

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

**Hybrid Meeting
Wednesday, June 7, 2023
9:30 AM**

<u>GENERAL MEETING INFORMATION</u>	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/tZctfuGtpzLiGNdRIyhkFJO9RIpdWk1YPVg2
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZctfuGtpzLiGNdRIyhkFJO9RIpdWk1YPVg2 To attend by phone: +1 301 715 8592 Meeting ID: 814 5421 1853
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman email: mhoffman@crcog.net 814-231-3050	
<p align="center">Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments, you must download them first</i></p>	

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

Centre County Metropolitan Planning Organization (CCMPO) Technical Committee Meeting

Wednesday, June 7, 2023

9:30 a.m.

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *April 5, 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 and PEL Study Report Comments
No action required
6. **State College Urban Area Boundary Update:**
Proposed Changes to Urban Area After the 2020 Census
Action: Recommendation to Coordinating Committee to approve smoothed boundary
7. **2023-2026 Centre County Transportation Improvement Program (TIP) Revisions:**
 - a. Replace Paratransit Vehicles (CCOT)
 - b. Replace Paratransit Vehicles (CATA)
 - c. Centre Concrete Preservation*Action: Recommendation to Coordinating Committee to approve revisions to TIP*
8. **CCMPO Strategic Plan:**
Review updated draft plan
Action: Recommendation to Coordinating Committee to adopt draft Strategic Plan
9. **Centre County Active Transportation Plan:**
Project Update
Action: Receive update and provide comments to MPO staff
10. **2025-2028 Centre County Transportation Improvement Program (TIP):**
Financial Guidance and project priorities for new TIP
Action: Provide comments to MPO staff and Coordinating Committee
11. **Fiscal Year (FY) 2024-2025 Unified Planning Work Program (UPWP):**
Priority work tasks for new UPWP
Action: Input to MPO staff

(Continued)

Next Technical Committee meeting:
Wednesday, September 6, 2023
9:30 a.m.
Hybrid - Zoom/COG Building

12. CCMPO Long Range Plan 2055:

Status report

Action: Receive brief staff update and provide comments to MPO staff

13. Member Reports:

Reports from members about a significant item(s) of interest

No action required

14. [Announcements](#)

15. Adjourn

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

Wednesday, April 5, 2023

9:30 a.m.

Hybrid Meeting

Minutes

Voting Members

David Lomison	Centre County Office of Transportation (CCOT)
Ron Seybert	Ferguson Township
Don Franson	College Township
George Harrigan	Harris Township
Alexandra Castrechini	Patton Township
Sam Robbins	State College Borough
Mark Lively	Upper Bald Eagle Valley Planning Region
Joel Myers	Penns Valley Planning Region
Lori Miller	Centre Area Transportation Authority (CATA)
Jim May	Centre Regional Planning Commission (CRPC)
Frank Hampton	PennDOT Central Office
Dean Ball	PennDOT District 2-0

Non-Voting Members

Gene Porochniak	Federal Highway Administration (FHWA)
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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
Juliet Harshbarger	Senator Langerholc's Office
Liz Gamelier	Trans Associates Engineering Consultants
Brad Stewart	Michael Baker International
Brian Funkhouser	Michael Baker International
Eric Bernier	College Township MPO Representative
Daniel Geils	Interested party/resident

1. Call to Order

Mr. Seybert called the meeting to order at 9:35 a.m. At the time of calling the meeting to order, there was not a quorum of the Technical Committee. The order of the agenda was changed to allow time for a quorum before acting on any items.

2. Public Comments

There were no comments from the public.

3. New Agenda Items

Mr. Harrigan communicated that he would be interested in adding an agenda item to discuss transportation funding as it pertains to PennDOT's Pathways initiative. MPO staff will work with PennDOT staff to include an update on the PennDOT Pathways program for a future agenda.

4. 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 explained that the

comment period for the draft PEL Study concluded on March 19, and the team is currently reviewing and addressing the comments received. After the comments are reviewed and addressed, the PEL Study will be updated to reflect, address, and consider those comments. The final PEL Study will be made available to the Federal Highway Administration (FHWA) for review and acceptance before being made available to the public and cooperating agencies. This timeline is anticipated to be completed sometime in May.

Mr. James went on to say that the design team continues to perform environmental fieldwork to verify the existing environmental features within the study area. In addition, the team has continued to meet with owners and operators of farms within the study area to obtain information on how each farm operates. Mr. James communicated that additional traffic counts on State Routes 322 and 45, as well as many of the intersecting roadways, are being conducted. Mr. James reported that in early March, PennDOT held a joint meeting with Potter and Harris Townships to review the proposed improvements within the study area and to obtain additional information from the municipalities regarding local roadway connections and the needs of the communities.

Mr. James communicated that once the final PEL Study has been accepted by FHWA, PennDOT and its consultant will work on a notice of intent to develop the environmental impact statement. This will be submitted to FHWA for review and acceptance as well. Upon acceptance of the notice of intent, the National Environmental Policy Act (NEPA) and the preliminary engineering phase will officially begin.

5. CCMPO FY 2022-2024 Unified Planning Work Program (UPWP)

The Technical Committee received a presentation from Ms. Messner regarding a proposed amendment to the CCMPO's 2022-2024 UPWP to add \$180,000 in funding for consultant help on the Centre County Active Transportation Plan. In March 2023, the CCMPO received notice that it had been awarded \$180,000 of PennDOT Connects funding to develop an active transportation plan for Centre County. The plan is intended to inventory existing conditions, find opportunities for improvements, engage and survey stakeholders, work to renew the Bicycle Friendly Community status, develop a Complete Streets model ordinance, and work toward a Vision Zero goal. This additional funding requires an amendment to the 2022-2024 UPWP for the Connects funds, as well as the \$20,000 match provided by the CCMPO. In response to a clarifying question from Mr. Seybert, Ms. Messner confirmed that the local match of \$20,000 was approved by the MPO and the Centre Region COG municipalities during the 2023 budget discussions.

Motion was made by Mr. Lively and seconded by Mr. May for the Technical Committee to recommend that the Coordinating Committee approve the amendments to the CCMPO 2022-2024 Unified Planning Work Program. The motion carried 10-0.

6. Performance Based Planning and Programming – Annual Update of PM2 and PM3 Performance Measure Targets

The Technical Committee received a presentation from Mr. Saylor regarding PM2 and PM3 Performance Measure targets. The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) bill and associated federal rulemaking require PennDOT, MPOs, Rural Planning Organizations (RPOs), and transit operators to address performance-based planning in Long Range Transportation Plans and Transportation Improvement Programs, and to approve performance measures and performance targets for several topic areas. These include measures to assess the condition of pavement and bridges on the National Highway System (NHS), collectively referred to as PM2 measures, and measures to assess travel reliability on the NHS, collectively referred to as PM3 measures. As required by the legislation, PennDOT has developed revised PM2 and PM3 baseline values and targets for the 4-year period from 2022-2025.

Mr. Saylor reviewed the PM2 Bridge and Pavement Statewide targets for 2019-2021 and noted that the targets were met during this period. He then reviewed the 2022-2025 bridge and pavement goals, which were slightly shifted. Mr. Saylor went on to show which bridges and areas of pavement are in poor condition throughout Centre County.

Mr. Saylor then reviewed the PM3 System Performance Measure Statewide targets for 2019-2021 and noted that the targets were met during this period. He then reviewed the 2022-2025 travel time reliability goals, which is to keep operating conditions about where they are currently.

With no discussion, *motion was made by Mr. Lively and seconded by Mr. Hampton to recommend that the Coordinating Committee select the option to “plan and program projects that contribute toward the accomplishment of the statewide PM2 and PM3 performance measure targets”.* The motion carried 10-0.

7. Approval of Minutes – February 9, 2023 Technical Committee Minutes

Motion was made by Mr. Lively and seconded by Mr. Harrigan to approve the minutes of the February 9, 2023 Technical Committee meeting. The motion carried 10-0.

8. Centre County Major Projects Update

The Technical Committee received a presentation from Mr. Ball, PennDOT District 2-0 Assistant District Engineer, regarding PennDOT construction projects that have recently been finished, will begin this year, or will be bid this year. Mr. Ball provided the following information:

Recently Completed Projects

- State Route 64 ('Y' in Zion) Intersection Realignment in Walker Township
- State Route 26 and State Route 45 Intersection Realignment in Ferguson Township
- State Route 26 and I-80 Local Interchange project in Marion Township

Projects Underway in 2023

- Atherton Street Phase III Project in State College Borough
- State Route 1002 Bridge Replacement in Liberty Township
- Wall Reconstruction Project in Bellefonte Borough
- I-80 Bridge Replacements in Marion Township
- Solar Power Chevrons on I-99 and State Route 322
- Various Paving Projects in Centre County

Upcoming 2023 Projects

- Bridge Replacements: Mill Street, Railroad Street, and State Route 0504
- State Route 26/Jacksonville Road Betterment Project in Marion Township
- I-99/I-80 High Speed Interchange Project

2024 and Beyond

- State Route Safety Improvements in Howard Township
- Bridge over Mill Race in Bellefonte Borough
- Bridge Replacement in Snow Shoe Township
- Atherton Street Phase IV
- Phoenix Avenue and State Route 150 Study in Bellefonte Borough

9. CCMPO Strategic Plan

The Technical Committee received a detailed presentation from Mr. Funkhouser, Michael Baker International consultant, regarding an update to the CCMPO Strategic Plan. Mr. Funkhouser reviewed the proposed committee responsibilities as well as several MPO committee models. The Technical Committee is proposed to shift into a project-oriented, subject matter expert committee rather than a general advisory body. The Technical Committee also reviewed the current and proposed staff responsibility matrix, which includes a new planner position that would specialize in Federal Grants, as well as consultant support that would assist staff with various tasks.

Several MPO models were introduced and discussed: Regional Based, Population Based, Non-Symmetrical and Non-Geographic, and Non-Symmetrical and Mode Based. Mr. Funkhouser reviewed these committee models, which are summarized in the table:

CCMPO Technical Committee Meeting Minutes

Wednesday, April 5, 2023

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Model	Description	Technical Committee Voting Distribution	Coordinating Committee Voting Distribution
Current (18/18)	Historical/geographical representation and a product of historical agglomeration.	<ul style="list-style-type: none"> • County (2) • Centre Region (6) • Other Regions (6) • PennDOT (2) • CATA (1) • CRPC (1) 	<ul style="list-style-type: none"> • County (2) • Centre Region (6) • Other Regions (6) • PennDOT (2) • CATA (1) • CRPC (1)
Regional-based (12/12)	Referred to as the “Senate Model.” This model is based on geography and each region receives one seat, which equalizes all planning regions.	<ul style="list-style-type: none"> • County (2) • Centre Region (1) • Other Regions (6) • PennDOT (2) • CATA (1) 	<ul style="list-style-type: none"> • County (2) • Centre Region (1) • Other Regions (6) • PennDOT (2) • CATA (1)
Population-based (18/18)	Referred to as the “House Model.” This model is based on population and each region received seats per capital, which makes this model proportional.	<ul style="list-style-type: none"> • County (2) • Centre Region (6) • Other Regions (6) • PennDOT (2) • CATA (1) • CRPC (1) 	<ul style="list-style-type: none"> • County (2) • Centre Region (6) • Other Regions (6) • PennDOT (2) • CATA (1) • CRPC (1)
Non-Symmetrical; Non-Geographic (8/18)	This model is non-symmetrical and non-geographic based. It emphasizes the input of subject matter experts for reviewing and assessing technical, project-related matters. This model would include consent agendas for the Coordinating Committee and proposes holding bi-annual joint meetings. This model would build on the “countywide identity” for the MPO.	<ul style="list-style-type: none"> • County (2) • PennDOT (2) • CATA (1) • Safety (1) • Project Development (1) • Active Transportation (1) 	<ul style="list-style-type: none"> • County (2) • Centre Region (6) • Other Regions (6) • PennDOT (2) • CATA (1) • CRPC (1)
Non-Symmetrical; Mode-based (10/12)	This model is non-symmetrical and emphasizes modes for the Technical Committee. It relies on a “Senate model” for the Coordinating Committee and includes consent agendas. It also proposes holding bi-annual joint meetings and builds on a “countywide identity” for the MPO.	<ul style="list-style-type: none"> • County (2) • PennDOT (2) • CATA (1) • Airports (1) • Rail Stakeholder (1) • Active Transportation (1) • CRPC (1) • Other Regions (1) 	<ul style="list-style-type: none"> • County (2) • Centre Region (1) • Other Regions (6) • PennDOT (2) • CATA (1)

The Technical Committee provided several comments and questions for consideration by staff and the consultant:

- It would be helpful to further define the roles of the Committees prior to discussions regarding the MPO Committee models so that there is a clear idea of the responsibilities of the Committees.
- Regarding a mode-based approach, is there confidence that there would be participation from SEDA-COG Joint Rail Authority and the University Park Airport?

- There are representation and quorum issues for both Committees in the outlying areas and the Strategic Plan should help resolve that, not further exacerbate it; therefore, the Senate model that reduces the Centre Region representation and maintains the same number of outlying region representation would not help resolve this issue and should not be considered.
- Regarding the non-symmetrical models, non-geographic versus mode-based, the non-geographic would keep the MPO focused on the issues that it is currently dealing with including safety, capacity, and bike and pedestrians. Whereas the mode-based model would begin to focus on transportation modes that the MPO has not traditionally prioritized: rail and air transportation.
- Using a hybrid approach to the non-geographic and the mode-based models may be beneficial in reducing the size of the Technical Committee to have a committee that focuses on technical aspects of projects or programs to be able to provide technical analysis to the Coordinating Committee for the most effective decision making. There will need to be a discussion on the makeup of the Technical Committee membership as well as who appoints the members.
- There should be consideration for each Committee to follow different models to ensure that the Coordinating Committee funding partners are maintained with voting rights.
- If there is sincere consideration to include safety, project development, and active transportation voting members into the Technical Committee membership, there needs to be consideration on how to recruit those participants, and what kind of skills and knowledge these people will need to have to be effective members. These members should be chosen based on subject matter expertise rather than geographically based.

Overall, there was consensus from the Technical Committee members that the Coordinating Committee voting distribution should be similar to what it is now to maintain funding partnerships and formulas; whereas the Technical Committee could be downsized and not mirror the Coordinating Committee to include subject matter experts to focus on transportation modes and technical analyses. MPO staff and the consultant will compile the comments and discussion points that were given and provide them to the Coordinating Committee during its discussion of the Strategic Plan later in April.

10. Member Reports

Mr. Hampton communicated that the Pennsylvania Department of Community and Economic Development (DCED) Multi-Modal Grant program is currently open and accepting applications until July 31. He went on to state that the Pennsylvania WalkWorks grant program is also open, with applications due on April 26. He also informed the members that the USDOT SafeStreets4All grant program is open, with the deadline for applications being 5:00 PM on July 10. Lastly, Mr. Hampton announced that the Pennsylvania Transportation Alternatives (TA) Set-Aside program application cycle will open later this summer, and he will keep everyone up to date on that application process.

11. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, June 7, 2023 at the Centre Region COG building via hybrid meeting technology.

Mr. Seybert communicated that PennDOT's 2023 Automated Red Light Enforcement (ARLE) funding program will be open from June 1 through July 1.

12. Adjournment

There being no further business, the April 5, 2023 CCMPO Technical Committee meeting was adjourned at 11:41 a.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary

June 7, 2023 Meeting

ITEM 5

STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

Status Report

The SCAC Planning and Environment Linkages (PEL) Study is scheduled to be finalized by early summer 2023. The study identifies transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase. The project team plans to make the finalized PEL and supporting documents including a report summarizing the comments received available in June 2023.

The PE phase will involve a more detailed analysis of the study area's socio-economic, natural, and cultural resources; the detailed development and evaluation of transportation alternatives; the identification of a preferred alternative; and securing environmental clearance for the preferred alternative. The team will work with the Federal Highway Administration to submit a Notice of Intent through the summer.

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

The Technical Committee should receive the status report.

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

No action required.

SCAC website: www.PennDOT.gov/SCAC

June 7, 2023 MEETING

ITEM 6

Census Urban Area and the 2020 Census Proposed Fixing of Boundaries Task

The Urbanized Area is a statistical geographic entity defined by the Census Bureau, consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile.

As a result of the March 24, 2022, *Federal Register* (87 FR 16706) and the *Federal Register* Notice *Clarification*, the *Urban Area* definition has changed. One of the more significant criteria changes is the new density of 425 units in a census block or in the aggregation of census blocks. The previous review did not include these criteria and inclusion has reduced the number of census blocks that are in the draft Urban Area.

After each decennial Census, Metropolitan Planning Organizations receive an updated Urban Area for review. This is used as an opportunity to compare with the 2010 Urban Area and make adjustments as needed. Per the guidance received, this is known as fixing/smoothing of the Urban Area. Only the State College Urban Area can be modified. CCMPO staff considered changes in census block size, smoothed irregularities and transportation terminals serving the area such as an airport and interchanges, transit routes, and other indentations.

This resulted in returning much of the 2010 Urban Area to this draft 2020 Urban Area. The significant additions based on the fixing of boundaries guidelines are the University Park Airport, the SR 322 and I -99 Interchange and the change in census block shapes. After this initial review occurred, the boundaries were then reviewed again for adjustments. A few census blocks expanded in size compared to the 2010 Census and no longer contain a prevalence of development or transportation facilities. In those cases, the census block was removed from the draft map. One development was added due to the concentration of housing adjacent to the draft map in proximity of University Park Airport. It should be noted additional modifications were limited to the east along SR150. This is due to the changes in criteria. Areas around Pleasant Gap that were part of the 2010 State College Urban Area are no longer part of the State College Urban Area and cannot be included in this review.

Attachment:

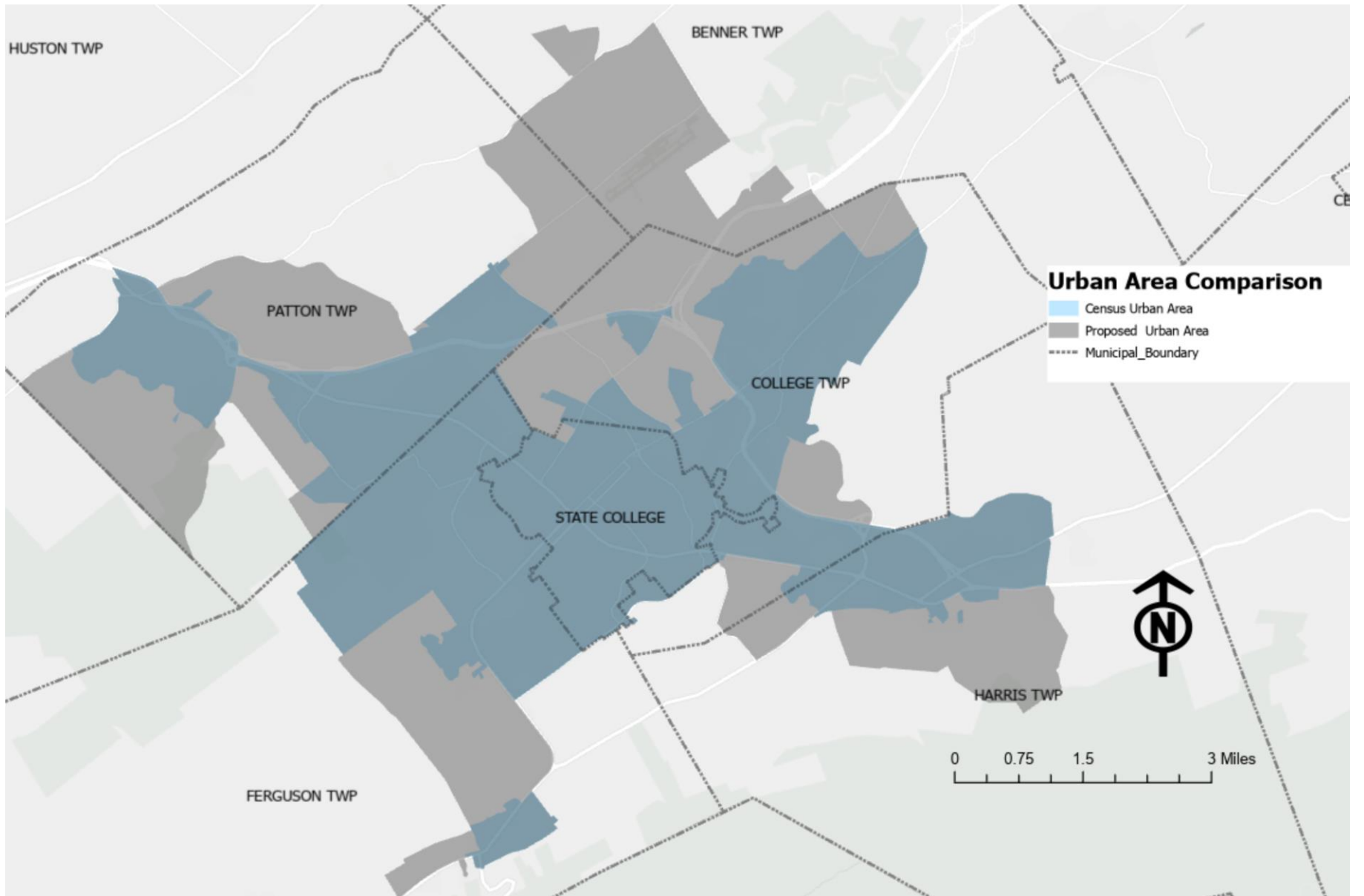
- Draft Urban Area Map

CCMPO staff will provide a brief presentation of the proposed revisions. The CCMPO must formally approve the revisions to the Urban Area before June 30, 2023.

The Technical Committee should receive the presentation and consider a recommendation on the revisions to the 2022-2024 UPWP.

Presented by: Anne Messner, AICP, CRPA

Action: Consider making a recommendation to the Coordinating Committee to approve the Urban Area.



June 7, 2023 MEETING

ITEM 7a.

2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions Funding for Paratransit Vehicle Replacement – Centre County Office of Transportation (CCOT)

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022.

The TIP includes a FFY 2023 project (MPMS #89932 – Replace paratransit vehicles) in the total amount of \$350,000 in primarily state funds, with some local matching funds. Based upon guidance received from the PennDOT Bureau of Public Transportation, MPO staff propose to increase the total project amount, and to change the mix of funding from state/local to federal/state. The CCMPO must formally approve TIP revisions that add a federal funding component where none was previously programmed.

Summary of Recommended Amendment to 2023-2026 TIP			
FUNDING TYPE	ORIGINAL AMOUNT	CHANGE	REVISED AMOUNT
Federal - Section 5310	\$0	+\$432,000	\$432,000
State	\$337,750	-\$229,750	\$108,000
Local	\$12,250	-\$12,250	\$0
TOTAL	\$350,000	+\$190,000	\$540,000

MPO staff will provide a brief summary of the proposed revisions.

The Technical Committee should receive the summary and consider a recommendation on the revisions to the 2023-2026 TIP.

Presented by: Greg Kausch, CRPA

Action: Recommendation to the CCMPO Coordinating Committee to approve revisions to the 2023-2026 Centre County TIP.

June 7, 2023 MEETING

ITEM 7b.

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

**TIP Revisions
Funding for Paratransit Vehicle Replacement – Centre Area Transportation
Authority (CATA)**

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022.

The TIP includes FFY 2024 and 2025 projects (MPMS #95509 – Replace paratransit vehicles) but does not include a similar project for FFY 2023. Based upon guidance received from the PennDOT Bureau of Public Transportation, MPO staff propose to add this similar project under the same MPMS number for FFY 2023. The CCMPO must formally approve TIP revisions that add a new project with a federal funding component.

Summary of Recommended Amendment to 2023-2026 TIP			
FUNDING TYPE	ORIGINAL AMOUNT	CHANGE	REVISED AMOUNT
Federal - Section 5310	\$0	+\$608,000	\$608,000
State	\$0	+\$152,000	\$152,000
TOTAL	\$0	+\$760,000	\$760,000

MPO staff will provide a brief summary of the proposed revisions.

The Technical Committee should receive the summary and consider a recommendation on the revisions to the 2023-2026 TIP.

Presented by: Greg Kausch, CRPA

Action: Recommendation to the CCMPO Coordinating Committee to approve revisions to the 2023-2026 Centre County TIP.

June 7, 2023 Meeting

ITEM 7.c

2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions - Funding for Concrete Pavement Preservation

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022.

Based on review of pavement and bridge conditions throughout the county, concrete preservation needs have become an interest for the current TIP. Thirty-One (31) locations have been identified across the county, including nine (9) related to bridges and twenty-two (22) general highway locations. Locations of particular interest include the Route 322 Bridges over Park Avenue (SR 3007) and the Interstate 99 Bridge over Laurel Run. These locations appear to have conditions that will compromise the structures if left unattended.

The TIP includes a Poor Bridge/Betterment Line Item with \$714,801 in funding from the Surface Transportation Program (STP) unallocated to any particular project. PennDOT personnel propose allocating \$400,000 to add a Project to preserve the concrete pavement at these locations. Additional locations and work types may be incorporated if sufficient funding is available. The CCMPO must formally approve revisions that add a project to the TIP using federal funds.

Summary of Recommended Amendment to 2023-2026 TIP			
<i>Where are the funds coming FROM?</i>			
Project	Original Funding	Change	Revised Funding
Poor Bridge/Betterment Line Item Regional TIP Reserve Item	\$714,801	-\$400,000	\$314,801
<i>Where are the funds going TO?</i>			
Centre Concrete Preservation	\$0	\$400,000	\$400,000

Attachment:

- Fiscal Constraint Chart Illustrating details of funding revisions

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

The Technical Committee should receive the summary and consider a recommendation on the revisions to the 2023-2026 TIP.

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

Action: Recommend revision to the 2023-2026 Centre County TIP.

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

AMENDMENT (MA ID:)				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	STP		714,801						286,573						Reserve Line Item
			Adjust	STP		(400,000)												
			After	STP		314,801								286,573				
Centre Concrete Preservation 99/P59 Centre	119468	PE	Before	STP														New Project interest in Concrete Preservation
			Adjust	STP		400,000												
			After	STP		400,000												
Before Totals						\$714,801	\$0	\$0	\$0	\$0	\$0	\$286,573	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$714,801	\$0	\$0	\$0	\$0	\$0	\$286,573	\$0	\$0	\$0	\$0	\$0	

June 7, 2023 Meeting

ITEM 8

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. In developing the plan, the team identified three areas for consideration: governance, operations and outreach/stakeholder engagement. The team has provided the following presentations to the CCMPO:

Sept. 2022	Kickoff, overview of process, and comparison of MPO structure
Nov. 2022	Review of survey and focus group results, preview of half-day member retreat
Feb. 2023	Review of member retreat and preview of draft review call
Apr. 2023	Review of revised draft plan

The team has reviewed and refined the draft plan including input provided by the CCMPO at the April committee meetings. A draft of the strategic plan is included as a separate enclosure with the agenda, and the team will provide a brief presentation highlighting the changes made since the April meeting.

The Technical Committee should review the draft plan, receive the presentation, and consider a recommendation to the Coordinating Committee.

Presented by: Jim Saylor, P.E., PTOE, CRPA
Brian Funkhouser, AICP, Michael Baker International

Action: Recommendation to the CCMPO Coordinating Committee to adopt the CCMPO Strategic Plan.

June 7, 2023 MEETING

ITEM 10

2025-2028 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Financial Guidance and Project Priorities for New TIP

Preparation of the new 2025-2028 TIP has started. A Preliminary Draft TIP is scheduled to be presented to the CCMPO Committees in November. A Final Draft TIP will be presented in February 2024, the required 30-day public comment period will be held in April/May, and the CCMPO is expected to adopt the new TIP in June.

Financial Guidance

PennDOT provided financial guidance for the new TIP in April. A comparison of the funding allocation for the current 2023-2026 TIP and the new 2025-2028 TIP is illustrated below.

Highway and Bridge Allocation

SOURCE	2023-2026 TIP	2025-2028 TIP	% CHANGE
NHPP	\$17,063,000	\$14,074,000	
STP	\$8,346,000	\$9,028,000	
State Highway	\$11,986,000	\$16,633,000	
State Bridge	\$7,686,000	\$8,812,000	
Federal Bridge (Off System)	\$5,422,000	\$5,501,000	
Bridge Investment Program	\$7,874,000	\$8,497,000	
Safety/HSIP	\$4,603,000	\$4,370,000	
CMAQ	\$0	\$0	
Carbon Reduction	\$0	\$1,922,000	
Carbon Reduction - Urban	\$0	\$917,000	
Total	\$62,980,000	\$70,384,000	+11.8%

Transit Allocation

SOURCE	2023-2025 TIP	2025-2028 TIP	% CHANGE
Federal 5307 and 5340	\$13,556,000	\$22,368,000	
State Operating Assistance	\$30,524,000	\$39,916,000	
State Shared Ride - CATA	\$1,172,000	\$1,172,000	
State Shared Ride - CCOT	\$2,612,000	\$2,656,000	
Total	\$43,790,000	\$66,112,000	+38%

Highway/Bridge Project Priorities

- SCAC Preliminary Engineering
- SR 4005 Bridge over Interstate 80
- Route 150/Phoenix Avenue Intersection improvement
- Atherton Street Drainage/Repaving Section 154 (Westerly Parkway to vicinity of Scenery Drive)
- State bridge projects
- Local bridge projects, including retroactive reimbursement and preservation candidates
- Carbon Reduction Program Candidates

Transit Project Priorities

- Operating assistance to support CATA service integrity
- Vehicle replacement to maintain a state of good repair
- Fleet expansion to address new and emerging markets
- Advance public transportation systems (APTS)
- CATA facility upkeep and modernization
- Revenue and non-revenue vehicle maintenance

Other Potential Projects

- SR 3007 Park Avenue Widening
- SR 150 in the Benner Pike area
- Independent projects identified in the SCAC PEL study

MPO staff will provide a presentation about the financial guidance, project priorities, and schedule for development and adoption of the new TIP.

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

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

Action: Provide comments about TIP project priorities to PennDOT, MPO staff, and the Coordinating Committee.

JUNE 7, 2023 MEETING

ITEM 11

FISCAL YEAR (FY) 2024-25 UNIFIED PLANNING WORK PROGRAM (UPWP)

Priority Tasks for new UPWP

Adopting the Unified Planning Work Program (UPWP) is one of the key 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), beginning and ending on even numbered years. 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.

For the coming UPWP cycle, PennDOT and FHWA have proposed that MPOs and RPOs in Pennsylvania develop a one-year work program covering the time period from FY 2024-25, and then resume a two-year cycle beginning and ending in odd numbered years. The current even-numbered cycle creates conflicts with review of the TIP and related transportation planning products at the statewide level, and shifting the cycle will alleviate some of workload leading to the conflict.

Preparation of the next FY 2024-25 UPWP is beginning in June 2023. A draft FY 2024-25 UPWP will be discussed in September and is tentatively scheduled for adoption in late 2023. The new UPWP will take effect on July 1, 2024.

At this meeting, staff is seeking input from the Technical Committee about two items:

1. Identification of candidate special studies that could be completed with supplemental funds
2. Questions or comments about priority work tasks in current UPWP

Information about recent special studies advanced with supplemental planning funds is **attached**. To access the full version of the current UPWP, see <https://www.crcog.net/index.asp?SEC=96B7D595-134B-4605-AF9B-95B3028BAB50>

Staff will provide a presentation about potential work tasks for the new UPWP.

The Technical Committee should receive the staff presentation and provide input to staff about candidate special studies and priority work tasks that should be considered for inclusion in the new FY 2024-25 UPWP.

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

Action: Provide input to MPO staff.

Unified Planning Work Program (UPWP) Supplemental Planning Funds/Special Studies Information

The Basics

- Candidate special studies must be included in UPWP when adopted and submitted
- Statewide competitive program – no guarantee of funding awards
- Typically federal funding (80% maximum), which requires 20% local match
- For study specifically focusing on a localized issue or topic, the 20% local match comes from the entity benefitting from the study (CATA, municipality or municipalities, etc.)
- For study focusing on a countywide issue or topic (e.g. Long Range Transportation Plan), the 20% local match comes from all local funding partners (Centre County and six municipalities).
- Special studies are usually completed with consultant assistance
- Must be completed before the UPWP terminates

Recent Special Studies in CCMPO UPWP

Special Study	Total Cost	Original Supplemental Funding Award	Sponsor
Long Range Transportation Plan (LRTP) 2055 Technical Analysis and Production (Proposed)	\$60,000	\$48,000	CCMPO
Countywide Active Transportation Plan	\$200,000	\$180,000	CCMPO
CCMPO Strategic Plan	\$73,670	\$14,734	CCMPO
Route 144 Wall Evaluation Study	\$35,000	\$28,000	Centre Hall Boro Potter Twp.
Boal Ave. Road Diet Traffic Analysis and Design	\$50,000	\$40,000	Harris Twp.
Long Range Transportation Plan (LRTP) 2050 Technical Analysis and Production	\$80,000	\$64,000	CCMPO
LRTP 2050 Data Collection for Municipal Roads Pavement, Drainage, Signs	\$42,000	\$33,600	Centre County
Analysis of Fare/Contract Structures and Policies	\$120,000	\$96,000	CATA
Rider Survey	\$43,750	\$35,000	CATA
Assessment of Articulated Bus Utilization	\$70,000	\$56,000	CATA
Travel Training Program for Persons with Disabilities	\$37,500	\$30,000	CATA Centre County Office of Transportation

JUNE 7, 2023 MEETING

ITEM 14

ANNOUNCEMENTS

1. Future Meeting Dates

- a. Coordinating Committee: **Tuesday, June 20, 2023, 6:00 p.m.**
Hybrid meeting
Zoom and in-person at the Centre Region COG Building
- ⇒ State College Urban Area Boundary Update
 - ⇒ CCMPO Strategic Plan
 - ⇒ 2023-2026 TIP Revisions
 - ⇒ 2025-2028 TIP Financial Guidance and Project Priorities
 - ⇒ CCMPO FY 2024-2025 Unified Planning Work Program (UPWP) Priority Work Tasks
 - ⇒ State College Area Connector
- b. Technical Committee: **Wednesday, September 6, 2023, 9:30 a.m.**
Hybrid meeting
Zoom and in-person at the Centre Region COG Building
- ⇒ CY 2024 CCMPO Budget
 - ⇒ CCMPO Strategic Plan Implementation
 - ⇒ 2025-2028 TIP Development
 - ⇒ CCMPO FY 2024-2025 Draft UPWP
 - ⇒ State College Area Connector
 - ⇒ CCMPO Active Transportation Plan
- c. Coordinating Committee: **Wednesday, September 20, 2023, 6:00 p.m.**
Hybrid meeting
Zoom and in-person at the Centre Region COG Building
- ⇒ CY 2024 CCMPO Budget
 - ⇒ CCMPO Strategic Plan Implementation
 - ⇒ 2025-2028 TIP Development
 - ⇒ CCMPO FY 2024-2025 Draft UPWP
 - ⇒ 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 14.3 is a Fiscal Constraint Chart that lists administrative modifications to the 2023-2026 TIP that were completed since the April CCMPO meetings.
4. CCMPO staff were asked to provide a letter of support for CATA's application for the replacement of thirty-three (33) compressed natural gas-powered buses. A copy of the letter is included as attachment 14.4.

(Continued)

5. Virtual sessions for the Biking in the Centre Region and Bike Commuting 101 classes were held on April 25 and May 16. CCMPO staff also supported several events related to Bike Month, including the Arbor Day Bike Commuter Coffee on April 28, the Mayor’s Family Fun Ride on May 20, and the Harvest Fields Bike Park Grand Opening on May 21. Information on events can be found on the Bike Events Calendar at <https://www.crcog.net/bikes>.
6. The State Transportation Commission (STC) concluded the 2023 Public Comment Period for the update of the 12-Year Program (TYP). However, interested stakeholders may still access the survey developed by the STC at <https://talkpatransportation.com>. This option is being provided on a trial basis to provide a continuing channel for public participation in the transportation planning process.
8. 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/>
9. US DOT, FHWA and FTA continue to provide updates on programs available under the Bipartisan Infrastructure Law. Members should check for new updates regularly and consider signing up for email alerts. Notable sites are included in the table below:

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

10. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
11. “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO – See www.driveforwardcc.com.

(Continued)

12. CCMPO staff contact information:

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

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

Jim May, Director
Jim Saylor, Principal Transportation Planner
Greg Kausch, Senior Transportation Planner
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420 Holmes Street – Willowbank Office Building
Bellefonte, PA 16823

Telephone: 814-355-6791
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Xochi Confer, Transportation Planner

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

For Centre

Overall Change Amount: \$277,422

Action ID	Commit Date	Action Type	Change Amount
129584	04/03/2023	Administrative Action	\$277,422

Narrative:

Administrative Action to the 2023-26 Centre TIP to add the Railroad/Railroad Street Bridges project. Statewide Multimodal Reserve source of A-411 state funds. Matching LOC funds are additional to the TIP and STIP.

102893 CON 411 Decreased by -894,000 in FFY 2024
 118501 CON LOC Add 277,422 in FFY 2024
 118501 CON 411 Add 894,000 in FFY 2024

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
102893	Central Office			Multimodal Reserve	CON	\$-894,000

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
118501	Centre		MTF	Railroad/Railroad Street Bridges	CON	\$1,171,422

Action ID	Commit Date	Action Type	Change Amount
129662	04/06/2023	Administrative Action	\$0

Narrative:

Technical correction to the 2023-26 Centre TIP. Changing the Fund Category of the MPMS 119190 District PCS Project for VRUs project from HSIP to HVRU to allow for better tracking of Vulnerable Road Users special rule safety projects.

119190 CON HSIP Spike Decreased by -350,000 in FFY 2024
 119190 CON HSIP Spike Decreased by -500,000 in FFY 2023
 119190 CON HVRU Spike Increased by 500,000 in FFY 2023
 119190 CON HVRU Spike Increased by 350,000 in FFY 2024
 119190 FD HSIP Spike Decreased by -250,000 in FFY 2023
 119190 FD HVRU Spike Increased by 250,000 in FFY 2023
 119190 PE HSIP Spike Decreased by -350,000 in FFY 2023
 119190 PE HVRU Spike Increased by 350,000 in FFY 2023
 119190 ROW HSIP Spike Decreased by -50,000 in FFY 2023
 119190 ROW HVRU Spike Increased by 50,000 in FFY 2023
 119190 UTL HSIP Spike Decreased by -50,000 in FFY 2023
 119190 UTL HVRU Spike Increased by 50,000 in FFY 2023

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
119190	Centre	144	PCS	District PCS Project for VRUs	PE	\$0
119190	Centre	144	PCS	District PCS Project for VRUs	FD	\$0
119190	Centre	144	PCS	District PCS Project for VRUs	UTL	\$0
119190	Centre	144	PCS	District PCS Project for VRUs	ROW	\$0
119190	Centre	144	PCS	District PCS Project for VRUs	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
129692	04/06/2023	Administrative Action	\$0

Narrative:

Centre County MPO, District 2-0.

From:
84343 CON HSIP Decreased by -51,000 in FFY 2023

Tp:
118207 CON HSIP Increased by 37,000 in FFY 2023
118256 CON HSIP Increased by 14,000 in FFY 2023

From: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$-51,000

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
118207	Centre	99	CHV	I-99 NB Solar Powered Chevrons	CON	\$37,000
118256	Centre	322	CHV	SR 322 WB Solar Powered Chevrons	CON	\$14,000

Action ID	Commit Date	Action Type	Change Amount
129710	04/11/2023	Administrative Action	\$0

Narrative:

Centre County MPO, District 2-0.

From:

84343 CON NHPP Decreased by -517,585 in FFY 2024
 84343 CON NHPP Decreased by -82,415 in FFY 2025

To:

101961 PE NHPP Increased by 517,585 in FFY 2024
 101961 PE NHPP Increased by 82,415 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	\$-600,000

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
101961	Centre	3014	154	Atherton Street Phase IV	PE	\$600,000

Action ID	Commit Date	Action Type	Change Amount
129753	04/13/2023	Administrative Action	\$0

Narrative:

Administrative Action to the 2023-26 Centre TIP to add CRP formula funding. Statewide Carbon Reduction Program Reserve utilized as source of funds to maintain fiscal constraint.

118321 CON CRP Decreased by -485,000 in FFY 2026
 118321 CON CRP Decreased by -471,000 in FFY 2025
 118321 CON CRP Decreased by -457,000 in FFY 2024
 118321 CON CRP Decreased by -405,000 in FFY 2023
 117920 CON CRP Increased by 485,000 in FFY 2026
 117920 CON CRP Increased by 471,000 in FFY 2025
 117920 CON CRP Increased by 457,000 in FFY 2024
 117920 CON CRP Increased by 405,000 in FFY 2023

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
118321	Central Office			Carbon Reduction Program Reserve	CON	\$-1,818,000

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117920	Centre			Infrastructure Investment Reserve Line Item	CON	\$1,818,000

Action ID	Commit Date	Action Type	Change Amount
130100	05/08/2023	Amendment	\$0

Narrative:

[AMENDMENT] Centre County MPO, District 2-0. Action adds project with federal funds. MPO Approval pending.

STIP date will remain blank until FHWA approval.

From:
84343 CON STP Decreased by -400,000 in FFY 2023

To:
119468 PE STP Add 400,000 in FFY 2023

From: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$-400,000

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
119468	Centre	99	166	Centre Concrete Preservation	PE	\$400,000

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Centre County Metropolitan Planning Organization (CCMPO)

c/o Centre Regional Planning Agency
2643 Gateway Drive, Suite #4
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www.ccmppo.net

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Phone (814) 355-6791 / FAX (814) 355-8661
www.centrecountypa.gov

April 10, 2023

Nuria Fernandez, Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Centre Area Transportation Authority (CATA), Centre County, PA
FY 2023 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities
Competitive Program Funding Request

Dear Ms. Fernandez:

On behalf of the Centre County Metropolitan Planning Organization (CCMPO), we would like to express our support for the Centre Area Transportation Authority's (CATA's) request for funding through the Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program for the replacement of thirty-three (33) 40-foot compressed natural gas (CNG) powered buses that have met their useful life.

This request is consistent with the goals included in CCMPO's Long Range Transportation Plan 2050 including goals to preserve the existing transit system, maintain the environment and air quality conformity, and to enhance economic vitality. A successful funding request will also help to execute several of the strategies supported in the plan, including to preserve a state of good repair and to furnish service to at-risk populations.

CCMPO appreciates CATA's long standing commitment to utilizing a fleet powered by CNG, a low emission fuel that is produced in abundance in Pennsylvania. We applaud CATA's commitment to preserving air quality, and their decades long investment in the robust CNG fueling infrastructure that will support this fleet. We appreciate that this continuing investment allows the region to benefit from advances in technology that mean that CNG-powered buses in this request are even more fuel efficient and will produce fewer greenhouse gas emissions than those that will be replaced.

The Centre County Metropolitan Planning Organization appreciates FTA's support of public transportation in our region, and we look forward to a favorable response to CATA's application.

Sincerely,



James J. May, AICP

Secretary, Centre County Metropolitan Planning Organization

cc: David Rishel, CATA Interim Executive Director/CEO