

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

**Hybrid Meeting  
Wednesday, November 8, 2023  
9:30 AM**

<b><u>GENERAL MEETING INFORMATION</u></b>	
RSVP	<b>To ensure an overall quorum of members, please let us know how you intend to participate:</b> <a href="https://us02web.zoom.us/meeting/register/tZYpf-2rrTkve9HYq4_GFoI-4-Sk9sGJAmFF">https://us02web.zoom.us/meeting/register/tZYpf-2rrTkve9HYq4_GFoI-4-Sk9sGJAmFF</a>
Remote Participants	<b>To attend via Zoom:</b> <a href="https://us02web.zoom.us/meeting/register/tZYpf-2rrTkve9HYq4_GFoI-4-Sk9sGJAmFF">https://us02web.zoom.us/meeting/register/tZYpf-2rrTkve9HYq4_GFoI-4-Sk9sGJAmFF</a> To attend by phone: +1 301 715 8592   Meeting ID: 824 8433 2595
In-Person Participants	<b>COG Building – Forum Room</b> 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman   email: <a href="mailto:mhoffman@crcog.net">mhoffman@crcog.net</a>   814-231-3050	
<a href="#">Click HERE to locate the AGENDA and ATTACHMENTS</a> <i>Should you desire to annotate any attachments, you must download them first</i>	

- Á 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.
- Á 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.
- Á **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](#).
- Á **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](#).
- Á To access agendas and minutes of previously held meetings, and to learn more about the CCMPO Technical Committee, please click [HERE](#).

**Centre County Metropolitan Planning Organization (CCMPO)  
Technical Committee Meeting  
Wednesday, November 8, 2023**

**9:30 a.m.**

**AGENDA**

1. **Call to Order**
2. **Approval of Minutes:** *September 6, 2023 Technical Committee meeting.*
3. **Public Comments:** *For items not on the agenda.*
4. **New Agenda Items:** *Members may request that an additional item(s) be added to the agenda. If approved by a majority vote of members present, the proposed item(s) will be placed on the agenda at a time determined by the Chair.*
5. **State College Area Connector (SCAC) Project:**  
Status Report  
*No action required*
6. **Transportation Alternatives (TA) Set-Aside Program:**  
Comments about candidate projects  
*Action: Recommendation to Coordinating Committee*
7. **CCMPO Strategic Plan:**  
Review draft implementation plan and proposed change in Technical Committee Membership and bylaws  
*Action: Recommendation to Coordinating Committee*
8. **Fiscal Year (FY) 2024-2025 Unified Planning Work Program (UPWP):**  
Final draft UPWP for adoption  
*Action: Recommendation to Coordinating Committee*
9. **Performance Based Planning and Programming:**  
**Annual report about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation**  
*No action required*
10. **2023-2026 Centre County TIP:**  
Project Priorities for FY 2024 Funding  
*No action required*
11. **2025-2028 Centre County TIP:**  
Preliminary Draft Highway and Transit Elements  
*Action: Comments to PennDOT, CATA and MPO staff*
12. **Member Reports:**  
Reports from members about a significant item(s) of interest  
*No action required*
13. **Announcements**
14. **Adjourn**

*Next Technical Committee meeting:  
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9:30 a.m.  
Hybrid - Zoom/COG Building***

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

**Wednesday, September 6, 2023**

**9:30 a.m.**

**Hybrid Meeting**

**Minutes**

**Voting Members**

Ray Stolinis	Centre County Planning and Community Development Office (CCPCDO)
David Lomison	Centre County Office of Transportation (CCOT)
Don Franson	College Township
Doug Erickson	Patton Township
Mark Lively	Upper Bald Eagle Valley Planning Region
Joel Myers	Penns Valley Planning Region
Rick Dillon	Nittany Valley Planning Region
Jim May	Centre Regional Planning Agency
Frank Hampton	PennDOT Central Office
Mark Schultz	PennDOT District 2-0

**Others Present**

Jim Saylor	Centre Regional Planning Agency (CRPA)
Anne Messner	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Xochi Confer	Centre County Planning and Community Development Office (CCPCDO)
Kevin James	Michael Baker International
Lyssa Cromell	Centre Area Transportation Authority
Rich Deen	Jacobs

**1. Call to Order**

As Mr. Seybert was not in attendance, Mr. Lively called the meeting to order at 9:31 a.m. Mrs. Hoffman conducted a roll call to ensure the members could hear and be heard.

**2. Approval of Minutes – June 7, 2023 Technical Committee Minutes**

*Motion was made by Mr. Dillon and seconded by Mr. May to approve the June 7, 2023 Technical Committee minutes. The motion carried 10-0 (Messrs. Seybert, Piper, Harrigan, Robbins, and Gribble and Meses. Merrow, Barbin, and Miller were not in attendance).*

**3. Public Comments**

There were no comments from the public.

**4. New Agenda Items**

There were no new agenda items requested.

**5. State College Area Connector (SCAC) Project Status Report**

The Technical Committee received a report from Mr. James regarding the status of the State College Area Connector (SCAC) project draft Planning and Environmental Linkages (PEL) Study. He reported that the Planning and Environmental Linkages (PEL) Report was finalized in July and was posted to the PennDOT SCAC Project website in August. Next steps for this project include moving into the National Environmental Policy Act (NEPA) phase which begins preliminary engineering and environmental clearance work. PennDOT has drafted a Notice of Intent to prepare an environmental impact statement, which was submitted to the Federal Highway Administration for their review. During the NEPA process, the three recommended alternatives will be refined into alignments, along with identifying specific impacts associated with each

alignment. At the end of this process, one alignment will be recommended to move forward into the final design phase as well as the construction phase. In spring of 2024, PennDOT will host another round of public meetings to present the refined alignments to the public.

## 6. 2023-2026 Centre County Transportation Improvement Program (TIP) Revisions

### a. High Friction Surface Treatments

The Technical Committee received a brief presentation from Mr. Saylor regarding a proposal from PennDOT to allocate \$220,000 in funding from the Highway Safety Improvement Program (HSIP) to add projects to apply High Friction Surface Treatments at two locations: a segment of Centre Hall Mountain Road (SR 144) and a segment of eastbound SR 322 on Port Mountain. Because these funds are adding new projects to the TIP, the CCMPO must formally approve the revisions.

With no discussion, *motion was made by Mr. Hampton and seconded by Mr. May for the Technical Committee to recommend that the Coordinating Committee approve the revisions to the 2023-2026 Centre County Transportation Improvement Program. The motion carried 10-0.*

### b. Carbon Reduction Program Projects

The Technical Committee received a report from Mr. Saylor regarding a proposal from PennDOT to allocate \$865,061 in funding from the Carbon Reduction Program line item to add projects that will advance priorities identified in the Regional Operations Plan. These projects include the installation of Traffic Counter Stations and cameras at several locations to respond to traffic control needs and for intermittent and weather-related congestion. In addition, the data collected can be utilized to update a CCMPO regional Travel Demand Model.

With no discussion, *motion was made by Mr. Lomison and seconded by Mr. Schultz for the Technical Committee to recommend that the Coordinating Committee approve the revisions to the 2023-2026 Centre County Transportation Improvement Program. The motion carried 10-0.*

### c. CATA Reimagine Project

The Technical Committee received a report from Mr. Kausch regarding the proposal to add a new project under a new MPMS number for the 2023 TIP to properly account for the federal Section 5307 funds from the American Rescue Plan Act (ARPA). CATA kicked off its Reimagine Project with consultant assistance from Stantec in July 2021, and concluded it in January 2023. During this time, CATA received federal funding that was not added to the TIP at that time. MPO staff propose to include these funds on the TIP to properly account for these funds, allow the remainder to be drawn down, and permit the grant to be properly closed out.

*Motion was made by Mr. Hampton and seconded by Mr. Schultz for the Technical Committee to recommend that the Coordinating Committee approve the revisions to the 2023-2026 Centre County Transportation Improvement Program. The motion carried 10-0.*

## 7. Transportation Alternatives Set-Aside (TASA) Program

The Technical Committee received a report regarding the proposed review process for the Transportation Alternatives Set-Aside (TASA) Program. The TASA Program provides funds to construct pedestrian and bicycle facilities to improve access to public transportation, create safe routes to school, incorporate community improvements such as historic preservation and vegetation management, provide environmental mitigation related to stormwater and habitat connectivity, create trail projects that serve a transportation purpose, while promoting safety and mobility, and provide for vulnerable road user safety assessment program projects. The Program has continued to be funded through the Infrastructure Investment and Jobs Act (IIJA), maintains all previously eligible uses of the set-aside, while adding new eligibility for vulnerable road user safety assessment activities. It also expands the range of eligible applicants to include nonprofit entities, small MPOs, and State DOTs.

Ms. Messner went on to explain that draft applications were due to PennDOT on July 17, 2023. This year draft applications meetings are to be completed by September 14, 2023 between the project sponsor,

PennDOT District, and MPO staff. This allows for a discussion on the project and to provide comments to improve the application prior to submission on September 15, 2023. It is anticipated candidate projects in Centre County will be provided to the CCMPO for review starting September 25, 2023. MPO comments are due December 1, 2023. Therefore, the MPO review will need to be completed before the end of October 2023 to be presented to the Technical and Coordinating Committees.

MPO staff recommends that the following process be utilized to facilitate the review process:

1. A Form a TASA Review Committee comprised of members from PennDOT District 2-0, PennDOT Central Office, Centre County Planning and Community Development Office (CCPCDO), Centre Regional Planning Agency (CRPA), and two members of the Technical Committee representing entities that do not submit an application.
2. A The TASA Review Committee will review, rank, and provide comments about applications using the PennDOT statewide evaluation criteria in October.
3. A The Technical Committee will review the TASA Review Committee's recommendations in November and will consider providing recommendations to the Coordinating Committee.
4. A The Coordinating Committee will consider approving the recommendations, and MPO staff will submit comments to PennDOT after the November Coordinating Committee meeting.

After a brief discussion, Mr. Dillon and Mr. Myers agreed to represent the Technical Committee on the TA Review Committee.

*Motion was made by Mr. Harrigan and seconded by Mr. Lively to recommend that the Coordinating Committee approve a process to review and comment about candidate TASA projects in Centre County and nominate Rick Dillon and Joel Myers for the TASA Review Committee. The motion carried 10-0.*

## **8. PennDOT's Vulnerable Road User (VRU) Safety Assessment**

The Technical Committee received a presentation from Ms. Messner regarding a summary of the statewide VRU Safety Assessment, which is one of many tools to improve safety for people to walk, bike, and roll in Pennsylvania. The assessment is underway and the following screening factors were used: fatal and suspected severe injury crashes involving VRUs, other crashes involving VRUs, equity measures, and latent demand for walking and bicycling trips.

Ms. Messner communicated that the screening results were shared as part of the consultation with interested parties regarding their pedestrian, bicyclist, and rolling safety concerns and potential measures to address those concerns. Participants provided input to PennDOT's consultant leading this project regarding their concerns for the identified high risk areas, as well as potential recommendations to address those challenges. In addition, public comment for the high risk areas is being sought through an online survey, open until September 8, 2023. It was noted by Mr. Schultz, PennDOT District 2-0, that MPO staff did bring up concerns to the consultant regarding the limitations of the report and that there were only two locations in Centre County identified as high risk areas.

In response to a question from Mr. Dillon, Ms. Messner stated that unfortunately, the analysis of the VRU Safety Assessment does not prioritize Amish buggies. Mr. Schultz added that during the safety meetings with PennDOT and its consultant, there was a discussion about how, when, and where to incorporate Amish buggies as well as electric vehicles into the VRU Safety Assessment; however, for this round of assessment, these VRUs did not apply.

## **9. CCMPO Strategic Plan**

The Technical Committee received a detailed presentation from Mr. Saylor regarding the draft Strategic Implementation Plan and the draft Bylaws that have been developed as a result of several CCMPO Strategic Plan Implementation Subcommittee meetings over the summer. With the help of the Subcommittee members, CCMPO staff reviewed the recommended actions in the plan, prioritized them, and evaluated the time, effort, and required sequencing to implement the actions. Implementing some of the actions will require changes to

the CCMPO Bylaws. Per the current Bylaws, proposed changes to the Bylaws cannot be voted upon at the first meeting at which the changes are presented.

Mr. Saylor explained that the high priority implementation steps for this fall include revising the Bylaws and the COG budget process. He explained that the proposed Bylaws include the revision of the Technical Committee structure from an 18-member body to a 6-member body to help with Committee representation and to help the Technical Committee focus on technical aspects instead of reviewing everything that the Coordinating Committee reviews. In addition, the Bylaw revisions include revising the member appointments from a two-year appointment to a four-year appointment, with the appointments being staggered to help retain institutional knowledge and to help lessen the workload of staff when the reappointments are made. Lastly, the Bylaws propose the addition of a Projects Committee; however, this proposal is conditional on whether the Transportation Grants Specialist is approved through the budget process. Mr. Saylor communicated that a focus area for implementation of the Strategic Plan is the request for a Transportation Grants Specialist through the COG Budget as well as the County budget. In addition to this request, staff have asked for funding for consulting support to aid the Transportation Grants Specialist as well as MPO staff on the update of the Long Range Transportation Plan.

Mr. Saylor then reviewed the proposed assignments of tasks between the Technical, Coordinating, and Projects Committees and then went on to outline the proposed member terms and appointment schedule. Mr. Saylor also provided an overview of the programs for consideration for the proposed Projects Committee. He briefly reviewed the summary of the deferred implementation items that will be considered for adoption in 2025. Lastly, Mr. Saylor reviewed the remaining timeline of the implementation of the first part of the Strategic Plan and the adoption of the 2024 MPO budget.

In response to a question from Mr. Dillon regarding Projects Committee responsibilities, Mr. Saylor explained that much of the priorities of the Projects Committee will come from the TIP, the Unified Planning Work Program (UPWP), and the Long Range Transportation Plan; however, there is a lot still to be determined. Mr. May added that a standing committee is needed to go after discretionary funds and reiterated that a Projects Committee can only be supported with the addition of a Transportation Grants Specialist position. He also stated that there should be a core group of Project Committee members and the membership should not change annually.

Mr. Lively suggested that staff have the Centre Region municipalities start their initial term for two years with their next reappointment occurring in 2026, instead of the member agencies. That way the elected officials from the municipalities are being appointed directly after a municipal election in odd-numbered years.

Mr. Erickson stated that with how small the Projects Committee is proposed to be, he felt that CATA would be an outlier on this committee since they don't have much of an impact on Township road projects. Mr. Saylor stated that CATA is a funding partner of the MPO and has been active in pursuing funding opportunities under the Bipartisan Infrastructure Law (BIL) discretionary grant programs. Mr. Erickson suggested that staff consider developing an appeals process for municipalities to pursue if their project is not recommended for funding by the Projects Committee. Mr. Saylor explained that the Project Committee would prioritize the projects, which would then be reviewed by the Technical Committee, who would then recommend that the Coordinating Committee approve the prioritizations, nominations, and processes. Mr. Saylor confirmed that a municipality would approach the Coordinating Committee to ask them to reconsider prioritizing a project for grant funding opportunities.

#### **10. Fiscal Year (FY) 2024-2025 Unified Planning Work Program (UPWP)**

The Technical Committee members received a presentation regarding the first draft of the FY 2024-2025 Unified Planning Work Program (UPWP), which lists certain policy actions that must be taken by the CCMPO as well as work tasks to be completed by the CRPA, CATA, and the Centre County Planning and Community Development Office (CCPCDO) on behalf of the MPO. The Federal Highway Administration (FHWA) and PennDOT have requested that MPOs and RPOs prepare a one-year UPWP for FY 2024-25 and return to a two-year format the following year. This one-year approach will help to better phase the review process in succeeding cycles. As of August 30, program guidance for the preparation of the UPWP was not available. It is assumed that adoption of the UPWP will still be required no later than January 31, 2024. To

comply with this schedule, CCMPO staff have moved ahead to create a draft UPWP ahead of the guidance, assuming nominal funding increases compared to previous funding years.

Mr. Saylor reviewed the task priorities, which staff assume will remain consistent with the current UPWP. Staff are also assuming a minor funding increase, and the draft UPWP allows room for the implementation of the CCMPO Strategic Plan. The Technical Committee did not offer staff any comments regarding additional work tasks or candidate special studies.

#### **11. CCMPO Draft Calendar Year (CY) 2024 Budget**

The Technical Committee received a presentation regarding the CCMPO's 2024 CY Budget to the Centre County Government, the six Centre Region municipal funding partners, and the Centre Region Council of Governments (COG) for consideration. There are several major areas of uncertainty, including the funding information for the 2024-2025 Unified Planning Work Program (UPWP) not being available for the development of the budget, the request to hire a Grant Specialist as part of the recommendations from the Strategic Plan and the BIL Subcommittee, and a request for matching funds to support the update to the Long Range Transportation Plan 2050. Expenditures for the 2024 budget are proposed at \$1,211,519, with 29% of that amount accounting for recommendations from the Bipartisan Infrastructure Law (BIL) Subcommittee and Strategic Plan. This budget is still a work in progress and changes are anticipated as guidance for the 2024-2025 UPWP becomes available.

In response to a question from Mr. Lively, Mr. Saylor communicated that MPO staff does not have concurrence from the Centre Region municipalities or Centre County regarding the severe increase in their contributions; however, staff has had many discussions with all entities regarding the numbers, so the municipalities and Centre County should not be surprised by the increases. MPO staff developed the plan based on the BIL Subcommittee's recommendations, with confirmation from the Technical and Coordinating Committees. He stated that staff knows this is a heavy lift and is certainly expensive, but the proposed budget is the baseline of what it would take to establish a successful and ongoing grant program to drive results.

#### **12. Member Reports**

Mr. Lively communicated that Port Matilda Borough has put out the final bid for a project to fix the flooding issues near the Borough building and railroad tracks that Mr. Lively had reported on many years ago. The project should be completed by the end of the month.

#### **13. Announcements**

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, November 8, 2023 at the Centre Region COG building via hybrid meeting technology.

Mr. Saylor called out several support letters that MPO staff provided to several municipalities between the June and September Technical Committee meetings.

#### **14. Adjournment**

There being no further business, the September 6, 2023 CCMPO Technical Committee meeting was adjourned at 11:03 a.m.

Respectfully submitted,

Marcella Hoffman  
Recording Secretary

## November 8, 2023 Meeting

### ITEM 5

## STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

### Status Report

The SCAC Planning and Environment Linkages (PEL) Study was finalized in June, and FHWA has formally accepted the report. The study is available at [www.PennDOT.pa.gov/SCAC](http://www.PennDOT.pa.gov/SCAC).

The project team is continuing to work on a Notice of Intent (NOI) to submit an Environmental Impact Statement (EIS) for the project. The draft has been completed, and the team is working on the review with FHWA. This work is included in the PE phase. Field work to identify environmental, historic, and cultural resources is continuing. Along with a more detailed analysis of the study area's socio-economic, natural, and cultural resources, the phase will include the detailed development and evaluation of transportation alternatives, the identification of a recommended preferred alternative, and securing environmental clearance for the recommended preferred alternative.

The CCMPO has received letters regarding the project from Potter Township and other stakeholders. Those letters are included as Items 5.1, 5.2, and 5.3 for member's consideration.

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

#### **The Technical Committee should receive the status report.**

Presented by: Mark Schultz, PennDOT District 2-0  
Kevin James, P.E., SCAC Project Manager, Michael Baker International  
Lori Cole, AICP, JMT

No action required.

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





124 Short Road  
Spring Mills, PA 16875  
www.pottertownship.org

Phone: 814-364-9176 ext. 100  
E-mail: secretary@pottertownship.org



August 29, 2023

Mr Dean D. Ball PE  
PennDOT District 2-0  
70 PennDOT Drive  
Clearfield, PA 16830

Dear Mr. Ball,

We greatly appreciated another informative meeting, at the Boalsburg Fire Company on August 24, 2023, to review the 322 SCAC Traffic Studies.

As we have continued stating in all discussions, our Board supports an alignment that creates the least impact to our citizens properties, especially impacting our valuable farm lands. Our desire is to keep the footprint as limited as possible while providing safe traffic flow.

In particular, we very much agree with the sketches presented for the Red Mill Road and Mountain Back Road intersection with SR 322 at Maggie's Dip. We have received negative comments on the roundabout at the Potters Mills exit and ask that you re-evaluate the exit arrangement.

Upon reviewing the studies at the west end of the corridor, we find study scenario B-1b to be the most desirable with our preference to have a low volume on and off intersection placed near Summer Lane in our PCI Area. We do not agree with the need for a cross connection to Route 45 because it will cause significant valuable farm land impact. Unless the intersection is designed with a serious deterrent to Route 45, through traffic flow will not get the utilization implied by your study.

To re-emphasize our previous comments, it appears that the impact to our community is minimized by following the 1OEX route between Potters Mills and the PCI area and staying south of the PCI area with an exit near Summer Lane. We understand that such an exit would impact our athletic complex but understand it may be possible for a property swap for some other location in the Township. The routing would minimize impact on prime farm land and provide access to the PCI business and industrial area.

Penn DOT's continued support in achieving this very necessary improvement to traffic flow through the township is greatly appreciated.

Sincerely  
*Dick A. Decker*

Dick A Decker, Chairman

cc: James Saylor, Centre Region Planning Agency ✓  
Lori Cole, JMT

October 18, 2023

PennDOT District 2-0  
District Administrator  
Clearfield, PA

Ref.: State College Area Connector- Route 45 Connector in Potter Township

Dear Administrator-

As residents of the Penns Manor Homeowners Association in Centre Hall, we are writing to oppose the inclusion of a new connector between the proposed Route 322 State College Area Connector (SCAC) and Route 45 in Potter Township (near the Harris Township line). We join our Potter Township Supervisors in their opposition.

We support the construction of the SCAC between Potters Mills and Boalsburg as a way to increase highway safety.

The residents of Penns Manor include many senior citizens who use Route 45 to get to and from the State College area. We oppose a connector to Route 45 in Potter Township because we believe it will make that route less safe for senior citizens like us.

The current road has many stretches with poor visibility and the stretch where the 45 Connector would be has been the scene of many recent highway accidents. There are also many driveways connecting directly to Route 45 and intersections that have only stop signs protecting people entering Route 45. This is extremely dangerous when the entering cars are going at slow speeds and the traffic on Route 45, including a large number of trucks, is going at more than 50 miles per hour.

Please make our comments part of the public record.

Thank you.

Signed,



See List Attached

cc: Potter Township Supervisors

No 45 Connector Movement and Hidden Lake Owner's Association  
Hidden Lake Dr  
Centre Hall, PA 16828  
October 3, 2023

To: Mr. Eric Murnyack  
Penn DOT District 2-0  
70 PennDOT Drive  
Clearfield, PA 16830

Dear Mr. Eric Murnyack, Potter Township Supervisors, Harris Township Supervisors, CCMPO,

We are submitting this letter in response to the Final PEL Report for the State College Area Connector (SCAC) Project to provide comments on behalf of the Hidden Lake Owner's Association and the No 45 Connector Movement. We continue to have serious concerns that the project will not serve those who use the PA-45 corridor between US322 in Boalsburg and PA144.

The Proposed PA-45 Connector Road is Not Sufficiently Studied to Include

In my line of work, I conduct engineering safety analyses. In those assessments, we are asked to rigorously analyze hazards, mishaps (accidents), and other data to identify what could occur. We are asked to analyze beyond the methods/tools that help us quantify safety risk. The insights we uncover lead to mitigating safety issues when changing a system (such as adding a road).

It is concerning to us that the PEL report shows the proposed 45 connector road but did not study the nearby intersections of PA-45 with Rimmey, Hoot, Bramblewood, Hidden Lake, Park, and Kenwalke roads. All these intersections are closer to the proposed 45 connector than the studied intersections but were not studied to the same level as the ones documented in the report.

Recent accidents along PA-45 in the vicinity of the proposed PA-45 connector road are also concerning. Two trucks have flipped near Hoot Road in the past year (Nov and May). One made the local news when a meat truck was on its side near a steep embankment. The other damaged the road as it slid across traffic. Both were a few hundred feet east of where the proposed 45 connector would intersect and increase traffic.

October 3, 2023



On Labor Day, a car hit a telephone pole near the Potter Township line. There was no guide rail. The pole was cracked at the base and the high voltage lines were broken off. Multiple ambulances were on the scene and a *Life Flight* helicopter. Power was out for 7 hours. Another car was T-boned the week before (seemingly totaling two cars).

October 3, 2023



Earlier this month and in the same location as the accidents (near Hoot Road), I witnessed a tanker truck passing a tractor on double yellow lines. This area is narrow and prone to accidents and near-misses. Just a few days ago, I also witnessed three oversized loads stopping traffic dangerously during the morning commute a few hundred feet west of the accidents as they navigated the narrows where the proposed 45 connector road would connect. The Hoot Road narrows produced similar congestion where cars were trying to pull over into driveways. In the photo, you can see a car pull over to a driveway because there is no edge to the road. Another is swerving into the other lane almost creating a head-on collision. These are events that show why this is a dangerous and substandard area to add a 45 connector road. These problems will persist and worsen despite the 45 connector road.



October 3, 2023

All these recent issues are near the proposed 45 connector intersection. Issues like flipping trucks and cars going off the road are why we have strong community support for removing the 45-connector road, and it is why we believe more analysis is necessary to safely add a 45 connector road anywhere.

The PEL report provided three paragraphs of high-level commentary on the PA-45 Roadway Segment, it stops short of including a study of this segment. It states that it could study the segment but as an *"independent stand-alone project"* stating that *"This potential safety study along PA-45 could also be expanded to evaluate the need for other improvements involving other design elements such as shoulder widths, intersection geometry, sight distance, pedestrian/bicycle accommodations, and access management."*

We do not understand how this project can identify a location to connect from a major highway to PA-45 without studying the already-needed improvements to it. PA-45 had the highest injury crash rate (50%), most injury crashes by 44%, and highest fatality rate (by 200% AADT and 400% by ADTT) in the study area from 2017-2021.

The risk remains too great for those who travel PA-45. Per their letter in 2022 and 2023, Potter Township (where the 45-connector road would be built) continues to oppose the 45-connector road. We, along with our 370+ petitioners, continue to urge PennDOT to remove the 45-connector road from the proposed changes.

#### Disproportionate Burden on Potter Township

While we understand that the 45 connector road is intended to reduce traffic flows on PA-45 in Harris Township (where there have been no reported fatalities in the last 5 years), the 45 connector road is being proposed on Potter Township farm and resident land. Yet it does not improve the quality of PA-45 in Potter Township, the most dangerous segment in the original study, where there have been multiple fatalities in the past 5 years.

The Potter Township segment of PA-45 would continue to be the most dangerous segment in the original study area because there are no plans to improve it. Traffic is expected to increase on this segment if a 45-connector road is built. Incidents like the ones previously mentioned will only get worse with the increased traffic from the connection.

PA-45 in Potter Township will continue to be the most dangerous segment of the original study area despite this project. Potter Township residents should not carry the burden of the 45 connector road. This portion of the project offers no benefit to Potter Township. This has been consistently communicated by the Potter Township supervisors.

October 3, 2023

### Environmental Concerns

Recently, one of our neighbors engaged an engineer working on the project. The engineer kept finding water as he dug around the area where a 45-connector road is proposed and indicated to her that it would not be suitable for a road. This area serves as part of the headwaters to Cedar Run. The geology and hydrology are very complex. Artesian water rises to the surface in rainy periods and changes the stream into a lake, which is how the Hidden Lake neighborhood got its name. There are environmental reasons for these headwaters to be preserved. Although we advocate for removing the 45-connector, moving it to the east would reduce the impact.



For the private wells in the area, some are around 100 ft deep while others are over 400 ft deep with artesian effects that bring the water level much higher than the drilled depth. The well for Country Club Park on the north side of PA45 had to be moved when it was closer to PA45 and Cedar Run due to contamination. Based on this precedent of contamination near PA-45, there is a concern that the nearby water resources will be destroyed by a 45 connector road.

In addition to this, there are many sinkholes and karst features in the area. A second well had to be drilled on my property when voids were found in the drilling process. This is supported by the environmental maps on the SCAC website where numerous karst features are located in the vicinity of the 45-connector road and potential interchange. These features greatly increase the risk of well water contamination.



October 3, 2023

Support Potter Township's Hybrid Route Preference

After speaking with Potter Township supervisor, Dick Decker, we learned of their latest position on the project after they met with PennDOT officials on 8/24/2023. Potter Township continues to oppose a 45 connector road for various reasons, which we understand to include the safety on PA-45 in Potter Township and the unnecessary taking of farmland. As you know, we strongly support Potter Township's continued opposition to a new connecting road to PA 45 on Potter Township land.

Additionally, they support a route that would follow the existing route from Potters Mills (similar to the 322-1 OEX route) but stay south of US 322 beyond that (similar to 322-5) as a hybrid of the route options. We support that this hybrid route would move the construction away from the previously mentioned Cedar Run headwaters and the karst features that could contaminate nearby water wells. Additionally, it would seemingly take less farmland and mitigate the negative impacts to the nearby residents.



October 3, 2023

What we would like to see

We have stated much of the following previously and would like to reiterate what we would like to see.

1. Á Engage us directly in dialog about the road.
  - a. Á We recognize a need to improve US-322 and that there is no perfect solution. We strive to minimize the impact to nearby residents.
2. Á Remove the PA-45 to US322 connector road from the study area.
  - a. Á With no improvements planned for PA-45 by either PennDOT or the CCMPO, it will injure and kill more people in Potter Township while taking even more farmland.
3. Á Listen to the public and local elected officials.
  - a. Á We have over 370 petitioners who oppose the 45 connector and this number continues to grow without any opposition.
  - b. Á Dick Decker, a voting member of the CCMPO and Potter Township Supervisor wrote a letter stating *that the 45 connector road “offers no benefit to our citizens and will significantly increase the hazard to our citizens on already congested Route 45.”*
  - c. Á Harris Township asked you to “show your work” and to investigate more “context sensitive” solutions which likely include numerous alternatives than the “upgrade existing” options provided in the PEL study before being dismissed.
4. Á Improve the more dangerous and substandard roads for safety (PA-45 and PA 144).
  - a. Á The Purpose and Need study showed that PA-45 was substandard and PA144 had more substandard sections than US322.
5. Á Route the PA144 truck traffic to the new intersection at Potters Mills instead of PA-45.
  - a. Á Improve PA 144 from PA-45 to Potters Mills for safety and truck access at Potters Mills.
  - b. Á This would also better serve the businesses along the proposed US322 in Potter Township than a PA-45 connector which bypasses them.
6. Á If you ignore the public and elected officials and decide to force a PA-45 connector road upon us, we urge the following:
  - a. Á Provide alternative connector options for the public and CCMPO to consider. No alternatives have been provided to date. Example: Include an option in Harris Township.
  - b. Á Connect to PA-45 east of both Hoot Road entrances to avoid the more dangerous and narrow sections of PA-45 in that vicinity, avoid the backyards of Hidden Lake residents, and minimize potential impacts to pristine well-water for the community.
  - c. Á Consider connecting east of the PCI zoning on US322 rather than west of it to allow local businesses to benefit from the redirected traffic.
  - d. Á Add a bike path separated from the road on the western side (for access) to provide safer bicycling to serve the communities near the connector. This could provide access to bike to the PCI business area, the Colyer lake areas, and Rothrock state forest.

October 3, 2023

7.Á We also support the idea of a fringe parking area in the PCI zoned area of Potter Township. This could allow for charging stations for those traveling to the Penn State area from the east. It could also be a location to park for biking. I'd further propose biking paths to connect to this area and the nearby Colyer lake and Rothrock state forest. This could provide some benefit to Potter Township.

In conclusion, our 370+ petitioners strongly oppose a PA-45 connector. PA-45 is already overloaded and will increase fatalities and injuries. Please, remove the PA-45 connector road from the design.

Sincerely,

Patrick MacFarlane  
Vice President, Hidden Lake Owner's Association  
Member of the No 45 Connector Movement

Residents of Penns Manor Community  
Centre Hall, PA 16828

Signature

Printed Name

Street Address

<u>Nancy E. Wintersteen</u>	<u>NANCY WINTERSTEEN</u>	<u>122 William St. East Center Hall</u>
<u>Sandra May</u>	<u>SANDRA TEKGRAPHIS</u>	<u>114 Penns Ct.</u>
<u>Charlotte Stecko</u>	<u>Charlotte Stecko</u>	<u>128 Penns Ct</u>
<u>Joanne Scitti</u>	<u>JOANNE SCITTI</u>	<u>117 Wynwood Dr.</u>
<u>Kay Fleming</u>	<u>Kay Fleming</u>	<u>121 Wynwood Dr.</u>
<u>Lynette Breon</u>	<u>LYNETTE BREON</u>	<u>113 WYNWOOD DR.</u>
<u>Scott Frazier</u>	<u>SCOTT FRAZIER</u>	<u>108 WYNWOOD DR.</u>
<u>Kurt Breon</u>	<u>KURT BREON</u>	<u>113 WYNWOOD DR.</u>
<u>Larry Much</u>	<u>Larry Much</u>	<u>111 " " "</u>
<u>Laura Grandfast</u>	<u>Laura Grandfast</u>	<u>127 Penns Court</u>
<u>Russell Brooks</u>	<u>RUSSELL BROOKS</u>	<u>119 WYWOOD</u>
<u>Virginia Mulhatten</u>	<u>VIRGINIA MULHATTEN</u>	<u>114 Wynwood</u>
<u>Kenneth Cromwell</u>	<u>Kenneth Cromwell</u>	<u>116 Penns Ct.</u>
<u>Richard Smith</u>	<u>Richard Smith</u>	<u>104 WYNWOOD-DR.</u>
<u>Linda M. Smith</u>	<u>LINDA M. SMITH</u>	<u>104 Wynwood Dr.</u>
<u>Spencer Garvin</u>	<u>SPENCER GARVIN</u>	<u>112 Penns Ct</u>
<u>Diane M. Brown</u>	<u>DIANE BROWN</u>	<u>110 Penns Ct.</u>
<u>John Collins</u>	<u>John Collins</u>	<u>117 Penns Ct.</u>
<u> </u>	<u> </u>	<u> </u>
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<u> </u>	<u> </u>	<u> </u>

# November 8, 2023 MEETING

## ITEM 6

### TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM Comment Review and Recommendations for Candidate Projects

When the federal *Fixing America's Surface Transportation (FAST) Act* was passed in 2015, the Transportation Alternatives (TA) Program became a set-aside from the Surface Transportation Block Grant Program.

In 2021, the Infrastructure Investment and Jobs Act (IIJA) was passed, which continues to fund the TA Set-Aside program through 2026. The IIJA maintains all previously eligible uses of the set-aside, while adding new eligibility for vulnerable road user safety assessment activity. It also expands the range of eligible applicants to include nonprofit entities, small MPOs, and State DOTs.

The TA Set-Aside program continues to provide funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, incorporate community improvements such as historic preservation and vegetation management, provide environmental mitigation related to stormwater and habitat connectivity, create trail projects that serve a transportation purpose while promoting safety and mobility, and provide for vulnerable road user safety assessment program projects.

All applications for TA funding were submitted to PennDOT on September 15, 2023. Applications were distributed for MPO review on September 25, 2023. MPO comments are due December 1, 2023.

During the September MPO meetings, both the Technical and Coordinating Committee supported the review of the applications with a TA Set-Aside Review Committee. The Committee met virtually October 11, 2023 to review, discuss, and rank projects. This meeting allows for the next step where this information is presented to the Technical and Coordinating Committees during the November meetings for review and consideration of approval.

The Review Committee believed these were two very good projects and ranked the projects based on the selection criteria provided in the TA Set-Aside Guidance. Below are the projects and their ranking. Additional details are provided as attachments that include the Selection Criteria and general comments made about each project.

Project Name	Project Description	Overall Project Rank
Bellefonte Borough	Pedestrian Safety Improvement - School speed limit sign solar upgrade for SR 550 corridor at intersection of Penn Street and between McAllister Street & Airport Road.	58
College Township	East College Avenue Shared Use Path – Construct a multi-use path between Puddintown Road connecting to Penn State path.	75

Attachment:

- TA Set-Aside Selection Criteria
- TA Set-Aside Review Committee comments

**The Technical Committee should receive a staff presentation and consider making a recommendation to the Coordinating Committee to approve the review and comments on the TA Set-Aside applications in Centre County.**

Presented by: Anne Messner, AICP, CRPA

Action: Recommend that the Coordinating Committee, after reviewing the TA Set-Aside Review Committee recommendations, approve the review and comments on the TA Set-aside applications.

\*\*\*\*\*

TASA Program information can be found on the PennDOT website at:

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Documents/cpdm/TASA/TASA%20Statewide%20Program%20Guidance.pdf>



**Project delivery** *Ö•&ä^Ä}^Ä^{ []•dæ^áÄç^i} &Ä Ä ^r^Ä^iä^i^Ä-Ä^} ÖUVÄ| | b&ö Ä ^[~|Ä|^\* ä ä ä} Ä |Ä| }•~|æ} ö |••^•••••ÄP æ Ä |Ä| ä ä ä^ Ä |Ä| Ä |Ä| ä^äNÄQä^•ä } Ä & }•~|æ} ö Ä^Ä^} Ä^|^&ç^Ä |Ä^Ä^Ä [ ç^Ä@{ ÄÖ [ ^•Ä@Ä| | b&ö Ä^Ä^Ä^\* Ää @Ä-Ä ä Ä [ |Ä| Ää @Ä-Ä ä Ä^Ä^~^ä^Ä^ |Ä^\* Ä| }•d~&ç} NÄÜä [ äÄ |Ä^Ä^Ä [ |Ä| ä ä } Ä^~^ä^äNÄ ÇÉÄ [ ä •DÄ*

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**Environmental justice** *Based on 2020 Census Data for each MPO/RPO* [Ü^Ä/ÖÜÇÖRÄ ä Ä ä ä Ü^} ÖUVÄ| äÄ | Ä Ä | | b&ö Ä^Ä^Ä | çÄ \[ } { ^} çÄ^• çÄ^Ä^ ä ä & Ä^ @Ä^ | &^} ç^Ä-Ä @Ä \[ \] ~| ä } Ä @Ä^ | & Ä | ~| Ä @^Ä@Ä | | b&ö Ä | äæ^äÄ Ä ä | | ä NÄP \[ , Ä Ä @Ä | | b&ö \] | | çÄ^Ä^ä } • \[ | ä } Ä^} ^-Ä Ä Ä ä | | ä Ä \[ \] ~| ä } • Ä @Ä^ { ^äæ^Ää ä NÄÇ DÄ @Ä \] | &^} ç^Ä-Ä@Ä \[ \] ~| ä } Ä @Ä^ | & Ä | ~| Ä @^Ä@Ä | | b&ö Ä | äæ^äÄ Ä , Ä & { ^NÄP \[ , Ä , Ä @Ä | | çÄ^Ä^ä } • \[ | ä } Ä^} ^-Ä Ä Ä , Ä & { ^Ä \[ \] ~| ä } • Ä @Ä^ { ^äæ^Ää ä NÄÇ DÄ ÇÉÄ \[ ä •DÄ](#)

**ITEM 6b**  
**TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM**  
**Comments from the TA Set-Aside Review Committee**

Rank	Project	
1	College Township	<ul style="list-style-type: none"> <li>•Á College Township has demonstrated experience in administering PennDOT funded projects and anticipate can meet the 2026 project completion deadline.</li> <li>•Á Provides access from a residential and commercial area to Penn State campus.</li> <li>•Á Improve bicycle and pedestrian safety by providing a separate route from the current condition of a high speed shoulder and no dedicated facility exists.</li> <li>•Á Collaborative project with Penn State.</li> <li>•Á Consistent with municipal, regional and county planning documents to provide connections and improve safety for cyclists and pedestrians.</li> <li>•Á This is a proactive effort to provide a safe alternative route.</li> <li>•Á Provides benefit to environmental justice communities.</li> </ul>
2	Bellefonte Borough	<ul style="list-style-type: none"> <li>•Á Bellefonte Borough has demonstrated experience in administering PennDOT funded projects and anticipate can meet the 2026 project completion deadline.</li> <li>•Á Project should be easy to construct by 2026.</li> <li>•Á Works to improve the corridor that is a mix of schools, homes and businesses.</li> <li>•Á Collaborate with local Police.</li> <li>•Á Crash history in the corridor. Recognize a safety need in the corridor.</li> <li>•Á Proactive effort to slow down traffic and would work to calm traffic.</li> <li>•Á Potential low cost investment with big benefits.</li> <li>•Á Provide benefit when detours from area interstates use the corridor as a detour route.</li> <li>•Á Consistent with municipal, regional and county planning documents to provide connections and improve safety for cyclists and pedestrians.</li> <li>•Á Provides benefit to environmental justice communities.</li> </ul>



## November 8, 2023 Meeting

### ITEM 7

#### CCMPO Strategic Plan

The CCMPO's adopted FY 2022-2024 Unified Planning Work Program (UPWP) includes a work task to complete a new Strategic Plan for the future operations of the MPO Committees and staff.

The Michael Baker International Team collected input from CCMPO members and staff through a survey and a series of facilitated discussions to identify issues and opportunities for the MPO. The CCMPO adopted the Strategic Plan on June 20, 2023.

At the June 20 meeting, the CCMPO formed a Strategic Plan Implementation Subcommittee. With the guidance of the Subcommittee, staff developed an implementation plan. A summary of the plan was presented at the September CCMPO Committee meetings.

Some of the actions recommended in the strategic plan require approval by the CCMPO, including recommended changes to the structure of the Technical Committee, and changes to the CCMPO bylaws that include changes to the member terms and appointment schedule, and provide for the formation of a Projects Committee.

MPO staff received comments from Walker Township regarding their opposition to the proposed Technical Committee membership. Attached is the letter, along with MPO staff's response.

Attachments:

- Draft Revised Bylaws for the CCMPO (included as a separate attachment)
- Walker Township comments and staff response

**The Technical Committee should review the proposed changes to the bylaws, receive the presentation, and consider a recommendation to the Coordinating Committee.**

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

Action: Recommend changes to the CCMPO Technical Committee membership structure.  
Recommend changes to the CCMPO Bylaws

# Walker Township

816 Nittany Valley Drive  
Bellefonte, PA 16823

814.383-2859 Office  
814.383-2330 Fax  
814.383-2900 Garage  
WalkerTownship@gotmc.net

October 10, 2023

Mr. Mike May  
Centre Regional Planning Agency  
2643 Gateway Drive, Suite 4  
State College, PA 16801

Dear Mr. May:

I hope this letter finds you well. The Board of Supervisors for Walker Township wishes to express our strong opposition to the proposed downsizing of the Technical Committee and the exclusion of smaller municipalities from this important decision-making process.

As active members of our local community, we deeply value the role that the Technical Committee plays in shaping policies and initiatives that have a direct impact on our lives. The Technical Committee has been a vital forum for discussing and addressing issues that concern our community, and its decisions have helped ensure the well-being and sustainability of our locality.

We believe that any decision to downsize the Technical Committee without meaningful consultation and representation from smaller Municipalities would be detrimental to the overall effectiveness and fairness of the decision-making process.

We urge you to reconsider the proposal to downsize the Technical Committee and to actively involve our smaller Municipalities in the decision-making process. Open and inclusive dialogue is essential to maintaining the trust and cooperation between the committee and the communities it serves.

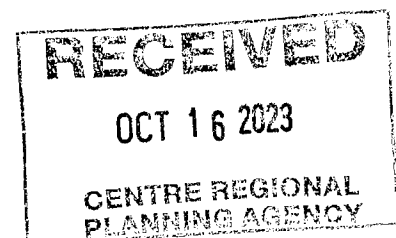
In conclusion, we believe that preserving the size and inclusivity of the Technical Committee is in the best interest of our community and the broader region it serves. We hope that you will give serious consideration to our concerns and take steps to ensure that local voices continue to be heard.

Thank you for your attention to this matter, and we look forward to a positive response.

Sincerely,



Keith E. Harter, Supervisor



## Centre County Metropolitan Planning Organization (CCMPO)

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c/o Centre Regional Planning Agency  
2643 Gateway Drive, Suite #4  
State College, PA 16801  
Phone (814) 231-3050 / FAX (814) 231-3083  
[www.crcog.net](http://www.crcog.net)

Centre County Planning and Community Development Office  
Willowbank Office Building  
420 Holmes Street  
Bellefonte, PA 16823-1488  
Phone (814) 355-6791 / FAX (814) 355-8661  
[www.centrecountypa.gov](http://www.centrecountypa.gov)

October 18, 2023

Mr. Keith E. Harter  
Supervisor  
Walker Township  
816 Nittany Valley Drive  
Bellefonte, PA 16823

**RE: CCMPO Technical Committee**

Dear Mr. Harter:

This letter acknowledges your concerns about the proposed change to the representation structure of the Centre County Metropolitan Planning Organization (CCMPO) Technical Committee.

We encourage you to discuss this issue with other members of the Nittany Valley Planning Region, and to share input on this and other issues with your CCMPO representatives for the region on the CCMPO, Rick Dillon (Marion Township) for the Technical Committee and Doug Johnson (Bellefonte Borough) for the Coordinating Committee, so that they can share input that is representative of the views of the planning region in this discussion.

This, and other changes being considered, are part of the effort to implement the CCMPO Strategic Plan. The Strategic Plan was developed over the last fifteen months, and relied on member input provided through surveys, focus groups, a half day retreat for MPO members, and refined by member input through adoption.

A copy of the Strategic Plan is attached and is also posted on our website at <https://www.crcog.net/ccmpo-strategic-plan>

The change to Technical Committee members was developed to help define the focus area for the Committees and establish effective and complimentary roles for the Technical and Coordinating Committees. CCMPO Members noted a need to differentiate between the duties of the Committees. Staff noted that it has been increasingly difficult to identify community members willing to serve for all areas of Centre County, and to secure continuing participation once members are identified. The changes incorporated will impact all municipalities, large and small, and is anticipated to improve participation.

The Strategic Plan includes several other items to address these issues. In addition to the change to membership on the Technical Committee, staff will identify facilities so that the Coordinating Committee meetings can be held in different Planning Regions to foster local participation, and to hold joint meetings of the two Committees to promote discussion between the groups.

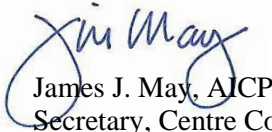
No change was proposed for the Coordinating Committee membership to ensure that local views and needs continue to be incorporated in the process. To further support communication, staff is committed to continuing to attend local meetings for every municipality in Centre County on a two-year cycle. We concur that maintaining open and inclusive dialogue is essential to maintaining trust and cooperation between the CCMPO Committees and the communities they serve.

Harter – 10/18/2023

Page 2

If it's helpful, we're happy to discuss this change and the other aspects of the plan with you, formally or informally.

Sincerely

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

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

cc: L. Eric Bernier, Chair, CCMPO Coordinating Committee  
Ronald Seybert, Jr., P.E., Chair, CCMPO Technical Committee  
Doug Johnson, CCMPO Coordinating Committee  
Rick Dillon, CCMPO Technical Committee  
James Saylor, P.E., PTOE, Principal Transportation Planner, Centre Regional Planning Agency

## **November 8, 2023 MEETING**

### **ITEM 8**

#### **Fiscal Year (FY) 2024-25 Unified Planning Work Program (UPWP)**

#### **Final Draft UPWP for Adoption**

Adopting a Unified Planning Work Program (UPWP) is one of the core federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO and lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO.

In Pennsylvania, the UPWP typically covers a two-year period based on the state fiscal year (July 1 - June 30). The Federal Highway Administration (FHWA) and PennDOT have requested that MPOs and RPOs prepare a one-year UPWP for FY 2024-25 and return to a two-year format the following year. The current cycle requires intense review efforts by state and federal officials for both the Transportation Improvement Program (TIP) and the UPWP in an overlapping time frame. This one-year approach will help to better phase the review process in succeeding cycles.

The CCMPO's current FY 2022-24 UPWP was adopted in November 2021, took effect on July 1, 2022, and will terminate on June 30, 2024. The new FY 2024-25 UPWP will take effect on July 1, 2024.

The UPWP was discussed by the CCMPO Committees in June and September. The first draft UPWP was subsequently provided to the Federal Highway Administration and PennDOT Central Office for a thirty-day review and comment period. Guidance for the FY 2024-25 UPWP including provisions to address the Infrastructure Investment and Jobs Act (IIJA), and the funding available was received on October 10. The UPWP was revised and reshared with FHWA, PennDOT Central Office, and the Federal Transit Administration for continuing review on October 26. A final draft is attached for review consideration of adoption.

Staff will provide a brief presentation on the changes that have been made.

Attachments:

- Final draft FY 2024-25 UPWP (included as a separate attachment)

**The Technical Committee should receive the presentation and consider making a recommendation to the Coordinating Committee to adopt the FY 2024-25 UPWP.**

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

Action: Recommend that the Coordinating Committee adopt the FY 2024-25 UPWP.

# NOVEMBER 8, 2023 MEETING

## ITEM 9

### PERFORMANCE BASED PLANNING AND PROGRAMMING

#### **Annual Report about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation**

Federal rulemaking require all public transit operators to develop a Transit Asset Management (TAM) Plan by October 1, 2018, and to update and share the TAM Plan with states and MPOs on an annual basis. States and MPOs are not required to approve the TAM Plans but are expected to remain current with TAM Plan measures and findings.

In Centre County, the Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation Services (CCOT) are subject to the federal rule. In 2018, CATA prepared an individual TAM Plan, and the CCOT was included in a statewide TAM Group Plan prepared by PennDOT.

The TAM Plans were first shared with the CCMPO in October 2018. In November 2018, the CCMPO approved and executed agreements with CATA and the CCOT to formalize each organization's responsibilities for cooperatively developing and sharing information related to transportation performance data, including the selection of targets and documenting progress toward meeting the TAM Plan targets. Both TAM Plans include performance targets and specify a reporting process to assess progress in meeting the targets. As required by the federal rule, the agreements require the annual reporting of information related to the performance targets.

Since 2018, CATA and PennDOT have provided annual TAM performance information to the MPO staff, most recently in fall 2023.

Staff will provide a brief report about the TAM measures and will respond to questions from the Committee.

Attachment:

- TAM Summary Information Sheet

**The Technical Committee should receive the report and provide any questions to MPO staff.**

Presented by: Greg Kausch, CRPA

No action required.

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- Performance measurement required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs
- Both CATA and the Centre County Office of Transportation (CCOT) are required to either maintain their own TAM plan, or participate in a statewide plan administered by PennDOT
- TAM requirements cover three primary asset categories: rolling stock, equipment, and facilities
- Each year, individual plans and the statewide plan must assess performance in the previous year, and set new targets for the upcoming year; typically completed in August-September
- In Pennsylvania, the basis for measuring performance and setting targets is:
  - Estimated useful life (age and mileage)
  - PennDOT's capital planning tool, which rates assets on a scale of 1 (asset past useful life, replacement or rehabilitation required) to 5 (new or nearly new asset with no defects)
- Relevant examples of estimated useful life include:
  - Large, heavy duty transit buses: 12 years or 500,000 miles
  - Light duty vehicles: 4 years or 100,000 miles
  - Facilities: generally 40 years
- CCOT participates in the statewide TAM plan:
  - Previous year's targets were that no more than 53% of cutaways and no more than 62% of vans exceed their estimated useful life
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  - For the upcoming year, statewide targets are that no more than 59% of cutaways and no more than 62% of vans exceed their estimated useful life
  - Given the comparatively small size of the CCOT fleet, turnover of just a few vehicles can influence great improvement in overall fleet condition
  - Supply chain issues have delayed CCOT vehicle purchases
- CATA maintains its own individual TAM plan, as do several other agencies throughout Pennsylvania:
  - Previous year's targets were that no more than 25% of rolling stock, and no more than 40% of equipment exceeds its estimated useful life; no more than 20% of facilities are rated below a "3" in the capital planning tool
  - Targets will remain the same for the upcoming year
  - For the upcoming year, specific fleet characteristics may point to continued performance improvement
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## **November 8, 2023 MEETING**

### **ITEM 10**

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

##### **Discussion Item for developing CARBON Candidate Projects**

During the September 2023 Technical Committee meeting, it was announced that there is an opportunity for use of CARBON Reduction funds. At this time, the focus is on the current 2023-2026 TIP. As part of TIP development, Centre County will be receiving a total of \$3,003,235 for CARBON funds for carbon reduction efforts from 2023 to 2026. Planning is needed now for the 2023-2026 TIP with an amount of \$693,954 to be programmed for 2024. FHWA CARBON guidance can be found here: [https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp\\_guidance.pdf](https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf).

CCMPO staff provided comments to PennDOT for the draft State Carbon Guidance on October 27, 2023, and the letter is attached. This plan must be submitted to FHWA in November 2023. The draft plan illustrates the need for carbon reduction in Pennsylvania, greenhouse gas emissions and targets, priority strategies for carbon reduction, and a toolbox and action plan to address carbon reduction.

During the September CCMPO meetings, it was discussed that possible CARBON projects could include:

- Centre County Carbon Reduction Strategy
- Counting Station Rehab/Install
- Signal Improvements – TMC Interconnects on South Atherton
- Travel Demand Model update/maintenance
- Camera Installation on I-99 west of State College

Based on the eligible project list found in the CARBON guidance, all of these projects listed above are eligible. However, PennDOT has suggested that the MPO review known projects that could be eligible but may not be designed or fully funded. A project that was not on the list but had been discussed by the Safety Subcommittee in April 2023, is a safety concern and a signal/intersection upgrade at the intersection of South Atherton and East Branch Road intersection. This may necessitate additional work at the intersection of South Atherton and University Drive. A study would need to be completed to determine any update to the signal system. A map of this area is provided as part of the agenda. Staff suggest this be added to the list below for consideration.

CCMPO staff is suggesting the following projects in order of preference:

- South Atherton and East Branch Road signal/intersection upgrade
- Projects awarded TA Set-Aside funds but do not have enough funds to finish the project
- Eligible TA Set-Aside projects that had been submitted but were not funded
- TA Set-Aside projects currently in the review phase by PennDOT and awaiting award
- Call for new projects that meet the CARBON eligible project list

It is anticipated that the call for new projects would be the most difficult to complete in a short period of time. The announcement to solicit projects does not provide sufficient time for municipalities to submit a project idea and funding match for a quick turnaround. Therefore, the call for new projects would rely more on Carbon Funds available in 2025, totaling \$712,693, and 2026, totaling \$731,527. CCMPO staff will provide a brief presentation on this agenda item and requests input from the Committee on the project list to utilize the CARBON funds.



Attachments:

- South Atherton Street and Branch Road Intersection map
- CCMPO Comments on Carbon Reduction Strategy

**The Technical Committee should receive the presentation and consider a recommendation to the Coordinating Committee on how to utilize CARBON funds for the 2023-2026 TIP.**

Presented by: Anne Messner, AICP, CRPA

Action: Provide a recommendation to the Coordinating Committee on how to utilize CARBON funds for the 2023-2026 TIP.

Item 10 – CARBON Candidate Project

Intersection of East Branch Road and South Atherton Street



## Centre County Metropolitan Planning Organization (CCMPO)

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c/o Centre Regional Planning Agency  
2643 Gateway Drive, Suite #4  
State College, PA 16801  
Phone (814) 231-3050 / FAX (814) 231-3083  
[www.crcog.net](http://www.crcog.net)

Centre County Planning and Community Development Office  
Willowbank Office Building  
420 Holmes Street  
Bellefonte, PA 16823-1488  
Phone (814) 355-6791 / FAX (814) 355-8661  
[www.centrecountypa.gov](http://www.centrecountypa.gov)

October 27, 2023

Michael D. Rimer, AICP | Transportation Planning Manager  
PA Department of Transportation | Center for Program Development and Management  
Planning and Contract Management Division | Air Quality and Federal Initiatives Section  
400 North Street, 6th Floor | Harrisburg PA 17120

Via electronic submission

RE: DRAFT Pennsylvania Carbon Reduction Strategy (CRS)

Dear Mr. Rimer,

On behalf of the Centre County Metropolitan Planning Organization (CCMPO), thank you for the opportunity to provide comments on the Draft Pennsylvania Carbon Reduction Strategy (CRS). CCMPO is in support of a plan that works to reduce carbon in Centre County and statewide.

CCMPO staff reviewed the draft document and have the following comments to offer for this plan:

### General Comments

1. Consider noting the need to identify reduce single occupancy VMT as a strategy and a priority strategy in the plan and related actions to implement such as:
  - a. Transit
  - b. Aligning land use and housing with transportation infrastructure (a more compact and connected community) to increase access to walking, biking, and public transit.
2. Consider emphasizing the needed transition to electric vehicles as a strategy.
  - a. An example to consider is PennDOT has a large fleet and can be the lead on the transition to the medium duty and heavy duty truck size.

Centre County continues to have interest in promoting local climate action plans and develop broad solutions that can be implemented at the local, regional, county and state levels. It is important for PennDOT to continue to expand relationships to reduce the state's carbon footprint.

CCMPO is willing to be a partner in this process and as the Action Plan is further developed with an implementation schedule to actively contribute to that partnership.

**Comments for each Section**

**Section 1 Purpose and Role of CRS**

**Why We Need to Reduce Carbon**

Page 3

- Can you provide timeframes for the anticipated changes for “Wetter weather” and “Increased risks of natural disasters, such as flooding and landslides?”
- Can you provide under “Health Threats” a few specific examples, statistics and/or provide references where more information can be found?

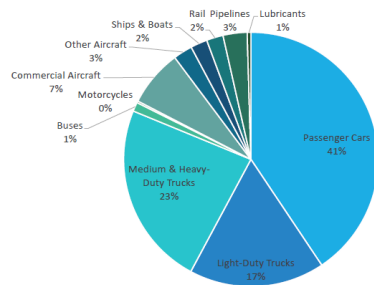
Page 4

Instead of stating ‘As a significant source of GHGs...’, should call out the 22% of GHG emissions. Can you add a pie chart or other visual of the transportation emissions (piece of the total for PA) and refer to Section 4 on GHG. Additionally, a graph like this from EPA for PA could be useful if the data is available.

Here is data for 2021 to create a similar pie chart as shown below:

<https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

**GHG Emissions – Transportation Sector**



Breakdown of U.S. Transportation Sector Emissions by Vehicle Type in 2019  
Source: U.S. Environmental Protection Agency

**Carbon Reduction Program (CRP)**

Page 4

Consider changing the last item ‘improve traffic flow’ with one of the suggestions below.

- Projects that reduce vehicle miles traveled for single occupancy vehicles.  
OR
- Certain types of projects that improve multi-modal access.  
OR
- Projects that support cleaner, more efficient vehicles and traffic operations

## CRP Funding Allocations

Page 5

- Consideration should be given to helping the reader to understand how the funds will be distributed on an annual basis, not just the 5-year total, if the audience for this document are the MPO/RPOs.
- Can there be an explanation for setting aside TSMO funds later in the program rather than throughout the program?

## Section 2 Supporting Plans and Initiatives

### Regional CRS

Page 8

- Can you explain what is meant under “Coordinate with state CRS”?  
“PennDOT will determine methods for incorporating the regional CRS into the state CRS in coordination with FHWA.”
- Can existing regional CRS be included in the CRS?
- Can there be more frequent updates of CRS when there are newly adopted regional and local plans?
- If a regional plan is not listed in the CRS does that impact funding?
- How can CCMPO develop a CRS plan when it appears funds are potentially not available to complete a county plan?

### Other PennDOT Programs

Page 10

- According to the sequence in the 2nd sentence, multimodal travel bullet item should go first before the traffic flow and CMAQ items.
- **Multimodal funding** – remove “not only improves access to eco-friendly travel options” and also remove “potentially” from reduce carbon emissions. Can you clarify the definition of eco-friendly?

Page 11

- Centre County rideshare program should be listed as “CATACOMMUTE”. This service operates beyond the Centre County boundary.

Pages 12-13

- Figure 2 Table of CAPs Change to CCMPO not CRPA for MPO/RPO region for COG and Bellefonte.
- Figure 2 Table of CAPs Can other plans be added such as the State College’s Sustainability Plan 2022 be added?

### **Section 3 Coordination and outreach for CRS Develop**

#### **CRS Workgroup**

Page 15

- As part of the participant list, the last bullet should replace Centre Region with Centre County.

### **Section 4 PA GHG Emissions and Targets**

#### **Transportation’s Role in Pennsylvania GHG Emissions**

Page 16

- PA Climate Action plan states a goal of 33.9 MMTCO<sub>2</sub>e reduction by 2050. That should be a target for PennDOT. And consider also including the 2025 goal of 2.77 MMTCO<sub>2</sub>e.
- Agree on referencing both the DEP and EPA GHG emissions to demonstrate modeling is an estimate. Should consider using the DEP inventory to measure against the goal, not the EPA data.
- In this section consideration should be given to mentioning what sort of parallel actions are being taken to reduce carbon in industrial activities and electricity projections, since both of these activities account for more GHG than transportation.

Page 17

- To be consistent, the image should not use the EPA data as stated above and should use PA DEP data. (17.6% reduction).

#### **GHG Performance Metrics and Reporting**

Page 18

- How is coordination envisioned to take place with MPOs/RPOs?

#### **GHG Scenario Evaluations**

Page 19

- Can more information be shared about TEA-CART including the methodology to develop the tool?

### **Section 5 Priority Strategies for CRP Funding**

Page 21

- This section appears to have three priorities listed below. However, too much emphasis here and throughout the document is placed traffic operations.
  - EV Infrastructure and incentives
  - TDM and Multimodal Strategies
  - Freight and traffic operation strategies

- This section seems to emphasize (also throughout the document) operations too strongly. While there is mention of the GCC's work under TDM and Freight paragraphs we cannot locate where the reader will find that information. Is there a resource that is publicly available that this can point to?

### **EV Infrastructure and Incentives**

Page 23

- Can this section be expanded by including the NEVI map of AFCs, Partnership lists with utilities, DEP's AFIG as well as Public / Private investment.

### **Travel Demand Management (TDM) and Multimodal Strategies**

Page 24

- Consideration should be given when referring to multimodal improvements that land use and connectivity are a key component in encouraging these improvements and working toward reducing VMT. Consideration should also be given to shifting funds to more multimodal improvements.

### **Freight and Other Traffic Operation Strategies**

Page 24-25

- Can the CRS provide strategies to reduce truck emissions? PennDOT has MD and HD trucks so they should have some ideas on ways to reduce GHG emissions.
- While the TSMO strategies are known to help reduce GHG, the CRS focus should be to go beyond TSMO efforts and be a plan that shows other opportunities.
- The bulleted icons in this section emphasize what is already being done and could be viewed as status quo. If it is anticipated that significant improvements will be made can those anticipated benefits and impacts on reducing carbon be documented?
- Can an additional traffic operation strategy be listed that includes operations to improve mobility for bike/ped connectivity and transit.

### **Section 6 Integrating a CRP Project Selection Process**

#### **Framework for a Project Selection Process**

Page 26

- Will all the CRP projects be entered into the MPMS? Will any modifications need to be made to MPMS to accommodate new project types? Will guidance be provided on how to enter non-traditional project types?

### Criteria for Project Selection

Page 28

- Can it be further explained what is meant by cost effectiveness?
- Suggest that more emphasis should be placed on the impact of the action to reduce carbon emissions per dollar invested. Explain the idea of cost to benefit analysis. Some projects will have a bigger impact with the dollars spent = high cost to benefit ratio.

Page 29

- Consideration should be given under Consistency with Regional Operations Plans or Congestion Management Plans to remove significant from a “significant” portion of CRP funding will be dedicated to increasing system efficiency. There is concern that this statement is premature and not appropriate at this time for PennDOT to already be indicating where the funding will go. This is one piece of the selection process and should not be a conclusion.
- Can the priority strategies be listed and explained? How they will be impactful on reducing emissions? Are they part of CAP? All these seem higher priorities than congestion management.

### Template for Simplified Project Selection

Page 29

- Figure 10 shows a snapshot of an Excel spread sheet, Can the actual template be provided in an appendix with additional information on the methodology and an explanation of the weights?
- 30% rating of cost effectiveness in Figure 10 seems rather high percentage.
- Since this is CRS plan is intended to guide reducing carbon emissions should impact be somehow communicated as part of cost effectiveness?
- Figure 10: the selection factor labeled “Corridor Congestion & Priority” seems to be two separate factors. It seems more appropriate to state, “CSR Priority Strategy”.

### Section 7 Toolbox for further reduction transportation’s carbon footprint

Page 33

- Please consider Figure 12 as an appendix item since it is just taking it from the NCHRP guidebook. It is a helpful resource to have, but it is a resource if PennDOT does not plan to prioritize them independently.
- Please consider expanding on some of these strategies in Figure 12 so that it is more descriptive than just a list.



**Section 9 Conclusion and Summary**

Page 38

- Can the draft somehow incorporate the benefit of working across state departments on these actions, i.e. DEP, Chief Diversity Officer, DCED? Many of these planning efforts require input from others who are not part of the transportation industry. Working together can reduce barriers and identify gaps. (The final images shows these relationships but it is not discussed elsewhere in the draft).

If you have questions regarding these comments, please contact Anne D Messner, CCMPO Transportation Planner, at [amessner@crcog.net](mailto:amessner@crcog.net) or 814-231-3050.

Sincerely,

A handwritten signature in blue ink that reads "Jim May". The signature is written in a cursive, flowing style with a large loop at the end of the word "May".

Jim May, AICP  
Secretary  
Centre County Metropolitan Planning Organization

# NOVEMBER 8, 2023 MEETING

## ITEM 11

### 2025-2028 CENTRE COUNTY TIP

#### Preliminary Draft Highway and Transit Elements

PennDOT, CATA, and MPO staff continue to work on the new 2025-2028 TIP. In June, staff provided a presentation about the financial guidance, schedule for preparing the new TIP, and preliminary project priorities. Work on the preliminary draft highway and transit elements has been underway since. The preliminary draft elements must be submitted to the PennDOT Central Office in late December.

At this meeting, staff will present information about the status and ongoing development of the preliminary draft highway and transit elements.

Attachments:

- Highway Element – Project Summary List (will be provided before meeting)
- Transit Element – Project Summary List (will be provided before meeting)
- Transit TIP at a Glance and Project Summary List

Work will continue on the preliminary draft elements in preparation for the December submission. The submitted versions will be presented to the CCMPO in February 2024. A final draft TIP will then be prepared and presented to the CCMPO in April 2024. The required 30-day public comment period and public meeting will be held in May 2024, and the CCMPO is expected to adopt the new TIP in June.

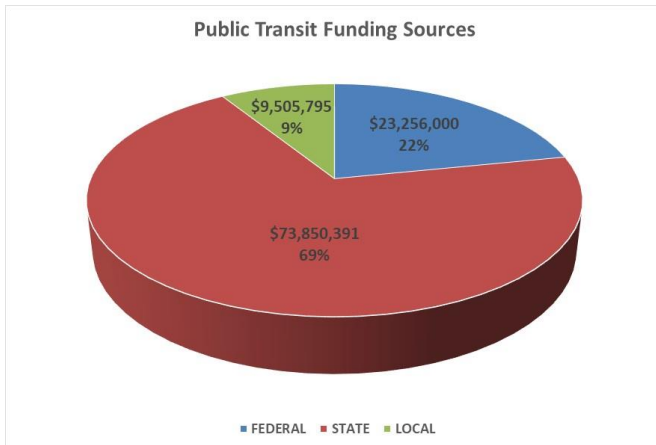
**The Technical Committee should receive the presentation and provide comments to assist PennDOT, CATA, and MPO staff in preparing the preliminary draft TIP.**

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

Action: Provide comments to PennDOT, CATA and MPO staff.

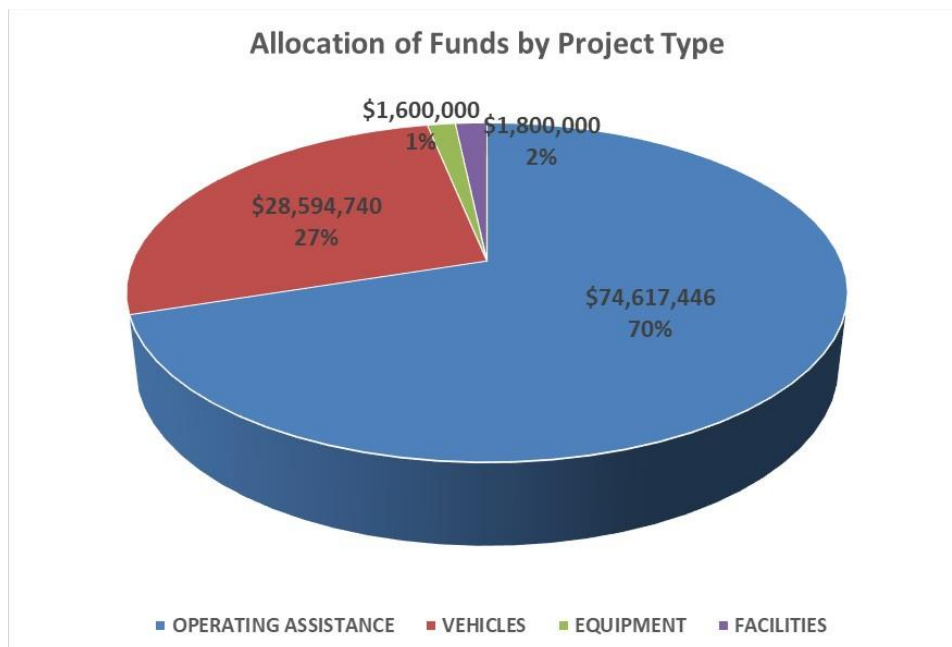
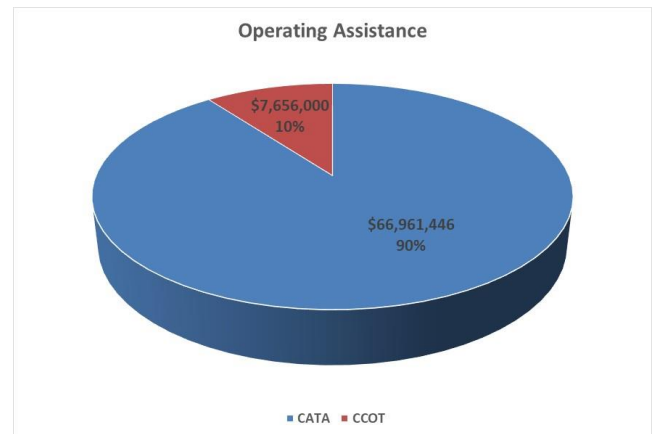
2025-2028 Centre County Transportation Improvement Program (TIP)  
Preliminary Draft - Transit Element at a Glance  
November 2023

**Total = \$106,612,186**



**Total transit funding is primarily comprised of state sources**

**More operating assistance is allocated to CATA than the CCOT based on the size of the operation**



**Operating assistance comprises the most significant project type, followed by vehicles, facilities, and equipment**

2025-2028 Centre County Transportation Improvement Program (TIP) - DRAFT Transit Element

11/8/2023

TIP YEAR	MPMS#	STATUS	PROJECT NAME	DESCRIPTION	FUNDING TYPE		SPONSOR	TIP COST (\$)				TOTAL
					FED	STATE		FEDERAL	STATE	LOCAL	OTHER	
2025	89928	Carryover	Operating Assistance	FFY 2025 operating assistance (CATA)	5307	OTH-S	CATA	5,592,000	10,272,000	813,305	0	16,677,305
	111016	Carryover	Operating Assistance	FFY 2025 operating assistance (CCOT)		OTH-S	CCOT	0	664,000	1,250,000	0	1,914,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	95509	Carryover	Vehicles	Replace paratransit vehicles	5310	OTH-S	CATA	608,000	152,000	0	0	760,000
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	5,032,300	167,700	0	5,200,000
	89944	Carryover	Vehicles	Replace service vehicles		OTH-S	CATA	0	116,654	3,919	0	120,573
	118200	Carryover	Vehicles	Replace <30' buses		OTH-S	CATA	0	834,391	28,009	0	862,400
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000	
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
<b>FFY 2025 SUBTOTAL</b>								<b>6,200,000</b>	<b>18,231,683</b>	<b>2,302,595</b>	<b>0</b>	<b>26,734,278</b>
2026	89928	Carryover	Operating Assistance	FFY 2026 operating assistance (CATA)	5307	OTH-S	CATA	5,592,000	10,272,000	853,970	0	16,717,970
	111016	Carryover	Operating Assistance	FFY 2026 operating assistance (CCOT)		OTH-S	CCOT	0	664,000	1,250,000	0	1,914,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	6,290,375	209,625	0	6,500,000
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
	95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
<b>FFY 2026 SUBTOTAL</b>								<b>5,592,000</b>	<b>18,386,713</b>	<b>2,353,257</b>	<b>0</b>	<b>26,331,970</b>
2027	89928	Carryover	Operating Assistance	FFY 2027 operating assistance (CATA)	5307	OTH-S	CATA	5,592,000	10,272,000	896,669	0	16,760,669
	111016	Carryover	Operating Assistance	FFY 2027 operating assistance (CCOT)		OTH-S	CCOT	0	664,000	1,250,000	0	1,914,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	89944	Carryover	Vehicles	Replace service vehicles		OTH-S	CATA	0	16,524	555	0	17,079
	115264	Carryover	Vehicles	Purchase expansion microtransit vehicles		OTH-S	CATA	0	270,970	9,030	0	280,000
	95509	Carryover	Vehicles	Replace paratransit vehicles	5310	OTH-S	CATA	280,000	70,000	0	0	350,000
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	6,227,472	207,528	0	6,435,000
	118200	Carryover	Vehicles	Replace <30' buses		OTH-S	CATA	0	834,391	28,029	0	862,420
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000	
95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000	
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
<b>FFY 2027 SUBTOTAL</b>								<b>5,872,000</b>	<b>19,515,695</b>	<b>2,431,473</b>	<b>0</b>	<b>27,819,168</b>
2028	89928	Carryover	Operating Assistance	FFY 2028 operating assistance (CATA)	5307	OTH-S	CATA	5,592,000	10,272,000	941,502	0	16,805,502
	111016	Carryover	Operating Assistance	FFY 2028 operating assistance (CCOT)		OTH-S	CCOT	0	664,000	1,250,000	0	1,914,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	89944	Carryover	Vehicles	Replace service vehicles		OTH-S	CATA	0	84,432	2,836	0	87,268
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	5,535,530	184,470	0	5,720,000
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
	95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
<b>FFY 2028 SUBTOTAL</b>								<b>5,592,000</b>	<b>17,716,300</b>	<b>2,418,470</b>	<b>0</b>	<b>25,726,770</b>
<b>GRAND TOTAL</b>								<b>23,256,000</b>	<b>73,850,391</b>	<b>9,505,795</b>	<b>0</b>	<b>106,612,186</b>

# November 8, 2023 MEETING

## ITEM 13

### ANNOUNCEMENTS

1. Future Meeting Dates

- a. Coordinating Committee: **Tuesday**, November 28, 2023, 6:00 p.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building

- ⇒ TA Set-Aside Program
- ⇒ CCMPO Strategic Plan
- ⇒ State College Area Connector
- ⇒ Performance Based Planning and Programming
- ⇒ CCMPO Strategic Plan
- ⇒ 2023-2026 CCMPO TIP
- ⇒ 2025-2028 CCMPO TIP
- ⇒ CCMPO FY 2024-2025 Unified Planning Work Program (UPWP)

- b. Technical Committee: **Wednesday**, February 14, 2024, 9:30 a.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building

- ⇒ Performance Based Planning and Programming
- ⇒ 2025-2028 TIP Review
- ⇒ CCMPO Strategic Plan Implementation
- ⇒ State College Area Connector
- ⇒ CCMPO Active Transportation Plan

- c. Coordinating Committee: **Tuesday**, February 27, 2024, 6:00 p.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building

- ⇒ Performance Based Planning and Programming
- ⇒ 2025-2028 TIP Review
- ⇒ CCMPO Strategic Plan Implementation
- ⇒ State College Area Connector
- ⇒ CCMPO Active Transportation Plan

3. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attachment 13.3 is a Fiscal Constraint Chart that lists administrative modifications to the 2023-2026 TIP that were completed since the June CCMPO meetings.
4. DCED Local Share Account is currently accepting applications until November 30, 2023. CCMPO can provide a letter of support once notified by a municipality. Link: <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>
5. PennDOT is currently accepting applications for Multimodal Transportation fund until 4 pm

November 14, 2023. CCMPO can provide a letter of support once notified by the municipality. Link: [Multimodal Transportation \(pa.gov\)](#)

6. 2024 Meeting Schedule: The Technical Committee typically meets at 9:30 AM on the second Wednesday of the month in which meetings are scheduled. The Coordinating Committee typically meets on the fourth Tuesday of the month at 6:00 PM in which meetings are scheduled. Meetings will continue to be held in a hybrid meeting format, at the COG Building (2643 Gateway Drive) and using the Zoom platform. Below is the tentative meeting schedule for 2024. ***Please note that the April Coordinating Committee meeting will be held on the fourth Tuesday, April 25 at 6:00 PM due to the 2024 Presidential Primary occurring on April 23.***

<i>Month</i>	<i>Committee</i>	<i>Day</i>	<i>Date</i>	<i>Time</i>
February	Technical	Wed	2/14/24	9:30 AM
	Coordinating	Tues	2/27/24	6:00 PM
April	Technical	Wed	4/10/24	9:30 AM
	<b>Coordinating</b>	<b>Thurs</b>	<b>4/25/24</b>	<b>6:00 PM</b>
June	Technical	Wed	6/12/24	9:30 AM
	Coordinating	Tues	6/25/24	6:00 PM
September	Technical	Wed	9/11/24	9:30 AM
	Coordinating	Tues	9/24/24	6:00 PM
November	Technical	Wed	11/13/2	9:30 AM
	Coordinating	Tues	11/26/2	6:00 PM

7. Please join us in welcoming Michael Tylka as the new CRPA Director. Mike is currently the Assistant Director of Community Development for Brighton, CO. Previous experience includes tenure as Senior Planner and Associate Planner with Brighton and Associate Planner with Cheyenne, WY. He has a Master’s Degree in Urban and Regional Planning from the University of Iowa, a Master’s Degree in Business Administration from Point Park University, and a Bachelor of Arts from Allegheny College. Mike got his start in planning serving on the Green Tree Borough Planning Commission. His first day with the Centre Region Planning Agency will be November 20.
8. CentreBike hosted the Fifth Annual Cranksgiving food drive on Saturday November 4, 2023 with food drop off at Videon Central (2171 Sandy Ridge Drive). Link: <https://centrebike.org/state-colleges-5th-annual-cranksgiving/>.
9. The Pennsylvania State University has published its Penn State University Park Bicycle Master Plan, and it can be found here: [https://www.opp.psu.edu/sites/opp/files/psu\\_up\\_bicycle\\_mp.pdf](https://www.opp.psu.edu/sites/opp/files/psu_up_bicycle_mp.pdf) .
10. The State College Borough Next Gen Mobility Plan will hold an open house on Tuesday November 14, 2023 from 4:30 pm to 6:30 pm at Council Chambers located at 243 South Allen Street, State College. Plan information can be found here: [State College Borough: Next Generation Connectivity and Mobility Plan \(civilspace.io\)](#)

(Continued)

11. CCMPO staff and CentreBike hosted Light up the Night in three locations to educate on the importance of having bike lights when riding in the dark. Bike lights were handed out to cyclists that needed them the evening of November 6, 2023.
12. CCMPO has been invited to the SCASD ESL Cultural Potluck to share information on safe walking and biking on Tuesday November 14, 2023.
13. PennDOT has placed speed board display on Route 144 on the north bound lane between Dublinwood Drive and Lion Street in Milesburg Borough. The speed limit is 35 miles per hour. Speeding and other aggressive driving behaviors are among the leading causes of Pennsylvania crashes and fatalities. PennDOT listed aggressive driving behaviors as a factor in 54 percent of crashes in Centre County in 2022.
14. PennDOT's Local Technical Assistance Program (LTAP) provides training courses free of charge, sponsored by the SEDA-COG MPO – See <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>
15. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
16. US DOT, FHWA and FTA continue to provide updates on programs available under the Bipartisan Infrastructure Law. Members should check for new updates regularly and consider signing up for email alerts. Notable sites are included in the table below:

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

17. CCMPO staff contact information:

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2643 Gateway Drive  
State College, PA 16801

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

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



For Centre

Overall Change Amount: \$2,875,766

Action ID	Commit Date	Action Type	Change Amount
132290	09/20/2023	Administrative Action	\$2,449,696

**Narrative:**

Administrative action to the 2023-26 Centre TIP advancing funds of the MPMS 91418 SR 1002 Marsh Creek Br. and MPMS 101960 Atherton Street Phase III projects due to August Redistribution. Funds returned to Poor Bridge/Betterment LI to maintain fiscal constraint.

91418 CON BOF Decreased by -609,901 in FFY 2024  
 91418 CON BOF Increased by 609,901 in FFY 2023  
 101960 CON NHPP Decreased by -1,839,795 in FFY 2024  
 101960 CON NHPP Increased by 1,839,795 in FFY 2023  
 84343 CON BOF Increased by 609,901 in FFY 2024  
 84343 CON NHPP Increased by 1,839,795 in FFY 2024

**From: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
91418	Centre	1002	A14	SR 1002 Marsh Creek Br.	CON	\$0
101960	Centre	3014	153	Atherton Street Phase III	CON	\$0

**To: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$2,449,696

Action ID	Commit Date	Action Type	Change Amount
132405	09/25/2023	Administrative Action	\$256,250

**Narrative:**

Centre County MPO, District 2-0. [AMENDMENT] Adds new transit project to TIP with federal and local funds.

Centre County MPO approved the addition of this project at the 9/20/23 Coordinating Committee meeting.

Per FTA (9/28/23) email a 5307 Planning Study project is not required to be listed on the TIP. Specifically, "Per FTA Circular C 9030.1E, 5307 planning projects/studies must be included in the unified planning work program (UWP). Since the Reimagine Project is considered a 5307 planning project/study, the project is not federally required to be included on the TIP/STIP. As such, a STIP amendment is not required to be reviewed by FTA. --- by FTA"

To:  
 120601 5307 Add 205,000 in FFY 2023  
 120601 LOC Add 51,250 in FFY 2023

**To: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
120601	Centre			CATA Reimagine Study		\$256,250

Action ID	Commit Date	Action Type	Change Amount
132643	10/12/2023	Administrative Action	\$2,200

**Narrative:**

Centre County MPO, District 2-0. Fiscal constraint appears off by \$2,200 due to additional local funds being added.

From:  
 84343 CON BOF Decreased by -8,800 in FFY 2024

To:  
 2898 PE BOF Increased by 8,800 in FFY 2024  
 2898 PE LOC Increased by 2,200 in FFY 2024

**From: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$-8,800

**To: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
2898	Centre	7218	000	T-633, Potter Run Bridge	PE	\$11,000

Action ID	Commit Date	Action Type	Change Amount
132780	10/20/2023	Administrative Action	\$0

**Narrative:**

Centre County MPO, District 2-0.

**From:**

106365 PE NHPP Decreased by -200,000 in FFY 2024

**To:**

106365 STUDY NHPP Add 200,000 in FFY 2024

**From: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
106365	Centre	150	N40	SR 150 and Phoenix Ave Intersection	PE	\$-200,000

**To: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
106365	Centre	150	N40	SR 150 and Phoenix Ave Intersection	STUDY	\$200,000

Action ID	Commit Date	Action Type	Change Amount
132797	10/23/2023	Administrative Action	\$0

**Narrative:**

Centre County MPO, District 2-0.

**From:**

112588 CON 581 Decreased by -235,000 in FFY 2023  
 84343 CON NHPP Decreased by -235,000 in FFY 2025  
 88217 CON STP Decreased by -235,000 in FFY 2025

**To:**

112588 ROW 581 Increased by 235,000 in FFY 2023  
 88217 CON NHPP Increased by 235,000 in FFY 2025  
 112588 CON STP Increased by 235,000 in FFY 2025

**From: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$-235,000
88217	Centre	4005	A02	SR 4005 Bridge over I-80.	CON	\$0
112588	Centre	26	147	Jacksonville Road Betterment	CON	\$0

**To: Centre/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
112588	Centre	26	147	Jacksonville Road Betterment	ROW	\$235,000

Action ID	Commit Date	Action Type	Change Amount
132896	10/31/2023	Administrative Action	\$167,620

**Narrative:**

Centre County MPO, District 2-0. Fiscal constraint appears off due to influx SXF (demo) funds per L. Hannon and G. Heyman instructions.

**From:**

101960 CON NHPP Decreased by -167,620 in FFY 2024

**To:**

84343 CON NHPP Increased by 167,620 in FFY 2024  
 101960 CON SXF Increased by 167,620 in FFY 2024

**To: Centre/District 2-0**

<b>Project</b>	<b>County</b>	<b>S.R.</b>	<b>Section</b>	<b>Project Title</b>	<b>Phase</b>	<b>Amount</b>
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$167,620
101960	Centre	3014	153	Atherton Street Phase III	CON	\$0

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