantifiable targets.

The MPO staff received PennDOT’s new 2022 targets on October 14, 2021. The CCMPO must act by February 28, 2022 to either support the PennDOT targets or establish its own quantifiable targets. Action is requested at this meeting to support the PennDOT targets.

Attachment:

- October 14, 2021 letter from PennDOT with new PM1 safety performance measure targets

Below are the targets that have been supported in past years (grey) and the new 2022 targets (white). The targets are based on a calculation that uses a rolling five-year average that is adjusted annually. The year 4 targets reflect that only one fatality occurred in Centre County in 2019, which significantly changed the targets in 2021 and 2022.

<b>Centre County MPO Supporting Values (Targets) for All Years</b> <i>(Targets are based on a rolling five-year average)</i>										
<b>Performance Measure</b>	Initial - 2018		Year 2 - 2019		Year 3 - 2020		Year 4 - 2021		Year 5 - 2022	
	Baseline	Target	Baseline	Target	Baseline	Target	Baseline	Target	Baseline	Target
	2012-2016	2014-2018	2013-2017	2015-2019	2014-2018	2016-2020	2015-2019	2017-2021	2016-2020	2018-2022
Number of fatalities	14.6	17.2	15	16.4	15.2	14.9	13	6.4	12.8	11
Rate of fatalities per 100 million VMT	1.08	1.24	1.102	1.173	1.096	1.049	0.919	0.438	0.927	.838
Number of serious injuries	37.8	41.3	38.6	41.1	44	54.8	47.2	52.5	48	44.4
Rate of serious injuries per 100 million VMT	2.802	2.979	2.835	2.94	3.173	3.857	3.337	3.575	3.476	3.384
Number of non-motorized fatalities and serious injuries	6.2	9.8	8	9.5	9.4	13.7	10.4	10.4	10.4	7.1

*(Continued)*

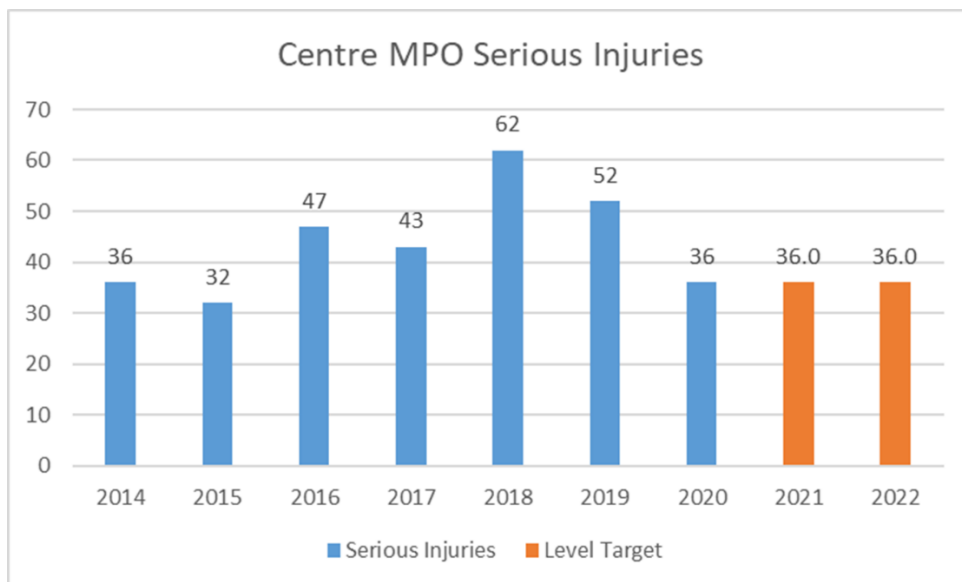
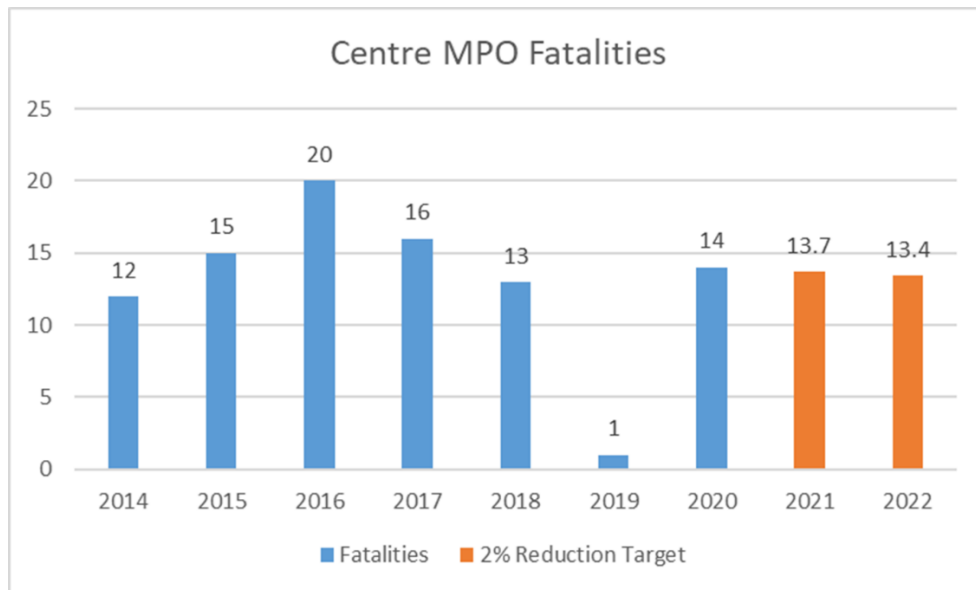
In 2020, FHWA required PennDOT to prepare a Safety Implementation Plan because Pennsylvania did not meet its targets in the 2019 reporting period. Because of this outcome, the PennDOT Central Office is placing a higher emphasis on systemic safety improvements that have greater probability of reducing fatalities and serious injury crashes. This emphasis, and the shift to data-driven decision making, continue to change the way that candidate safety improvement projects are identified, evaluated, and prioritized for funding on the CCMPO’s Transportation Improvement Program (TIP). Additional guidance will continue to be needed from PennDOT to select safety improvements with greater probability of reducing fatal and serious injury crashes.

**The Technical Committee recommended that the Coordinating Committee support the PennDOT targets.**

**The Coordinating Committee should receive the staff report and select the option to “plan and program projects that contribute toward the accomplishment of the established PennDOT targets” (supports PennDOT statewide targets).**

Presented by: Anne Messner, AICP, CCPCDO

Action: Approve selection of the option to plan and program projects that contribute toward the accomplishment of the established PennDOT statewide PM1 safety targets.





COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

October 14, 2021

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2022 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31<sup>st</sup> each year. The 2022 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 28, 2022) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2021.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2020 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2022.

Preliminary data indicate Pennsylvania did not meet our 2020 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the

Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2022. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 28, 2022.

Please complete the following:

---

Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2021.

Concurrence: \_\_\_\_\_

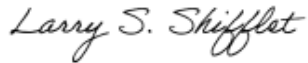
Authorized MPO/RPO Representative

\_\_\_\_\_ Date

2022 Safety Target Setting  
Page 3  
October 14, 2021

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,




Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,

Michael C.  
Keiser, P.E.

Michael C. Keiser, P.E.  
Acting Deputy Secretary for Highway  
Administration



Digitally signed by Michael C.  
Keiser, P.E.  
Date: 2021.10.18 08:29:52  
-04'00'

Enclosure

**Table 1: Statewide Targets:**

Performance Measure	5-year Rolling Averages		
	TARGET 2018-2022	ACTUAL 2018-2022	BASELINE 2016-2020
Number of Fatalities	1,113.7		1140.6
Fatality Rate	1.205		1.157
Number of Serious Injuries	4,490.8		4445.6
Serious Injury Rate	4.860		4.510
Number of Non-motorized Fatalities and Serious Injuries	730.1		761.2

\* Future VMT estimated to be 0.5% higher per year starting in 2021

**Table 2: Centre MPO Supporting Values:**

Performance Measure	5-year Rolling Averages		
	TARGET 2018-2022	ACTUAL 2018-2022	BASELINE 2016-2020
Number of Fatalities	11.0		12.8
Fatality Rate	0.838		0.927
Number of Serious Injuries	44.4		48.0
Serious Injury Rate	3.384		3.476
Number of Non-motorized Fatalities and Serious Injuries	7.1		10.4

\* Future VMT estimated to be 0.5% higher per year starting in 2021



# FEBRUARY 22, 2022 MEETING

## ITEM 6.b.

### PERFORMANCE BASED PLANNING AND PROGRAMMING

#### Annual Report about CATA Safety Performance Measures

Federal rulemaking required all public transit operators who are either direct recipients or subrecipients of federal Urbanized Area Formula (Section 5307) funding to develop a Public Transportation Agency Safety Plan (PTASP) and performance targets by December 31, 2020. The PTASP and performance targets must be shared with the Federal Transit Administration (FTA) and MPOs.

The CATA Board of Directors adopted a PTASP and performance targets on December 14, 2020. Prior to adoption, CATA staff submitted its PTASP and performance targets to FTA for voluntary review and addressed all input stemming from the FTA review. CATA is now deemed to be in full compliance with all PTASP requirements.

Because it is not a direct recipient or a subrecipient of federal Section 5307 funds, the Centre County Office of Transportation Services (CCOT) is not subject to PTASP requirements.

The PTASP and safety targets were shared with the CCMPO in December 2020. At that time, CCMPO and CATA staff agreed to share information annually about the selection of safety targets and progress toward meeting those, following the same timeline used to share Transit Asset Management (TAM) Plan information.

In fall 2021, CATA provided annual safety performance information to the MPO staff for fatalities, injuries, and other major safety events. Due to the COVID-19 pandemic and additional operational concerns, CATA staff and the Board of Directors were still working to assess progress and set new targets with respect to system reliability. CATA provided system reliability information to MPO staff after it was formally adopted by the CATA Board in November 2021.

Attachment:

- Safety Summary Information Sheet

**Staff will not provide a presentation but will respond to questions from the Coordinating Committee about CATA's safety performance measures.**

Presented by: Greg Kausch, CRPA

No action required.

## Item 6.b.

### Summary of Information

#### Public Transportation Agency Safety Plan (PTASP) Plan for CATA CCMPO Technical Committee – 2/9/2022

- Performance measurement required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs
- CATA is required to maintain their own PTASP; the Centre County Office of Transportation (CCOT) is exempt from these requirements, as they do not receive federal formula funds
- PTASP requirements cover two broad categories, and several sub-categories:
  - Safety events (raw number):
    - Fatalities, injuries, and other major safety events – as defined by the National Transit Database (NTD), including **only those instances that are within the transit agency's scope of control**
  - System reliability (average distance – in miles – between major mechanical failures by mode):
    - Fixed route (**CATABUS**)
    - Contracted service (**CATARIDE** and **CATAGO!**)
    - Vanpool (**CATACOMMUTE**)
- Each year, individual plans must assess performance in the previous year, and set new targets for the upcoming year; typically completed in August-September. COVID-19 pandemic delayed this analysis for a few months
- CATA and other federally-funded transit agencies maintain their own individual PTASPs:
  - Previous year's targets for safety events were: 0 fatalities, 0 injuries, and 0 other major safety events
  - **For 2021, CATA had no fatalities, injuries, or other major safety events; these targets remain the same for the upcoming year**
  - Previous year's targets for system reliability were:
    - Fixed route (**CATABUS**) – 24,095 miles
    - Contracted service (**CATARIDE**) – 398,267 miles
    - Vanpool (**CATACOMMUTE**) – 1,009,324 miles
  - Actual performance for system reliability was as follows:
    - Fixed route (**CATABUS**) – 13,985 miles
    - Contracted service (**CATARIDE**) – 213,994 miles
    - Vanpool (**CATACOMMUTE**) – 218,305 miles
  - **For 2022, more meaningful targets were adopted based upon improved data sourcing, tracking, and methodology:**
    - Fixed route (**CATABUS**) – 15,952 miles
    - Contracted service (**CATARIDE**) – 59,359 miles
    - Vanpool (**CATACOMMUTE**) – 301,965 miles
  - **TIP and LRTP are structured to provide additional support**

# **FEBRUARY 22, 2022 MEETING**

## **ITEM 7**

### **CCMPO TITLE VI PROGRAM**

#### **Review Updated 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

At this meeting, staff will present a draft update of the CCMPO Title VI program. The staff presentation will focus on proposed changes from the current program.

Based on input received from the Technical and Coordinating Committees in February, a final draft of the updated Title VI program will be presented to the CCMPO Committees in April. At that time, staff will request that the Coordinating Committee adopt the updated Title VI Program.

Attachment:

- Draft update to CCMPO Title VI Program

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

Presented by: Greg Kausch, CRPA

Action: Provide comments to MPO staff about updates to the CCMPO's Title VI Program.

**Centre County Metropolitan Planning Organization (CCMPO)**  
**DRAFT Title VI Program Update**  
**Adopted April XX, 2022**

1) **General requirements and guidelines:** Chapter III of FTA Circular C 4702.1B describes the following procedures that all applicants for Federal Transit Administration (FTA) financial assistance should follow to ensure that their programs, policies, and activities comply with Department of Transportation (DOT) Title VI regulations:

a) **Requirement to provide Title VI assurances:** CCMPO staff will draft, review, and have approved by the CCMPO Coordinating Committee an appropriate set of certifications and assurances, include these as a future appendix, and submit them with the adopted Title VI Program update.

b) **Requirements for first-time applicants:** This requirement applies only to first-time applicants and is not applicable to the CCMPO.

c) **Requirement to prepare and submit a Title VI Program:** Every Title VI Program shall include the following information:

i) **Requirement to notify beneficiaries of protection under Title VI:** The required statement of policy and public notice can be found on the CCMPO website in the “Title VI / Non-Discrimination Information” section and is posted at the primary physical business location of the CCMPO (2643 Gateway Drive, Suite 4, State College, PA 16801). The full text of the statement of policy and public notice is included as **Appendix A**.

ii) **Requirements to develop Title VI complaint procedures and complaint form:** The Title VI / Non-Discrimination complaint procedures and form can be found on the CCMPO website in the “Title VI / Non-Discrimination Complaint Procedures and Form” section. The full text of these procedures is included as **Appendix B**, and the form is included as **Appendix C**.

iii) **Requirement to record and report Title VI investigations, complaints, and lawsuits:** During the previous three-year period, no Title VI or other discrimination or civil rights investigations, complaints, or lawsuits have been recorded against the CCMPO. Going forward, the log used to record such investigations, complaints, or lawsuits will also be used to track and analyze requests for accommodation, such as language accommodation and translation.

iv) **Requirement to promote inclusive public participation:** The CCMPO Public Participation Plan (PPP) – which includes information regarding outreach methods to engage populations of interest, as well as a summary of recent outreach efforts – will be revised, adopted by the CCMPO Coordinating Committee in June 2022, and is included by reference. This revision will address PennDOT review comments from September 2019.

v) **Requirement to provide meaningful access to LEP persons:** Satisfaction of this requirement includes a Four Factor Analysis to inform to inform language access planning, followed by the development of a Language Assistance Plan that includes specific actions to promote meaningful access:

(1) **Four Factor Analysis:**

- (a) **Factor 1: The number and proportion of LEP persons eligible to be served or likely to be encountered by the recipient:** The first step of the needs assessment was to determine the number and proportion of LEP persons within Centre County. Demographic information estimates from the 2011-15 American Community Survey (ACS) were reviewed to determine the number and proportion of persons in Centre County who speak a language other than English at home, and who understand English “less than very well.” These are the latest estimates currently available from the US Census Bureau. Relevant demographic tables are included as ***Appendix D***.

According to ACS estimates, most of the population in Centre County is proficient in English. As shown in ***Table 1*** in ***Appendix D***, only 3.49% of the county population (5,279 individuals) understand English “less than very well” and would therefore be identified as LEP persons.

***Table 2*** in ***Appendix D*** shows the languages most commonly spoken at home by the Centre County population, according to 2011-15 ACS data. Within Centre County, other than English, Chinese is the most prevalent language spoken at home, followed by Spanish and Spanish Creole, Other West Germanic Languages, Russian, and Korean.

***Table 3*** in ***Appendix D*** shows the languages most commonly spoken at home by LEP individuals (those who understand English “less than very well”) for the Centre County population, according to 2011-15 ACS data. Among LEP individuals in Centre County, the most commonly spoken language is Chinese, followed by Russian, Spanish and Spanish Creole, Other West Germanic Languages, and Korean.

This analysis shows that at both the Centre County and CATA service area levels, the only LEP group exceeding Safe Harbor Provisions (5% of the population, or 1,000 individuals, whichever is less) are those individuals who speak Chinese. Within Centre County, there are 1,849 individuals (1.22% of the population) who speak Chinese within the home and understand English “less than very well”.

An analysis of LEP populations by census tract within the CATA service area suggests that these populations are concentrated within the campus of the Pennsylvania State University; downtown State College Borough; portions of Ferguson and Patton Townships along the Aaron Drive, Havershire Drive, Martin Street, Toftrees Avenue, and Vairo Boulevard corridors; and in outlying State College Borough along the Waupelani Drive corridor.

It is recognized that “Chinese” does not merely represent one language, but a language group. Though the ACS data does not provide information specific to Chinese dialects, going forward, the CCMPO will utilize information collected regarding requests for language accommodation and work closely with other regional stakeholders – such as the Centre Area Transportation Authority (CATA) and Penn State University – to more appropriately tailor necessary language assistance efforts to relevant populations according to dialect (Mandarin, Cantonese, etc.).

- (b) **Factor 2: The frequency with which LEP individuals come into contact with programs, activities, and services:** LEP individuals frequently encounter CCMPO services – at a very minimum, on an indirect basis – as the agency’s transportation planning process results in discussions, decisions, and policy actions that affect all Centre County users of road, bridge, transit, bicycle, and pedestrian networks.

Consultation with CCMPO staff and examination of correspondence reveal little to no direct communication regarding requests for language assistance. This, however, does not suggest that all potential needs are being met, or that needs are not being met indirectly, nor does it absolve the CCMPO of its responsibility to fill requests for language assistance that are required by law and regulation, or otherwise appropriate and reasonable. These requests may come from system users, those in the professional or academic realm, or any interested member of the public.

As with the broader public, interests with respect to language assistance for LEP individuals would chiefly involve in-person, web-based, and printed information. Moreover, the CCMPO would likely be expected to meet such needs through the translation and distribution of pieces of information such as required transportation planning documents; public meeting notices; surveys; solicitations; and meeting agendas, minutes, and other materials in both print and electronic form.

It should also be noted that CCMPO discussion, decisions, and policy actions impact transportation projects for which the lead agency may be an external entity such as PennDOT or CATA. Accordingly, strong partnerships that exists between the CCMPO and outside entities can help to enhance both the extent and the effectiveness of outreach to LEP individuals. Both above-referenced entities have representation on the CCMPO Technical and Coordinating Committees.

For example, although no formal data is currently collected, the most frequent interaction between CATA and local LEP populations is believed to be through printed and electronic service information for which translations are available either directly and/or through Google Translate, as appropriate. CATA and the CCMPO consistently promote important messages on the other agency’s behalf, and this is a partnership that could be further strengthened to mutual benefit.

In a similar manner, a cooperative relationship with Penn State University provides the potential for further outreach via a wide range of campus-based equity and diversity groups and other resources.

As part of the adopted PPP, the solicitation of public input for transportation projects on the Centre County Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) includes written correspondence to human service agencies and organizations that may work with LEP populations, and representatives of these agencies and organizations are encouraged to provide questions, comments, and recommendations.

The CCMPO is committed to gathering further information on programs could even better involve local LEP populations on its own and in partnership with the aforementioned community and campus organizations.

- (c) **Factor 3: The nature and importance of the programs, activities, and services to people's lives:** As stated in the preceding section, LEP individuals frequently encounter CCMPO services – at a very minimum, on an indirect basis – as the agency's transportation planning process results in discussions, decisions, and policy actions that affect all Centre County users of road, bridge, transit, bicycle, and pedestrian networks. Moreover, Centre County's transportation systems provide access to employment, medical offices, schools, grocery stores, and other retail shopping locations, as well as other locations that meet personal needs. As such, the CCMPO's programs, activities, and services are highly important to Centre County and its people.

The transient nature of Centre County's significant University-related population suggests an even higher level of importance, as population turnover steadily brings new users of transportation networks into the community – although this suggests outreach challenges as well.

In many cases, public transit may be the only transportation option available to individuals, including LEP individuals. CATA is represented on the CCMPO Technical and Coordinating Committees, and – as described in the preceding section – both entities cooperate with respect to promotion and outreach activities. Moreover, staff from both agencies cooperatively lead efforts to develop a coordinated plan for human service transportation within Centre County. This plan has guided the allocation of Jobs Access and Reverse Commute (JARC) and New Freedom funding in previous years.

The CCMPO also utilizes its adopted PPP to facilitate the participation of LEP populations in the transportation planning process.

The CCMPO does not provide any services that require emergency assistance, nor does the agency work with any personally identifiable or confidential information. Accordingly, the prevalence and importance of language assistance may not be at quite as high a level as it is related to some public services. Nevertheless, the nature of impacts across all segments of the Centre County population make clear that the agency must ensure that each of these segments – including LEP individuals – can participate in the full scope of the transportation planning process and related activities.

Based on the importance of its programs, activities, and services, the CCMPO is committed to taking all required, appropriate, and reasonable steps to provide meaningful access to transportation programs and activities, and make every effort to involve interested parties in the transportation planning process.

- (d) **Factor 4: The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach:** Though funding for language assistance services is limited, community resources are available to provide interpretation and translation services at minimal cost to the CCMPO.

The agency has access to services provided through the Pennsylvania State University, specifically through university offices designed for such, advisors of appropriate student organizations, professors willing to perform community service, and students who need such opportunities for class projects; better coordination with these other community stakeholders will be critical to providing a higher level of outreach going forward. Moreover, the CCMPO is fortunate to have access to paid translation services, community organizations, and individual community volunteers who can provide similar services as appropriate. Further, free internet-based translation services, such as Google Translate, are available to the CCMPO to utilize. Last, PennDOT has provided native language taglines for use in CCMPO documents.

None of these available interpretation or translation services – when balanced against frequency and importance of need – are known or perceived to create any kind of undue financial burden for the CCMPO.

While LEP persons exceeding Safe Harbor Provisions currently account for a relatively small percentage of the Centre County population, the CCMPO will monitor resident population profiles and trends for increases in the LEP population and periodically reevaluate the available resources and the translation services it chooses to provide.

(2) **Language Assistance Plan:**

- (a) **Description of the vital documents that are translated into the language(s) of frequently encountered LEP groups, consistent with the Safe Harbor Provision:** The CCMPO's Four Factor Analysis shows that the only LEP population in Centre County that exceeds the Safe Harbor Provision threshold is the Chinese-speaking population. The CCMPO has identified the following documents as vital written materials subject to translation into Chinese on demand:

- Unified Planning Work Program (UPWP)
- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Technical and Coordinating Committee Meeting Agendas and Minutes
- Public Meeting Notices
- Title VI Program
- Title VI / Non-Discrimination Statement of Policy and Notice to the Public
- Title VI / Non-Discrimination Complaint Procedures
- Title VI / Non-Discrimination Complaint Form
- Notice of Language Assistance

- (b) **Description of how the recipient provides language assistance services by language:** The CCMPO's current and planned efforts – which respond to the findings of the Four



Factor Analysis – are comprised of actions to make information resources available in Chinese and other languages prevalent in Centre County, and include the following:

- All vital documents, as defined by the CCMPO in subsection (a) of the Language Assistance Plan, will be made available in Chinese on demand. These documents can be translated by the interested party using the Google Translate function of the CCMPO website, or will be made available to the interested party directly by CCMPO staff via the same method;
- Going forward, the CCMPO will utilize information collected regarding requests for language accommodation and work closely with other regional stakeholders – such as the Centre Area Transportation Authority (CATA) and Penn State University – to more appropriately tailor necessary language assistance efforts to relevant populations according to dialect (Mandarin, Cantonese, etc.);
- The Google Translate functionality of the CCMPO website makes information available in Chinese or a number of other languages; CCMPO staff will ensure that all web-based is in translatable format to make use of this functionality;
- In requests for language assistance where more personalized responses are necessary and appropriate – such as requests for documents not defined as vital by the CCMPO (meeting presentation materials, etc.) or requests for oral translation – accommodations can be made in Chinese if requested with at least five business days’ notice; and
- The CCMPO commits to required, appropriate, and reasonable targeting of concentrated LEP populations to disseminate information on localized projects.

(c) **Description of how the recipient provides notice to LEP individuals about the availability of language assistance:** The CCMPO shall provide notice to LEP individuals and populations that language services are available at no cost to the requester using the following methods:

- A notice of available language assistance for LEP individuals can be found on the CCMPO website in the “Title VI / Non-Discrimination Information” section and is posted at the primary physical business location of the CCMPO (2643 Gateway Drive, Suite 4, State College, PA 16801). The full text of the notice is included as ***Appendix E***;
- The CCMPO will utilize relevant PennDOT-provided native language taglines for use in CCMPO documents, where appropriate;
- CCMPO staff works cooperatively with PennDOT, CATA, Penn State University, community-based organizations, and other stakeholders during development of the TIP, LRTP, and otherwise within the guidelines of the adopted PPP to inform

LEP individuals of CCMPO programs and the availability of language assistance;  
and

- CCMPO staff will identify concentrations of LEP populations using US Census and ACS data, and implement targeted outreach for specific projects where required, appropriate, or reasonable to do so.

(d) **Description of how the recipient monitors, evaluates, and updates the Language Assistance Plan:** The CCMPO's Four Factor Analysis shows that the only LEP population in Centre County that exceeds the Safe Harbor Provision threshold is the Chinese-speaking population. Subsection (b) of the Language Assistance Plan addresses how written, electronic, and spoken information will be made available in Chinese.

The CCMPO will monitor language data for Centre County, and analyze any major changes in the number, proportion, or type of LEP individuals when updated 5-year ACS data or decennial census data becomes available. The CCMPO will also monitor the frequency of encounters between LEP individuals and staff, as well as translated documents requested and provided.

If significant changes are noted in the concentration or type of LEP individuals, or if there is a significant increase in encounters with LEP individuals, an update to the language assistance plan will be conducted. If no significant changes are noted, the language assistance plan will be updated in conjunction with the next major update of the CCMPO's larger Title VI Program.

(e) **Description of how the recipient trains employees to provide timely and reasonable language assistance to LEP populations:** The CCMPO has a small staff, so training is largely informal. All staff members assist with operations and customer service functions, so all are provided a copy of the language assistance plan, and informed of the interpretation and translation services offered to LEP individuals. All staff members likewise have a familiarity with the CCMPO's vital documents, as well as with Google Translate.

When requests for language assistance are made of staff members, those staff members work with the CCMPO Principal Transportation Planner / Compliance Officer to accommodate the request.

As more information is collected regarding requests for language assistance, additional training can be identified and carried out, as appropriate.

vi) **Minority representation on planning and advisory bodies:** This section is not currently applicable to the CCMPO. The CCMPO currently has no planning boards, advisory councils, or committees, the membership of which is selected by the CCMPO. Should this change in the future, the CCMPO fully commits to non-discrimination, and will provide the required information.

vii) **Providing assistance to sub-recipients**: This section is not currently applicable to the CCMPO. The CCMPO does not currently pass any federal funding assistance through to sub-recipients. Should this change in the future, the CCMPO fully commits to providing all required assistance.

viii) **Monitoring sub-recipients**: This section is not currently applicable to the CCMPO. The CCMPO does not currently pass any federal funding assistance through to sub-recipients. Should this change in the future, the CCMPO fully commits to conducting all required monitoring to ensure compliance of the sub-recipient with Title VI requirements, and therefore its own compliance with Title VI requirements.

ix) **Determination of site or location of facilities**: This section is not currently applicable to the CCMPO. The CCMPO is not currently – nor has it been recently – involved in determining the site or location of facilities, land acquisition, or the displacement of persons from their residences and businesses. Should this change in the future, the CCMPO fully commits to non-discrimination, and will provide the required information.

Determining the site or location of facilities, land acquisition, or the displacement of persons from their residences and business as part of projects for which funds are allocated by the CCMPO – but undertaken by an outside lead agency – are discussed in subsequent sections of this document.

x) **Requirement to provide additional information upon request**: As it has in the past, the CCMPO fully commits to providing any additional information requested by federal, state, or local authorities to further assess its compliance with Title VI and other non-discrimination requirements.

2) **Requirements for Metropolitan Planning Organizations**: Chapter VI of FTA Circular C 4702.1B describes the following procedures that Metropolitan Planning Organizations (MPOs) receiving Federal Transit Administration (FTA) financial assistance should follow to ensure that their programs, policies, and activities comply with Department of Transportation (DOT) Title VI regulations:

a) **Demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate**: The CCMPO completed its most recent demographic profile for Centre County by census tract as part of Chapter 3 (“Existing Conditions”) of the Long Range Transportation Plan 2050, which was adopted by the CCMPO Coordinating Committee in September 2020 and is included by reference.

Moreover, the CCMPO completed its most recent identification and mapping of locations of minority populations in the aggregate as part of Section 19 (“Environmental Justice Analysis”) of the 2021-2024 Transportation Improvement Program (TIP), which was adopted by the CCMPO Coordinating Committee in June 2020 and is included by reference.

These two components will be updated as updated 5-year ACS data or decennial census data becomes available, or as the LRTP and TIP documents are updated – whichever occurs first.

**b) Description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process:** The CCMPO Public Participation Plan (PPP) – which includes information regarding outreach methods to engage populations of interest, as well as a summary of recent outreach efforts – will be revised, adopted by the CCMPO Coordinating Committee in June 2022, and is included by reference. This revision will address PennDOT review comments from September 2019.

Moreover, the CCMPO also described procedures by which the mobility needs of minority populations are identified and considered within the planning process as part of Appendix B (“Environmental Justice Analysis”) of the Long Range Transportation Plan 2050, which was adopted by the CCMPO Coordinating Committee in September 2020 and is included by reference.

Last, the CCMPO also describes these relevant procedures as part of Section 19 (“Environmental Justice Analysis”) of the 2021-2024 Transportation Improvement Program (TIP), which was adopted by the CCMPO Coordinating Committee in June 2020 and is included by reference.

These three components will be updated as updated 5-year ACS data or decennial census data becomes available, or as the PPP, LRTP, and TIP documents are updated – whichever occurs first.

**c) Demographic maps that overlay the percent minority and non-minority populations, and charts that analyze the impacts of the distribution of state and federal funds in the aggregate for transportation purposes:** The CCMPO includes such maps and charts as part of Appendix B (“Environmental Justice Analysis”) of the Long Range Transportation Plan 2050, which was adopted by the CCMPO Coordinating Committee in September 2020 and is included by reference.

Moreover, the CCMPO also includes such maps and charts as part of Section 19 (“Environmental Justice Analysis”) of the 2021-2024 Transportation Improvement Program (TIP), which was adopted by the CCMPO Coordinating Committee in June 2020 and is included by reference.

These two components will be updated as updated 5-year ACS data or decennial census data becomes available, or as the LRTP and TIP documents are updated – whichever occurs first.

**d) Analysis of impacts identified as disparate on the basis of race, color, or national origin; determination of whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts; and alternatives that could be employed that would have a less discriminatory impact:** The CCMPO includes such an analysis as part of Appendix B (“Environmental Justice Analysis”) of the Long Range Transportation Plan 2050, which was adopted by the CCMPO Coordinating Committee in September 2020, and is included by reference.

Moreover, the CCMPO also includes such an analysis as part of Section 19 (“Environmental Justice Analysis”) of the 2021-2024 Transportation Improvement Program (TIP), which was adopted by the CCMPO Coordinating Committee in June 2020 and is included by reference.

These two components will be updated as updated 5-year ACS data or decennial census data becomes available, or as the LRTP and TIP documents are updated – whichever occurs first.

- e) **Requirements for program administration:** The CCMPO shall prepare and maintain, but not report unless requested by FTA, the following information:
- A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Native American tribes. The record shall identify those applicants that would use grant program funds to provide assistance to predominantly minority populations. The record shall also indicate which applications were rejected and accepted for funding;
  - A description of how the MPO develops its competitive selection process or annual program of projects submitted to FTA as part of its grant applications. This description shall emphasize the method used to ensure the equitable distribution of funds to sub-recipients that serve predominantly minority populations, including Native American tribes, where present. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of minority applicants; and
  - A description of the CCMPO's criteria for selecting entities to participate in an FTA grant program.
- f) **Approval by the recipient's Board of Directors, or appropriate governing entity or official(s) responsible for policy decisions:** The CCMPO's Coordinating Committee serves as the agency's governing body responsible for policy decisions. A copy of the meeting minutes of the April XX, 2022 CCMPO Coordinating Committee meeting indicates adoption of the CCMPO Title VI Program Update on page XX, and is included as **Appendix F**.

**APPENDIX A**  
**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)**  
**TITLE VI / NON-DISCRIMINATION POLICY STATEMENT AND NOTICE TO THE PUBLIC**

**Introduction**

Federal law and regulations require that a Metropolitan Planning Organization (MPO) be designated for urbanized areas with a population of 50,000 or more, to manage the distribution of federal transportation funds through a comprehensive, continuing and coordinated planning process. The Centre County Metropolitan Planning Organization (CCMPO) is the transportation planning entity for Centre County, Pennsylvania. The specific functions of the CCMPO include:

- Developing a Unified Planning Work Program (UPWP) every two years to describe key planning activities and policy actions;
- Maintaining a Long Range Transportation Plan (LRTP) – a fiscally-constrained description of transportation strategies and policies, updated at least every five years, that cover a minimum 20-year planning horizon;
- Developing a Transportation Improvement Program (TIP) – a four-year intermodal program describing transportation project schedules, funding amounts, funding sources, and lead agencies, updated every two years;
- Evaluating transportation alternatives; and
- Conducting public involvement in accordance with an adopted Public Participation Plan (PPP).

**Non-Discrimination Statement of Policy**

The CCMPO functions as both a conduit for, and a direct recipient of, federal transportation funds. Accordingly, it is the policy of the CCMPO to ensure that no person shall – on the grounds of race, color, national origin, religious creed, disability, gender, age, income, language, limited English proficiency, or sexual orientation – be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any of its programs, services, or activities, as provided by Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act (ADA) of 1990, and any other related federal, state, or local non-discrimination and/or civil rights laws and regulations.

Any person who believes she or he has been aggrieved by any unlawful discriminatory practice by the CCMPO under any federal, state, or local non-discrimination and/or civil rights laws and regulations may file a complaint with the CCMPO, or other federal and/or state agencies providing oversight.

**Environmental Justice (EJ) / Limited English Proficiency (LEP) Statement of Policy**

It is further the policy of the CCMPO to prevent discrimination against low-income and minority populations as a result of any impact of its programs, services, and activities, in accordance with

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and in Low-Income Populations). This includes a commitment to make every reasonable effort to:

- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects, to low-income and minority populations; and
- Prevent the denial, reduction, or delay in benefits related to programs, services, and activities that benefit low-income and minority populations.

Moreover, the CCMPO will ensure meaningful access to its programs, services, and activities for those persons who have Limited English Proficiency (LEP), in accordance with Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency).

### **Definition of Federal Financial Assistance and Recipients Affected**

Federal financial assistance is defined as any federal funding that is assigned to the CCMPO to support any program and activity, by way of grant, loan, or contract, other than a contract of insurance or guaranty. The CCMPO receives funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to carry out the transportation planning requirements set forth by the Infrastructure Investment and Jobs Act (IIJA). Moreover, the CCMPO assists in administering federal funding from the FHWA and FTA that is utilized by agencies to construct, operate, and maintain a variety of transportation improvements.

### **Administration**

The responsibility for carrying out the CCMPO's commitment to these policies rests with the CCMPO Compliance Officer. The CCMPO Compliance Officer administers these non-discrimination policies and programs, and will receive and investigate discrimination and civil rights complaints which come through the CCMPO's established complaint procedures.

Additional information concerning the CCMPO's obligations under this policy, as well as the full complaint procedures and complaint forms, can be found on the CCMPO website in the "Title VI / Non-Discrimination Information" section, by calling (814) 231-3050, or in person at the following address:

*Principal Transportation Planner / Compliance Officer  
Centre County Metropolitan Planning Organization (CCMPO)  
c/o Centre Regional Planning Agency (CRPA)  
2643 Gateway Drive  
Suite 4  
State College, PA 16801*

**APPENDIX B**  
**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)**  
**TITLE VI / NON-DISCRIMINATION COMPLAINT PROCEDURES**

**Purpose**

The Centre County Metropolitan Planning Organization (CCMPO) Title VI / Non-Discrimination Complaint Procedures specify the process employed by the CCMPO to investigate discrimination and civil rights complaints, while ensuring due process for both complainants and respondents. These procedures do not preclude the CCMPO from attempting to informally resolve complaints.

These procedures apply to all external complaints regarding discrimination on the grounds of race, color, national origin, religious creed, disability, gender, age, income, language, limited English proficiency, or sexual orientation as it relates to any program or activity administered by the CCMPO and/or its subrecipients, consultants and contractors, filed under the protections of Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act (ADA) of 1990, and any other related federal, state, or local non-discrimination and/or civil rights laws and regulations.

These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant. Intimidation or retaliation of any kind is prohibited by law.

**Complaint Process**

An individual – or their representative – who believes that they have been subject to discrimination or retaliation prohibited by Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act (ADA) of 1990, and any other related federal, state, or local non-discrimination and/or civil rights laws and regulations has the right to file a complaint.

Such complaints must be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the complainant, or – when there has been a continuing course of conduct – the date on which the conduct was discontinued or latest instance of the conduct.

Complaints shall be in writing and signed by the complainant(s). If complaints are received by telephone or in person, the CCMPO Compliance Officer or other authorized representative shall formally interview the complainant to provide the basis for the written complaint. If necessary, the CCMPO Compliance Officer or other authorized representative will assist the complainant in writing the complaint.

The written complaint must include the following information:

- Name, address, and telephone number of complainant;
- Basis of the complaint (e.g., race, color, national origin, religious creed, disability, gender, age, income, language, limited English proficiency, sexual orientation, and/or retaliation);



- A detailed description of the circumstances that lead the complainant to believe discrimination occurred;
- Name, address, and telephone number of any person(s) who may have knowledge of the alleged circumstances, or are perceived as parties in the complained-of-incident;
- Date(s) on which the alleged circumstances occurred; and
- Other agencies where the complaint was filed.

As an investigation by the appropriate federal and/or state agencies providing oversight moves forward, additional information may be required.

When a complaint is received, the CCMPO Compliance Officer will acknowledge this receipt by notifying the complainant, and immediately transmit the complaint to the appropriate federal and/or state agencies providing oversight (e.g., Federal Highway Administration [FHWA], Federal Transit Administration [FTA], the Pennsylvania Department of Transportation [PennDOT]) for investigation and disposition pursuant to that agency's Title VI / Non-Discrimination complaint procedures.

The CCMPO Compliance Officer shall maintain a running log of all discrimination and civil rights complaints received.

### **Filing Complaints**

Please fill out a CCMPO Title VI / Non-Discrimination Complaint Form and mail the form to any one person on the following list:

*Principal Transportation Planner / Compliance Officer  
Centre County Metropolitan Planning Organization (CCMPO)  
c/o Centre Regional Planning Agency (CRPA)  
2643 Gateway Drive  
Suite 4  
State College, PA 16801*

*Title VI Specialist  
Bureau of Equal Opportunity  
Pennsylvania Department of Transportation  
PO Box 3251  
Harrisburg, PA 17105-3251*

*Federal Transit Administration – Title VI Program Coordinator  
Office of Civil Rights  
US Department of Transportation  
East Building, 5th Floor - TCR  
1200 New Jersey Avenue, SE  
Washington, DC 20590*

*US Department of Justice  
Office of Justice Programs  
Office for Civil Rights  
810 7th Street, NW  
Washington, DC 20531*

*Civil Rights Specialist  
Federal Highway Administration  
US Department of Transportation  
Pennsylvania Division Office  
228 Walnut Street, Room 508  
Harrisburg, PA 17101-1720*

Complaints specific to public accommodation, housing, education, and employment discrimination may also be mailed to:

*Equal Opportunity Specialist  
Pennsylvania Human Relations Commission (PHRC)  
Harrisburg Regional Office  
333 Market Street, 8th Floor  
Harrisburg, PA 17101-2210*

**APPENDIX C  
CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)  
TITLE VI / NON-DISCRIMINATION COMPLAINT FORM**

<b>Please print all information below:</b>	
Complainant name:	Name of individual assisting complainant:
Complainant address:	Assisting individual address:
Complainant phone number:	Assisting individual phone number:
Basis of complaint (e.g., race, color, national origin, religious creed, disability, gender, age, income, language, limited English proficiency, sexual orientation, and/or retaliation):	
Date(s) of alleged discrimination:	
Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):	

Please provide the name(s), title and address of the person who discriminated against the complainant:

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s):

Please list any other agenc(ies) where complaint has been filed:

Complainant signature:

Date:

**To file complaint, mail form to one of the persons on the following page**

*Principal Transportation Planner / Compliance Officer  
Centre County Metropolitan Planning Organization (CCMPO)  
c/o Centre Regional Planning Agency (CRPA)  
2643 Gateway Drive  
Suite 4  
State College, PA 16801*

*Title VI Specialist  
Bureau of Equal Opportunity  
Pennsylvania Department of Transportation  
PO Box 3251  
Harrisburg, PA 17105-3251*

*Federal Transit Administration – Title VI Program Coordinator  
Office of Civil Rights  
US Department of Transportation  
East Building, 5th Floor - TCR  
1200 New Jersey Avenue, SE  
Washington, DC 20590*

*US Department of Justice  
Office of Justice Programs  
Office for Civil Rights  
810 7th Street, NW  
Washington, DC 20531*

*Civil Rights Specialist  
Federal Highway Administration  
US Department of Transportation  
Pennsylvania Division Office  
228 Walnut Street, Room 508  
Harrisburg, PA 17101-1720*

Complaints specific to public accommodation, housing, education, and employment discrimination may also be mailed to:

*Equal Opportunity Specialist  
Pennsylvania Human Relations Commission (PHRC)  
Harrisburg Regional Office  
333 Market Street, 8th Floor  
Harrisburg, PA 17101-2210*

**APPENDIX D**  
**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)**  
**LIMITED ENGLISH PROFICIENCY (LEP) DEMOGRAPHIC DATA**  
**2011-15 AMERICAN COMMUNITY SURVEY (ACS)**

**Table 1: Number of LEP persons in Centre County**

	Number of Individuals	% of Total Population
Total population	151,324	100.00%
Speak only English	135,775	89.72%
Speak a language other than English and understand English “very well”	10,270	6.79%
Speak a language other than English and understand English “less than very well”	5,279	3.49%

**Table 2: Language spoken at home in Centre County**

	Number of Individuals	% of Total Population
Total population	151,324	100.00%
Speak only English	135,775	89.72%
Speak Chinese	3,327	2.20%
Speak Spanish or Spanish Creole	2,457	1.62%
Speak Other West Germanic Languages	1,243	0.82%
Speak Russian	1,107	0.73%
Speak Korean	959	0.63%

**Table 3: Language spoken at home by LEP persons in Centre County**

	Number of Individuals	% of Total Population
Total population	151,324	100.00%
Speak only English	135,775	89.72%
Speak Chinese and understand English “less than very well”	1,849	1.22%
Speak Russian and understand English “less than very well”	559	0.37%
Speak Spanish or Spanish Creole and understand English “less than very well”	450	0.30%
Speak Other West Germanic Languages and understand English “less than very well”	423	0.28%
Speak Korean and understand English “less than very well”	377	0.25%

**APPENDIX E**  
**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)**  
**NOTICE OF LANGUAGE ASSISTANCE SERVICES**

The Centre County Metropolitan Planning Organization (CCMPO) provides language assistance services to individuals of limited English proficiency at no cost to the requester.

Documents, notices, surveys, agendas, minutes, and other information can be translated directly using the Google Translate function of our website, or written materials will be made available by CCMPO staff via the same method at the primary physical business location of the CCMPO (2643 Gateway Drive, Suite 4, State College, PA 16801).

In requests for language assistance where more personalized responses are necessary and appropriate – such as requests for documents not defined as vital by the CCMPO (meeting presentation materials, etc.) or requests for oral translation – accommodations can be made in Chinese if requested with at least five business days' notice.

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Centre County Metropolitan Planning Organization (CCMPO) 向英語能力有限的個人免費提供語言協助服務。

文件、通知、調查、議程、會議記錄和其他信息可以直接使用我們網站的谷歌翻譯功能進行翻譯，或者 CCMPO 工作人員將通過相同的方法在 CCMPO 的主要實體營業地點提供書面材料（2643 Gateway Drive, Suite 4, State College, PA 16801）。

在需要和適當的更個性化響應的語言協助請求中——例如請求 CCMPO 未定義為重要的文件（會議演示材料等）或請求口頭翻譯——如果請求，可以用中文提供住宿至少五個工作日通知

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La Organización de Planificación Metropolitana del Condado Central (CCMPO, por sus siglas en inglés) brinda servicios de asistencia lingüística a personas con dominio limitado del inglés sin costo alguno para el solicitante.

Los documentos, avisos, encuestas, agendas, actas y otra información se pueden traducir directamente usando la función Google Translate de nuestro sitio web, o el personal de CCMPO pondrá a disposición los materiales escritos a través del mismo método en la ubicación comercial física principal de CCMPO (2643 Gateway Drive, Suite 4, State College, PA 16801).

En las solicitudes de asistencia lingüística en las que se necesiten y correspondan respuestas más personalizadas, como solicitudes de documentos no definidos como vitales por el CCMPO (materiales de presentación de reuniones, etc.) o solicitudes de traducción oral, se pueden hacer adaptaciones en chino si se solicitan con al menos aviso mínimo de cinco días hábiles.

Организация городского планирования округа Центр (CCMPO) бесплатно предоставляет услуги языковой помощи лицам с ограниченным знанием английского языка.

Документы, уведомления, опросы, повестки дня, протоколы и другая информация могут быть переведены непосредственно с помощью функции Google Translate на нашем веб-сайте, или письменные материалы будут доступны сотрудникам CCMPO тем же способом в основном физическом офисе CCMPO ( 2643 Gateway Drive, Suite 4, State College, PA 16801).

В запросах на языковую помощь, когда необходимы и уместны более персонализированные ответы, например, запросы на документы, которые не определены CCMPO как жизненно важные (материалы для презентаций на собрании и т. д.), или запросы на устный перевод, можно сделать согласование на китайском языке, если это необходимо по адресу: уведомление не менее чем за пять рабочих дней.

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Centre County Metropolitan Planning Organization(CCMPO)은 요청자에게 무료로 영어 구사 능력이 부족한 개인에게 언어 지원 서비스를 제공합니다.

문서, 공지, 설문조사, 의제, 회의록 및 기타 정보는 당사 웹사이트의 Google 번역 기능을 사용하여 직접 번역할 수 있습니다. 또는 서면 자료는 CCMPO의 주요 물리적 비즈니스 위치에서 동일한 방법을 통해 CCMPO 직원이 제공합니다( 2643 Gateway Drive, Suite 4, State College, PA 16801).

CCMPO에서 중요하다고 정의하지 않은 문서(회의 프레젠테이션 자료 등) 또는 구두 번역 요청과 같이 보다 개인화된 응답이 필요하고 적절한 언어 지원 요청에서 최소 5 영업일 통지.



**APPENDIX F**  
**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)**  
**MINUTES OF THE APRIL XX, 2022 COORDINATING COMMITTEE MEETING**

# FEBRUARY 22, 2022 MEETING

## ITEM 8

### **NEW FEDERAL TRANSPORTATION FUNDING AUTHORIZATION** *Infrastructure Investment and Jobs Act (IIJA)* *Aka Bipartisan Infrastructure Law (BIL)*

#### **Summary of New Legislation**

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

At this meeting, staff will provide an introduction to the new bill.

The following websites provide more information:

- US DOT BIL website: [Bipartisan Infrastructure Law | US Department of Transportation](#)
- FTA BIL website: [Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)
- FHWA BIL website: [Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)

Additional guidance and rulemaking from FHWA and FTA to implement the *BIL* is anticipated in 2022 and 2023. As more information emerges about the future guidance and rulemaking, staff will continue to provide updates to the CCMPO.

#### **The Coordinating Committee should receive the presentation.**

Presented by: Tom Zilla, AICP, CRPA  
Matt Smoker, FHWA  
Chelsea Beytas, FTA

Action: *As provided for under New Agenda Items, the Coordinating Committee voted to include the following action for this agenda item: The Coordinating Committee should consider taking action to create the formation of a subcommittee to discuss future discretionary funding programs as part of the new BIL legislation.*

# FEBRUARY 22, 2022 MEETING

## ITEM 9

### 2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### TIP Revisions

#### New Funding from *Bipartisan Infrastructure Bill (BIL)*

The 2021-2024 Centre County TIP was adopted by the CCMPO in June 2020 and took effect on October 1, 2020. New federal funding from the *BIL* is being made available for federal fiscal year (FFY) 2022 in the TIP. The new funding will allow PennDOT District 2-0 to add new projects and begin work on other projects earlier than anticipated.

The CCMPO must formally approve the addition of the new funding and projects to the TIP. Several revisions of the TIP are proposed:

New Projects Being Added from Shifts in Funding					
Project	Phase	Original Funding	Change	Revised Funding	New Project on TIP?
Route 53 Section ST1 Route 53 Centre Street Resurfacing Philipsburg Boro	PE	\$0	+\$150,000	\$150,000	Yes
State Route (SR) 2011 Section P49 Main St. (Coburn) Bridge over Penns Creek Bridge Rehabilitation Penn Township	PE	\$0	+138,554	\$138,554	Yes
SR 3014 Section EPX 2022 Centre Bridge Epoxy Surface Trmt. Atherton Street WB Bridge over I-99 Patton Township	PE	\$0	+150,000	+150,000	Yes

New Funding Being Added from BIL					
Funding Type	New Funds Available	Project Receiving Funds	Phase	Funding	New Project on TIP?
NHPP	\$857,000	Atherton St. Section 153	Const	\$857,000	No
HSIP	\$199,000	Atherton St. Section 153	Const	\$199,000	No
Bridge Investment Program (BRIP)	\$1,969,000	SR 4005 Snow Shoe Interchange Bridge	PE	\$550,000	No
		FFY 2024 Bridge Preservation	PE	\$300,000	Yes
		SR 3014 Bridge Epoxy Surface Treatment	Const	\$100,000	Yes
		Reserve Line Item	Const	\$1,019,000	No
Off System Bridges (BOF)	\$451,000	SR 2011 Coburn Bridge Rehab	Const	\$451,000	Yes
	\$3,476,000				

(Continued)

Attachment:

- Fiscal Constraint Chart illustrating details of TIP revisions.

Staff will provide a presentation about the proposed revisions.

**The Technical Committee has recommended approval of the revisions.**

**The Coordinating Committee should receive the presentation and consider approval of the revisions to the 2021-2024 TIP.**

Presented by: Tom Zilla, AICP, CRPA

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



# FEBRUARY 22, 2022 MEETING

## ITEM 10

### 2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### Updated Preliminary Draft TIP – Highway Element

In September 2021, MPO staff provided a presentation about development of the new 2023-2026 TIP, including financial guidance (funding allocation), preliminary project priorities, and the schedule for preparation and adoption of the TIP. In November 2021, initial versions of the Preliminary Draft Highway and Transit Elements were presented to the CCMPO Committees.

In December, PennDOT provided draft estimates of new federal funding being allocated to the Highway Element because of passage of the *BIL*. No information has been provided at this time about additional funding for the Transit Element.

At this meeting, staff will present a revised version of the Preliminary Draft Highway Element.

#### Attachments:

- Table illustrating new federal funding from the *BIL* for FFYs 2023-2026
- Highway Element – Updated Project Summary List

A Final Draft TIP will be prepared for presentation to the CCMPO Committees in April. The required 30-day comment period and public meeting is tentatively scheduled to begin in late April. The CCMPO is expected to adopt the new TIP in June.

**The Coordinating Committee should receive the presentation and provide comments to assist PennDOT and MPO staff in preparing the Final Draft TIP.**

Presented by: Tom Zilla, AICP, CRPA  
Anne Messner, AICP, CCPCDO  
Dean Ball, P.E., PennDOT District 2-0

Action: Provide comments to PennDOT and MPO staff.

**Bipartisan Infrastructure Law (BIL)**

<b>Funding Increase for 2023-2026 Centre County Transportation Improvement Program (TIP)</b>			
<b>Highway Element Only</b>			
	<b>Funding Type</b>	<b>Original Base Allocation</b>	<b>New Base Allocation With BIL</b>
Federal	NHPP	\$9,263,000	<b>\$17,063,000</b>
	STP	\$7,780,000	<b>\$8,346,000</b>
	BOF Off System Bridges	\$2,713,000	<b>\$5,422,000</b>
	HSIP	\$3,815,000	<b>\$4,603,000</b>
	BRIP Bridge Investment Program	\$0	<b>\$7,874,000</b>
State	State Hwy	\$11,986,000	\$11,986,000
	State Bridge	\$7,686,000	\$7,686,000
	<b>TOTAL</b>	<b>\$43,243,000</b>	<b>\$62,980,000</b>
		<b>CHANGE</b>	<b>\$19,737,000</b>

**2023-2026 Centre County Transportation Improvement Program (TIP)  
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

**As of - 01/31/2022**

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
		84515	Local Bridge Retroactive Reimbursement Line Item	TBD	Yes	C		600,000		600,000	1,200,000	1,200,000	Yes
	000	84343	Reserve Line Item Poor Bridge/Betterment ( <i>State Funds</i> )	TBD	No	C		949,932		1,913,855	2,863,787	2,863,787	Yes
	SAF	75808	Reserve Line Item Line Item Safety ( <i>Federal Funds</i> )	TBD	No	C	295,685	576,246	208,000	231,000	1,310,931	1,310,931	Yes
26	HFS	113451	High Friction Surface Treatment HSIP Program - Routes 26, 322, 350	Ferguson Twp. Rush Twp.	No	C	900,000				900,000	900,000	No
26	N37	76136	Route 26//Route 45 (Shingletown Rd.) Intersection Safety Improvements	Ferguson Twp.	No	C	100,000				100,000	100,000	Yes
26	N41	93262	Route 26/Route 150 Intersection Safety Improvements	Howard Twp.	No	P	371,315				371,315	2,842,069	Yes
					F		337,652			337,652			
					U		84,413			84,413			
					R		140,689			140,689			
					C			954,000	954,000	1,908,000			
26	PLK	92422	Centre County Bridge Plank Replacement	TBD	No	C			200,000		200,000	200,000	Yes
26	P35	110368	FFY 2026 Bridge Preservation Program Route 26 Walnut St. Causeway Bridge over Bald Eagle Creek/Foster Sayers Lake	Howard Twp.	No	P			231,750		231,750	1,881,750	Yes
					U			51,500		51,500			
					R			51,500		51,500			
					C				1,547,000	1,547,000			



**2023-2026 Centre County Transportation Improvement Program (TIP)  
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

**As of - 01/31/2022**

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
26		116885	FFY 2025 Bridge Preservation Program Route 26 E. College Ave. Spring Creek Bridge	College Twp.	Yes	P		218,545			218,545	2,627,553	Yes
						C			1,474,437	934,571	2,409,008		
26	147	112588	Route 26 Jacksonville Road Betterment	Marion Twp.	No	C	2,357,775	2,713,970	1,033,418		6,105,163	6,105,163	Yes
53	0	101506	Route 53 Centre St. Resurfacing	Philipsburg Boro	Yes	C	942,000				942,000	942,000	Yes
144	STY	113550	Route 144 Runville Rd. Drainage Improvements	Boggs Twp.	No	P	265,225				265,225	828,000	Yes
						C			562,775		562,775		
144		116739	Route 144 Old Fort Rd. Laurel Run Concrete Arch Culvert	Potter Twp.	Yes	P			358,216		358,216	477,622	No
						U				59,703	59,703		
						R				59,703	59,703		
150	N40	106365	Route 150/Phoenix Ave. Intersection	Bellefonte Boro	No	P			530,459		530,459	530,459	No
150		88222	Route 150 Eagle Valley Rd. Holt Hollow Run Bridge	Boggs Twp.	Yes	P				276,721	276,721	276,721	No
322	D10	112784	State College Area Connector	Benner Twp. College Twp. Potter Twp. Spring Twp.	No	P		5,000,000			5,000,000	15,000,000	No
						F			5,000,000	5,000,000	10,000,000		
322		88349	Route 322 General Potter Hwy. Sinking Creek Bridge	Potter Twp.	Yes	P				431,228	431,228	431,228	No
445		115653	Route 445 Madisonburg Pike Laurel Run Bridge Restoration (Branch of Roaring Run)	Miles Twp.	Yes	P				421,000	421,000	421,000	No

**2023-2026 Centre County Transportation Improvement Program (TIP)  
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

**As of - 01/31/2022**

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
504	A06	109582	Route 504 Black Moshannon Rd. One Mile Run Steel Arch Bridge	Rush Twp.	No	P	12,000				12,000	1,550,801	Yes
						F	265,225			265,225			
						U	31,827			31,827			
						R	31,827			31,827			
						C			1,209,922	1,209,922			
504	P36	110305	FFY 2024 Bridge Preservation Program Route 504 Eagle Valley Rd. Wallace Run Bridge	Boggs Twp.	No	P	10,000				10,000	2,113,243	Yes
						U	106,090			106,090			
						R	48,543			48,543			
						C		932,303	1,016,307	1,948,610			
1002	A14	91418	SR 1002 Marsh Creek Road Marsh Creek Bridge	Liberty Twp.	No	F	10,000				10,000	3,055,366	Yes
						U	10,000			10,000			
						R	10,000			10,000			
						C	2,060,988	964,378		3,025,366			
1009		116791	SR 1009 Park Road Lick Run Bridge	Howard Twp.	Yes	P			417,918		417,918	822,283	No
						F				281,377	281,377		
						U				61,494	61,494		
						R				61,494	61,494		
2005	A01	91500	SR 2005 School St. Sinking Creek Bridge	Gregg Twp.	No	P	10,000				10,000	3,246,441	Yes
						F	306,090			306,090			
						U	106,090			106,090			
						R	106,090			106,090			
						C			1,374,673	1,343,498	2,718,171		

**2023-2026 Centre County Transportation Improvement Program (TIP)  
Summary of Preliminary Draft Highway Element**

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As of - 01/31/2022

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
2011	A07	105925	SR 2011 Penn St. Mill Race Bridge	Millheim Boro	No	C	175,000				175,000	175,000	Yes
3006	A04	76162	SR 3006 High St. Mill Race Bridge	Bellefonte Boro	No	P	129,000				129,000	1,574,336	No
						F			367,284	367,284			
						U			84,413	84,413			
						R			84,413	84,413			
						C				909,226	909,226		
3014	153	101960	SR 3014 Atherton St. Drainage/Repaving Ph III Curtin Rd. to Westerly Parkway	State College Boro	No	C	5,758,000	6,210,826	2,607,615		14,576,441	14,576,441	Yes
3014	154	101961	SR 3014 Atherton St. Drainage/Repaving Ph IV Westerly Parkway to vicinity of Scenery Dr.	State College Boro College Twp.	Yes	P		450,204			450,204	913,914	No
						F				463,710	463,710		
3022		116881	FFY 2024 Bridge Preservation Program Ph. II SR 2011 Main St. (Coburn) Penns Creek Bridge SR 3022 University Dr. Bridge over Route 26 Route 322 Mt. Nittany Expy. over Spring Creek and Warner Blvd./Boalsburg Rd.	Penn Twp. State College Boro College Twp.	Yes	C	1,480,230	203,173			1,683,403	1,683,403	Yes
3030		113123	SR 3030 Dix Run Rd. Branch of Dix Run Box Culvert	Union Twp.	Yes	P			415,040		415,040	868,621	No
						F				337,653	337,653		
						U				57,964	57,964		
						R				57,964	57,964		
3036		116747	SR 3036 Phoenix Rd. Mulligan Run Bridge	Rush Twp.	Yes	P			358,216		358,216	758,999	No
						F				281,377	281,377		
						U				59,703	59,703		
						R				59,703	59,703		
3040	A03	88206	SR 3040 Eagle Valley Rd. Laurel Run Bridge #2 at Julian	Huston Twp.	Yes	P				421,762	421,762	421,762	No

**2023-2026 Centre County Transportation Improvement Program (TIP)  
Summary of Preliminary Draft Highway Element**

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S - Study	U - Utility Relocation
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**As of - 01/31/2022**

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
3042		116891	FFY 2027 Bridge Preservation Program SR 3042 High St. Laurel Run Bridge	Worth Twp.	Yes	P				326,520	326,520	326,520	No
4004		109581	SR 4004 Chestnut Grove Rd. Tributary to Wallace Run Bridge	Union Twp.	Yes	P		398,819			398,819	1,190,297	Yes
						F			273,182	273,182			
						U			56,275	56,275			
						R			56,275	56,275			
						C				405,746	405,746		
4005	A02	88217	SR 4005 Beech Creek Rd. Bridge over I-80 - Snow Shoe Interchange	Snow Shoe Twp.	No	F		413,000			413,000	5,702,242	Yes
						U			173,891	173,891			
						R			173,891	173,891			
						C			1,680,932	3,260,528	4,941,460		
7218	BR	95808	Harris Twp. T-943 Mary Elizabeth St. Spring Creek Culvert	Harris Twp.	No	C	400,000				400,000	400,000	Yes
7218	BR	2898	Potter Twp. T-633 Lower Georges Valley Rd. Potter Run Bridge	Potter Twp.	No	F	318,270				318,270	1,571,725	Yes
						U		53,045			53,045		
						R		53,045			53,045		
						C			1,147,365		1,147,365		
7218	BR	2963	Walker Twp. T467 Hoy Rd. Fishing Creek Bridge	Walker Twp.	No	F	265,225				265,225	1,190,860	Yes
						U		53,045			53,045		
						R		53,045			53,045		
						C			819,545		819,545		
											<b>TIP Total</b>	<b>81,080,537</b>	

# FEBRUARY 22, 2022 MEETING

## ITEM 11

### STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

#### Status Report

The SCAC Planning and Environment Linkages (PEL) Study is scheduled to be completed in late spring 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.

PennDOT's consultant team is working to address input and comments received at the September 2021 public meetings, and to refine the range of alternatives that address the transportation purpose and needs in the PEL study area. Refinements and updates will be presented to the community at public meetings tentatively scheduled for April 5 and 6, 2022.

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

- Review of the overall PEL Study timeline
- Intent/expectations of the outcome of the PEL Study
- Activities completed to address public comments about mapping
- Activities regarding corridor refinements
- 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  
Lori Cole, AICP, JMT

No action required.

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

\*\*\*\*\*

*In September 2021, correspondence from CCMPO Coordinating Committee Chair Eric Bernier was sent to members of Congress representing Centre County, highlighting the SCAC project as an example of why an increase in federal funding for transportation improvements was needed and seeking support for an increase in federal funding for highway, bridge, and public transportation improvements. The correspondence requested a response regarding members' positions regarding reauthorization of the FAST Act.*

*A response from U.S. Senator Pat Toomey was previously included in the November 2021 CCMPO Coordinating Committee agenda package.*

*In December 2021, U.S. Senator Bob Casey provided the attached correspondence in response to the CCMPO's letter. As presented in agenda item #8, the IIJA (BIL) was approved by Congress and signed by President Biden in November 2021.*

ROBERT P. CASEY, JR.  
PENNSYLVANIA

COMMITTEES:  
FINANCE

HEALTH, EDUCATION,  
LABOR, AND PENSIONS

SELECT COMMITTEE  
ON INTELLIGENCE

SPECIAL COMMITTEE ON AGING

## United States Senate

WASHINGTON, DC 20510-3805



December 10, 2021

Mr. L. Eric Bernier  
Chair  
Centre County Metropolitan Planning Organization  
2643 Gateway Drive, Suite 4  
State College, Pennsylvania 16801

Dear Chair Bernier:

Thank you for your letter advocating for funding for transportation and infrastructure investments in Pennsylvania. I appreciate your insights into the importance of infrastructure funding in Centre County, especially regarding major highway improvement projects like the State College Area Connector (SCAC).

Pennsylvanians understand that our public assets desperately need support. Our Commonwealth has 3,353 bridges and 7,540 miles of highway in poor condition. Since 2011, commute times have increased by 7.6 percent in Pennsylvania, and on average, each driver pays \$620 per year in costs for road repairs. In Centre County, major highway improvement projects like the SCAC have been delayed for decades. As you noted in your letter, if adequate funding had been available to proceed with the project in 2004, the improved highway area would have been open to traffic today. These problems hurt small businesses and hardworking Pennsylvania families. Estimates from the American Society of Civil Engineers indicate that without substantial investment in our nation's infrastructure, the nation will lose out on \$10 trillion in Gross Domestic Product and 3 million jobs by 2039.

To address these urgent needs, the Senate came together to pass the Infrastructure Investment and Jobs Act (IIJA). This bipartisan infrastructure bill includes extensive investments in Pennsylvania, including over \$11.3 billion for restoring our roads and bridges, \$2.8 billion for modernizing public transit, \$100 million for broadband and \$171 million for electric vehicle infrastructure, among other investments. It represents the most significant investment in our nation's infrastructure in nearly a century. These investments will make more federal funding available for projects like the SCAC that address safety and congestion challenges for Pennsylvania drivers. I was pleased to join all of my Democratic colleagues and 19 Republican colleagues in supporting this legislation. I look forward to working with the Biden Administration and state and local officials in the Commonwealth to ensure that these funds are properly administered to Pennsylvanians.

Thank you for your advocacy on behalf of the Centre County community. As Congress considers the IIJA, please rest assured that I will keep your priorities in mind. Please do not hesitate to reach out with any questions, comments or concerns, particularly if you have suggestions as to

how the federal government can be supportive of the SCAC project. You can reach me or my staff at (202) 224-6324.

Sincerely,

A handwritten signature in blue ink that reads "Bob Casey". The signature is written in a cursive, flowing style.

Robert P. Casey, Jr.  
United States Senator

# FEBRUARY 22, 2021 MEETING

## ITEM 13

### ANNOUNCEMENTS

1. Future Meeting Dates

- a. Technical Committee: Wednesday, April 13, 2022, 9:30 a.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building

- ⇒ Title VI Program update
- ⇒ 2023-2026 TIP
- ⇒ State College Area Connector
- ⇒ Centre Region Climate Action and Adaptation Plan (CAAP)
- ⇒ LRTP 2050 Action Plan

- b. Coordinating Committee:  
**To avoid a conflict with the Pennsylvania State Association of Township Supervisors Spring Conference, the April meeting has been rescheduled to:**

***NOTE NEW DATE:*** Wednesday, April 20, 2022, 6:00 p.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building

- ⇒ Title VI Program update
- ⇒ 2023-2026 TIP
- ⇒ State College Area Connector
- ⇒ CAAP
- ⇒ LRTP 2050 Action Plan

2. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attachment 13.2 is a Fiscal Constraint Chart that specifies administrative modifications to the 2021-2024 TIP completed since the November CCMPO meetings.
3. In 2021, WPSU Digital completed production of the PA Local podcast series. The series includes six episodes, based on interviews of County and local government officials and staff that were conducted in late 2019 and early 2020 by former Patton Township supervisor and CCMPO Chair Jeff Luck. Included among the episodes are three that are related to transportation: Counties (Michael Pipe), Transit (Louwana Oliva), and Transportation (Tom Zilla). A fourth episode addresses Recycling, and was conducted with Pam Adams, the current Sustainability Planner at CRPA and former administrator of the Centre Region Refuse and Recycling Program. The podcasts can be accessed at <http://wpsu.psu.edu/digital/pa-local/>
4. At its meeting on February 8, 2022, the Centre County Board of Commissioners voted to extend the Fee for Local Use (\$5 registration fee) ordinance for an additional 5-year period through 2027. Enabled through Pennsylvania Act 89 of 2013 and first enacted by the Board in 2017, the Fee for Local Use funding has been utilized to offset municipal contributions on several successful Multimodal Transportation Fund grant applications and to expand the County's Liquid Fuels funding program to benefit numerous projects on municipally owned roads and bridges.

(Continued)



5. Centre County Government, with assistance from CTC Technology & Energy, have announced the launch of the Broadband Internet Speed Survey which opened Monday, February 7, 2022, online at <https://centrecountypa.speedsurvey.org> and will close on Friday, March 25, 2022. The 5-minute survey is open to all Centre County residents and businesses who want to provide feedback on their internet services. Residents and businesses are strongly encouraged to participate as all feedback collected will become part of the Centre County’s strategic planning efforts to identify communities unserved and underserved by broadband internet. More information on this effort can be found at <https://centrecountypa.gov/2258/Broadband>.
6. 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/>
7. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
8. “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO – See [www.driveforwardcc.com](http://www.driveforwardcc.com).
9. CCMPO staff contact information:

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

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

Jim May, Director  
 Tom Zilla, Principal Transportation Planner  
 Trish Meek, Senior Transportation Planner  
 Greg Kausch, Senior Transportation Planner  
 Pam Adams, Sustainability Planner  
 Marcella Hoffman, Office Manager

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[padams@crcog.net](mailto:padams@crcog.net)  
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Centre County Plng & Community Dev. Office  
 420 Holmes Street – Willowbank Office Building  
 Bellefonte, PA 16823

Telephone: 814-355-6791  
 Fax: 814-355-8661

Ray Stolinas, Director  
 Elizabeth Lose, Assistant Director  
 Anne Messner, Senior Transportation Planner

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



Centre County MPO  
2021 Highway and Bridge TIP  
FISCAL CONSTRAINT TABLE  
Actions Completed  
for District 2-0

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

Administrative Actions																				Grand Sum	Remarks				
Project Title	MPMS	Phase	Action	Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			Outer Years							
				Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)					
25	Atherton Street Phase III SR 3014, Section 153 Centre County	76136	CON	Before	NHPP	581	626,381		742,000	413,524		2,268,284	668,000	2,512,300	1,817,089	3,069,784					12,117,362	Revised estimate.			
				Adjust	NHPP	581			996,000	430,000														1,426,000	
				After	NHPP	581	0	626,381	0	1,738,000	843,524	0	2,268,284	668,000	2,512,300	1,817,089	3,069,784	0	0	0	0		0	0	13,543,362
26	Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	STP				350,000						1,964,000						2,314,000	Revised estimate.			
				Adjust	STP				1,227,324															1,227,324	
				After	STP		0	0	0	1,577,324	0	0	0	0	0	1,964,000	0	0	0	0	0		0	0	3,541,324
27	Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	HSIP				0						992,000						992,000	Revised estimate.			
				Adjust	HSIP				333,544															333,544	
				After	HSIP		0	0	0	333,544	0	0	0	0	0	992,000	0	0	0	0	0		0	0	1,325,544
28	SR 53 Resurfacing SR 53, Section ST12 Centre County	101506	CON	Before		581				0												0	New project phase. Let date 9/15/22.		
				Adjust		581				558,957															558,957
				After		581	0	0	0	0	558,957	0	0	0	0	0	0	0	0	0	0	0		0	0
29	SR 2011 over Mill Race SR 2011, Section A07 Centre County	105925	CON	Before		185	303,000			1,222,500												1,525,500	Low Bid savings (12/9/21).		
				Adjust		185				(355,000)															(355,000)
				After		185	0	303,000	0	0	867,500	0	0	0	0	0	0	0	0	0	0	0		0	0
30	Mill Race Bridge SR 3006, Section A04 Centre County	76162	PE	Before		185				0												0	New project start.		
				Adjust		185				355,000															355,000
				After		185	0	0	0	0	355,000	0	0	0	0	0	0	0	0	0	0	0		0	0
						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Before FFY Totals						10,678,832	1,900,119	0	9,750,584	4,686,121	179,372	4,897,000	3,433,550	2,512,300	4,773,089	3,745,925	0	1,006,240	0	0	0	47,563,132	Fiscal constraint ok as \$629,455 de-obs.		
Adjustment FFY Totals						0	0	0	629,455	0	0	0	0	0	0	0	0	0	0	0	0	629,455			
After FFY Totals						10,678,832	1,900,119	0	8,414,720	3,912,698	0	2,920,000	1,085,550	2,512,300	4,773,089	3,745,925	0	0	0	0	0	39,943,233			



CENTRE COUNTY  
**Board of Commissioners**

COUNTY ADMINISTRATOR  
MARGARET N. GRAY

MICHAEL PIPE, *Chair*  
MARK HIGGINS  
STEVEN G. DERSHEM  
BOC@centrecountypa.gov

SOLICITOR  
ELIZABETH A. DUPUIS

**FOR IMMEDIATE RELEASE**

Contact: [broadband@centrecountypa.gov](mailto:broadband@centrecountypa.gov)

**Centre County Government announces the opening and closing dates for the Broadband Strategic Plan's online internet survey and speed test.**

**Bellefonte, PA** - Centre County Government with assistance from CTC Technology & Energy are pleased to announce the launch of the Broadband Internet Speed Survey which opened Monday, February 7, 2022, online at <https://centrecountypa.speedsurvey.org> and will close on Friday, March 25, 2022. The 5-minute survey is open to all Centre County residents and businesses who want to provide feedback on their internet services. The survey includes an internet test which will capture the speed of service at a location to determine if the internet service qualifies as broadband-level speed under the federal definition of 25 Mbps download and 3 Mbps upload.

Residents and businesses are strongly encouraged to participate as all feedback collected will become part of the Centre County's strategic planning efforts to identify communities unserved and underserved by broadband internet. Collecting resident feedback and speed test data will become part of the County's Broadband Strategic Plan. The Plan will provide a framework of actionable steps towards increasing broadband services countywide into rural communities. Information collected will be used solely for the County's planning efforts and participation is fully voluntary.

A paper-copy survey is available at <https://centrecountypa.gov/2258/Broadband> for anyone who may not be able to complete the online survey with further instructions to return the paper survey.

Further feedback may be made to the Centre County Planning and Community Development Office by email at [broadband@centrecountypa.gov](mailto:broadband@centrecountypa.gov) or through written correspondence to 420 Holmes St., Bellefonte, PA 16823 Attn: Planning.