

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

**Hybrid Meeting
Wednesday, May 28, 2025
9:00 AM**

<u>GENERAL MEETING INFORMATION</u>	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/esb-4_BKScW_Eu6pR_Eywg
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/esb-4_BKScW_Eu6pR_Eywg To attend by phone: +1 301 715 8592 Meeting ID: 859 8720 8211
In-Person Participants	COG Building, Suite 4 CRPA Conference Room 2643 Gateway Drive, State College PA 16801
Meeting Contact: email: mhoffman@crcog.net 814-231-3050	
Click HERE to locate the AGENDA and ATTACHMENTS <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 Projects Committee, please click [HERE](#).

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

Wednesday, May 28, 2025

9:00 AM

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *March 19, 2025, Projects Committee meeting*
3. **Public Comments:** *For items not on the agenda.*
4. **New Agenda Items:** *Members may request that an additional item(s) be added to the agenda, following state law and exceptions for official action on items not included on the agenda.*
5. **Grant Applications Update**
Receive the report and consider using consultant funds to submit a Bridge Improvement Program application.
6. **Project Prioritization**
 - a. **Bridge Project Matrix – Final Results**
Review the updated bridge project matrix and the second results of the scoring exercise.
7. **Unified Planning Work Program (UPWP) Supplemental Planning Study Priorities**
Review the ranking of the remaining UPWP Supplemental Planning Studies and recommend the top studies to move forward for supplemental planning fund requests.
8. **Transportation Improvement Program (TIP) Priorities**
Review the 2027-2030 TIP Project Priorities and provide comments to MPO staff
9. **Long Range Transportation Plan (LRTP) Project List and Action Plan**
Review the LRTP Project List and proposed action plan and provide comments to MPO staff
10. **Municipal Grant Workshop**
No action required
11. **Member Reports**
12. **Announcements**
13. **Adjourn**

CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO) PROJECTS COMMITTEE

Minutes

Wednesday, March 19, 2025

(please refer to the COG audio/video meeting file website when referring to timestamps)

Commissioner Concepcion called the meeting to order at 10:00 a.m.

Members Present: Amber Concepcion, Centre County; Daryl Schafer, Outlying Planning Region Municipalities; Mark Schultz, PennDOT District 2-0.

Others Present: Marcella Hoffman, Centre Regional Planning Agency (CRPA) Transportation Grant Specialist; Reagan Mann, CRPA Office Manager; Mike Tylka, CRPA Director; Anne Messner, CRPA Senior Transportation Planner; Jim Saylor, CRPA Principal Planner; Greg Kausch, CRPA Senior Transportation Planner; Xochi Confer, County Senior Advisor; Richa Rimal, Centre County Planning and Community Development Office (CCPCDO); Jamie Biblehimer, PennDOT District-2.

ACTION ITEMS (00:00:02)

Approval of Minutes – January 30 2025, Project Committee meeting.

Motion was made by Mr. Schultz and seconded by Mr. Schafer to approve the Consent Agenda as presented. Motion carried 3-0.

PUBLIC COMMENTS (00:00:17)

No public comments.

NEW AGENDA ITEMS (00:00:25)

No new agenda items

GRANT APPLICATION UPDATE (00:00:31)

Ms. Hoffman provided an update on the PROTECT program. On February 18, 2025, staff were informed that the Federal Highway Administration (FHWA) issued an update to the federal PROTECT program on February 11, 2025. The PROTECT program has been closed as of February 10, 2025, and as of this agenda development, FHWA is currently reviewing the Notice of Funding Opportunity to ensure it aligns with President Trump's Executive Orders. Staff believe there is a possibility that the PROTECT program may reopen later this year to accept new applications; however, staff could not submit the original PROTECT application as initially planned.

Additionally, there was an opportunity to submit part of the grant application to PennDOT's statewide PROTECT funding program. Staff submitted a scaled-down version of phase one of the original application to PennDOT's statewide program on February 28. Staff is also considering pursuing a supplemental planning study request to PennDOT through Year 2 of the Unified Planning Work Program later this spring as an additional avenue to advance this project, which will be reviewed and prioritized by the CCMPO Projects Committee at its March meeting. Staff anticipate that the revisions to the scope for both opportunities can be completed without exceeding the

amount of funding allocated in the CY 2024 budget for consulting support. Both opportunities will allow the CCMPO to continue addressing flooding vulnerabilities in the county, albeit in a more limited capacity.

PROJECT PRIORITIZATION (00:04:37)

Second Iteration Scoring Results

The final scoring results include projects from safety-congestion, technology, major highway and capacity adding, and the transit-rail-aviation matrices. At the January Projects Meeting, staff were directed to remove study projects from the categories; resiliency was left with no projects left to be scored. The active transportation projects data is now available, allowing projects to be scored once LRTP efforts with municipalities are developed and completed. Ms. Hoffman reviewed changes in scoring with the Committee for each project group.

The edits and changes in the scoring mechanisms from the previous meeting's discussions are as follows:

- In most project categories, the point values increased under Economic Impact to accommodate the Committee's comments.
- In most project categories, total "Project Sponsor" points increased from 2 to 3.
- Under the Environmental Impact criterion, "Incorporates Environmental Protection" was changed to "Impact on Environment – Benefit or Burden."
- Under Economic Impact, "Employment Centers" and "Recreation/Tourism" scored points if the project was located within two miles of those identified areas.
- Freight Mobility scoring mechanism is defined within five miles of a Primary Highway System (PFHS), a Critical Urban Freight Corridor (CUCF), or a Critical rural Freight Corridor (CRFC).
- No "stale" projects were scored.

Ms. Hoffman reviewed the observations when scoring projects in each category with the Committee.

Safety-Congestion Updated Results, Total possible points – 19 (up from 16)

Observations:

- The Park Avenue Widening project was scored here; however, staff also scored it in the Major Highway Capacity Adding Project Category based on its scope and comments received during the LRTP outreach process.
- Although points were increased under this category, the ranking order of the process stayed the same.
- Ranking for data-oriented criteria is as follows
 - Crash Data for Project Area – increased to 4 possible points
 - PennDOT network Screening Tool - increased to 3 possible points
 - Traffic Volume – not adjusted, 2 possible points
 - Safety Subcommittee Project – decreased to 1 possible point

The Committee offered no comments and felt the scores were valid and adequate.

Technology Projects Updated Results, Total Possible points – 22.5 (up from 22)

Observations:

- The College and Beaver Avenue Transit Signal Priority (TSP) and Intelligent Transportation System (ITS) Projects were moved from the Transit-Rail-Aviation Project Category to the Technology Project Category because their scope is technology-oriented.
- The North Atherton Street Signals project received the same number of points.
- The high-injury network scoring mechanism is now in place, so projects received points for being on the high-injury network.

The Committee offered no comments and felt the scores were valid and adequate.

Major Highway Capacity Adding Results, Total Possible points – 15 (up from 11.5)

Observations:

- Several new projects were scored due to municipal comments during the LRTP 2055 outreach process.
- Park Avenue Widening was moved to this project category based on the scope and comments from municipalities in the 2055 LRTP update.
- The Branch Rd/University Dr. Intersection Improvements project was scored to show how a project already moving forward scores compared to others.

The Committee offered no comments and felt the scores were valid and adequate.

Transit- Rail-Aviation Results, Total Possible points –

Observations:

- College/Beaver Ave TPS and ITS were moved to the Technology category based on the scope.
- The Economic Impact scoring mechanism went from 0.25 to 0.5 points each, minimally changing the total possible points and nominally increasing the points for each project.

The following discussion on the Transit- Rail- Aviation Updated Results ensued:

- Rather than showing the actual ranked scores when presenting the prioritization results to other committees, staff will show whether a project is ranked high, medium, or low priority in the project categories.
- Sponsors play a large part and can impact the priority of a project when scoring.

Ms. Hoffman concluded the second iteration of the Project Prioritization Results, asking committee members to discuss any comments or changes they would like to see. No further comments were provided.

Bridge Project Matrix – Initial Results

Ms. Hoffman presented a brief overview of the Initial Bridge Project Scoring Process. Ms. Hoffman asked the Committee members to determine if the scoring mechanisms are working as intended, identify issues with the scoring mechanisms, and consider ranking the criteria in the Local and State Bridge project category. Ms. Hoffman ranked the criteria prior to the meeting for the purpose of the scoring exercise.

Local Bridge Criteria Ranking – Total Possible Points 19

1. Local commitment (4 total points)
2. Bridge condition (4 total points)
3. Critical infrastructure (4 total points)
4. Design phase status (3 total points)
5. Dead-end bridge (2 total points)
6. Redundant bridge (1 total point)
7. National bridge inventory (1 total point)

Ms. Hoffman mentioned that staff revised the Design Phase Status criterion to allow the most prepared projects to achieve better scores. None of the bridges qualified for scoring under this criterion because they were not in or finished with the design phase, which was the original scoring mechanism. The new scoring now checks if the bridge project is in the first or second four years of the Transportation Improvement Program. This is crucial for the Bridge Investment Program (BIP) grant, which requires completed preliminary engineering for funding eligibility. In addition, the local match criterion cannot be scored at this stage since projects are still in development. While there's no confirmed local match yet, one will likely be established in the future based on typical progress for local bridge projects, so this criterion remains included.

Observations:

- Local bridges tend to receive higher scores if their condition is rated as poor and considered essential for critical infrastructure.
- Bridges classified as dead-end bridges also receive a scoring boost.
- Rural bridges often do not serve critical infrastructure, which might suggest a bias toward urban bridges in the scoring. However, the closure of rural bridges can result in significant detour times and inconveniences. That said, the redundant bridge criterion may help balance this issue.

The following discussions ensued regarding Local Bridge Projects:

- The Committee asked staff to consider using a sliding scale for the “Redundant Bridge” criterion, giving points based on how many miles the detour is.
- Local commitment could be split into two criteria: local financial commitment and completion milestones.

State Bridge Project Criteria Ranking – Total Possible Points 18

1. Bridge condition (4 total points)
2. Critical infrastructure (4 total points)
3. Design phase status (3 total points)
4. Detour routes (3 total points)
5. Non-bridge funding (2 total points)
6. Redundant bridge (1 total point)
7. Bridge cost (1 total point)

Ms. Hoffman stated that the Design Phase Status criterion was also revised for this matrix to allow the most prepared projects to achieve better scores. None of the bridges qualified for scoring under this criterion because they were not in or finished with the design phase, which was the

original scoring mechanism. The new scoring now checks if the bridge project is in the first or second four years of the Transportation Improvement Program. This is crucial for the Bridge Investment Program (BIP) grant, which requires completed preliminary engineering for funding eligibility.

Observations:

- The difference in these scores is attributed to the designation of their condition and whether the bridge serves critical infrastructure.
 - Holt Hollow Run Bridge is in poor condition, while Sinking Creek Bridge is fair but at risk of falling into poor condition.
 - Holt Hollow Run Bridge serves critical infrastructure (Bald Eagle High School and Citizen's Hook and Ladder), while Sinking Creek Bridge is located more than two miles from a major employer and an emergency service.
- Holt Hollow Run Bridge is also on a designated detour route.
- Both projects are bridge improvement projects, which have lower costs than total bridge replacements.

The Committee provided the following comments about the State Bridge Projects Scoring for consideration:

- Staff should consider including additional scoring mechanisms under the Critical Infrastructure criterion. Points could be given for roads on the National Highway System (NHS), non-NHS with an ADT greater than 2,000, and non-NHS with an ADT less than 2,000, providing different points for each.
- The Redundant Bridge criterion for State Bridges should also be on a sliding scale.

Study Projects Scoring Matrix and Initial Results

Ms. Hoffman presented a brief overview of the results of the Initial Study Project Scoring Process. Ms. Hoffman requested that the Projects Committee discuss the results of the initial ranking process, determine if the scoring mechanisms are working as intended to score the projects appropriately, and identify any issues with the scoring mechanisms or the initial results. Ms. Hoffman gave the Committee an overview of the following matrix criteria, as it was their first time seeing this project category.

Study Projects Criteria Matrix

1. Project area: What does the project encompass - municipality, region, county?
2. Feasibility and implementation timeline: Is there an avenue for funding, and can the study progress promptly? (2 years)
3. Study implementation: Will the study lead to a construction project?
4. Study support for other projects: Does the study support a current LRTP/TIP project?
5. Alignment with county priorities: Does the study align with broader regional/county goals?
6. Project sponsor: Is there support for the study?
7. Readiness of project: Is there a scope and staff/consultant support for the study?
8. Economic impact: An economically distressed area; the project stimulates economic growth and freight mobility.
9. Cost-benefit analysis (CBA): Does the outcome of a study include a CBA?
10. Equity: Transportation-disadvantaged census tract.

Study Projects Criteria Ranking – Total Possible Points 24

1. Project area (4 total points)
2. Feasibility and implementation timeline (4 total points)
3. Study Implementation (3 total points)
4. Study support for other projects (3 total points)
5. Alignment with county priorities (2 total points)
6. Project sponsor (2 total points)
7. Readiness of project (2 total points)
8. Economic impact (1.5 total points)
9. Cost-benefit analysis (1 total point)
10. Equity (0.5 total points)

Observations:

- The approach to local support for this matrix differs from other matrices because study projects can have sponsors in different capacities.
 - Local sponsors who provide cash contributions receive two points.
 - Studies that contribute to federally required plans receive two points.
 - Studies supported by the MPO receive one point each.
- The scoring system prioritizes studies ready to proceed in the short term (within two years), and projects still in the conceptual phase tend to score lower.

Ms. Hoffman expanded on her observations of the Study Category, stating that the Local sponsors' scoring mechanism receives higher points because the MPO believes it is essential to have local (cash) support for these projects. Examples include the Benner Pike Corridor Study and the SR 322 Moshannon Valley Safety Study – both have a local cash contribution. The federally required plans scoring mechanism also receives two points because it reflects the notion that federal and state-required projects take precedence over other studies to fulfill the MPO's minimum duties and responsibilities. Examples of this include technical assistance for developing the Long Range Transportation Plan. The studies supported by the MPO are studies that neither have a local cash contribution nor are part of a federally required plan, but have been supported by the MPO. Examples include the county-wide flooding vulnerability study, the Passenger Rail Access study, and the Sidewalk Gap Analysis study (from the SS4A grant). Among these three studies, the county-wide flooding vulnerability study lacks local matching funds, as the federal discretionary program and the PennDOT state program cover 100% of planning study costs. The Sidewalk Gap Analysis study has a local match funded by MPO staff time dedicated to the project. Conversely, the Passenger Rail Access Study includes a local match from the CRCOG and Centre County Budget but does not involve any local cash contribution.

The Committee members noted that to help with prioritization, it is necessary to determine which criterion is the most important.

UNIFIED PLANNING WORK PROGRAM (UPWP) SPECIAL STUDIES (01:26:20)

Ms. Hoffman explained that the UPWP is one of the core federally mandated responsibilities of the CCMPO. It lists certain policy actions for a two-year period that must be taken by the CCMPO and lists the work tasks to be completed by the CRPA, CCPCDO, and CATA on behalf of the MPO. The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and PennDOT provide funding to complete these tasks. The current UPWP began on July 1, 2024, and the new

UPWP was adopted in November 2024 and will begin on July 1, 2025. The CCMPO can request additional funds for special studies each year of the UPWP. Supplemental planning funds are a competitive program capped at \$400,000 statewide.

Ms. Hoffman gave a brief overview of the UPWP supplemental funds that were requested for year one of the 2025-2027 UPWP that starts July 1, 2025. They include the Benner Pike Corridor Study and the Passenger Rail Access Study. The CCMPO will be notified in the next several weeks whether funding for either of these studies has been awarded. The deadline for year two funding is approaching, so staff is asking that the Projects Committee rank the five projects for consideration of year two of the UPWP supplemental fund requests. These five studies include the Sidewalk Gap Analysis Study (SS4A), Comprehensive Assessment of Lane Departure Crashes (SS4A), Benner Pike corridor Study, Passenger Rail Access Study, County-Wide Flooding Vulnerability Study, and the SR 322 Moshannon Valley Safety Study.

To familiarize the Committee, Ms. Hoffman gave a brief overview of each study. Each study was also scored through the Study Project Matrix to assist Committee members with the prioritization process. After a brief discussion, the Committee felt unprepared to make a recommendation due to the pending announcements for year one of the 2025-2027 UPWP special studies, the upcoming opening of the federal PROTECT program, and the pending obligation of SS4A funds.

Motion was made by Mr. Schafer and seconded by Mr. Schultz to table Item 7, UPWP Supplemental Planning Study Priorities, until the next Projects Committee meeting. Motion carried 3-0.

MEMBER REPORTS (01:50:20)

No member reports were made.

ANNOUNCEMENTS (01:50:30)

Ms. Hoffman announced that the MPO will be hosting an MPO 101 session on March 26th. Information will be sent to the Projects Committee via email.

ADJOURN

There being no other business, the March 19, 2025, CCMPO Projects Committee Meeting was adjourned at 11:53 a.m.

Respectfully submitted,

Reagan Mann
Recording Secretary

ITEM 5

Grant Applications Update

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

On February 28, CCMPO staff submitted an application to the PennDOT Statewide PROTECT program. Due to the limited funds available, the application took a scaled-down approach of phase one and requested \$500,000 for a planning study: *Resilient Routes: A Comprehensive Strategy for Strengthening Centre County's Transportation Network Against Extreme Weather (Centre County Resilient Routes)*. On April 10, CCMPO staff were notified that PennDOT awarded the CCMPO's application for funds for phase one.

In early May, staff were notified that additional PROTECT planning study funds could potentially be allocated to the *Centre County Resilient Routes* project. Staff updated the cost proposal for all three study phases and submitted it to PennDOT for consideration. On May 14, staff were notified that PennDOT awarded funding for all three phases of the *Centre County Resilient Routes* planning study, totaling \$1.38 million.

Staff will work with PennDOT District 2 to amend the 2025-2028 Transportation Improvement Program (TIP) to include the awarded funds. This study will be administered through a PennDOT consultant contract, and the MPO will act as a stakeholder. A more detailed scope for the study will be developed in the near future, with a project start date of late summer.

Safe Streets and Roads for All (SS4A)

MPO staff were approached by Bellefonte Emergency Medical Services (EMS) about the SS4A grant awarded to the Centre Region COG last September. They are interested in using the CCMPO's draft plan to enhance post-crash care through an SS4A demonstration grant. As an EMS organization, they cannot apply for an SS4A grant and are requesting that we apply on their behalf since we are an approved entity.

The CCMPO focuses on transportation safety and seeks partnerships that improve road safety. Collaborating with Bellefonte EMS is beneficial because they observe crash outcomes and want a demonstration project to analyze technology for safer responses to crash sites, aiming to reduce the risk of subsequent crashes. New technologies allow vehicles to receive advanced digital alerts, which could significantly enhance safety in the field. Bellefonte EMS plans to integrate this digital alert technology into their units to increase awareness and to make post-crash scenes safer.

CCMPO staff confirmed with SS4A personnel that although Bellefonte EMS cannot apply independently, they can partner with CCMPO to submit a grant application by the June 29, 2025, deadline. The SS4A program considers post-crash care for improved responses eligible for funding and encourages collaboration to reduce duplication among plans. As the only county-wide draft Action Plan, CCMPO has no conflicting work with the proposed Bellefonte EMS project.

Bellefonte EMS will handle the grant narrative, supporting documents, and project management if awarded. The CCMPO will act as the pass-through entity for invoicing, reporting to the U.S. Department of Transportation (USDOT), and managing reimbursements. An MOU between the CCMPO and Bellefonte EMS is required to finalize this partnership. It's estimated that the project

will require 15 hours of staff time quarterly during the grant period. The grant is expected to be awarded in fall 2025, with work starting in spring 2026 and completion of demonstration activities and reporting by spring or summer 2028.

Bridge Investment Program (BIP) – FY 2026 Application

The Bridge Investment Program (BIP) is a competitive, discretionary program that focuses on replacing, rehabilitating, preserving, or protecting existing bridges to reduce the overall number of bridges in poor condition or fair condition at risk of falling into poor condition.

MPO staff, in partnership with Centre County government, submitted a FY 2025 BIP grant application for the 4005 Snow Shoe Bridge Over I-80 on November 1, 2024. MPO staff are unsure when the notification of the award will be announced, and it is imperative to begin work on the next BIP application as soon as possible to develop a competitive application that meets the FHWA’s criteria. If the Snow Shoe Bridge Over I-80 application is unsuccessful, MPO staff requests to revise and resubmit the application for the FY 2026 round, due on November 1, 2025.

Staff have worked on developing a local bridge bundle to submit for this year’s application; however, it has become apparent that these bridge projects need to be more developed before an application can be submitted. The BIP does not require that preliminary engineering be completed prior to the application submission; however, it is encouraged that some preliminary engineering be completed to develop a project scope for the application. Unfortunately, there has been no work on a study phase or preliminary engineering for the top local bridges in poor condition. Staff plan to continue working with the municipalities this year to develop a scope and find funding to begin preliminary engineering to advance a local bridge bundle for next year’s application.

If the SR 4005 Snow Shoe Bridge application is successful and funded, staff requests to develop an application to replace the SR 144 Concrete Arch Culvert over Potter Run in Potter Township this year. This bridge is near the old intersection of US 322 and SR 144 (prior to the Potters Mills Gap project). This project is important to complete ahead of the State College Area Connector (SCAC) project, as it is a direct route for local residents to access US 322 and SR 144. The structure will be replaced with a reinforced concrete box culvert, and the construction phase will have some complexities based on the layout of the project area, the classification of Potter Run, and the arch culvert itself. The total cost of the project is a little over \$4 million. As with the Snow Shoe Bridge, if funds are awarded, the current Transportation Improvement Program (TIP) funds will be reallocated to other projects, including local bridge projects.

The Projects Committee should receive the report and consider recommending to the Technical Committee that staff utilize consultant funds to revise and resubmit the SR 4005 Snow Shoe Bridge over I-80 project for the FY 2026 round if it is not successful, or develop an application for the SR 144 Concrete Arch Culvert over Potter Run to submit by November 1, 2025, if the Snow Shoe Bridge application is successful.

Presented by: Marcella Hoffman, CRPA

Action: Consider a recommendation to the Technical Committee for staff to utilize consultant funds to move forward with a Bridge Investment Program grant application for FY 2026.

Item 6.a.

Bridge Project Prioritization – Second Iteration Results

During the meeting on March 19, staff presented the initial results of the bridge project prioritization for several local and state bridges, and the Committee provided comments for staff to consider regarding changes to the matrices. Edits for the local bridge matrix included updated scoring mechanisms for redundant bridges and local commitment. Edits for the state bridge matrix included updated scoring mechanisms for redundant bridges and critical infrastructure.

As a result, staff have re-scored several projects within both bridge categories. Local bridge project scores include (out of 20 points):

- Eagleville Road over Bald Eagle Creek in Liberty Township – 12 points
- Hannah Lane Bridge over Bald Eagle Creek in Taylor Township – 11 points
- Shady Dell Road Bridge over Laurel Run in Worth Township – 7 points
- Gatesburg Road Bridge over Halfmoon Creek in Ferguson Township – 5 points.

State bridge projects include (out of 21 points):

- SR 3040 Laurel Run Bridge (#2) in Huston Township – 18 points
- SR 150/Holt Hollow Run Bridge in Boggs Township – 16 points
- SR 322 Sinking Creek Bridge in Potter Township – 9 points
- SR 144 Bridge over Potter Run in Potter Township – 7 points

The Committee should review the updated scoring results to ensure that the scoring is adequate and accurate.

Attachments:

1. CCMPO May Bridge Project Ranking Result Report
2. Local and state bridge scoring sheets for sample projects

The Projects Committee should review the updated prioritization matrix and provide comments to CCMPO staff.

Presented by: Marcella Hoffman, CRPA

Action: Provide comments to staff about the updated prioritization matrix and project scores.

May Update for Prioritization Ranking Results

Bridge Project Category (Local 20; State 21 Possible Total Points)

The second scoring exercise scored all of the state bridge projects and a handful of the local bridge projects. For the sake of this agenda, four bridge projects from each category with high, medium, and low scores were chosen as examples. The following Projects were scored and are ranked from highest-scoring to lowest-scoring by ownership:

Local:

- Eagleville Road over Bald Eagle Creek in Liberty Township – 12 points
- Hannah Lane Bridge over Bald Eagle Creek in Taylor Township – 11 points
- Shady Dell Road Bridge over Laurel Run in Worth Township – 7 points
- Gatesburg Road Bridge over Halfmoon Creek in Ferguson Township – 5 points.

State:

- SR 3040 Laurel Run Bridge (#2) in Huston Township – 18 points
- SR 150/Holt Hollow Run Bridge in Boggs Township – 16 points
- SR 322 Sinking Creek Bridge in Potter Township – 9 points
- SR 144 Bridge over Potter Run in Potter Township – 7 points

Observations: Both local and state bridges tend to receive higher scores if their condition is rated as poor and considered essential for critical infrastructure, such as serving the top 25 employers and emergency services. While staff were scoring the bridges in rural areas, it became evident that many of the bridges would not receive points for serving emergency services. For this exercise, staff gave points to the project if it served either a water treatment or a sewer treatment facility within two miles of the bridge location. Staff would also like to expand this to electric substations. It was not considered for this round because staff needs to identify and map all the electric substations in the county. Including water and sewer treatment facilities in the emergency services definition allows some of the rural bridges to receive additional points but did not “over-award” points for the sake of awarding points.

The local match criterion for local bridges could not be scored during the first scoring round because projects are still developing. Staff updated the scoring mechanism to include “Official action of budget funds,” “Verbal commitment to budget funds/funds not required,” and “No commitment.” Many of the local bridges that have been scored received one point for verbal commitment to budget funds.

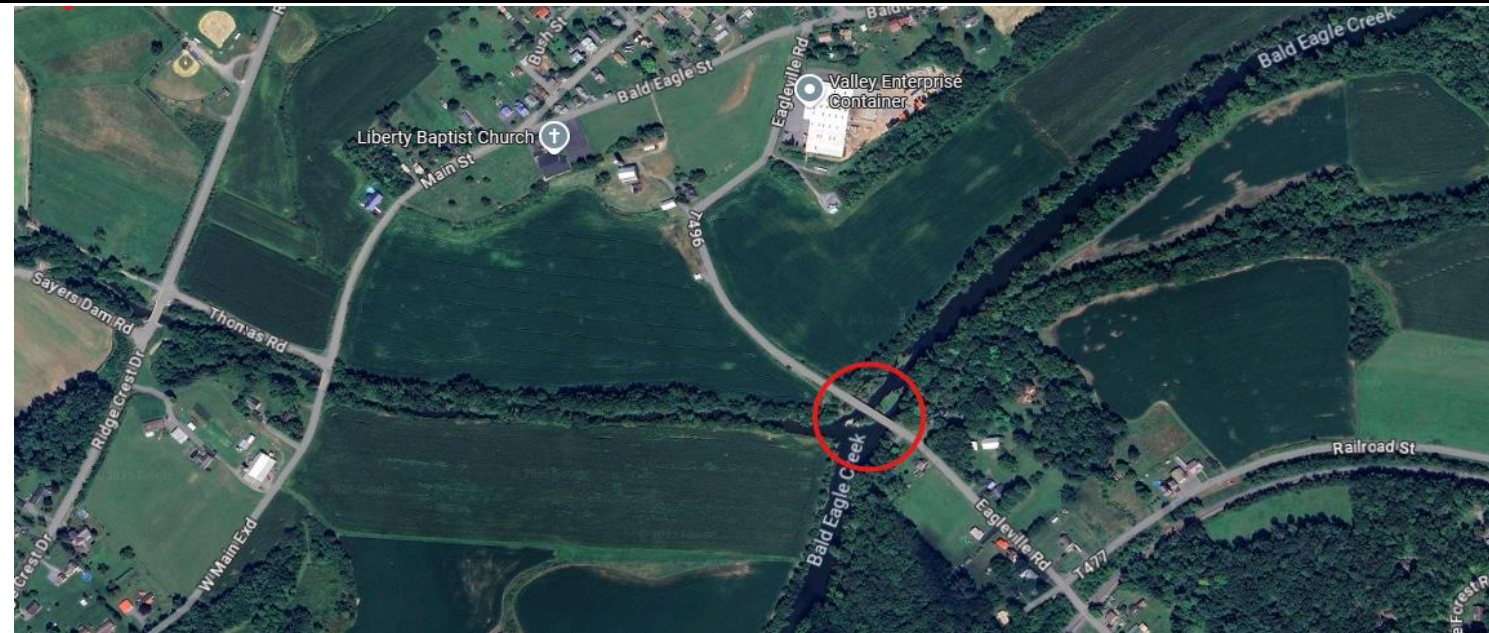
Staff also updated the Redundant Bridge criteria to include a sliding scale, which boosted bridges that require a high-mileage detour. Staff updated the Critical Infrastructure criterion to include “Functional Classification” and assigned two points to that scoring mechanism. The criterion now has a maximum of six points that can be awarded, which staff feel comfortable with based on the priority of the criteria in the matrix. Including a scoring mechanism for functional classification allows the possibility of higher-traveled bridges to be a priority.

Local Bridge Project Screening - 20 Max Points

Project Name: T-867 Eagleville Road over Bald Eagle Creek in Liberty Twp
Total Score: 11

This is the longest local bridge in Centre County. It serves numerous homes and several businesses.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 213 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The bridge condition is poor - deck is rated as a 4.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	0	This is not a dead-end bridge.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	0	This project is not on the current TIP.
		Yes on the second four years of the TIP	1		
		No not on the current TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes official action to budget funds	4	1	The supervisors have provided verbal commitment.
		Yes verbal commitment to budget funds/funds not required	1		
		No commitment	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	3	2	This bridge would require a 7 mile detour.
		Bridge is 2-9 miles away	2		
		Bridge is less than 2 miles away	0		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	4	Liberty/Curtin Elementary School is less than 2 miles away.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		Beech Creek Fire Company is less than 2 miles away.
		No - more than 2 miles of emergency services	0		

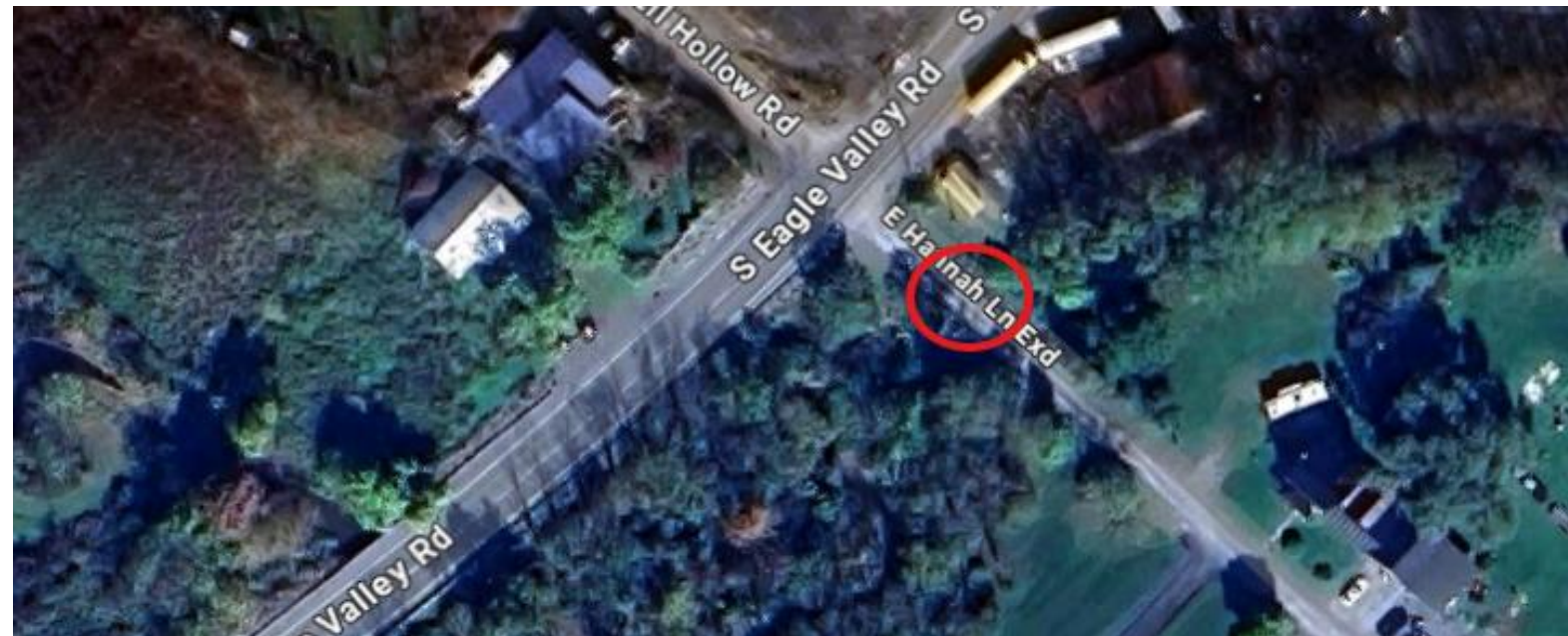


Local Bridge Project Screening - 20 Max Points

Project Name: Hannah Lane Bridge over Bald Eagle Creek in Taylor Twp
Total Score: 11

This (dead end) bridge is located in Taylor Township and serves as the sole access to 6 homes.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 33 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The bridge condition is poor - substructure is rated as a 4.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	2	This bridge serves 6 residents.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	0	This project is not on the current TIP.
		Yes on the second four years of the TIP	1		
		No not on the current TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes official action to budget funds	4	1	The supervisors have provided verbal commitment.
		Yes verbal commitment to budget funds/funds not required	1		
		No commitment	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	3	3	This bridge would require a 99+ mile detour, meaning without this bridge there is no access to the homes.
		Bridge is 2-9 miles away	2		
		Bridge is less than 2 miles away	0		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	0	This bridge is not within 2 miles of an employment center.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		This bridge is not within 2 miles of an emergency service.
		No - more than 2 miles of emergency services	0		



Local Bridge Project Screening - 20 Max Points

Project Name: T-312 Shady Dell Road over Lauren Run in Worth Twp Structurally deficient, posted for load 30T/40T
Total Score: 7

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 25 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The bridge deck and superstructure are rated as poor.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	0	This is not a dead-end bridge.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	0	This project is not on the current TIP
		Yes on the second four years of the TIP	1		
		No not on the current TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes official action to budget funds	4	0	There is no commitment as of now.
		Yes verbal commitment to budget funds/funds not required	1		
		No commitment	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	3	2	This bridge would require a 2 mile detour.
		Bridge is 2-9 miles away	2		
		Bridge is less than 2 miles away	0		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	0	This bridge is not within 2 miles of an employment center.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		This bridge is not within 2 miles of an emergency service.
		No - more than 2 miles of emergency services	0		



Local Bridge Project Screening - 20 Max Points

Project Name: T-307 Gatesburg Rd over Halfmoon Creek in Ferguson Twp

Total Score: 5

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 27 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	2	The bridge condition is fair - a mix of 6 and 7 ratings.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	0	This is not a dead-end bridge.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	0	This project is not on the current TIP.
		Yes on the second four years of the TIP	1		
		No not on the current TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes official action to budget funds	4	0	There is no local commitment at this time.
		Yes verbal commitment to budget funds/funds not required	1		
		No commitment	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	3	2	This bridge would require a 2 mile detour.
		Bridge is 2-9 miles away	2		
		Bridge is less than 2 miles away	0		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	0	This bridge is not within two miles of an employment center.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		This bridge is not within two miles of an emergency service.
		No - more than 2 miles of emergency services	0		



State Bridge Project Screening - 21 Max Points

Project Name: SR 3040 Laurel Run Bridge #2
Total Score: 18

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Bridge Cost	Does the total project cost over \$3 million?	Yes - \$3 million or more in cost	1	1	Total project cost is estimated at \$3.3 million
		No - Less than \$3 million in cost	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	2	The conditions score as a mix of 5 and 6, rating the bridge as fair and at risk of falling into poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Non-Bridge Funding	Is the bridge funded with mixed (non-bridge) funds on the TIP?	Yes - Fully by NHPP or STP	2	2	This bridge is fully funded with highway dollars.
		Yes - Partially by NHPP or STP	1		
		No - Fully by bridge funds	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	3	2	PE is set to begin in 2030.
		Yes on the second four years of the TIP	2		
		No not on the current TIP	0		
Critical Infrastructure & Functional Classification	Does the bridge serve critical infrastructure, and is it on the National Highway System?	Yes - within 2 miles of employment center	2	6	This bridge is located within two miles of the post office and the sewage treatment plant.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		
		No - more than 2 miles of emergency services	0		This bridge is on the NHS.
		Yes - on the national highway system	2		
		Not on the NHS but ADT is >2,000 vehicles/day	1		
		Not on the NHS and ADT is <2,000 vehicles/day	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	2	2	The bridge would require a 12 mile detour.
		Bridge is 2-9 miles away	1		
		Bridge is less than 2 miles away	0		
Detour Routes	Is the bridge located on an incident management detour?	Yes - this bridge is on a detour route	3	3	This bridge is on on a detour route.
		No - this bridge is not on a detour route	0		



State Bridge Project Screening - 21 Max Points

Project Name: SR 150/Holt Hollow Run bridge
Total Score: 16

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Bridge Cost	Does the total project cost over \$3 million?	Yes - \$3 million or more in cost	1	0	Total project cost is estimated at \$1.9 million
		No - Less than \$3 million in cost	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The condition for all three components is 4, so the bridge is in poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Non-Bridge Funding	Is the bridge funded with mixed (non-bridge) funds on the TIP?	Yes - Fully by NHPP or STP	2	1	This bridge is expected to be funded with a mix of STP and bridge funds.
		Yes - Partially by NHPP or STP	1		
		No - Fully by bridge funds	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	3	2	PE is set to begin in 2026.
		Yes on the second four years of the TIP	2		
		No not on the current TIP	0		
Critical Infrastructure & Functional Classification	Does the bridge serve critical infrastructure, and is it on the National Highway System?	Yes - within 2 miles of employment center	2	6	This bridge is located 2 miles away from Bald Eagle High School and 1.6 miles from Citizen's Hook and Ladder.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		
		No - more than 2 miles of emergency services	0		This bridge is on SR 220, an NHS Route.
		Yes - on the national highway system	2		
		Not on the NHS but ADT is >2,000 vehicles/day	1		
		Not on the NHS and ADT is <2,000 vehicles/day	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	2	0	The bridge requires a detour of less than a mile.
		Bridge is 2-9 miles away	1		
		Bridge is less than 2 miles away	0		
Detour Routes	Is the bridge located on an incident management detour?	Yes - this bridge is on a detour route	3	3	This bridge is on a detour route.
		No - this bridge is not on a detour route	0		



State Bridge Project Screening - 21 Max Points

Project Name: SR 322 Sinking Creek Bridge in Potter Twp
Total Score: 9

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Bridge Cost	Does the total project cost over \$3 million?	Yes - \$3 million or more in cost	1	0	Total project cost is estimated at \$1.9 million
		No - Less than \$3 million in cost	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	2	The condition score as a mix of 5 and 6, meaning the bridge is fair but at risk of falling into poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Non-Bridge Funding	Is the bridge funded with mixed (non-bridge) funds on the TIP?	Yes - Fully by NHPP or STP	2	1	This bridge is expected to be funded with a mix of STP and bridge funds.
		Yes - Partially by NHPP or STP	1		
		No - Fully by bridge funds	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	3	2	PE is set to begin in 2026.
		Yes on the second four years of the TIP	2		
		No not on the current TIP	0		
Critical Infrastructure & Functional Classification	Does the bridge serve critical infrastructure, and is it on the National Highway System?	Yes - within 2 miles of employment center	2	2	This bridge is located 2+ miles away from a major employer and an emergency service.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		
		No - more than 2 miles of emergency services	0		This bridge is on SR 322, an NHS Route.
		Yes - on the national highway system	2		
		Not on the NHS but ADT is >2,000 vehicles/day	1		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	2	2	The bridge would require a 22+ mile detour.
		Bridge is 2-9 miles away	1		
		Bridge is less than 2 miles away	0		
Detour Routes	Is the bridge located on an incident management detour?	Yes - this bridge is on a detour route	3	0	This bridge is not on a detour route.
		No - this bridge is not on a detour route	0		



State Bridge Project Screening - 21 Max Points

Project Name: SR 144 Over Potter Run in Potter Twp
Total Score: 7

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Bridge Cost	Does the total project cost over \$3 million?	Yes - \$3 million or more in cost	1	0	Total project cost is estimated at \$2.14 million
		No - Less than \$3 million in cost	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	2	The conditions score as a 5, rating the bridge as fair and at risk of falling into poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Non-Bridge Funding	Is the bridge funded with mixed (non-bridge) funds on the TIP?	Yes - Fully by NHPP or STP	2	1	This bridge is assumed to be funded with a mix of highway and bridge dollars.
		Yes - Partially by NHPP or STP	1		
		No - Fully by bridge funds	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	3	0	The project is not on the current TIP, but is listed on the TYP.
		Yes on the second four years of the TIP	2		
		No not on the current TIP	0		
Critical Infrastructure & Functional Classification	Does the bridge serve critical infrastructure, and is it on the National Highway System?	Yes - within 2 miles of employment center	2	2	This bridge is located more than two miles of any major employer or emergency/critical service.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		
		No - more than 2 miles of emergency services	0		This bridge is on the NHS.
		Yes - on the national highway system	2		
		Not on the NHS but ADT is >2,000 vehicles/day	1		
		Not on the NHS and ADT is <2,000 vehicles/day	0		
Redundant Bridge	Is the bridge a redundant bridge?	Bridge is 10 or more miles away	2	2	The bridge would require a 22 mile detour.
		Bridge is 2-9 miles away	1		
		Bridge is less than 2 miles away	0		
Detour Routes	Is the bridge located on an incident management detour?	Yes - this bridge is on a detour route	3	0	This bridge is not on a detour route.
		No - this bridge is not on a detour route	0		



Item 7

Unified Planning Work Program Supplemental Planning Study Priorities

The Unified Planning Work Program (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 current UPWP began July 1, 2024; the new UPWP was adopted in November 2024 and will begin July 1, 2025.

The CCMPO can request additional funds for special studies each year of the UPWP. Supplemental planning funds are a competitive program capped at \$400,000 statewide. At the March Projects Committee meeting, staff presented a list of potential planning studies for year two of the 2025-2027 UPWP and year one of the 2027-2029 UPWP and requested the Committee consider prioritizing the studies for submission. At that time, the Committee declined to take action to allow more time for year one UPWP planning study announcements to become available and to allow more time for the Federal Highway Administration (FHWA) to work through the Presidential Executive Orders that were impacting several grant programs, such as the Safe Streets and Roads for All grant program, and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant program. The Committee requested that staff provide more detailed scopes for each study project to consider at the May meeting.

Since March 19, several announcements and actions have taken place, reducing the list of studies to consider:

- **County-wide Flooding Vulnerability Study:** On April 10, MPO staff were notified that PennDOT allocated \$500,000 to the CCMPO's Centre County Resilient Routes Planning Study through the state-wide PROTECT program to complete phase one (scaled back) of the original grant application. On May 14, staff were notified that PennDOT awarded funding for all three phases of the Centre County Resilient Routes planning study, totaling \$1.38 million.
- **Benner Pike Corridor Study:** On May 5, MPO staff were notified that PennDOT awarded \$120,000 to the Benner Pike Corridor Study through the year one 2025-2027 UPWP Supplemental Planning Study request.
- **Passenger Rail Access Study:** On May 5, MPO staff were notified that PennDOT awarded \$48,000 to the Passenger Rail Access Study through the year one 2025-2027 UPWP Supplemental Planning Study request.
- **Technical Support for CCMPO staff for model runs and RITIS training** – MPO staff will request this funding through the regular Centre Region COG and Centre County budget process.

In year one, the MPO requested supplemental planning funds for two study projects: the Benner Pike Corridor Study and the Passenger Rail Access Study, which have been funded. A third project was also under consideration for the US 322 corridor related to a traffic safety and resiliency request from Philipsburg Borough and Rush Township for year two of the 2025-2027 UPWP. Year two requests will be presented to the CCMPO Coordinating Committee at its June 2025 meeting and submitted to PennDOT for consideration early to mid-summer. The following studies have been developed for consideration for supplemental planning funds for year two of the 2025-2027 UPWP. *Enclosed* are the project scopes for the Committee's review and consideration.

- **SR 322 Moshannon Valley Safety Study** – This study also includes a municipal cash contribution. Total project cost: \$60,000; SPR Funds Requested: \$48,000.
- ***Sidewalk Gap Analysis Study** – Total project cost: \$110,000; SPR Funds Requested: \$88,000.
- ***Comprehensive Assessment of Lane Departure Crashes** – Total project cost: \$25,000; SPR Funds Requested: \$20,000.

*Last September, the Centre Region COG was awarded funds for these two projects; however, because of the new administration’s executive orders, a new grant agreement must be established before the funds can be obligated. The new grant agreement was received on Friday, May 9, and staff are working to revise it to meet the current executive orders. While staff anticipate that these two projects will be removed from the consideration list, they believe keeping them there for now is important since the funds have not yet been obligated.

Several municipalities have submitted project request forms for planning studies as part of the 2055 Long Range Transportation Plan (LRTP) Update. These projects will be scored through the study matrix over the summer and provided at the fall Projects Committee meeting for consideration for year one of the new 2027-2029 UPWP supplemental planning study requests.

Given the limited funding and the numerous study projects that require funding, it’s essential to prioritize projects that will provide the greatest benefits and align with the county’s priorities. Investing in these studies can lead to informed decisions about future funding allocations, ensuring that resources are used efficiently to meet urgent infrastructure needs. Staff requests that the Projects Committee review the list of studies and rank the projects for staff to pursue for year two of the 2025-2027 UPWP.

The Committee should review the studies and recommend to the Technical Committee which study(s) should be pursued for year two of the current 2025-2027 UPWP.

Attachments:

- UPWP Project Scopes

Presented by: Marcella Hoffman, CRPA

Action: Recommend the prioritized list of proposed studies to the Technical Committee.

UPWP Supplemental Planning Study Priorities – Project Scopes

SR 322 Moshannon Valley Safety Study

Introduction

This study has been in development since late summer of 2024. Staff members have attended several meetings with elected officials from Philipsburg Borough and Rush Township to discuss pedestrian safety and flooding issues along Route 322. Both Rush Township and Philipsburg Borough submitted letters to the MPO supporting various aspects of these concerns. During the September 2024 Coordinating Committee meeting, staff presented several special studies for consideration in year one of the current UPWP. A version of this study was proposed for supplemental funding in the second year of the UPWP, focusing on Route 322 Corridor Concerns – Traffic Safety and Resiliency. Last year, while developing the Route 322 Corridor Concerns project, staff were also working on a grant application for the federal discretionary PROTECT program, which included addressing flooding issues in Philipsburg and Rush Township. Since then, PennDOT has awarded the MPO funding for all three phases. While the flooding issues in this area have a pathway for resolution, pedestrian safety remains a top priority. Therefore, the SR 322 Moshannon Valley Safety Study should be considered for supplemental planning funds in the second year of the current UPWP. This study also includes a municipal cash contribution. Total project cost: \$60,000; SPR Funds Requested: \$48,000.

Project Scope

The CCMPO proposes to conduct a safety study along the SR 322 corridor (Centre Street to Halfmoon Street). This corridor has remained a continuing concern due to adjacent land uses that attract pedestrians; however, it also experiences vehicle and truck traffic using it to travel to I-80 (Clearfield County) and I-99 (Centre County). The land uses include three recreation areas (ball field, Cold Stream Dam, Slabtown Skate and Bike Park), Moshannon Valley YMCA, Dairy Queen, two short-term lodging businesses, and The We Are Inn Restaurant, among others. The percentage of trucks on this corridor ranges from 9 to 13 percent, with an AADT range of roughly 7,800 to 8,700.

The corridor lacks sidewalks and other pedestrian amenities to facilitate safe pedestrian movement. These amenities include, but are not limited to, pedestrian countdown signals integrated with the signal timing plan, sidewalks, high-visibility crosswalks, and curb ramps that meet ADA standards.

In 2022, Philipsburg Borough completed a previous effort to review a local intersection through the Local Technical Assistance Program (LTAP), which provided some items to consider. However, LTAP can only review local road concerns, not a corridor like US 322.

Both Philipsburg Borough and Rush Township submitted letters of support to advance a pedestrian safety study. These letters were received by the MPO in September 2024 to document their concerns and provide local support, with each municipality offering \$2,000 for the study.

Sidewalk Gap Analysis Study

Introduction

This study request was initiated from the Safe Streets and Roads for All grant that was awarded to the MPO in September 2024. Due to the pause on many federal discretionary grant programs and the uncertainty surrounding whether the SS4A funds will be obligated, MPO staff are exploring alternative avenues to fund this project. This project initially consisted of two components: a gap analysis of sidewalks and shared-use paths, and a comprehensive assessment of lane departure crashes. Lane departure crashes will be addressed in a separate study request. If SS4A grant funds do not materialize, staff requests that this study be submitted for year two of the 2025-2027 UPWP. Total project cost: \$110,000; SPR Funds Requested \$88,000.

Project Scope

Initial data analysis was conducted through the Centred on Safety plan, Centre County's Active Transportation Plan, which was adopted in late 2024, to identify gaps in our active transportation network within the boroughs of Centre County. However, due to a lack of inventory data, project scope, and available funding, the CCMPO is unable to conduct a complete and comprehensive gap analysis for the Boroughs in Centre County. The CCMPO is proposing to conduct a comprehensive gap analysis for the remaining Boroughs and Borough-like areas that would include a quarter to a half mile buffer around the specified areas to analyze where there are gaps between our urban centers to what we call our "activity" centers – parks, grocery, health, employment, municipal buildings, places of worship, etc. This analysis could also offer insight into enhancing access to transit facilities, particularly for individuals within a transit service area who may lack a safe means of reaching the transit facility. Additionally, the CCMPO would identify potential connectivity barriers in communities, such as major highways, streams, and railroad tracks. This analysis is expected to require field data collection to confirm the absence of facilities. As part of this initiative, we will engage with willing boroughs as a pilot program to gather insights into the process and establish protocols for maintaining the inventory post data collection. The analysis will focus on locations throughout Centre County and, partnered with additional data sources, will lead to further investment and efforts for a safer Centre County transportation network through a Vision Zero approach.

All work completed will be made publicly accessible to allow for thorough review and feedback. The CCMPO is committed to actively involving a wide range of public and private stakeholders who have not yet been engaged in our current processes. Additionally, we will expand and improve our existing webpage to ensure that information is readily available and easily navigable for all stakeholders. The review of missing facilities for bikes, pedestrians, and wheels will employ a multi-faceted approach to examine both rural and urban areas of the county, ensuring safer roads in Centre County. As part of this analysis, we will investigate implementing low-cost, high-impact improvements to enhance safety across a broader geographic area in Centre County. Additional analysis will enable the CCMPO to understand other types of crashes, facilitating the implementation of more effective safety measures in the future. Therefore, the planning grant will be used to finalize an implementation plan and set goals to reduce serious injuries and fatalities in Centre County.

Comprehensive Assessment of Lane Departure Crashes

Introduction

This study is the second component of the Safe Streets and Roads for All application that was awarded to the CCMPO in September 2024. Due to the amount of fieldwork and data collection required in the Sidewalk Gap Analysis Study and the limited funding that can be requested through UPWP supplemental funds, staff broke this component out to be considered for supplemental planning funds in year one of the 2027-2029 UPWP. Total project cost: \$25,000; SPR Funds Requested \$20,000.

Project Scope

The CCMPO has conducted reviews of crash data, and lane departures are the most significant crash type in Centre County. From 2018 to 2022, there were 1,650 lane departure crashes, accounting for 29.5 % of the total crashes. These incidents mainly occurred in the county's rural areas, making them a priority for further investigation. Further analysis is necessary to develop an implementation plan aimed at reducing the occurrence of lane departure crashes in Centre County.

Lane departure crashes represent a significant concern, warranting in-depth analysis. The CCMPO is currently working with the CCMPO Safety Subcommittee to install high-friction surface treatments, high-tension cable median barriers, and lighted chevrons to improve safety on Centre County roads. With the assistance of PennDOT and the CCMPO Safety Subcommittee, a comprehensive assessment of high-priority locations can be conducted. While FHWA countermeasures offer some viable options, further analysis is necessary to determine the optimal approaches that will effectively reduce lane departure crashes. This analysis will also explore innovative technologies to promote safety and equity. To this end, the CCMPO proposes to utilize the crash data already collected and conduct a comprehensive review of the conditions under which such crashes occur, identifying future implementation projects that will be subjected to a thorough cost-benefit analysis.

ITEM 8
2027-2030 CENTRE COUNTY
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Project Priorities for New TIP

Preparation of the new 2027-2030 Transportation Improvement Program (TIP) has started. A preliminary draft TIP is scheduled to be presented to the CCMPO Committees in November. A final draft TIP will be presented in April 2026, the required 30-day public comment period will be held in May 2026, and the CCMPO is expected to adopt the new TIP in June 2026.

The following list of projects will carry over into the new TIP:

Highway Construction Project Priorities

- West Maple Street RR Upgrade
- SR 150 & Phoenix Avenue Intersection and Logan Branch Bridge
- Atherton /University/E. Branch Rd. Intersection
- SR 150 Drainage Improvement (Liberty)
- SR 144/192 Drainage Improvement (Centre Hall)

Bridge Construction Project Priorities

- SR's 26,45, 3011, & 2011 Bridge Preservations
- Eight Bridge Improvement Projects in Potter, Boggs, Howard, Rush, and Union Townships
- SR 4005 over I-80 (Snow Shoe Twp)
- SR 26 over SEDA-COG/Nit & Bald Eagle (Howard)
- SR 45 Branch Pine Creek Bridge (Haines)
- 2026 and 2027 Centre County Bridge Preservation

The following lists contain projects the Projects Committee should review and provide comments about project priorities to the Technical Committee.

Priorities for Projects in Design from Asset Management

- Four bridge projects based on the Bridge Asset Management System
- State College Area Connector (SCAC)
- Centre County VRU Project 2026
- SR 144/192 Centre Hall Drainage Improvement
- Atherton Street Phase IV

Line Item Priorities

- Retroactive reimbursement item for local bridges
- Pedestrian mobility improvements (\$250,000)
- State Bridge Preservation projects
- Safety items for needs not yet identified

CRP Priorities

- Construction for Atherton/University/Branch Road Intersection
- Bishop Street School Zone Sign Upgrades
- TASA project completion line item

Projects that need a design phase – from studies, the safety subcommittee, and other sources

- Local Bridge BIP Project
 - Start design on a project that includes one or more local bridges and may include state bridges, to prepare for a future BIP application.
- High-tension center median barrier (HTCMB) safety projects
- SR 322 Corridor Short Term Projects (Harris Township)
- SS4A Implementation funding (Safety line item could be used for some of this)
- Atherton Street Phase V
- Airport Connector Road

The MPO recommends continuing bundling and programming county bridge preservation projects. MPO staff will provide a presentation about the project priorities, schedule, and adoption of the new TIP.

The Projects Committee should receive the presentation and provide comments about project priorities to PennDOT District 2-0, MPO staff and the Coordinating Committee.

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

Action: Provide Comments about TIP priorities to PennDOT MPO staff and the Technical Committee

Item 9

Long Range Transportation Plan (LRTP)

Project List and Action Plan

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. It outlines both current and future transportation demands while identifying long-term improvements and projects to address those needs. Since last fall, staff have been updating the LRTP for 2055, which includes stakeholder engagement, meetings with the LRTP Steering Committee, identification of key issues, and project prioritization.

LRTP Project List

The list of LRTP projects has been developed based on carryover projects from the 2050 LRTP and stakeholder input. Additionally, an “Aspirational Project List” has been created, which includes projects either carried over from the 2050 LRTP or those proposed by stakeholders or municipalities that currently lack a detailed project scope, project cost information, or a project sponsor. The draft project list is *enclosed*.

LRTP Action Plan

The draft LRTP will be available for public comment for 30 days during the summer, with the CCMPO Coordinating Committee scheduled to adopt it in September 2025. MPO staff have developed an Action Plan to assist with the implementation of the LRTP. This plan includes specific actions, timelines, and the agencies that will support these actions. The timeline consists of ongoing actions, with near-term actions planned for 1 to 3 years, mid-term actions for 4 to 6 years, and long-term actions for 7 to 10 years. Given the short timeline for developing the draft LRTP, staff have proposed an ongoing implementation action to conduct project prioritization for the LRTP list of projects after the LRTP is adopted this September. This action will inform the staff and the CCMPO in decision-making regarding the Transportation Improvement Program and future discretionary grant applications.

As part of the project prioritization process, staff propose to develop a GIS layer that will provide information on critical infrastructure, including (but not limited to) utilities, emergency services, hospitals and medical facilities, federal and state buildings, Centre County's top 25 employers, key tourist destinations, and local, regional, and state parks. This information is currently stored in separate files, making it inefficient to use during project scoring. The development of this action is planned for fall and winter of this year, with the goal of being utilized in the annual prioritization process later this year.

The Projects Committee should receive the report and provide any comments to MPO staff.

Attachments:

- LRTP Project List

Presented by: Marcella Hoffman, CRPA

Action: Provide comments to MPO staff

Draft LRTP 2055 Project List

Federal Fiscal Years	Period 1	Period 2	Period 3
	2025-28	2029-36	2037-55
Also Known As	TIP - Transportation Improvement Program	Years 5-12 of the 12-Year Program	The “Out Years”
Relationship to 12-Year Program	First Four-year period	Second and Third Four-year periods	N/A
Level of Detail	Very detailed; lists all projects	Does not identify minor projects	Identifies large projects; descriptions are often conceptual
Line Items	Includes some investment category line items	Includes some investment category line items	Includes some dollar amounts in category line items as projects to be considered in future TIPs and LRTPs
Funding	Broken down by type and project phase	Shown as total cost or total remaining	Shown as conceptual cost

Countywide Line Items

In lieu of specific projects, line items were determined for the years for which funds have not been allocated. This has been done in previous LRTPs, and this concept is expanded with additional line items for Active Transportation and Federal Aid Route. Table 1 lists those line items. Once PennDOT’s Fiscal Constraint Guidance is complete, the line items will include the funding.

Table 1

Status	MPMS #	Project Name	Description
Ongoing		Betterment/Pavement Restoration/Technology	Line item (move Technology to own line item)
Ongoing		Safety	Line item
Ongoing		Bridge Commitment (includes Replacement, Maintenance, Preservation & P3)	25% of NHPP committed to bridges 35% of STP funding committed to bridges
Ongoing		Technology	Line item separated from Betterment/Pavement/Technology
Ongoing		Local Retro Reimbursement Bridges	Line item for reimbursement of local bridges
New		Active Transportation	\$250,000 of 581 funds line item – to begin use in 2027 of the 2025-2028 TIP
New		Federal Aid Routes	\$500,000 STP funds line item – to begin use in 2029 of the 2027-2030 TIP

Additionally, in anticipation of those funds, the CCMPO reviewed the Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) reports to develop a list of exemplary projects to draw from when the funding becomes available. These projects are listed below in Tables 2 and 3.

Pavement Asset Management

Table 2

Project Name		Draft Cost (Millions)	
Rough Project Name	Segment Start	Segment End	DRAFT Total PAMS Work
144 Black Hawk Road to Pleasant Gap	150	190	\$3,403,825.00
322 WB Port to Shady Dell Road	181	251	\$2,812,424.00
144 Potters Mills to Centre Hall	10	80	\$2,246,405.00
322 Jacks Mill Drive to Mountain Back Road	600	740	\$11,569,897.00
322 Powder Magazine Road to Rest Area	60	130	\$2,380,826.00
322 EB Port Mountain to Shady Dell Road	190	250	\$1,865,274.00
3014 Phase V (Branch to Scenery)	150/151	160/161	\$12,000,000.00
3014 Phase VI (Scenery to 322)	170	210	\$20,000,000.00
SR 26 Beaver and College Ave	130/143	180/181	\$22,345.00
3040 Port Matilda to Skytop Mountain	120	190	\$2,000,000

Bridge Asset Management

Using the available asset management tools and inspection reports, the following bridges are believed to be those that need to be addressed, noted as rehabilitation or replacement work. It should be noted that for local work, the CCMPO would like to continue bridge bundle projects as a means to address bridge needs, including a bundle for box beams and a bundle for other bridges.

Table 3

Status	Bridge Key	DRAFT Cost	Project Name	Description
State	9722	\$5,334,560	Atherton Street and I-99 Interchange	Rehabilitation bridge from Asset Management Steel and Reinforced Concrete - Patton Township
State	9205	\$11,306,880	SR 26 over US 322	Replacement from Asset Management Box Beam - College Township
State	9258	\$2,263,950	Elk Creek Bridge	Replacement from Asset Management Steel and Reinforced Concrete - Millheim Borough
Local	9846	\$2,585,700	Bald Eagle Creek Bridge	Replacement from Asset Management Steel and Reinforced Concrete - Union Township
Local	9818	\$972,000	Boalsburg Pike over Spring Creek	Project Request Form submitted by Harris Township: Replacement of the Boalsburg Pike bridge will help ensure adequate access to this developed area of the Township. Due to the age of the bridge and ongoing deterioration of other key components, extensive repairs would not significantly extend the bridge's life.
Local	9821 and 9820	\$3,000,000	Bridge Bundle	Looks at local needs to develop a bridge bundle opportunity for future grant applications. Anticipate \$3.125 million for one bundle at this time. Eagleville Road and Main Street Extension bridges are likely candidates, but more work needs to be completed top develop a project scope – Liberty Township

Major Projects (over \$2 million) within Fiscal Constraint on the LRTP 2055

The following projects in Tables 4 and 5 are from the 2025-2036 Twelve-Year Plan. Projects under \$2 million are not included.

Table 4 – Bridge Projects

Project Name	First Four Years Funding	Second Four Years Funding	Third Four Years Funding
SR 26 SEDA-COG/Nittany & Bald Eagle Railroad Bridge	\$4,227,347	\$0	
Centre County Bridge Preservation – SR 26 Bridge over causeway in Howard Township	\$2,350,489	\$0	
SR 26 Bridge over Spring Creek in College Township	\$2,566,226	\$0	
Roaring Run Bridge in Harris Township	\$0	\$2,983,684	
SR 45 Cedar Run to Old Fort in Potter Township	\$0	\$5,108,497	
SR 64 Bridge over Little Fishing Creek in Walker Township	\$0	\$3,636,113	
SR 144 Potter Run Concrete Arch Culvert	\$2,088,004	\$0	
Little Fishing Creek Bridge in Walker Township	\$0	\$0	\$3,964,099
SR 144 Bridge over Potter Run	\$0	\$0	\$2,147,107
Sinking Creek Bridge in Potter Township	\$2,616,166	\$0	\$0
SR 445 Bridge Restoration in Miles Twp	\$994,286	\$1,294,053	\$0
SR 504 over Wallace Run in Boggs Township	\$0	\$0	\$2,495,741
SR 1009 over Lick Run in Howard Township	\$1,602,841	\$696,000	\$0
SR 2005 Sinking Creek Bridge in Gregg Township	\$3,151,816	\$0	\$0
Mill Race Bridge in Bellefonte Borough	\$2,274,080	\$0	\$0
SR 3040 Laurel Run Bridge #2 in Huston Township	\$0	\$679,527	\$2,254,261
Sparrow Run Bridge in Taylor Township	\$0	\$3,617,535	\$0
Steel Hollow Run Bridge in Huston Township	\$0	\$2,102,664	\$0
SR 3040 Bridge over Reese Hollow in Worth Township	\$0	\$2,187,203	\$0
SR 4005 Snow Shoe Bridge over I-80	\$12,075,780	\$0	\$0
T-554 over Spring Creek in College Township	\$0	\$870,000	\$1,740,625
Kato Road Bridge in Snow Shoe Township	\$0	\$870,000	\$1,740,625

Table 5 – Major Highway/Road Projects

Project Name	First Four Years Funding	Second Four Years Funding	Third Four Years Funding
Centre Concrete Preservation – College, Worth, Harris Twp	\$2,020,220	\$0	
SR 26 West College Ave Reconstruction Ferguson and College	\$0	\$0	\$8,620,120
SR 26 Allen Street Improvements (TIIF grant)	\$3,100,00	\$0	\$0
SR 150 and Phoenix Ave Intersection in Bellefonte Boro	\$4,880,137	\$3,556,592	\$0
State College Area Connector	\$75,741,430	\$121,364,000	\$161,000,000
SR 322 Bypass – Boalsburg Eastbound in College and Harris	\$0	\$7,735,201	\$0
Park Avenue Widening in College and State College	\$0	\$0	\$16,737,696
Atherton/University/E. Branch Intersection	\$2,266,500	\$0	\$0

LRTP 2055 Projects List – Outside of Fiscal Constraint (Period 3)

CCMPO works to look ahead to see what the study needs are for Centre County and to advance those projects to eventual construction. The UPWP is an opportunity to fund some studies. Table 6 lists known and potential UPWP projects. The MPO would like to place these in the LRTP for documentation purposes. In May 2025, it was announced that the highlighted projects were funded.

Table 6

Status	Project Name	Description
Year 1 or 2	Benner Pike Corridor Study	The CCMPO proposes to conduct a corridor study to conduct a full build-out analysis, identify operating deficiencies, and develop measures to mitigate those deficiencies that may be funded through TIP funding, discretionary funding applications or developer contributions.
Year 1 or 2	Passenger Rail Access Study	Through the Passenger Rail Access study, CCMPO staff would enlist consultant services to allow them to revisit the options and alternatives presented in the Keystone West Report. The study would also explore routing options and endpoints for the services considered.
Year 2	Sidewalk Gap Analysis Study (SS4A Grant)*	This study has been brought forward from the Safe Streets and Roads for All grant that was awarded to the MPO in September 2024. Due to the pause on many federal discretionary grant programs and the uncertainty of whether the SS4A funds will be obligated, MPO staff are working to find different avenues to fund this project. If SS4A grant funds do not come to fruition, staff requests to submit this study for year two of the 2025-2027 UPWP.
Year 2	SR 322 Moshannon Valley Safety Study	Staff have met with elected officials from Philipsburg Borough and Rush Township to discuss pedestrian safety and flooding issues along Route 322. During the September 2024 Coordinating Committee meeting, this study was presented for supplemental funding in the second year, focusing on Traffic Safety and Resiliency along the Route 322 Corridor. During the same period, staff also developed a grant application for the federal PROTECT program to address county-wide flooding issues. Although the grant application has been scaled back, it will still analyze flooding in the Moshannon Valley. While a pathway exists to resolve flooding issues, pedestrian safety remains a priority.
Future Years	Comprehensive Assessment of Lane Departures (SS4A)*	This study is the second component of the SS4A application that was awarded to the CCMPO in September 2024. Due to the amount of fieldwork and data collection required in the Sidewalk Gap Analysis Study and the limited funding that can be requested through UPWP supplemental funds, staff broke this component out to be considered for supplemental planning funds in year one of the 2027-2029 UPWP.
Future Years	Technical Support for CCMPO Staff for Model Runs and RITIS Training	Through the development of the LRTP, it has become apparent that it would be beneficial for staff to develop the training to use RITIS. This platform allows staff to utilize data to implement data-driven procedures, evaluate proposed projects, and understand and visualize travel behavior. Additionally, this funding would enable staff to access consulting support to maintain the travel demand model used in the current Long Range Transportation Plan and use it as needed to evaluate the impacts of projects included in the TIP and LRTP to further the design process.

*Placeholder if SS4A does not come to fruition

Future Studies

CCMPO recommends the following be listed (Table 7) as future priority studies. While not fully developed in scope, the MPO believes there is potential based on the data known now to address these areas of concern.

Table 7

Municipality	Road Name	Study Description
Harris & Potter Townships	SR 322	Based on the PennDOT safety screening tool and additional analysis, a corridor safety study should be considered to support short-term improvements to save lives prior to the construction of SCAC. The Safety Subcommittee supports exploring this effort. The boundaries are roughly the intersection of Elks Club Road (Seg 322/610) to Shaner Road (Seg 322/630).
Patton Township	North Atherton Street Corridor Study	The North Atherton Street Corridor Study would be for the section of North Atherton Street in Patton Township (from Valley Vista Drive to Vairo Boulevard). The study would consider zoning, ingress, egress, congestion mitigation, and pedestrian and bicycle accommodations. It is anticipated that this study will then be the basis for the Township to take proactive action, including zoning changes and securing grants to assist with recommended upgrades. Project Request form submitted by Patton Township.

State College Area Connector and Associated Improvements for Further Development

In addition to the SCAC, these are carry-over projects outside of fiscal constraint, are in close proximity, or related to the SCAC, and may need to be adjusted.

Table 8

Project Name	Description
State College Area Connector (Remaining Phases)	Implement improvements in study area from Potters Mills to I-80/I-99 area.
SR 322 - Improvements to Dogtown Rd and closure of Church Hill Rd	Improvements to Dogtown Road Intersection & Closure of Church Hill Road
SR 322 - Improvements to Cider Press Road Intersection or Closure (K) and Improve the profile at the crest at segment 730 (L)	Improve sight distance at Cider Press Road intersection or opt to close the intersection and redirect traffic to Geary Road & Red Mill Road to US 322.
SR 45 Turning Lane	Installation of a turning lane on Route 45 from Rockey Lane to Linden Hall Road.

Safety Projects

These projects are outside fiscal constraint, and they should be monitored as more work is completed to address safety in Centre County.

Table 9

Project Name	Description
High Tension Cable Median Barrier Treatments	Continue to look for opportunities to use HTCMB that fill in gaps not yet addressed.
SR 45 East of Centre Hall	Study to provide recommended safety improvement projects on SR 45.
SR 64 Corridor Safety Study New	Study to provide recommended safety improvement projects on SR 64.
SR 192 Corridor Safety Improvements Study	Study to provide recommended safety improvement projects on SR 192.
SR 350 – Sandy Ridge Climbing Lane (Rush Township)	Add Lane/Climbing Lane on Route 350 from north of Wolf Run to the Truck Pull Off area on top of the hill for approximately 1 mile.
SR 350 - Stahl Lane Ext. Intersection	Safety improvements at the Route 350 and Stahl's Lane Extension intersection. These may include a center turning lane, no passing signs, and rumble strips. (Taylor Township LRTP 2040)
SR 350-South Mountain Road Intersection	Safety improvements at the Route 350 and South Mountain Road intersection. These may include a center turning lane, no passing signs, and rumble strips. (Taylor Township LRTP 2040)
SR 550 Corridor Safety Improvements	This project involves reconstructing horizontal and vertical curves, possible turning lane construction, widening, and sight distance improvements at various points along the entire length of SR 0550. It also involves reconstructing the intersection with SR 3042 and possibly with Purnell Road.

Active Transportation Projects

These projects are outside of fiscal constraints but should be maintained for future consideration.

Table 10

Project Name	Description
Lemont to South Atherton Bike Facility	Bike lanes and sidewalk and/or a shared use bike path from central Lemont to Hills Plaza.
Lemont to State College Bike Facility	Bike lanes and/or bike path/sidewalk along Elmwood Street and East College Avenue to provide bicycle/pedestrian connection from Lemont to State College.
Pine Grove Mills Small Area Plan Improvements	The study developed 12 transportation related projects to improve safety and provide for multiple modes of transportation in the Pine Grove Mills area.
Northland Area Mobility Study	The study developed 28 distinct projects and mobility recommendations related to safety, efficiency and usefulness of pedestrian, bicycle, transit and vehicle modes.
Boal Avenue Road Diet	Study to improve the safety and functionality of Boal Avenue to balance the needs of pedestrians, bicyclists and motor vehicles from the PA Military Museum driveway to Earlystown Road.
Oakwood to Arboretum Bikeway	A bikeway/shared use path/bike route from the Oakwood neighborhood to the Penn State Arboretum
Toftrees BCRT Bikeway	A bikeway/shared use path from the end of the improved Arboretum/Toftrees bikeway to Toftrees Avenue
Patton Bikeways	Construction of safe bike paths to key destinations throughout Patton Twp including Oakwood Connector to the Bellefonte Central Rail Trail, Douglas Drive to Valley Vista Shared Use Path, and Scotia Road Connector from Circleville Road Path to Gray's Woods Boulevard.
Philipsburg Streetscape	Safety and streetscape enhancements including pedestrian safety improvements, enhanced street lighting, utility relocation, street tree plantings, new sidewalks and curbing along 322. This project could be tied to the UPWP effort in the previous table.
Harris Twp to Centre Hall Trail	Develop an approximately 7 mile off the road bike/pedestrian trail that would connect Harris Township to Centre Hall, possibly utilizing the abandoned rail corridor where feasible.
West College Ave Streetscape	Corridor streetscape construction including sidewalk, benches, trees and lighting
Milesburg to Bellefonte Trail	Construct a 2.5-mile, multi-purpose trail (or other facility type) connecting Bellefonte and Milesburg Boroughs in Centre County along Spring Creek.
Penns and Brush Valley Trail Feasibility Study	Construct some sections of the 27-mile former historic Lewisburg-Tyrone, Centre and Spruce Creek railroad alignments that travels through a majority of the Penns Valley and a section of the Centre Region.
Brick Town Trail	The 14-mile Bald Eagle Creek corridor of the Brick Town Trail originates at the historic Curtin Village near I-80 in Centre County and ends at the historic New York Central Train Station in Beech Creek Borough, Clinton County.
Centre Region Bike Plan	Support construction of various bike corridors (shared use paths, bike lanes, and bike routes) identified in the Centre Region.

Project Request Forms

As part of the municipal outreach to all 35 municipalities, a project request was distributed for their consideration to submit the Project Request Form. Below (Table 11) are the forms received from the municipalities.

Table 11

Project submitted by	Project Name	Description	Willing to be Project Sponsor & local match
Gregg Township	Lower Georges Valley Road (T419)	Approximately 3.1 miles from Penns Creek Road west to the Potter Twp line. Multiple issues exist including drain pipes, small span bridges and would like to widen the road due to the number of turns and narrow road conditions. Indicated willing to be a local sponsor.	Yes
Philipsburg	By-pass for SR 350, SR 53 and SR 322	Due to the daily traffic crush at the junction of SR 350, SR 53, and 504, study and develop a local two-lane bypass for these routes, not diverting the SR 350 traffic to the existing 322 Bypass (concept map provided). This effort would be a multi-county initiative.	Did not answer
Patton Township	Toftrees Avenue, Cricklewood Drive, Fox Hill/Fox Hollow Roads to Bernel Road Park Path	The Township is interested in creating a connected shared-use path network from Toftrees Avenue to Bernel Road Park. This network could include facilities on Toftrees Avenue, Cricklewood Drive, Fox Hill, and Fox Hollow Roads, as well as on Penn State lands and private property that could be slated for development in the future. Many residents commute via bicycle in this area, so we anticipate this network will be widely used. And with the new pump track at Bernel Road Park, the park is an attractive regional destination. Indicated willing to be a local sponsor.	Yes
Patton Township	Waddle Road at Toftrees Avenue and Masters Boulevard Park and Ride Facility	The Township is interested in a multimodal park and ride facility for the Waddle Road/Toftrees Avenue area. This facility could include a stop for CATA buses and the Megabus, a bus shelter, and a comfort station for CATA drivers. It could also tie in to a connected shared-use path system on Toftrees Avenue and the sidewalk on Waddle Road. This facility would help reduce site distance, congestion, and other issues caused by vehicles parking on Toftrees Avenue. Indicated willing to be a local sponsor.	Yes
Patton Township	North Atherton Street Corridor Study	The North Atherton Street Corridor Study would encompass the section of North Atherton Street in Patton Township (from Valley Vista Drive to Vairo Boulevard). The study would consider zoning, ingress, egress, congestion mitigation, and pedestrian and bicycle accommodations. It is anticipated that this study will then be the basis for the Township to take proactive action, including zoning changes and securing grants to assist with recommended upgrades.	Yes
Harris Township	Boalsburg Pike Bridge	Replacement of the Boalsburg Pike bridge will help ensure adequate access to this developed area of the Township. Due to the age of the bridge and ongoing deterioration of other key components, extensive repairs would not significantly extend the life of the bridge. Please refer to the attached reports for additional information on the need for full bridge replacement. Based on both the 2021 and 2024 inspections, the Township does not expect this bridge to be functional past 2034.	Yes
Bellefonte Borough	Public Transit between Nittany Intervalley Region and State College	Bellefonte Borough is in need of transit service due to a lack of access to food and health care services for a population that is known to be disabled, and local residents need to commute to work. The Borough created a Public Transit Task Force to seek a solution to the loss of transit to the borough. The Borough is in need of additional funding sources beyond what its rural local government can afford. Funds for operating expenses are most critically needed. (based on recent news, this needs to be revised).	Did not answer
College Township	SR 322 S-curves	College Township appreciates PennDOT's repeated attempts to integrate technology and lower-cost improvements to mitigate crashes in this area. However, this section of the highway continues to experience an unacceptable number of serious crashes, many involving large trucks, which have the potential to result in severe injuries or fatalities. A realignment of the S-curves may be the only true solution to this problem. Without alignment revisions, the completion of the State College Area Connector will likely compound the safety problems in the S-curves.	No

Project submitted by	Project Name	Description	Willing to be Project Sponsor & local match
College Township	SR 26 (East College Ave) Interchange Bridge over US 322	The problems with the turning lane queuing on this interchange bridge are becoming dangerous. The queue lengths are insufficient for the volumes during the peak hours, resulting in stacking through the intersections and delays on the travel lanes. This location seems to be experiencing an increasing number of accidents as a result. The lack of pedestrian/bicycle amenities on the bridge or a viable route around the bridge is a barrier to mobility.	No
College Township	Park Avenue	This route needs to be widened or otherwise modernized to accommodate daily and event traffic. The lack of a “complete street design” in this corridor is inadequate for one of the primary routes serving the Penn State University Park Campus and State College. It has also been a carry-over project since LRTP 2044.	No
College Township	University Drive	Similar to Park Avenue, the lack of a “complete street design” in this corridor is inadequate for one of the primary routes serving the Penn State University Park Campus and State College. The bridge over College Avenue needs to be widened to accommodate pedestrian/bicycle travel.	No
College Township	Benner Pike/Shiloh Road	This section of the Township is poised for significant growth over the next decade, which will compound the congestion issues within these corridors. Shiloh Road will begin suffering from unacceptable levels of service in the near term, with these issues being compounded at non-signalized intersections.	Yes
College Township	Airport Connector Road	With the State College Area Connector advancing toward construction in the not-too-distant future, the next high-priority “project for future consideration” will most likely be the Airport Connector Road. This is an important community and economic development need for the Region and County.	No
College Township	SR 26 East College Ave/ Puddintown Road intersection	While not currently warranted, a traffic signal will eventually be needed at this location to accommodate movements into/out of Puddintown Road. This is a particularly sensitive intersection given LifeLink ambulance service’s location on Puddintown Road.	No

Carry-Over Projects from 2050 LRTP

This table shows projects that will be carried over based on the direction of the municipalities, but at this time, they have no funding associated with them to proceed.

Table 12

Project Name	Description
SR 26 College Ave-SR 3022 University Drive Interchange	Widen the existing SR 3022 (University Drive) bridge over College Avenue to accommodate pedestrians and bicycle movements; extend the merge ramp from University Drive (SR 3022) onto East College Avenue (SR 26)
SR 3014 North Atherton Street Signals	Maintain the efficiency of operations through the corridor by upgrading traffic signals with the latest technology to keep the corridor from becoming functionally obsolete
Other Signal Projects	Maintain the efficiency of traffic operations that could include SR 150/Phoenix Avenue (Bellefonte).
SR 550 & Saw Mill Rd Intersection	Installation of a westbound left turn lane on SR 550 in anticipation of Grays Woods development expansion.
SR 26 College Ave-High Street Intersection	Initiated by the Downtown Master Plan, review the intersection for a safe signalized intersection, traffic calming, and to permit safe crossings of pedestrians crossing High Street along College Avenue only.
SR 3005 Fox Hollow Road - Cricklewood Drive Intersection	Provide a left turn lane to improve the operations of the intersection. Left turn lane warrant was previously met. (Wooded Hills Traffic Study)
SR 144-SR 4005 (I-80 Interchange Exit 147) Intersection Improvements (STUDY ONLY)	This intersection is difficult to negotiate and should be studied to determine if signalization is warranted and what other improvements (i.e. complete streets application, access management, paint treatments, ITS applications) could be made to improve safe and efficient traffic flow.
SR 26/SR 45 Pine Grove Mills Intersection	Retain existing stop-controlled intersection alignment. Upgrade intersection to incorporate safety improvements that include geometric changes (traffic calming) to slow traffic on Pine Grove Road; pedestrian crossing improvements such as ADA-compliant ramps at all crossings, Accessible RRFBs on Pine Grove Road; appropriately designed lighting for the intersection and crosswalks; and high visibility markings with improved signage.
Airport Road	The connection from I-99 to University Park Airport needs to be further developed with a feasibility study.
SR 322 Corridor O-1	Four lane connector road to link Interstate 99 in Worth Township (Centre County) near Port Matilda to Interstate 80 in Graham Township (Clearfield County)

Transit Projects – Recurring Line Items from the 2025-2028 Transportation Improvement Program

Table 13

Project Name	Description	Estimated Cost	Project Sponsor
Operating Assistance	Line Item	\$75,000,000	CATA / CCOT
Replacement Vehicles	Line Item	\$28,000,000	CATA / CCOT
Expansion Vehicles	Line Item	\$300,000	CATA / CCOT
Advanced Public Transportation Systems	Line Item	\$800,000	CATA
Shelters and Amenities	Line Item	\$600,000	CATA
Facility Improvements	Line Item	\$800,000	CATA
Office, Shop, and Maintenance Equipment	Line Item	\$800,000	CATA
Major Bus and Building Parts	Line Item	\$600,000	CATA

Carryover Projects from the 2050 Long Range Transportation Plan

Table 14

Project Name	Description	Estimated Cost	Project Sponsor
College Avenue Transit Facilities	Improve existing CATA bus stop along College Avenue at Allen Street, or adjacent Hammod Building property. This stop is served by the majority of CATA's fixed routes, and utilized by significant numbers of student and community-based riders. Improvements may include safe curbing area, adequate staging capacity, shelter, lighting, and pedestrian and bicycle connections. Potential joint project with Penn State University, State College Borough, and PennDOT.	\$5,000,000	CATA
CATA Service Area Bus Rapid Transit (BRT) Study	Examine the state of the practice in implementing BRT elements, the effectiveness of these elements, and the opportunities to utilize such elements to improve operating efficiency and passenger throughput along a number of high-density corridors within the CATA fixed route service area.	\$250,000	CATA
College - Beaver Avenue Transit Signal Priority (TSP) and Intelligent Transportation Systems (ITS)	Implement transit signal priority and related ITS technologies along the College and Beaver Avenue corridors in State College Borough. The project area will include intersections at Atherton Street, Burrowes Street / Road, Fraser Street, Allen Street, Pugh Street, Garner Street / Shortlidge Road, High Street, and the University Drive ramps.	\$1,000,000	CATA
Regional Park and Ride Lot Study	Update the previous 1997 study to account for changing commute patterns in the region, provide the opportunity to re-prioritize existing potential sites, add new sites as appropriate, identify potential environmental issues early in the site selection and design processes, and work with PennDOT District 2-0 and other stakeholders (including municipalities) to maximize opportunities for use of public right-of-way.	\$250,000	CATA
CCOT Operations and Storage Facility Upgrade	Construct or lease an expanded and updated operations and vehicle storage location for the CCOT at a Centre County location to be determined	\$5,000,000	CCOT
Intermodal Transportation Hub	Construct an intermodal transportation hub to promote public transportation usage and facilitate connections between modes. This facility will serve as a central transit focal point, and will include connections to automobile parking and intercity bus service, as well as bicycle and pedestrian facilities.	\$10,000,000	CATA
Altoona-Tyrone Commuter Service	Establish commuter bus service and/or ridesharing services linking the Altoona and Tyrone areas to the State College area.	\$500,000	CATA

New Transit Projects

Table 15

Project Name	Description	Estimated Cost	Project Sponsor
CATA Operations and Training Facility	Construct an expanded and updated (off-site) operations and training facility for CATA at a member-municipality location to be determined. This facility will provide additional space dedicated to operational staff recruitment and retention, and will free up needed space at the current facility.	\$5,000,000	CATA
CATA Alternative Fueling Infrastructure	Construct CNG, hydrogen, or other fueling infrastructure - to be determined by the CATA Board and management - at the new operations and training facility for CATA. This facility will help to support transit operations, and may be a key facility in helping to facilitate a shift to the next generation of alternative fuels.	\$3,000,000	CATA
Tyrone AMTRAK Passenger Rail Linkage	Establish pre-scheduled microtransit service linking the State College area to AMTRAK passenger rail service at the Tyrone station. Project could be informed by the findings of the CCMPO Passenger Rail Study.	\$500,000	CATA

Item 10

Municipal Grant Workshop

On April 29, the Centre County Association of Township Officials held its Spring Meeting, during which the CCMPO Transportation Grant Specialist presented information regarding available Pennsylvania State Transportation Grant Programs. Mrs. Hoffman provided attendees with a comprehensive packet that contained essential details about various transportation grant programs, including brief descriptions, financial assistance requirements, eligible uses for the funds, and application deadlines.

In her presentation, the specialist emphasized several prominent grant programs, illustrating their relevance and potential impact on local municipalities with successful examples from Centre County. The presentation aimed to encourage and inform attendees about the opportunities available for transportation funding. Furthermore, Mrs. Hoffman outlined the range of assistance she can offer to municipalities, including guidance on program requirements, ensuring application completeness, data gathering and analysis, and navigating the letter of support process. This initiative aims to equip local officials and township staff with the knowledge and resources necessary to effectively pursue grant opportunities, thus enhancing transportation infrastructure within the community.

During the meeting, Mrs. Hoffman sought feedback from attendees regarding their specific needs and challenges in accessing grant funding. One recurring comment resonated among participants, particularly those representing small municipalities: there is a significant lack of awareness about the available grant opportunities. Some expressed uncertainty about how to initiate the grant writing process, highlighting the need for tailored guidance and resources. Mrs. Hoffman acknowledged these concerns and emphasized the importance of developing targeted support materials and workshops to help clarify the grant application process and empower smaller communities to pursue necessary funding for their transportation projects.

In the coming months, Mrs. Hoffman will develop a fall workshop that will educate participants about the various grant opportunities available to them and provide step-by-step guidance on the grant writing process. The goal is to create a supportive environment where representatives from small municipalities can gain confidence and acquire the skills necessary to pursue funding effectively.

The Projects Committee should receive the report.

Attachments:

- Pennsylvania State Transportation Grant Program Information Packet (due to file length, attached separately in email)
- CCATO Spring Meeting Presentation

Presented by: Marcella Hoffman, CRPA

Action: No Action Required – comments are welcome

Pennsylvania Transportation Grant Programs

Centre County Association of Township Officials

Spring Meeting - April 29, 2025

ABOUT MARCELLA HOFFMAN



Transportation Grant Specialist for the Centre County MPO



Lived in central PA for 15 years



10 years in local government admin., 1 year as a grant specialist

- Main goals and objectives:
 - Prioritize Centre County MPO projects to pursue discretionary grant funding opportunities
 - Create a formal project intake process
 - Apply for 2-3 federal grants per year
 - Assist municipalities with their grant efforts
- 2024 Work and Successes
 - Centre County MPO awarded \$192,000 through Safe Streets and Roads for All to complete a sidewalk inventory for Boroughs and Borough-like areas and investigate areas that have high lane departure crashes
 - Applied for a \$9.1 million grant through the Bridge Investment Program for the SR 4005 Snow Shoe Bridge over I-80 Replacement
 - Developing a grant application for the PROTECT Program to identify and prioritize vulnerable and flood-prone transportation infrastructure across the county

OVERVIEW

- ✓ Provide information on available transportation-related grant opportunities for municipalities
- ✓ High-level overview of grant requirements, deadlines, funding, and examples of Centre County projects
- ✓ Hear from you about what municipalities need help with – finding opportunities, data collection, letters of support process, application completeness, what else?
- ✓ Q&A

DCED MULTIMODAL TRANSPORTATION FUND

Description:

provides grants to encourage economic development and ensure safe and reliable transportation system is available to residents

Uses:

development, rehabilitation, and enhancement of transportation assets in existing communities

Funding:

projects with a total cost of \$100,000 or more. Maximum amount of \$3 million for any project. Local match for financial assistance is 30%.

Deadlines:

Applications for the Multimodal Transportation Fund are accepted annually between March 1 and July 31.

DCED MULTIMODAL TRANSPORTATION FUND EXAMPLES

Boggs Township – Curtin Hollow Road Curve Improvement Project:

This project eliminates a substandard vertical and horizontal alignment and stabilizes a portion of the road that is collapsing downslope. It also includes construction to address drainage deficiencies. The project application addressed safety, a reliable transportation system, and economic development since the road is a key route for local residents to access places of employment.



Patton Township – Valley Vista Drive Safety Improvements:

This project supports milling work, removing and replacing deteriorating pavement, and adding curb and sidewalk improvements to ensure accessibility at crossings. The project addresses a reliable transportation system, pedestrian safety, and economic development since the area connects to places of employment.

PENNDOT MULTIMODAL TRANSPORTATION FUND

Description:

program provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth.

Funding:

projects with a total cost of \$100,000 or more. Maximum amount of \$3 million for any project. Local match for financial assistance is 30%.

Deadlines:

Applications for the Multimodal Transportation Fund are accepted annually between September and November

Uses:

- projects that coordinate land use with transportation assets
- projects improving connectivity
- projects related to streetscapes, lighting, sidewalk enhancement, and pedestrian safety
- projects related to transit-oriented development

PENNDOT MULTIMODAL TRANSPORTATION FUND EXAMPLES

Rush Township – Medical Center Drive Improvements

Stormwater management improvements and roadway paving/cross-section improvements are proposed to address flooding and pre-existing collection and conveyance issues on Medical Center Drive, which serves an increasing number of residents.



Snow Shoe Township – Roadway Improvements

This project will rehabilitate multiple Township roads including T-407, T-410, T-416, T-710, T-606, & T-405. The facilities are shared facilities with ATVs & UTVs, & roadway maintenance is critical.

LOCAL SHARE ACCOUNT (LSA) PROGRAM

Description:

provides funds for projects of public interest, including those that improve the quality of life of citizens in the community. Eligible projects must be owned and maintained by an eligible applicant or a nonprofit organization.

Funding:

projects with a total eligible project cost of \$25,000 or more. Grant requests shall not exceed \$1,000,000 for any project. Match is not required for this program, but the CFA charges a \$100 non-refundable application fee.

Deadlines:

Applications will be received from September 1 to November 30 annually.

Uses:

Funds may be used for infrastructure; purchase of vehicles, machinery and/or equipment; planning, consulting, and design costs related to planning projects; engineering, design and inspection, to include permitting fees, for construction projects not to exceed 10% of the total grant award. The limitation does not apply to a planning-only project.

LOCAL SHARE ACCOUNT (LSA) PROGRAM EXAMPLES

- ✓ Centre County – Strawberry Fields Transportation Program
- ✓ Miles Township – Truck replacement
- ✓ Patton Township – Municipal Building Roof Replacement
- ✓ Rush Township – Equipment Needs
- ✓ Snow Shoe Township – EMS Facility Improvements
- ✓ Spring Township – Community Park Phase I
- ✓ Burnside Township – Pine Glen Fire Company
- ✓ Millheim Borough – Raw Water Main Project
- ✓ Nittany Valley Joint Recreation Authority – Kepler Pool Improvement Project

AUTOMATED RED LIGHT ENFORCEMENT (ARLE) PROGRAM

Description:

provides funding for safety and mobility projects. It is the intent of the ARLE Funding Program to fund worthwhile projects that can be completed at a relatively low cost.

Uses:

Roadway safety, mobility, and capacity upgrades; bicycle and pedestrian upgrades; Local Technical Assistance Program (LTAP) projects; and traffic signal improvements.

Funding:

This is a reimbursement grant program, and there is no match requirement. There are no minimum or maximum grant request requirements.

Deadlines:

Applications typically open on the first day in June, and applications are due on June 30.

AUTOMATED RED LIGHT ENFORCEMENT (ARLE) PROGRAM EXAMPLES

College Township– East College Ave (SR 26)

Traffic signal upgrades on the Route 26 corridor including advanced radar units, new signal heads with reflective back plates, louver systems and review split phasing or new pavement marking alignment/arrangement at Route 26 and U.S. 322 Ramps.

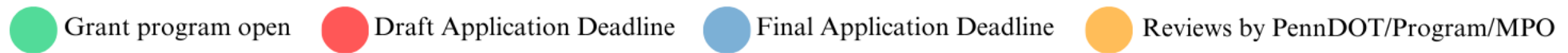
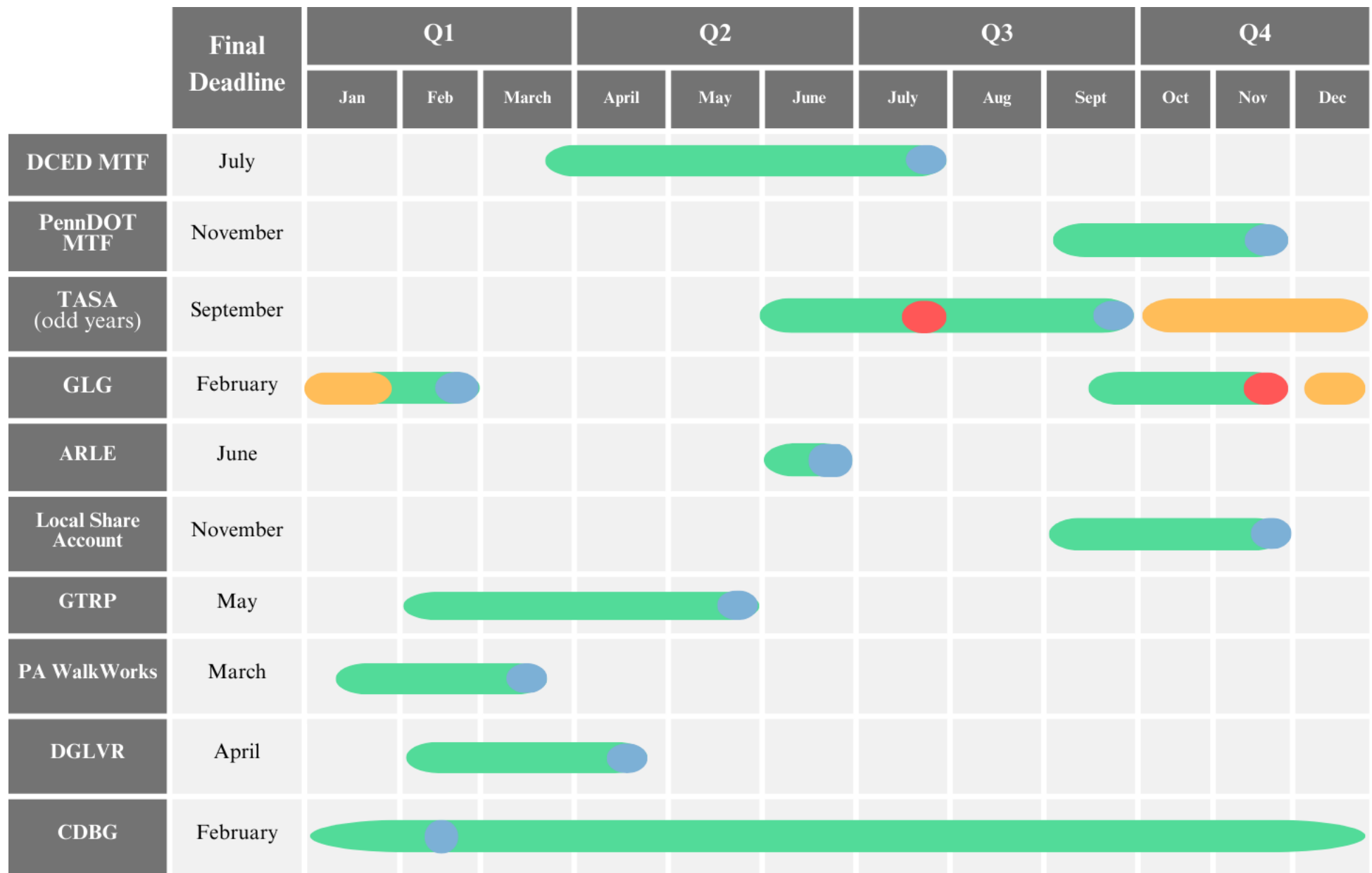


Harris Township – Boal Avenue Pedestrian Crossing

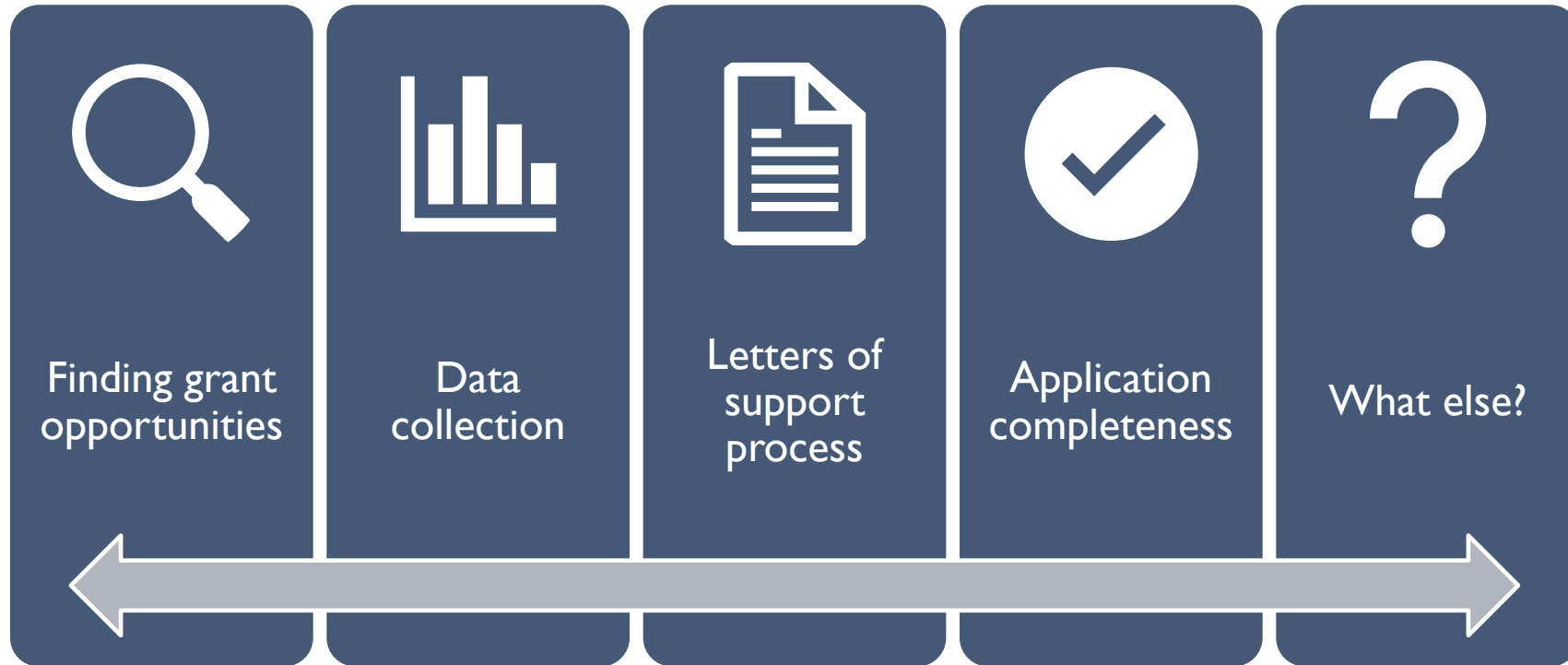
Project to designate, design, and install a bike/pedestrian crossing point on Boal Avenue at the Pennsylvania Military Museum entrance/Old Boalsburg Road intersection.

ADDITIONAL TRANSPORTATION-RELATED GRANT PROGRAMS

- ❖ Transportation Alternatives Set Aside (TASA) Program
 - Competitive grant program for transportation alternatives projects
- ❖ Green Light Go (GLG) Municipal Signal Partnership Program
 - Competitive grant program to improve traffic signal efficiency and operation
- ❖ Greenways, Trails, and Recreation Program (GTRP)
 - Competitive grant program for greenways, trails, open space, and parks
- ❖ DCNR Community Conservation Partnerships Program (C2P2)
 - Competitive grant program for parks, recreation, and conservation
- ❖ PA WalkWorks
 - Competitive grant program for Active Transportation Plan development
- ❖ Dirt, Gravel, and Low Volume Roads (DGLVR) Program
 - Competitive grant program for environmentally sound maintenance for dirt/gravel and low volume roads
- ❖ Appalachian Regional Commission – Local Access Road (LAR) Program
 - Competitive grant program to develop local access roads to link to economic and community development regions
- ❖ Community Development Block Grant (CDBG) Competitive Program
 - Competitive program to assist municipalities with water/sewer projects, streetscapes, community revitalization, and resiliency projects
- ❖ Retroactive Reimbursement Program
 - Program to fund locally-owned, bridge rehabilitation, or replacement projects
- ❖ Pennsylvania Infrastructure Bank (PIB) Program
 - Program that provides low-interest loans for infrastructure projects



WHAT ARE YOUR MUNICIPAL NEEDS FOR GRANT APPLICATIONS?



MUNICIPAL SUPPORT FOR TRANSPORTATION GRANT APPLICATIONS

Transportation Grant Specialist – Assist Municipalities with:

- Finding grant opportunities for your transportation-related project
- Gather data to help develop the project scope
- Letters of support process – who is a stakeholder for the project?
- Review the application for completion – are all requirements and criteria addressed?

What will this cost my municipality?



Nothing!

There is no cost to municipalities
for this assistance.

THANK YOU AND Q&A

Contact information:

Marcella Hoffman

Email: mhoffman@crcog.net

Phone number: 814-231-3052 (direct line)

Address: 2643 Gateway Drive, Suite 4
State College, PA 16801

ITEM 12

ANNOUNCEMENTS

1. Future Meeting Dates

- a. Technical Committee: Wednesday, June 11, 2025, 9:30 a.m.
Zoom and in-person at the Centre Region COG Building

- b. Coordinating Committee: Tuesday, June 24, 2025, 6:00 p.m.
Zoom and in-person at the Centre Region COG Building

- c. Projects Committee Fall – TBD - Hybrid Meeting
Zoom and in-person at the Centre Region COG Building
 - Grant Applications Update
 - Project Prioritization Update
 - Bridge Investment Program
 - Municipal Grant Workshop

2. Upcoming Notice of Funding Opportunities (IIJA):

- Bridge Investment Program – Due November 1, 2025
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Opens Spring 2025
- Bus Programs – Buses and Bus Facilities; Low or No Emissions – Opens Spring 2025
- All Stations Accessibility Program – Opens Spring 2025
- Safe Streets and Roads for All – Opens Spring 2025
- Strengthening Mobility & Revolutionizing Transportation (SMART) – Opens Summer 2025

3. State Grant Funding Opportunities:

Program Name and Website	Application Cycle
DCED Multimodal Transportation Funds	March 1 and July 31 annually
DCED Greenways, Trails, and Recreation Program	February 1 to May 31 annually
DCNR Community Conservation Partnership Program (C2P2)	January to April annually
PennDOT Multimodal Transportation Funds	Fall of each year
PennDOT Transportation Alternatives Set-Aside Program	Spring to early fall, odd years
PennDOT Automated Red-Light Enforcement Program	June 1-30 annually
Program Name and Website	Application Cycle
PennDOT Green-Light-Go Program	December to February annually
DEP Alternative Fuels Incentive Grants	June 28 and December 20 in 2024
DCED Local Share Account	September to November annually
2025-26 PA WalkWorks Active Transportation Planning Grant	January 15 to March 21, 2025

- 4. PennDOT’s Local Technical Assistance Program (LTAP) provides training courses free of charge, sponsored by the SEDA-COG MPO – link: <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>

- 5. US DOT, FHWA and FTA continue to provide updates on programs available under the Infrastructure Investment and Jobs Act (IIJA). Members should check for new updates regularly and consider signing up for email alerts. Notable sites are included in the table :

Description	Site
IIJA overview and assistance site	https://billaunchpad.com/
DOT Discretionary Grants Dashboard	DOT Discretionary Grants Dashboard US Department of Transportation
FHWA Fact Sheets	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/fact_sheets.cfm
FHWA Guidance and Regulations	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/guidance.cfm
US DOT IIJA Website	https://www.transportation.gov/infrastructure-investment-and-jobs-act
FTA IIJA Website	https://www.transit.dot.gov/IIJA
FHWA Newsroom	https://highways.dot.gov/newsroom

6. CCMPO staff contact information:

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Anne Messner, Senior Transportation Planner	amessner@crcog.net
Marcella Hoffman, Transportation Grants Specialist	mhoffman@crcog.net
Reagan Mann, Office Manager	rmann@crcog.net

Centre County Plng & Community Dev. Office	Telephone: 814-355-6791
420 Holmes Street – Willowbank Office Building	Fax: 814-355-8661
Bellefonte, PA 16823	
Ray Stolinas, Director	rjstolinas@centrecountypa.gov
Elizabeth Lose, Assistant Director	eatuck@centrecountypa.gov
Richa Rimal, Transportation Planner	rrimal@centrecountypa.gov

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