

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

**Hybrid Meeting
Wednesday, April 5, 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/tZUpcu2qrzoiH9fqak88UmqolPm0nJwd_SYC
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZUpcu2qrzoiH9fqak88UmqolPm0nJwd_SYC 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	
Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments, you must download them first</i>	

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

Centre County Metropolitan Planning Organization (CCMPO) Technical Committee Meeting

Wednesday, April 5, 2023

9:30 a.m.

AGENDA

1. **Call to Order and Welcome**
2. **Approval of Minutes:** *February 9, 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. **CCMPO FY 2022-2024 Unified Planning Work Program (UPWP):**
Revision – Amendment to add Active Transportation Plan Task
Action: Recommendation to Coordinating Committee to approve revision to UPWP
7. **Centre County Major Projects Update:**
PennDOT Construction Update and Status Report
No action required
8. **Performance Based Planning and Programming:**
 - a. **Update of PM2 and PM 3 Performance Measure Targets**
Action: Recommendation to support PennDOT's targets
9. **CCMPO Strategic Plan:**
Status report
Action: Receive brief staff update and provide comments to MPO staff
10. **Member Reports:**
Reports from members about a significant item(s) of interest
No action required
11. **Announcements**
12. **Adjourn**

Next Technical Committee meeting:
Wednesday, June 7, 2023
9:30 a.m.
Hybrid - Zoom/COG Building

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

Wednesday, February 8, 2023

9:30 a.m.

Hybrid Meeting

Minutes

Voting Members

Ray Stolinas	Centre County Planning & Community Development Office (CCPCDO)
Ron Seybert	Ferguson Township
George Harrigan	Harris Township
Rose Ann Hoover	Halfmoon Township
Alexandra Castrechini	Patton Township
Sam Robbins	State College Borough
Mark Lively	Upper Bald Eagle Valley Planning Region
Michele Merrow	Moshannon Valley Planning Region
Rick Dillon	Nittany Valley Planning Region
Louwana Oliva	Centre Area Transportation Authority (CATA)
Jim May	Centre Regional Planning Commission (CRPC)
Frank Hampton	PennDOT Central Office

Non-Voting Members

Rob DeMayo	The Pennsylvania State University (PSU)
Gene Porochniak	Federal Highway Administration (FHWA)

Others Present

Jim Saylor	Centre Regional Planning Agency (CRPA)
Anne Messner	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Xochi Confer	CCPCDO
Kevin James	Michael Baker International
Lori Cole	Johnson, Mirmiran & Thompson

1. Call to Order

Mr. Seybert called the meeting to order at 9:30 a.m.

2. Election of Officers

Mr. Saylor opened the floor for nominations for the Technical Committee Chair

Motion was made by Mr. Lively, seconded by Mr. Hampton to nominate Mr. Seybert for the 2023 Technical Committee Chair. No other nominations were made. The motion carried 10-0 (Mr. Stolinas, Mr. Gribble, Ms Oliva, Mr. Franson, Ms. Barbin, Mr. Myers, Mr. Lomison, and Mr. Ball were not in attendance).

Mr. Seybert opened the floor for nominations for the Technical Committee Vice-Chair.

Motion was made by Mr. May and seconded by Mr. Harrigan to nominate Mr. Lively for the 2023 Technical Committee Vice Chair. No other nominations were made. The motion carried 10-0.

3. Approval of Minutes

Motion was made by Mr. Lively and seconded by Mr. Harrigan to approve the minutes of the November 9, 2022 Technical Committee meeting, as presented. The motion carried 10-0.

Mrs. Hoffman then conducted a roll call of Committee members to ensure they could hear and be heard.

4. Public Comments

There were no comments from the public.

5. New Agenda Items

No new agenda items were requested.

6. Special Announcements

a. Dr. John Spychalski Retirement

Dr. John C. Spychalski retired from his position as Ferguson Township's representative to and Chair of the Centre Area Transportation Authority (CATA) Board of Directors, effective December 31, 2022. In so doing, he also leaves his appointment as CATA's representative to the CCMPO Coordinating Committee. Though Dr. Spychalski leaves a substantial legacy of transportation knowledge and project advancement for the good of Centre County, equally important is his commitment to thorough and thoughtful debate of the issues at hand throughout his tenure.

The CCMPO Coordinating Committee intends to formally recognize Dr. Spychalski for his contributions at its regular meeting on February 28, 2023 at 6:00 p.m. The CCMPO express its sincere gratitude and wish him only the best in his next chapter!

b. Xochi Confer – CCPDCO's New Senior Transportation Planner

The CCMPO welcomes Xochi Confer as the Centre County Planning and Community Development Office's new Senior Transportation Planner! Xochi specializes in County wide transportation planning and projects, including but not limited to, Centre County Liquid Fuels Applications, Centre County Bridge Bundle, and the Road MaP Program. A proud graduate of the Pennsylvania State University with a degree in Business Logistics, Xochi is a familiar face in Centre County having 20+ years of experience working with townships, boroughs, and sewer and water authorities in Centre County and around the Commonwealth of Pennsylvania. She has served on several local committees including the MPO Technical Committee. Xochi has experience working on planning and zoning, budgeting, and administration as well as transportation and infrastructure rehabilitation and improvement. She looks forward to collaborating with our transportation partners to meet the transportation needs of Centre County. Xochi began her duties on Monday, December 12! Welcome aboard Xochi!

7. 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 draft PEL will be finalized shortly, with a goal to hold a 30-day public comment period for the report beginning in mid-February. Comments received during this comment period will be addressed and necessary changes will be made to the draft PEL study prior to finalization of the document. Mr. James stated that after the PEL study has been finalized, the National Environmental Policy Act (NEPA) process will begin, which will work through the three alternatives that have been recommended to move forward in the PEL Study. The NEPA process will narrow the alternatives into one final recommended alternative to move forward into a project for final design and construction. PennDOT will provide a formal presentation to the cooperating agencies to go over the draft study and comments on February 22, 2023.

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

a. Funding for the I-99 NB and SR 322 WB Safety Projects

The Technical Committee received a presentation from Mr. Saylor regarding \$200,000 in funding for 2 safety projects to install Solar Powered Chevron Signs at 2 locations. The TIP includes a line item with \$350,000 in funding from the Highway Safety Improvement Program (HSIP) unallocated to any particular project. PennDOT proposes to allocate \$200,000 from this line item to fund the two safety projects. Because this is federal funding, the CCMPO must formally approve the revisions.

Mr. Saylor addressed several questions regarding the origin of the funding, but the Technical Committee had no specific comments regarding the revision.

Motion was made by Mr. Lively and seconded by Ms. Oliva for the Technical Committee to recommend that the Coordinating Committee approve the revisions to the 2023-2026 Transportation Improvement Program. The motion carried 12-0 (Mr. Stolinis and Ms. Oliva were in attendance for this vote).

b. Funding for the 2025 Centre Bridge Preservation Project

The Technical Committee received a presentation from Mr. Saylor regarding a proposal from PennDOT to allocate \$250,000 to add a project to apply epoxy coatings to 2 recently completed bridges. The coating will extend the useful life of the bridges, and the optimum time to apply the treatment is soon after completion. The funding comes from the Bridge Improvement Program line item in the TIP that is not allocated to any particular project. The CCMPO must formally approve revisions that add a project to the TIP using federal funds.

Motion was made by Mr. Lively and seconded by Mr. Harrigan for the Technical Committee to recommend that the Coordinating Committee approve the revisions to the 2023-2026 Transportation Improvement Program. The motion carried 12-0.

c. Funding for the Pedestrian Countdown Signals Project for Vulnerable Road Users

The Technical Committee received a presentation from Mr. Saylor regarding funding for the installation of Pedestrian Countdown Signals at seven locations in Centre County. This funding is a result of the Bipartisan Infrastructure Law (BIL) that included several changes to the Highway Safety Improvement Program (HSIP). Among the changes was a requirement that in states where 15% or more of the total annual fatalities were Vulnerable Road Users (VRUs), a minim of 15% of HSIP funds must be programmed for the next federal fiscal year for projects that improve safety for VRUs. 16.75% of the fatalities in PA for the previous federal fiscal year involved VRUs, triggering this provision.

The funding for this measure is proposed to come from the statewide HSIP set-aside. The signals identified in Centre County include:

- SR 322 with 9th Street in Rush Township
- SR 322 with SR 504 (Black Moshannon Road) in Phillipsburg Borough
- SR 26 (East College Avenue) with Ramp A-1 (University Drive Ramp) in State College Borough
- Allegheny Street with Linn Street in Bellefonte Borough
- Allegheny Street with SR 550 (Bishop Street) in Bellefonte Borough
- SR 550 (Bishop Street) with Wilson Street in Bellefonte Borough
- SR 26 (East College Avenue) with SR 144 (Main Street) in Spring Township

Motion was made by Mr. Hampton and seconded by Mr. Lively for the Technical Committee to recommend that the Coordinating Committee approve the revisions to the 2023-2026 Transportation Improvement Program. The motion carried 12-0.

9. Performance Based Planning and Programming

a. Annual Update of PM1 Safety Performance Measure Targets

The Technical Committee received a presentation from Ms. Messner regarding the annual update of PM1 Safety Performance Measure Targets. In 2017, PennDOT developed initial performance targets for the Federal Highway Safety Improvement Program (HSIP). PennDOT is required to update the PM1 safety targets annually, and the CCMPO has 180 days to either support PennDOT's statewide targets or establish its own quantifiable targets. The CCMPO has supported PennDOT's targets each year from 2018 through 2022 because the MPO does not have the staff resources and technical capacity to establish and monitor its own quantifiable targets.

Ms. Messner reviewed the data for Centre County's fatalities and serious injuries and also reviewed the Centre County MPO Supporting Values (Targets) for All Years table that shows each year's baseline and targets. The targets are based on a calculation that uses a rolling five-year average that is adjusted annually.

Pennsylvania did not meet the 2021 targets; therefore, it will be required to program funds towards improving safety. Because of this outcome, the PennDOT Central Office is placing a higher emphasis on systemic safety improvements that have greater probability of reducing fatalities and serious injury crashes.

With no discussion, *motion was made by Ms. Oliva and seconded by Mr. Lively to recommend that the Coordinating Committee select the option to “plan and program projects that contribute toward the accomplishment of the established PennDOT targets”.* The motion carried 12-0.

b. Annual Report about CATA Safety Performance Measures

The Technical Committee received a report from Mr. Kausch regarding CATA’s annual Public Transportation Agency Safety Plan (PTASP) and performance targets. Mr. Kausch noted that performance measures are required by the Federal Transportation Authority (FTA) to support safety and reliability of service, while moderating purchases and maintenance costs. He went on to say that CATA maintains its own PTASP, and the Centre County Office of Transportation (CCOT) is exempt from these requirements since they do not receive federal formula funds. The PTASP covers two categories and several sub-categories:

- Safety events, which include fatalities, injuries, and other major safety events.
- System reliability, which includes the average distance in miles between major mechanical failures by mode: fixed route, contracted, and vanpool services.

Mr. Kausch stated that the previous year’s targets for safety events were zero for fatalities, injuries, and other major safety events, and CATA had no fatalities, injuries, or other major safety events in 2022. The targets for 2023 remain the same as the 2022 targets. Mr. Kausch then reviewed the actual performance for system reliability, and then presented the targets for 2023 based on improved data sourcing, tracking, and methodology: fixed route: 15,952 miles; contracted service: 59,359 miles; and vanpool: 301,965 miles.

10. CCMPO Public Participation Plan

The Technical Committee received a presentation from Mr. Kausch regarding the updated Public Participation Plan. MPO staff has prepared an updated draft PPP that not only links to the CCMPO Title VI Program, adopted in June 2022, but also reflects changes in public participation processes, tools, and requirements to better reflect the current operating environment. The updated PPP includes, among other components:

- An updated list of MPO voting and non-voting members, including a current map of Centre County planning regions;
- Current Centre County demographic information;
- A revised and expanded list of interested parties;
- An updated list of outreach techniques, most notably including new provisions for online/hybrid meetings, and social media postings;
- Targeted outreach strategies for disadvantaged populations;
- List of recent outreach activities;
- Response to public comments and a summary of the public comment period and meeting; and
- Selected elements from the USDOT Publication “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making” (October 2022)

A 45-day public comment period for the PPP was held between October 17 and December 6, 2022, with a public meeting conducted on November 15, 2022. Limited public comment was received.

With no comments or questions, *motion was made by Mr. Lively and seconded by Mr. May for the Technical Committee to recommend that the Coordinating Committee approve the updated Public Participation Plan.* The motion carried 12-0.

11. Centre County Sectional Cycle Maintenance

The Technical Committee received a detailed presentation from Pete Kempf, the Centre and Clinton County Maintenance Manager regarding Centre County's sectional cycle maintenance for 2023. The presentation included the following details:

- Centre County's cyclical maintenance preservation activities
 - These activities include: pipe flushing, pipe replacement, shoulder cutting, side dozing, patching, crack sealing, and seal coating.
- Sectional Cycle Maintenance
 - This task allows crews to complete all the cycle maintenance activities but limit the activities to specific geographic regions. This ensures that all activities are planned and completed, creates efficiencies by completing the activities with the same crews, and reduces mobilizations.
- Ideal Low-Level Preservation Program
 - This task allows for future paving project preparation.
- High-Level Roadway Network
 - Centre County has 219.95 miles of high-level roadways, excluding interstates. To ensure appropriate quality of these roadways, 18.33 miles of roadway must be paved each year to keep up with the 12-year paving cycle requirements.

Several clarifying questions asked by Committee members regarding the paving process and funding were addressed by Mr. Kempf. No action is needed for this item, as it is for informational purposes only.

12. MPO Strategic Plan

Mr. Saylor reported that since the November MPO meeting, the Michael Baker International team facilitated a half-day retreat on December 5, attended by 25 MPO members, stakeholders, and staff. The retreat included small group discussions in three main topic areas with reports out to the main group. MPO members who attended the focus group or the retreat have been invited to a virtual meeting to review a draft outline for the strategic plan, tentatively scheduled for February 24. The draft in question will not be a polished plan. The intent of the review is to confirm areas of interest and for potential implementation, and to confirm that the team captured and understands the major concerns for the plan. After that confirmation, the team will begin work on refining the outline into a draft plan to be considered for the April MPO meetings.

13. Centre County Active Transportation Plan Draft Scope

The Technical Committee received a brief presentation from Ms. Messner regarding updates to the Centre County Active Transportation Plan (ATP) project scope. The update includes a county overview, further detail on the analysis, county-wide engagement tasks, issue identification and project listing information, and further details on implementation strategies and recommendations. Ms. Messner stated that once funding is secured, it is anticipated the work will begin in August 2023 and conclude no later than December 31, 2024. Technical Committee did not offer staff any comments for consideration.

14. Member Reports

Mr. Lively reported that Taylor Township is working on a grant to repave Mountain Road and Port Matilda is working on drainage projects.

Mr. Harrigan communicated that Harris Township has received approval to move forward with the Mary Elizabeth Street culvert project. The bid for this project will be going out shortly and the construction will start after the end of the school year.

Mr. May reported that the CRPA is coordinating with other entities on the Act 537 Sewage Facilities Plan Special Study Amendment for the Calder Way Sewer Main Replacement in State College Borough. The original study was denied due to potential downstream surcharges in the build out of the University Area Joint Authority (UAJA) sewer system. The amended study is currently going through the approval process.

CCMPO Technical Committee Meeting Minutes

Wednesday, February 8, 2023

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Ms. Merrow communicated that the Moshannon Valley Region will be working this spring and summer to pave several dirt roads in the southern portion of Philipsburg Borough. In addition, Rush Township's Casanova Road project will kick off this year. It includes 10 miles of overlay and full depth reclamation of portions of the road. The Township is working with several entities to plan for a closure of the road this summer.

15. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, April 5, 2023 at the Centre Region COG building via hybrid meeting technology.

16. Adjournment

There being no further business, the February 8, 2023 CCMPO Technical Committee meeting was adjourned at 11:08 a.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary

DRAFT

April 5, 2023 Meeting

ITEM 5

STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

Status Report

The SCAC Planning and Environment Linkages (PEL) Study is scheduled to be completed in spring 2023. The study will identify transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase.

The PE phase will involve a more detailed analysis of the study area's socio-economic, natural, and cultural resources; the detailed development and evaluation of transportation alternatives; the identification of a preferred alternative; and securing environmental clearance for the preferred alternative.

PennDOT's Consultant Team Conducted a thirty-day public comment period of the Draft PEL and supporting documents that concluded on March 19, 2023. CCMPO staff provided comments, and a copy of the comments is attached.

PennDOT and the consultant team will work to address the comments received and finalize the PEL study over the coming months.

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

Centre County Metropolitan Planning Organization (CCMPO)

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

Mr. Dean Ball, P.E.
Project Manager, SCAC
PennDOT District 2
70 PennDOT Drive, Clearfield, PA 16830
Clearfield, PA

RE: State College Area Connector Draft PEL Study

Dear Mr. Ball:

The Centre County Metropolitan Planning Organization appreciates the opportunity to review the draft State College Area Connector (SCAC) Planning and Environmental Linkages (PEL) Study and associated documents. The CCMPO offers the following comments on the documents posted:

1. The CCMPO supports the purpose statement developed as part of Planning and Environmental Linkages (PEL) Study, and the specific needs statements developed, focusing on reducing congestion, improving safety, and improving system continuity. The CCMPO concurs that these statements were reasonably derived from previous planning work and a survey of existing conditions.

The CCMPO notes that these needs are consistent with the goals and objectives developed as part of the CCMPO Long Range Plan 2050. In particular, the recommended alternatives carry the potential to reduce crashes, reduce conflicts between motorized and non-motorized transportation modes, reduce congestion, improve Levels of Service, improve or establish new intermodal connections, improve access for freight, and minimize or mitigate negative impacts to agricultural lands and historic and cultural resources.

In addition, the SCAC is included as a funded project in the major CCMPO transportation plans, including the Transportation Improvement Plan (TIP), Twelve Year Plan (TYP) and Long Range Plan 2050.

2. The CCMPO commends PennDOT for embracing the Planning and Environmental Linkages (PEL) process. While the approach has presented challenges for the project team and stakeholders alike, CCMPO commends the team on the amount of information brought into the process, and the opportunities presented for coordinating with resource agencies, municipalities, and stakeholders in early stages of the project development process.

This approach has allowed for the early consideration of a broad range of data, early involvement of participating agencies, and has incorporated needs identified through the regional planning process including the protection of historic rural communities, preservation of agricultural resources, and the need to consider multi-modal concerns while addressing safety, congestion and connectivity needs throughout the study area.

3. The CCMPO further appreciates the approach of using the information available through the PEL process to develop and evaluate a range of alternatives, and allowing for the elimination of alternatives that fail to meet the purpose and needs established early in the transportation planning process. We acknowledge that the information provided through the PEL process illuminated issues that would have made permitting and construction of several of the alternatives infeasible, and we support the further development of the recommended alternatives through the National Environmental Policy Act (NEPA) phase of the transportation project development process.
4. The CCMPO supports construction of a refined alternative to be determined through the NEPA process as a top priority for the CCMPO. While the MPO concurs with the statement that “no single alternative is likely to address every type of transportation issue within the entire PEL study area”, the CCMPO concurs with the advancement of the US 322-1OEX, US 322-1S and US 322-5 alternatives for further study in the NEPA phase of the process.

The CCMPO offers the following areas of concern to be considered in the refinement of the identified alternatives:

- a. Based on the Summary of Environmental Resources for the Build Alternative Corridors, the recommended alternatives may include higher impacts in terms of stream crossings and acres of potential ponds and lakes, as well as acres in the 100 Year Floodplains. This may indicate that considerable importance should be placed on stormwater and drainage issues, similar to the practices and approaches that were developed for the construction of Interstate 99.
- b. The recommended alternatives may include higher impacts to PA Natural Heritage Core Habitat and the Stone Mountain Important Bird Area.
- c. Likewise, the recommended alternatives may include higher impacts to Socioeconomic Resources, including Residential Units, Commercial Operations, Neighborhoods, and developable area within the Regional Growth Boundary. As a part of the evaluation of impacts to Residential Units, source water protection for private wells should continue to be an area of focus.
- d. The need for a connection between the Build Alternative and PA 45 should be thoroughly considered during the development of the Build Alternative, providing a better understanding of the safety, congestion and mobility impacts of the connection, and the potential impact of the connection on environmental, socioeconomic and cultural resources. CCMPO commends and supports the project team’s approach of exploring local preferences and concerns, using those to inform the analysis and design, and working towards an informed, collaborative decision.

We concur that the alternatives developed currently constitute corridors, and that considerable opportunities exist for collaborative efforts to avoid, minimize or mitigate potential impacts. We support the project team’s approach of early and ongoing coordination to identify these opportunities.

5. Supporting documents for the PEL note that US 322 carries a higher percentage of truck traffic compared to similar roadways, and that the truck volume is anticipated to grow at a higher rate than passenger vehicle volume along the US 322 corridor. Particular consideration should be given

to the need for truck facilities along the corridor, including parking, fueling and charging infrastructure and services required. These needs should be included as the treatment of interchanges and ramp connections is refined, in collaboration with local officials.

6. The PEL has included a robust and innovative plan for public outreach, leveraging technology and implementing new measure to address the restrictions related to COVID-19. To inform and improve future efforts, the following comments are offered:
 - a. Were participation levels in terms of attendees, comments received, and website hits consistent with expectations?
 - b. Were public transit agencies such as CATA and Centre County Office of Transportation specifically and individually invited included in outreach efforts? If so, should it be stated? If not, were there particular reasons or experiences guiding this approach?
 - c. The public officials' meetings description notes a significant increase in the number of officials invited to the second and third meetings as opposed to the first meeting. What was the lesson learned or new approach that led to the increase? Was there a difference in comments or participation as a result of the change? Is it simpler to list the officials invited?
 - d. Turnover of local officials is an established and continuing problem with involvement efforts, are there lessons from this approach in addressing that issue?
7. The PEL and Alternative Analysis and Screening Report describe a Public Transportation Alternative. To what extent were CATA and the Centre County Office of Transportation involved in the development and screening of that alternative? Are there conclusions from the consideration of these alternatives that can support their efforts at service planning for the region?
8. The CCMPO appreciates the enumeration of issues identified through the PEL process that are not considered part of the SCAC project. While we acknowledge the fiscal issues that confront the CCMPO in programming projects to address the issues identified, the information provided serves to advance the project development process and the future consideration of those needs in LRTP and TIP updates. We note the following concerns with the approach:
 - a. The listing of roadway intersections notes several locations along PA 45 as not meeting design criteria or standards for vertical alignment, sight distance, and other design aspects. The PA 45 Corridor is noted as the subject of continuing safety concerns related to speed and travel patterns.
 - b. The "S-Curve" along US 322 (Mount Nittany Expressway) was identified as a continuing safety concern by the public at outreach events, with accompanying concerns about the impacts of an increase in traffic through the section resulting from the construction of the proposed project.

While the CCMPO supports solutions such as a safety study along the PA 45 corridor, we note that the configuration of a refined alternative, with or without the inclusion of a connector between the mainline and PA 45, may have significant impacts along both the PA 45 corridor and the US 322 corridor. In the event that significant impacts are identified, we look forward to working with the project team on measures to address them contemporaneous with the construction of the refined alternative.

Further, we note that the project development process is arduous and lengthy, and we note that the public may be well served by opportunities to advance construction of accompanying projects, especially those that address known deficiencies.

9. The CCMPO concurs with and supports the approach of incorporating multi-modal projects as part of the Build Alternative, and supports the ongoing collaborative approach that the project team is applying to development and consideration of these aspects of the Build Alternative or accompanying projects. We note the following concerns with the included description:
 - a. The listing of Multi-modal improvement projects seems brief and focused on hardscape improvements. Given the history of and difficulties encountered during previous attempts to implement multi-modal projects within the region, it may be helpful to identify the specific steps that would be taken to identify need, purpose, scope and location of multi-modal improvements.
 - b. The Transportation Control Measures Alternative and Transportation Systems Management Alternative descriptions included several elements that were not included in the multi-modal improvement projects listing in chapter 8 such as support for Ridesharing Services/Vanpool Programs, road weather management, traffic signal coordination, Intelligent Transportation Systems and Integrated Corridor Management. Even though these elements are not capable of meeting the purpose and needs on their own, they warrant consideration as part of the development of the Build Alternative. Barring that, they should be identified as potential needs for other regional planning processes and funding streams.

The members and staff of the CCMPO look forward to collaborating with the project team as the SCAC continues through the transportation project development process.

Sincerely,



James R. Saylor, P.E., PTOE
Principal Transportation Planner

cc: CCMPO Technical Committee
CCMPO Coordinating Committee
Ray Stolinas, CCPCDO Director
Tom Zurat, PennDOT District 2-0 District Executive

April 5, 2023 MEETING

ITEM 6

FISCAL YEAR (FY) 2022-24 UNIFIED PLANNING WORK PROGRAM (UPWP)

Proposed Amendment to add Active Transportation Plan Task

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 covers a two-year period based on the state fiscal year (July 1 - June 30). The CCMPO's current FY 2022-24 UPWP was adopted in November 2021, and took effect on July 1, 2022.

In November 2022, the CCMPO added a new task to the 2022-2024 UPWP: Safe and Accessible Transportation Options (Task VI), due to an increase in funds available from the Bipartisan Infrastructure Law (BIL) for distribution to MPOs for specified activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, commonly referred to as Complete Streets standards or policies.

In March 2023, the CCMPO received confirmation of \$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 Complete Streets model ordinance and work toward a Vision Zero goal. This additional funding requires an amendment to the 2022-24 UPWP for the Connects funds, as well as the \$20,000 provided by the CCMPO.

Attachment:

- Task V. Summary and Revised UPWP Budget

CCMPO staff will provide a brief presentation of the proposed revisions. The CCMPO must formally approve revisions to the UPWP that revises this task due to additional funding.

The Coordinating 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 approving the revisions to the 2022-2024 CCMPO UPWP

Task V.B. – Centre County Active Transportation Plan

Centre County Active Transportation Plan	Completion Date:
<p>Lead – MPO staff, consultant team</p> <ul style="list-style-type: none"> • Develop a new county wide plan that builds on the Centre Region Bike Plan and utilizes existing plans and studies such as those listed but not limited to: <ul style="list-style-type: none"> -CCMPO LRTP 2050 -Municipal Official Maps -Comprehensive plans -College Township Pedestrian Facilities Master Plan -Trail and Greenway Studies -State College Borough Next Generation Mobility and Connectivity Plan -Penn State Bicycle Master Plan • Provide a county overview and collect data to develop existing conditions information, user demographics, • Analyze level of stress analysis, crash data to close gaps, expand facilities and improve safety. • Engage traditional stakeholders and others not typically engaged in the transportation planning process through in person and virtual options. • Explore other forms of mobility for active transportation needs. • Develop a Complete Streets model ordinance that can be considered for adoption by Centre County municipalities. • Identify issues, work to review solutions, and develop project listings. • Work toward a Vision Zero Goal. • Update the Bicycle Friendly Community application for the Centre Region for submission in 2024. • Develop an active transportation implementation strategy that will include items to: <ul style="list-style-type: none"> ○ develop a funding approach for the plan ○ close gaps in the active transportation network ○ expand the active transportation network ○ reduce crashes and fatalities, expressed in a Vision Zero goal ○ promote active transportation through encouragement and education efforts. 	12/01/2024
<p>Other Agencies – CATA, PennDOT District 2-0 Office, Municipalities</p> <ul style="list-style-type: none"> • Provide information and assistance in the development and maintenance of plans and studies. • Participate in the development for adoption of standards and policies. 	

Task V.B. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2023-24	\$200,000	\$180,000	\$0	\$0	\$20,000	\$0

**CCMPO FY 2022-2024 UPWP
YEAR 2
FY 2023-2024 BUDGET
ADOPTED: November 23, 2021**

WORK TASK	TOTAL TASK BUDGET	FUNDING SOURCES				
		Federal Highway Admin	Federal Transit Admin	State Match	Local Match	Local Match
		PL/SPR	MPP	MLF	Highway	Transit
I. ADMINISTRATION						
A. Program Management	\$46,250	\$37,000	\$0	\$4,793	\$4,457	\$0
B. Public Involvement and Outreach	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750
II. PLANS AND PROGRAMS						
A. Long Range Planning and Programming	\$107,500	\$70,000	\$16,000	\$8,290	\$9,210	\$4,000
B. Public Transportation Planning	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000
C. Bicycle and Pedestrian System	\$40,000	\$32,000	\$0	\$4,145	\$3,855	\$0
D. Hwy Performance Monitoring System (HPMS)	\$4,000	\$3,200	\$0	\$415	\$385	\$0
III. LAND USE/TRANSP. LINKAGES						
A. Land Use Coordination	\$15,000	\$12,000	\$0	\$1,554	\$1,446	\$0
B. Development Plan Review (Transit)	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750
IV. PROJECT DELIVERY						
A. Key Projects	\$48,500	\$38,800	\$0	\$4,249	\$5,451	\$0
TOTAL BASE PROGRAM						
	\$363,750	\$205,000	\$86,000	\$25,000	\$26,250	\$21,500
<i>Base Program Percent Funding by Source</i>	100%	56%	24%	7%	7%	6%
V. SUPPLEMENTAL SPECIAL STUDIES						
B. Centre County Active Transportation Plan	\$200,000	\$180,000	\$0	\$0	\$20,000	\$0
TOTAL SUPPLEMENTAL PROGRAM						
	\$200,000	\$180,000	\$0	\$0	\$20,000	\$0
<i>Supplemental Prog. Percent Funding by Source</i>	100%	90%	0%	0%	10%	0%
VI. SET-ASIDE PROGRAMS						
A. Safe and Accessible Transportation Options	\$5,125	\$5,125	\$0	\$0	\$0	\$0
TOTAL SET-ASIDE PROGRAM						
	\$5,125	\$5,125	\$0	\$0	\$0	\$0
<i>Set-Aside Prog. Percent Funding by Source</i>	100%	100%	0%	0%	0%	0%

Note: Actual expenditures of local funds for the base program will exceed the required match because additional financial support is provided by local officials to maintain the current staffing levels.

April 5, 2023 Meeting

ITEM 7

Centre County Major Projects Update

With the start of the spring construction season, several major projects are already underway in Centre County, and more are being prepared.

PennDOT District 2-0 staff will provide a brief update on projects MPO members can expect to see in the coming construction season.

The Technical Committee should receive the presentation.

Presented by: Dean Ball, P.E., PennDOT District 2-0

No action required.

April 5, 2023 MEETING

ITEM 8.a.

PERFORMANCE BASED PLANNING AND PROGRAMMING

Update of PM 2 and PM 3 Performance Measure Targets

The *Moving Ahead for Progress in the 21st Century Act (MAP-21)* bill, its successor, succeeding legislation, 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 measure to assess travel reliability on the NHS, collectively referred to as PM3 measures.

In September 2018, the CCMPO formally supported statewide targets established by PennDOT for the PM2 (pavement and bridge condition) and PM3 (travel time reliability) performance measures. In February 2021, the CCMPO formally supported revisions to the PM3 performance measures based on PennDOT's submission of the *Mid-Performance Period Progress Report*.

The Coordinating Committee supported PennDOT's targets instead of establishing its own targets because of the complexity of the technical calculations required in defining targets and measuring performance, and the limitations on MPO staff resources.

As required by the legislation, PennDOT has developed revised PM2 and PM 3 baseline values and targets for the 4-year period from 2022-2025. The CCMPO must act by June 14, 2023 to either support the PennDOT Targets or establish its own quantifiable PM2 and PM3 targets.

Attached are:

- Map of NHS roadways in Centre County
- February 15, 2023 letter from PennDOT establishing new PM2 and PM3 performance measure targets

Staff will provide a presentation about PennDOT's performance measure targets.

The Technical Committee should receive the presentation and make a recommendation to the Coordinating Committee to formally support PennDOT's pavement, bridge, and transportation system performance measure targets.

Presented by: Jim Saylor, CRPA

Action: Recommendation to the Coordinating Committee to support PennDOT's pavement, bridge, and transportation system performance measure targets

**Summary of PM2 and PM3 Baseline and Target Values
for the 2022-2025 Performance Period**

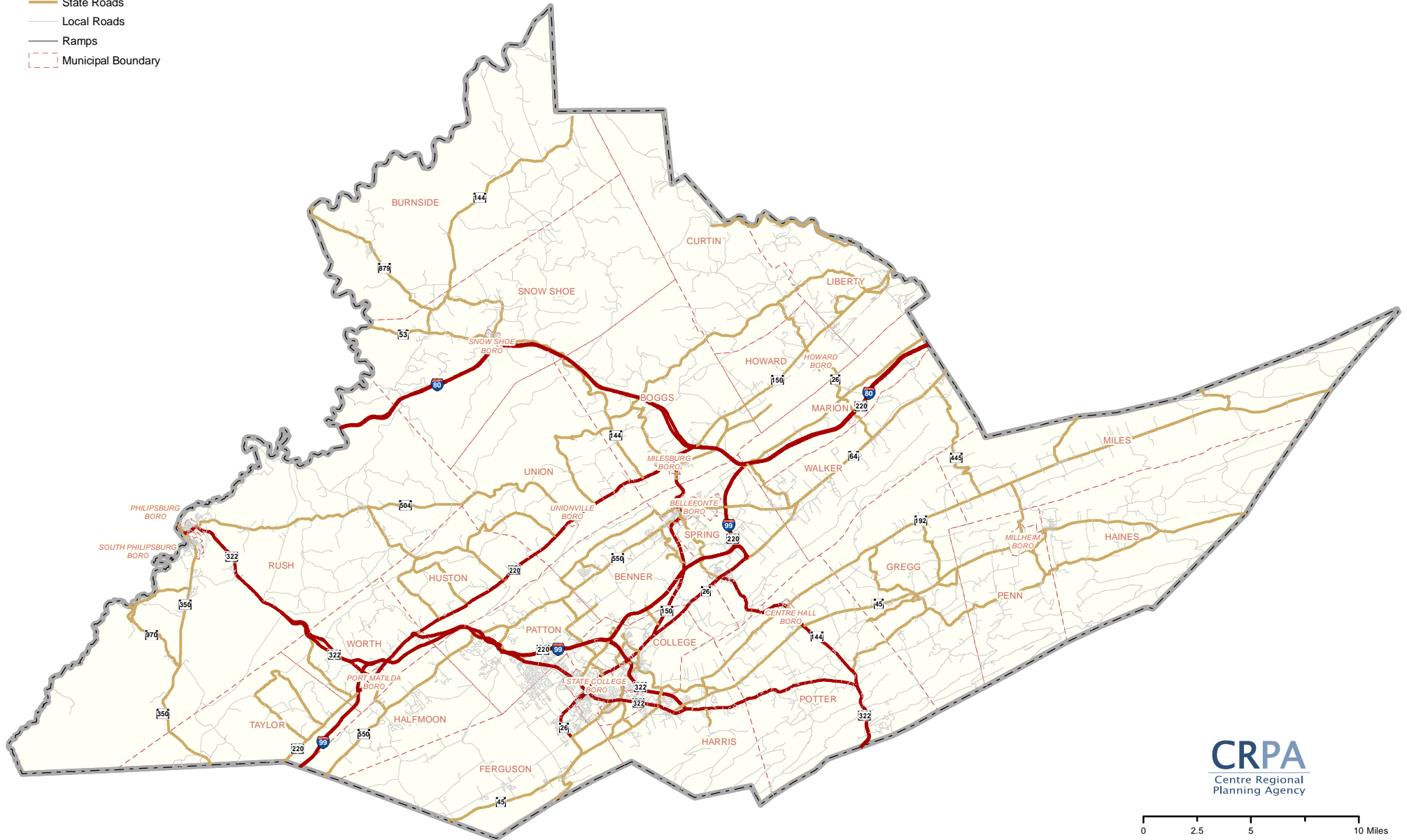
Measure Category	Performance Measure	2021 Baseline	2023 2-Year Target	2025 4-Year Target
PM-2	Percentage of Pavements of the Interstate System in Good Condition	68.8%	69.0%	65.0%
	Percentage of Pavements of the Interstate System in Poor Condition	0.4%	2.0%	2.0%
	Percentage of Pavements of the Non- Interstate NHS in Good Condition	37.2%	31.0%	29.0%
	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.5%	6.0%	6.5%
	Percentage of NHS Bridges Classified as in Good Condition	27.5%	28.0%	28.0%
	Percentage of NHS Bridges Classified as in Poor Condition	4.4%	7.5%	7.5%
PM-3	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	92.8%	89.5%	89.5%
	Percent of the Person-Miles Traveled on the Non- Interstate NHS That Are Reliable	92.6%	88.0%	88.0%
	Truck Travel Time Reliability (TTTR) Index	1.30	1.40	1.40
	Total Emission Reductions (kg/day): PM2.5	269.080	18.000	36.000
	Total Emission Reductions (kg/day): NOx	1644.620	392.000	785.000
	Total Emission Reductions (kg/day): VOC	360.220	46.000	93.000
	Total Emission Reductions (kg/day): PM10	0.000	0.000	0.000
	Total Emission Reductions (kg/day): CO	3791.360	0.000	0.000

NATIONAL HIGHWAY SYSTEM & STATE ROADS

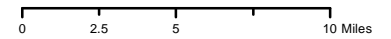
Centre County, Pennsylvania

Centre County Road Network

- National Highway System Roads
- State Roads
- Local Roads
- Ramps
- Municipal Boundary



CRPA
Centre Regional
Planning Agency



Source: Centre County GIS and PennDOT
Revision 002, June 2018



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

February 15, 2023

Dear Planning Partners:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds. Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess the conditions of pavement and bridges on the National Highway System (NHS), which are collectively referred to as the **PM-2** measures. 23 CFR 490.105 establishes measures to assess NHS travel reliability and the effectiveness of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These measures are collectively referred to as the **PM-3** measures. More information on Transportation Performance Management (TPM) is available at <https://www.fhwa.dot.gov/tpm/>.

PM-2 Performance Measures include:

- Percentage of pavements on the Interstate System in Good condition
- Percentage of pavements on the Interstate System in Poor condition
- Percentage of pavements on the NHS (excluding the Interstate System) in good condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- Percentage of NHS bridge deck area classified as in good condition
- Percentage of NHS bridge deck area classified as in poor condition

PM-3 Performance Measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

On December 16th, the Pennsylvania Department of Transportation (PennDOT) submitted to the Federal Highway Administration (FHWA) two sets of electronic Performance Management Forms (PMFs) that summarize the targets and associated progress related to the PM-2 and PM-3 measures for the following performance periods:

Performance Period	Submittal Name	Purpose of Submittal
2018-2021 (4-year)	Full Period Performance Report	<ul style="list-style-type: none"> ▪ Assess performance against the 4-year targets ▪ Address freight reliability requirements including inclusion of bottleneck report and strategies
2022-2025 (4-year)	Baseline Performance Report	<ul style="list-style-type: none"> ▪ Provide baseline performance metrics ▪ Provide 2-year and 4-year performance measure targets for applicable regions

Attachment 1 (includes two tables: A&B) - provides a summary of the 2018-2021 full performance period performance and targets for the PM-2 and PM-3 measures. This information is being provided to the MPOs/RPOs for inclusion in future Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP) documentation. No additional actions are required by the MPOs/RPOs for items related to the 2018-2021 performance period.

Attachment 2 (includes two tables: A&B) - provides a summary of the 2022-2025 baseline period baseline values and targets for the PM-2 and PM-3 measures as established by PennDOT. Note that targets for the PM-3 PHED and Non-SOV congestion measures were established through a coordinated effort between PennDOT and the applicable MPOs in each urbanized area. Federal regulations require that MPOs establish targets for the remaining PM-2 and PM-3 measures within 180 days of the PennDOT established targets (by June 14, 2023), either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. PennDOT is requesting that Rural Planning Organizations (RPOs) also establish targets by June 14, 2023, by agreeing to support the PennDOT targets or setting their own.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting an option for PM-2 and PM-3 measures and clicking the “SUBMIT” button below before June 14, 2023.

Please select one of the following options for PM-2 measures:

- The MPO/RPO decision-making body agrees to support the state PM-2 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets. See **Attachment 2 (A&B)** enclosures for statewide baseline and target values for the 2022-2025 performance period.

- The MPO/RPO decision-making body commits to establishing their own quantifiable targets for the 2022-2025 performance period and has attached their methodology. MPOs/RPOs that establish their own targets will report the

methodology used to develop them.

Please select one of the following options for PM-3 measures:

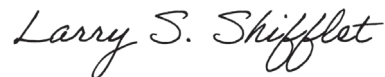
- The MPO/RPO decision-making body agrees to support the state PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets. See **Attachment 2 (A&B)** enclosures for statewide baseline and target values for the 2022-2025 performance period.
- The MPO/RPO decision-making body commits to establishing their own quantifiable targets and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology used to develop them.

Concurrence: _____ Date: _____
Authorized MPO/RPO Representative

SUBMIT

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, at 717.787.1251 or via email at cmarkey@pa.gov.

Sincerely,



Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,



Melissa J. Batula, P.E.
Deputy Secretary for Highway Administration

April 5, 2023 Meeting

ITEM 9

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 convened a conference call to review a draft outline for the plan on February 24, 2023. The team will facilitate a brief session to review changes made based on that input and solicit member input on key issues for the plan.

The target date for adopting the Strategic Plan is June 21, 2023. On this schedule, the recommendations of the study would be available to guide the development of the 2024-2026 UPWP, and the Calendar Year 2024 budget.

The Technical Committee should receive the presentation and provide comments to the CCMPO staff and project team.

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

Action: Provide input to the consultant project team and staff about the scope and content of the plan.

MEMORANDUM

TO: Technical Committee Members
FROM: James Saylor, PE
SUBJECT: Draft Strategic Plan
DATE: March 30, 2023

- A working draft of the CCMPO Strategic Plan is included as part of the April 5 meeting packet.
- Our consultants have incorporated your comments from our February 24 meeting and have added additional content and exhibits for review.
- There are three major topics of discussion remaining where we need to obtain consensus:
 - What should our MPO model be, going forward;
 - What should our staff complement look like; and
 - How should the responsibilities of the Technical Committee differ from the Coordinating Committee?
- Finally, are there any other things you have been asking for as part of the planning process, but don't see reflected in the current draft?
- The Strategic Plan will be a major agenda item for discussion.
- Our intent is to focus on substantive comments as part of the MPO meeting. For editorial-style edits, you may mark up a draft either in PDF or hard copy and provide to MPO staff.
- We look forward to receiving your input on the working draft. Thank you and please contact me if you have any questions.



Centre County MPO

Strategic Plan

An operations-focused, organizational strategic plan

Prepared for:

Centre County MPO

2643 Gateway Drive, Suite 4
State College, PA 16801
(814) 231-3055
jsaylor@crcog.net

By:

Michael Baker International

4431 N. Front Street
Harrisburg, PA 17110
(717) 213-2900

With:

Dering Consulting Group

Camp Hill, PA
(717) 234-0567

April 2023

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- B. Strategy Overview (One-page map of goals)
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Executive Overview

To be developed.

DRAFT

Foreword

The Centre County Metropolitan Planning Organization (CCMPO) works closely with the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) to fulfill federal and state metropolitan transportation planning requirements for Centre County, Pennsylvania. The CCMPO also works closely with Centre County government (including the Centre County Office of Transportation), the Centre Area Transportation Authority (CATA), municipalities, and other local government entities in providing transportation planning services.

The policy making body of the CCMPO is the Coordinating Committee, comprised of 18 voting members appointed by the respective entities represented, including PennDOT, Centre County government, municipalities, planning regions, CATA and the Centre Regional Planning Commission. A Technical Committee comprised of members from the same entities provides comments and recommendations to the Coordinating Committee in an advisory role.

The MPO's staff support is provided by the Centre Regional Planning Agency (CRPA), the Centre County Planning and Community Development Office (CCPCDO), and CATA. Currently there are four full-time transportation planners supporting the CCMPO: three at the CRPA and one at the CCPCDO. Other staff positions at the CRPA and CCPCDO also provide support to the CCMPO on an as-needed basis.

FHWA and PennDOT provide Federal and state funding respectively to support the CCMPO's staff activities. Local funding is also provided by six municipalities in the county's Centre Region; CATA; and Centre County Government, which provides full financial support for the CCPCDO positions and financial resources for the staff positions at the CRPA.

+ + +

The CCMPO is responsible for developing and maintaining many transportation-related planning products. Recurring responsibilities include but are not limited to the following:

- Administration
- Air Quality Conformity Determination
- Annual Obligation Report
- Annual Operations Budget
- Long-Range Transportation Plan (LRTP)
- Planning Process Self-Certification
- Special studies and grant applications
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)

Introduction

Letter from Committee Chairs

The release of the Centre County MPO Strategic Plan comes at a time of unprecedented change and opportunity, as highlighted in the following points:

- The outbreak of the COVID-19 pandemic in March 2020 upended societal norms, accelerated certain innovations, and fundamentally changed the way we live and work. Transportation has not been immune to the changes, and the effects of the pandemic and its aftermath continue to be felt today in both the way we travel and conduct the MPO's business.
- The passage of the historic Bipartisan Infrastructure Law (BIL) in November 2021 not only boosted Federal funding for transportation, but also introduced numerous competitive grant programs for MPOs nationwide to compete for discretionary dollars. The ability of a small MPO like Centre County to successfully compete for these dollars remains an open question. Moreover, the uncertainty of Federal funding, post-BIL, soaring inflation, and the waning viability of the gas tax threaten the MPO's funding picture over the longer-term.
- Finally, the resignations in early 2022 of two key long-time MPO staff members with 59 combined years of service resulted in the loss of valuable institutional memory. These departures coincided with landmark legislation that could fundamentally change mobility in Centre County, if the CCMPO can position itself through implementation of this strategic plan to realistically pursue funding opportunities.

It is against this backdrop that the MPO evaluated its existing structure. After a series of ad hoc adjustments during the 1980s and 90s, the Centre County MPO's governance model expanded from its original set of six municipalities to encompass the entire county by 2004. With the current model now in place for nearly 20 years, the time was right for the MPO to take a fresh examination at how the Centre County MPO is organized and how our constituent groups and municipalities are represented.

The Strategic Plan is organized around the themes of governance, operations, and outreach. Two important principles that guided the efforts have been that of equity and efficiency. These principles help ensure that the MPO committees are organized in a way that provides for a comprehensive, county-wide perspective, and enables our staff of generalists and specialists to deliver on the transportation planning services our county needs. It is a product and process that should be revisited every five years for currency.

The changes outlined by the Strategic Plan are intended to help the MPO be better positioned to address the transportation needs of Twenty-first Century Centre County.

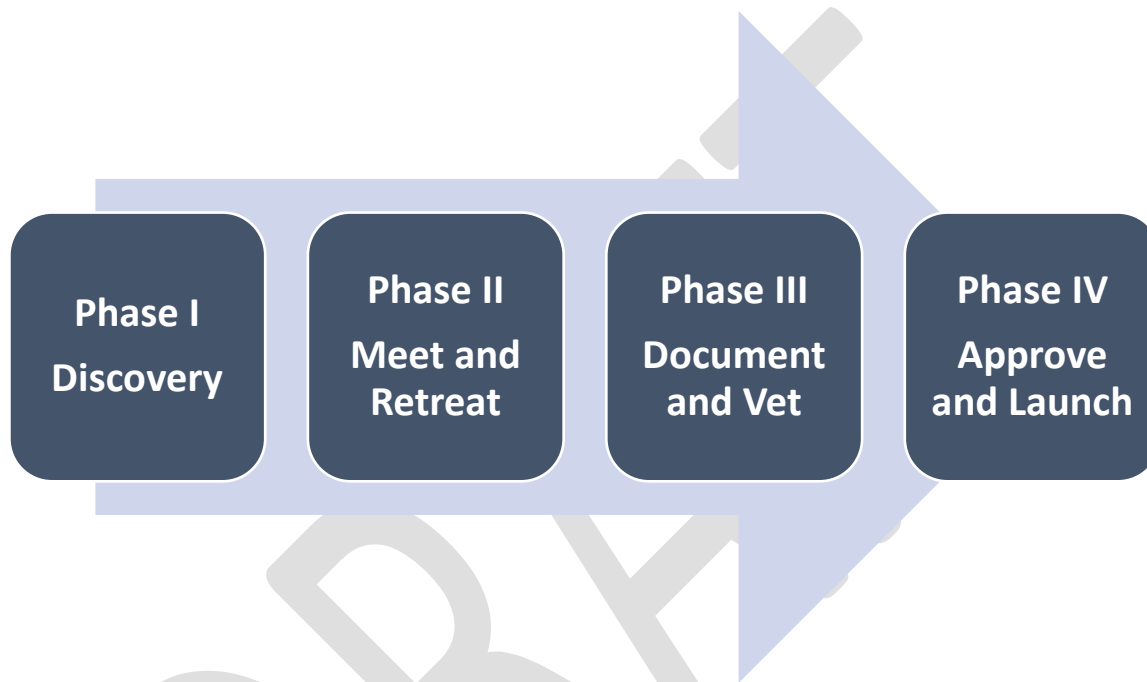
L. Eric Bernier, Chairman
CCMPO Coordinating Committee

Ron Seybert, Chairman
CCMPO Technical Committee

Planning Process Overview

The development of the CCMPO Strategic Plan was accomplished through a four-phase process that included: two major milestone events with CCMPO committee members, follow-up meetings with a project subcommittee, and briefings with the CCMPO committees which culminated in the final documents that became the CCMPO Strategic Plan. Key phases in the process are illustrated in Figure 1 and described in the accompanying bullets:

Figure 1: CCMPO Strategic Plan Development Process



Phase I: Discovery

- Analyze CCMPO’s current organizational model compared to other Pennsylvania MPOs.
- Evaluate staffing and organizational structures in light of current and anticipated responsibilities, budget, and policy environment.

Phase II: Meet and Retreat

- Develop a SWOT questionnaire and distribute to MPO Stakeholders, including: members of the Technical and Coordinating Committees; MPO staff; and former staff members. The planning team used the questionnaire to specify areas to be discussed in future tasks.
- Conduct a Focus Group meeting (October 28, 2022) with select MPO members.
- Conduct a half-day retreat at the MPO office (December 5, 2022).
- Begin development of the draft Strategic Plan, exploring ways the MPO’s representation can be more equitable; refine the MPO’s vision for meeting its commitments in the UPWP, LRTP, and other planning documents; and clarifying the roles of MPO staff.

Phase III: Document and Vet

- Hold iterative meetings with an assigned MPO Strategic Plan subcommittee to vet draft concepts.
- Brief the full MPO on ongoing plan development and progress.

Phase IV: Approve and Launch

- Present final Strategic Plan to the MPO's Technical and Coordinating Committees for review and approval.
- Develop Strategic Plan content for MPO web page.
- Launch Strategic Plan and begin implementation.

The CCMPO: Historical Context

The Centre County MPO's evolution has followed a pattern that is unique among Pennsylvania MPOs.

The Centre Region MPO was first formed in 1982 and slowly grew in area to include the county's urbanized core around State College and Bellefonte. Prior to 1982, transportation planning was conducted for an area centered on State College by an entity known as the Centre Region Area Transportation Study (CRATS). This sub-region of the county included the Borough of State College, and the townships of College, Ferguson, Halfmoon, Harris, and Patton.¹ By 2004, the planning area was expanded to include the county in its entirety, and the Centre Region MPO was succeeded by the current-day Centre County MPO.

In addition to the Centre Region planning area, the county includes six other planning regions that comprise the Bellefonte area and the county's more rural areas. These include: Lower Bald Eagle Valley, Moshannon Valley, Mountaintop, Nittany Valley, Penns Valley, and Upper Bald Eagle. Collectively, these six planning regions encompass the county's remaining 29 municipalities that occupy the area outside the Centre Region (Figure 2). Table 1 depicts the MPO's evolution over the past 40 years.

¹ Zilla wonders if Benner was also in the area...possibly added in the 1982 evolution to the MPO.

Figure 2: Centre County's Seven Planning Regions

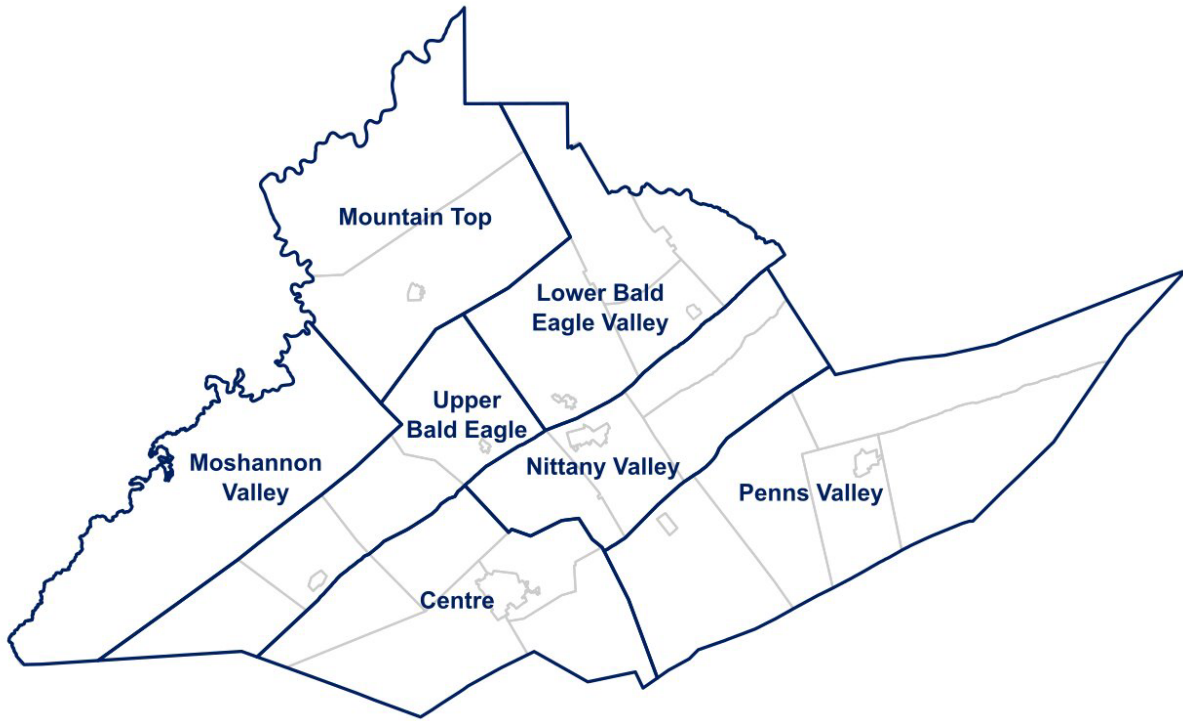
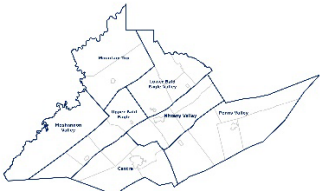
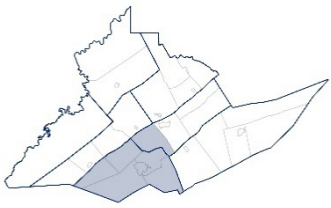
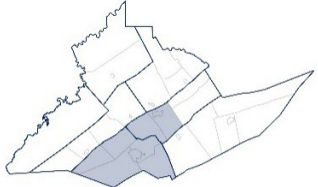
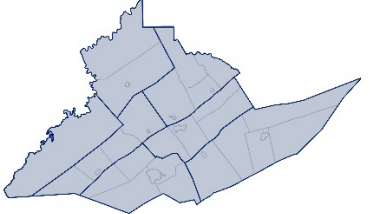


Table 1: Evolution of Centre County MPO Planning Area

Date	Description	MPO Region
1980	<ul style="list-style-type: none"> The U.S. Census resulted in the designation of Centre County as a Metropolitan Statistical Area (MSA). 	
1982	<ul style="list-style-type: none"> The MPO in Centre County was originally known as the "Centre Region MPO" and included the following municipalities: <ul style="list-style-type: none"> Six Centre Region municipalities Benner Township 	
1998	<ul style="list-style-type: none"> The MPO region expanded: <ul style="list-style-type: none"> Six Centre Region municipalities Benner Township Spring Township Bellefonte Borough 	

Date	Description	MPO Region
2004-present	<ul style="list-style-type: none"> The MPO region expanded to encompass all of Centre County. 	

The CCMPO’s voting members are defined largely by geography, as shown in the following.

<p align="center">Centre County MPO Number of Votes by Membership</p>	
Centre County	2
Centre Region Municipalities (2020 pop. 94,625)	6
Other Planning Regions (2020 pop. 63,547)	6
PennDOT	2
Centre Area Transportation Authority.....	1
Centre Regional Planning Commission	1

Table 2 compares the Centre County MPO with similarly-sized counties (or counties of the fourth- and fifth-class) and other comparable MPO regions.² The Centre County MPO generally has committees that are larger in size than comparably-sized MPOs and in some cases ones that are substantially larger, such as Lancaster and the Lehigh Valley.

Table 2: Centre County MPO Statistical Comparison, selected MPOs

MPO	Municipalities	Population	Policy Board	Technical Cmte
Blair County	25	122,495	11	11
Cambria County	64	131,611	11	11
Centre County	35	162,264	18	18
Franklin County	22	154,954	13	11
Lancaster County	60	543,050	21	18
Lebanon County	26	140,410	10	11
Lehigh Valley	62	844,052	10	9

Representation on the Centre County MPO has historically been strongly oriented by geography. In a comparison of selected MPOs the Centre County MPO clearly has a greater level of representation per capita, as depicted in Table 3.

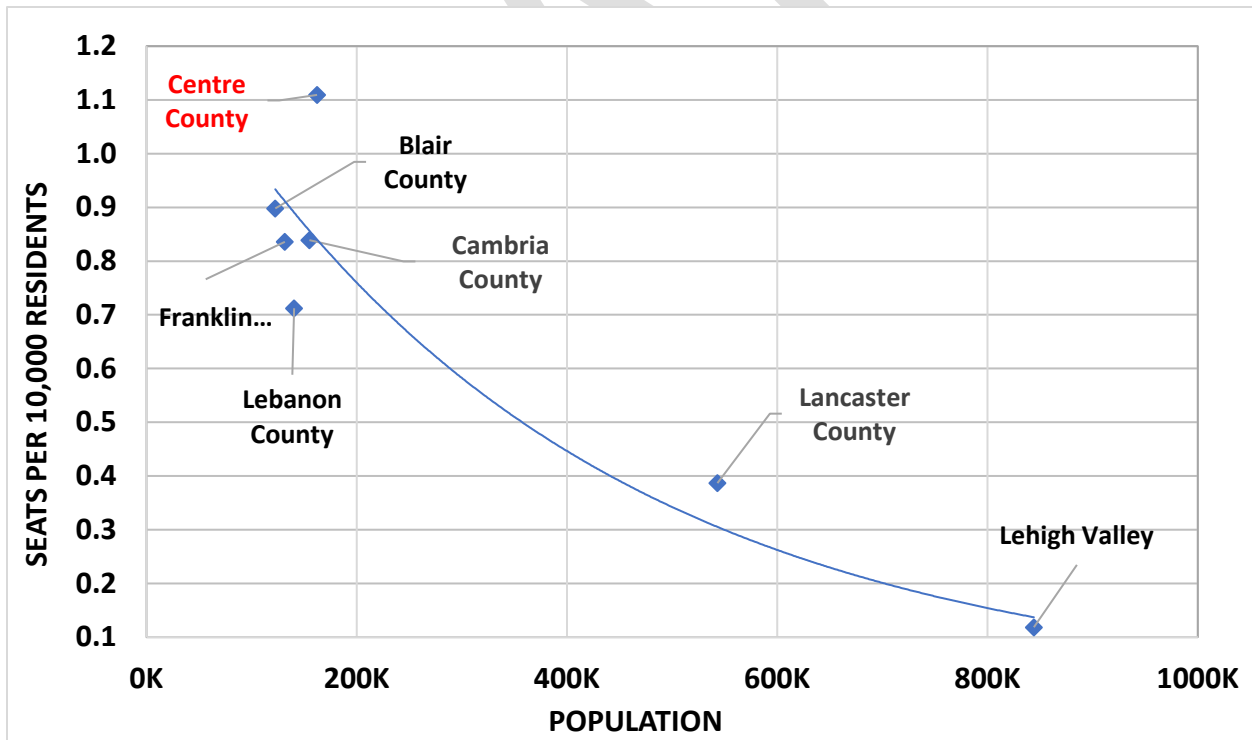
² Lancaster, Lehigh, and Northampton Counties are of the Third Class

Table 3: Centre County MPO Board Size Comparison per 10,000 Residents, selected MPOs

MPO	Policy Board	Technical Committee
Centre County	1.11	1.11
Blair County	0.90	0.90
Cambria County	0.84	0.84
Franklin County	0.84	0.71
Lebanon County	0.71	0.78
Lancaster County	0.39	0.33
Lehigh Valley	0.12	0.11

It should be expected that more populous MPO planning areas such as those in Lancaster and the Lehigh Valley would exhibit a smaller ratio of representation per capita. However, even among its peer MPOs, the Centre County MPO stands out with its 18-member Policy Board and Technical Committee, as shown in Figure 3.

Figure 4: Board Sizes per Capita, Centre County MPO and Selected Others



Alignment with Future Demands, Priorities and Stakeholder Expectations

In this strategic plan, the CCMPO board, staff, and stakeholders identified a range of future trends and driving forces that need to be acknowledged. Taken together they outline key considerations to be accounted for in formulating an overall organizational direction.

- **Implementation of federal performance-based planning and programming** – Federal law has been placing increasingly greater emphasis on performance management and performance monitoring. BIL has continued this emphasis from predecessor acts and is intended to provide better data to inform decision-making. When implemented effectively, performance management can improve project and program delivery, inform investment decisions, focus staff on leadership priorities, and provide greater transparency and accountability.
- **Implementation of transportation asset management systems** - Implementing technology-based strategies, such as traffic signals and Intelligent Transportation Systems (ITS), has been proven effective in improving traffic flow and mobility for users of the transportation system. Applying the principles of asset management can help agencies maintain a state of good repair for the technology they deploy. New asset management tools being developed by PennDOT such as Project Builder will figure into future TIP and program development processes for the CCMPO.
- **Increased focus on transportation system resiliency relative to weather-related events** - The CCMPO will continue to work with PennDOT and other stakeholders to implement the Transportation Systems Operations and Management Plan that outlines activities that can enhance the transportation system’s resiliency in the face of changes in our climate.
- **Expanding mobility options, including deployment of new technology and changes in land use patterns, etc.** - Digital devices – such as smart phones, tablets, and computers – are significantly changing how people and goods move. Community leaders are grappling with how to take advantage of these emerging technologies and consumer habits and mitigate their unintended consequences.
- **Providing an equitable transportation system to urban and rural communities** - It is important that Centre County residents access a mode of transportation that fits their needs and that the costs (both in time and money) are equitable across modes. Inadequate transportation access to quality jobs can impact resident income and health. Exploring transportation options is important but recognizing constraints can help the CCMPO to create realistic, flexible, and equitable solutions that work for residents countywide.

- Funding (revenue) challenges at the federal, state and local levels** - The passage of the Bipartisan Infrastructure Law (BIL) in November 2021 introduced historic levels of funding for transportation in Pennsylvania and nationwide. The new law allowed the CCMPO to immediately add/preserve [redacted] projects to its 2023 TIP, and nine months later PennDOT released a 12-Year Program valued at nearly \$84 billion – a record sum. Much of the new funding is tied up in competitive discretionary programs, many of which are difficult for many communities to tap into. This pertains to funding at both the state and federal level.
- Staffing changes**– The strategic plan is aimed at helping inform CCMPO leaders in evaluating their staffing and organizational structures in light of their current and anticipated responsibilities, budget, and policy environment.
- Succession planning** - Succession planning is a process of developing talent to replace executive, leadership or other key MPO staff members when they transition to another role or leave the organization. Organizations thrive when continuity is intentional and institutional knowledge is passed to the next generation of leaders and specialists.
- Local funding challenges for the annual operating budget** - Local governments face many challenges in raising the revenue required for local funding matches or cost sharing to leverage the availability of state and federal transportation dollars. CCMPO will continue to assist municipalities that may lack in-house technical capacity to navigate and complete grant applications in accessing this funding.

Driving Influences on the CCMPO’s Operations

The CCMPO’s strategic planning retreat participants analyzed information received through the committee/staff survey to identify the most critical external drivers likely to affect the CCMPO in the future. These drivers include both opportunities and threats. Opportunities can be capitalized on to advance the mission of the organization; threats must be addressed to ensure the organization is not vulnerable to potentially damaging forces. Through breakout group deliberation and full-group reporting and further input, the planning group prioritized the opportunities and threats presented in Table 4.

Table 4: Opportunities and Threats to the CCMPO’s Operations

Opportunities	Threats
<p>To capitalize on the most advantageous external drivers, the CCMPO must:</p> <ul style="list-style-type: none"> Move away from programming capacity-adding projects and focus more on integrating the transportation system 	<p>To guard against on the most significant external threats, CCMPO must address:</p> <ul style="list-style-type: none"> The uncertainty of future federal funding, post-BIL, and the waning

Opportunities	Threats
<p>across modes, with a greater focus on land use and sustainability.</p> <ul style="list-style-type: none"> • Use technology more effectively, not only for transportation operations, but also for CCMPO communications. It is a relatively inexpensive way to maximize the county’s existing infrastructure and communicate with residents. • Make greater use of outsourcing, including securing consulting services to augment existing county MPO planning staff for initiatives such as grant writing. • Seek ways to support the county’s smaller communities with pursuing grant opportunities, and in securing needed matching funds. • Strengthen partnerships with such entities as the Chamber of Business & Industry of Centre County (CBICC), local municipalities, adjacent MPOs, and Penn State University. • Build relationships with newly elected leaders to more effectively engage and lobby for county transportation policy and projects. 	<p>viability of the gas tax affecting budgets for staff, projects, and infrastructure.</p> <ul style="list-style-type: none"> • Regulatory changes involving transportation performance measures and the criteria used for funding projects. • Challenges in effectively communicating with the county’s rural areas. • Improve participation in a post-COVID environment. People volunteer but don’t always engage or make contributions. Virtual meetings are convenient, but the CCMPO loses important dialog and other participation as a result. • Parochialism in policy development, rather than a holistic approach to the county’s transportation policy.

Strategic Plan

Through survey input and during the two facilitated meetings, CCMPO’s strategic planning retreat participants advanced a number of visionary ideas for the future of the organization. These ideas are reflected in Figure 4 and in three broad categories:

- **Governance/CCMPO Committees and Functions** — Ensuring a solid foundation for the structure of the CCMPO’s committees, the engagement of their members, and their representative nature.
- **CCMPO Operations** – Aligning adequate staff resources and integrating federal requirements with community priorities.
- **Outreach and Stakeholder Engagement** – Maintaining active communications with all regional stakeholders to strengthen decision-making.

Taken together, these visionary elements advance the CCMPO’s leadership role in addressing the region’s transportation planning and programming priorities.

Figure 3: Strategic Overview



The CCMPO Strategic Plan goals and initiatives are discussed more fully in the following section.

1. Governance/CCMPO Committees and Functions

The term “governance” is used to describe the "proper functioning of organizations and their acceptance by the public.” Governance encompasses the system by which an organization is structured, sustained, operated, and held accountable. Ethics, compliance, and administration are all elements of governance. The strategic planning retreat participants identified governance practices that the CCMPO should improve to maximize the organization’s planning capacity and efficiency.

Objectives	Actions
<p>1.1 Ensure equitability to all Centre County regions and stakeholders through the most appropriate governance structure (including appropriate representation, engagement, and coordination).</p>	<ol style="list-style-type: none"> 1. Analyze alternative governance models consistent with CCMPO’s strategic priorities for transportation, community representation and stakeholder engagement and adopt the most appropriate model. 2. Rotate municipalities on the Coordinating Committee. 3. Explore the option of extending terms to four years for equitable coverage. (Ensure alternates are prepared to serve.) 4. Perform regular analyses and reporting of Transportation Improvement Program (TIP) allocations between outlying municipalities and the Centre Region.
<p>Notes:</p> <ul style="list-style-type: none"> – Terms could be staggered, aligning with municipal election cycles. – Equity and transparency are important ideals to the CCMPO. Engaging communities can be challenging but the CCMPO will continue to seek approaches that are equitable and transparent. One way to address this is to ensure that structures are in place that ensure all member municipalities are treated fairly. – Board structure will be an important factor. – Being inclusive and transparent involving committee member representation provides accountability for the CCMPO. 	
<p>1.2 Establish effective, complementary roles for the Coordinating Committee and Technical Committee.</p>	<ol style="list-style-type: none"> 1. Clearly define the two committees’ primary focus areas through updated charters (Technical Committee: transportation-planning focus; Coordinating Committee: transportation-policy focus).

Objectives	Actions
<p><i>Refer to accompanying Responsibility Matrices.</i></p> <p><i>The MPO's bylaws were last updated in 2018.</i></p>	<p>2. Leverage the specific expertise of Technical Committee members through subcommittees on standing issues (e.g., safety, active transportation, project development, grants) and ad hoc subcommittees for emergent issues.</p>
	<p>3. Establish a “consent” agenda approach to streamline the acceptance of Technical Committee proceedings in Coordinating Committee meetings.</p>
	<p>4. Hold joint Coordinating-Technical Committee meetings annually (or every other year) to enhance coordination and communication.</p>
<p>Notes:</p> <ul style="list-style-type: none"> – <i>According to the Bylaws, the Chair may form special committees and appoint members to those committees for specific projects or other purposes.</i> – <i>The consent agenda is a tool used to streamline meeting procedures by collecting routine, non-controversial items into a group whereby all are passed with a single motion and vote.</i> 	

2. CCMPO Operations

This portion of the strategic planning process focuses on reviewing the existing CCMPO operations and how efficient operations are in terms of using resources and being effective in meeting the objectives for the transportation system and performance measures. The strategic planning retreat participants identified the following items in addressing CCMPO operations.

Objectives	Actions
<p>2.1 Ensure adequate staff coverage to meet the projected demands of CCMPO's transportation-planning priorities and opportunities, including available grants.</p>	<p>1. Develop an appropriate model for total staff complement and focus areas (generalist vs. specialist), including the budget implications of any increases (primary model).</p>
	<p>2. Develop an alternative model for staff augmentation by consultant resources based on the primary staffing model, budget implications</p>

Objectives	Actions
	<p>and implementation timetable (alternative model).</p> <p>3. Implement the primary, alternative or hybrid model (at varied levels of hiring).</p>
<p>2.2 Enhance committee member onboarding and engagement.</p> <p><i>This is a complex topic area, involving flattening the learning curve for new MPO members.</i></p>	<p>1. Develop an effective orientation program addressing the CCMPO’s responsibilities, expectations of committee members, and guidelines for representing the entire organization as well as a given municipality.³</p> <p>2. Encourage peer-to-peer mentoring to accelerate a committee member’s productivity in the role with support from current or former committee mentors.</p> <p>3. Strengthen Coordinating Committee interaction and engagement with an emphasis on in-person meetings (except for special circumstances or non-voting-member participation).</p>
<p>Notes:</p> <ul style="list-style-type: none"> – <i>The MPO should continue to invest in the training and education of staff, Board members, local entity members, and external stakeholders. Training and education will ensure that individuals making decisions for the region understand the implications of certain choices.</i> – <i>Seek to educate local communities on how transportation decisions are made and how to become involved in that decision making process</i> 	
<p>2.3 Integrate federal requirements for Transportation Performance Management (TPM) with enhanced solicitation of local communities in project selection and prioritization.</p>	<p>1. TBD</p>

³ The CCMPO completed a “MPO 101” orientation session March 24 which was open to all members.

3. Outreach and Stakeholder Engagement

Community outreach is an opportunity for the CCMPO to engage with stakeholders and provide expertise and data. Community engagement should happen early, and often. Its goal is organizing to act in support of achieving the desired change. The strategic planning retreat participants identified and discussed the following items to improve outreach and stakeholder engagement.

Objectives	Actions
<p>3.1 Enhance equitability to regional stakeholders by providing appropriate representation in planning and decision-making.</p>	<p>1. Engage the economic development business community and other civic groups to provide diverse perspectives on regional transportation planning priorities.</p>
<p><i>Notes:</i></p> <ul style="list-style-type: none"> – <i>Develop best practices to tie land use and transportation together and promote engagement by all those impacted by land use decisions. Economic development communities tend to be more land use focused and may not be able to make the connection with the transportation planning process and the land use planning process.</i> – <i>Increase coordination with and participation in economic development and land use stakeholder groups.</i> – <i>Seek to provide visualization and mapping tools to demonstrate the impact of land use decisions on transportation systems.</i> 	
<p>3.2 Enhance decision-making through increased engagement of diversified stakeholders.</p>	<p>1. Hold an annual event to engage all communities and stakeholders and ensure appropriate representation and clear messaging.</p> <p>2. Ensure ongoing communication with all communities is frequent and transparent.</p>
<p>3.3 Strengthen the bond between municipalities and the CCMPO through planned engagement, deliberate contacts, and frequent communication.</p>	<p>1. Rotate meeting locations.</p>

Recommendations and Exhibits

This section of the plan includes information on the following elements:

- Illustrative MPO Models
- Consent Agenda
- Reappointment Schedule
- Work Tasks by Staff

Insert introductory paragraph here.

Table 5: Illustrative MPO Models

Model (voting members)	Description	TC Voting Distribution	CC Voting Distribution
Current (18)	<ul style="list-style-type: none"> • Historical/geographical/representation. • A product of historical agglomeration. 	County (2) Centre Region (6) Other Regions (6) PennDOT (2) CATA (1) CRPC (1)	County (2) Centre Region (6) Other Regions (6) PennDOT (2) CATA (1) CRPC (1)
Regional-based (12)	<ul style="list-style-type: none"> • The “Senate Model” • Based on geography • Each region receives 1 seat • Equalizes all planning regions 	County (2) Centre Region (1) Other Regions (6) PennDOT (2) CATA (1)	County (2) Centre Region (1) Other Regions (6) PennDOT (2) CATA (1)
Population-based (18)	<ul style="list-style-type: none"> • The “House Model” • Based on population • Each region receives seats per capita • Proportional 	County (2) Centre Region (6) Other Regions (6) PennDOT (2) CATA (1) CRPC (1)	County (2) Centre Region (6) Other Regions (6) PennDOT (2) CATA (1) CRPC (1)
Non-symmetrical; non-geographic (18)	<ul style="list-style-type: none"> • Non-symmetrical; non-geographic-based • Emphasizes input of subject matter experts for reviewing and assessing technical, project-related matters • Consent agendas for Coordinating Committee • Bi-annual joint meetings (in person) 	County (2) PennDOT (2) CATA (1) Safety (1) Project Development (1) Active Transportation (1)	County (2) Centre Region (6) Other Regions (6) PennDOT (2) CATA (1) CRPC (1)

Exhibit X: Consent Agenda

The following provides an overview of the differences between a traditional standard agenda for the CCMPO and a proposed “consent agenda” that would streamline the Coordinating Committee meetings.

Centre County Metropolitan Planning Organization (CCMPO) Coordinating Committee Meeting

Tuesday, February 28, 2023

6:00 p.m.

ILLUSTRATIVE STANDARD AGENDA

1. **Call to Order**
2. [Election of Officers for 2023](#)
3. **Approval of Minutes:** *November 22, 2022 Coordinating Committee meeting.*
4. **Public Comments:** *For items not on the agenda.*
5. **New Agenda Items:** *Members may request that an additional item(s) be added to the agenda. If approved by a majority vote of members present, the proposed item(s) will be placed on the agenda at a time determined by the Chair.*
6. **[Special Announcements:](#)**
Recognition of Dr. Sychalski and Welcome to Xochi Confer
Action: Approve resolution
7. **[State College Area Connector \(SCAC\) Project:](#)**
Status Report and PEL Study Report Comments
Action: Receive report and provide comments to project team and staff
8. **2023-2026 Centre County Transportation Improvement Program (TIP) Revisions:**
 - a. [Additional Funding for I-99 NB and SR 322 WB Solar Powered Chevrons](#)
 - b. [2025 Centre Bridge Preservation Projects](#)
 - c. [Pedestrian Countdown Signals Project](#)*Action: Approve Amendments to TIP*
9. **Performance Based Planning and Programming:**
 - a. [Annual Update of PM1 Safety Performance Measure Targets](#)
Action: Support PennDOT's targets
 - b. [Annual Report about CATA Safety Performance Measures](#)
No action required
10. **[CCMPO Public Participation Plan:](#)**



Review updated document

Action: Approve updated Public Participation Plan

11. Centre County Sectional Cycle Maintenance

Status report

No action required

12. CCMPO Strategic Plan:

Status report

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

13. Centre County Active Transportation Plan

Project introduction

Action: Receive presentation and provide comments to MPO staff

14. Member Reports:

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

No action required

15. Announcements

16. Adjourn

*Next Coordinating Committee meeting:
Tuesday April 18, 2023
6:00 p.m.
Hybrid - Zoom/COG Building*

(Continued)



Centre County Metropolitan Planning Organization (CCMPO)
Coordinating Committee Meeting

Tuesday, February 28, 2023

6:00 p.m.

ILLUSTRATIVE CONSENT AGENDA

Table with 2 columns: Item Number and Description. Items include: 1. CALL TO ORDER, 2. PUBLIC COMMENTS, 3. NEW AGENDA ITEMS, 4. SPECIAL ANNOUNCEMENTS: RECOGNITION OF DR. SPYCHALSKI AND WELCOME TO XOCHI CONFER, 5. CONSENT AGENDA, CA-1 APPROVAL OF MINUTES: November 22, 2022 Coordinating Committee Meeting, CA-2 2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISIONS, CA-3 PERFORMANCE-BASED PLANNING AND PROGRAMMING, 7. STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT, 8. CCMPO PUBLIC PARTICIPATION PLAN, 9. CENTRE COUNTY SECTIONAL CYCLE MAINTENANCE, 10. CCMPO STRATEGIC PLAN, 13. CENTRE COUNTY ACTIVE TRANSPORTATION PLAN, 14. MEMBER REPORTS, 15. ANNOUNCEMENTS, 16. ADJOURNMENT



Exhibit X: Draft CCMPO Member Reappointment Schedule (Assuming 3-Year, Staggered Terms)

The following exhibit illustrates a potential reappointment schedule following staggered terms.

Reappointment Year	Partner Organization	Technical Committee Member	Coordinating Committee Member	Next Reappointment
2024	College Township	Don Franson	Eric Bernier	2027
2024	Ferguson Township	Ron Seybert	Lisa Strickland	2027
2024	Halfmoon Township	Dave Piper	Barbara Spencer	2027
2024	Harris Township	George Harrigan	Frank Harden	2027
2024	Patton Township	Alexandra Castrechini	Elliot Abrams	2027
2024	State College Borough	Sam Robbins	Deanna Behring	2027
2025	Lower Bald Eagle Valley Region	John Gribble	Dave Veneziano	2028
2025	Moshannon Valley Region	Michelle Merrow	Tim Ryder	2028
2025	Mountaintop Region	Michelle Barbin	open	2028
2025	Nittany Valley Region	Rick Dillon	Doug Johnson	2028
2025	Penns Valley Region	Joel Myers	Dick Decker	2028
2025	Upper Bald Eagle Valley Region	Mark Lively	Keith Reese	2028
2026	Centre Area Transportation Authority	Louwana Oliva	Lon Beck	2029
2026	Centre County	Dave Lomison	Amber Concepcion	2029
2026	Centre County	Ray Stolinas	Mark Higgins	2029
2026	Centre Regional Planning Commission	Jim May	Josh Portney	2029
2026	PennDOT Central Office (Harrisburg)	Frank Hampton	Larry Shifflet	2029
2026	PennDOT District 2-0 Office (Clearfield)	Dean Ball	Tom Zurat	2029
	Advisory Partner Organization	Technical Committee Member	Coordinating Committee Member	
2026	Pennsylvania State University	Rob DeMayo	Charima Young	2029
2026	Federal Highway Administration	Gene Porochniak	Gene Porochniak	2029
2026	Federal Transit Administration	Abigail Lowe	Abigail Lowe	2029



Exhibit X: Work Tasks by Staff

The following responsibility matrix exhibits illustrate four CCMPO staff workload scenarios: 1) Staff duties before workloads were shifted in 2022; 2) current (2023) workload duties; 3) a “fully funded” scenario, and 4) what is being proposed as part of this Strategic Plan, which includes one new position with consulting support.

Staff Workload: Pre-2022

		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
	Time Allotted to UPWP Tasks	100%	100%	100%	100%	15%	50%	10%	35%	100%	100%	100%
Task Group	Task											
Administration	Administrative Tasks - Invoicing, status reports	S	C	C	S	A	R	C	C			
Compliance	UPWP & Contract Management				S	A	R					
Administration	Final Document Preparation	C	C	C	C	A	R	C	C			
Outreach	Public Notices, Social Media and Website Management	A	A	S	A	A	R	C	S			
Administration	Budget				R	S	S					
Administration	MPO Meeting preps	C	C	C	R	A	S	C				



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
TIP	Bridge Bundle Project Management	R			C	A						
TIP	County Local Transportation Program	R			A							
TIP	Safety Committee and Safety Project Development	R			C				C			
L RTP	L RTP - Implementation Plan Management and Lead Update	R	C	C	S	A	S	C	S			
L RTP	L RTP - Emerging Service Technologies		R		S							
L RTP	L RTP - Lead Plan Development	R	C	C	S	A	S	C	S			
Outreach	Direct Municipal Outreach	R	C	C	S	A	A	A	A			
TIP	TIP - Development and Prioritization	S	C	C	R	A		C	S			
TIP	TIP - Amendments and Management	A	A	A	R	A	S					
TIP	TIP - Environmental Justice Assessment	R	S		S		S		S			
TIP	TIP - Transit Elements		R		S		S					
TIP	TIP - Project Meetings	R	S	S	R	A						
Bike/Ped	Local Project Delivery Support - Bike/Pedestrian Projects			R	S							



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
TIP	Local Project Delivery Support -Highway/Bridge Projects	R	S	S	S	A						
TIP	Local Municipal Assistance	R	A	S	S	A						
Plans	Regional Plans Assistance	C	C	C	A	A						
Data	HPMS Inventory	R			S				C			
Data	Functional Class Update	R			S				C			
Transit	CATA Special Projects Management		R		A	A	S					
Transit	Transit Performance Measures Management		R		A	A	A					
Transit	Zoning Amendments and Site Plan Review (Transit)		R		A	A	A					
Compliance	Title VI - updates, education and maintenance	A	R	S	A	A	S					
Compliance	Public Participation Plan - Updates, monitoring and maintenance	A	R	S	A	A	S					
Transit	CATA Title VI and PPP Assistance		R		A							
Transit	CATA Triennial Review Assistance		R		A							
Bike/Ped	Bicycle Education & Awareness Activities			R	A	A	S	S	S			



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
Bike/Ped	Bike Friendly Community & Business Designations			R	A	A	S		S			
Bike/Ped	Bicycle Stakeholder Coordination			R	S	A	S					
Bike/Ped	Bicycle Plan/Active Transportation Plan Development			R	A	A						
Bike/Ped	Transportation Alternatives - Sponsor Support	C		R	C	A						
Bike/Ped	Bike/wheeling legislative support			R	S							
Bike/Ped	Complete Streets	C	C	R	C	A						
Program	UPWP Development	S	C	C	S	A	R	C				
Program	PennDOT and FHWA Coordination	C	C	C	R	A						
Compliance	Performance Measures - Safety, Condition and System Performance	R			S	A						
Program	MPO Orientation	S	C	C	R	A	S					
Program	TDM Management				R							
Program	Overall Program Management	S	C	C	R	C	S	C	C			
Sustainability	CAAP Implementation & Awareness		C	C	A	A		R				
Grants	Grant Outreach and Awareness											



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
Grants	Federal Grant Project Development & Prioritization											
Grants	Grant Development and Submission											
Grants	State Grant Project Development & Prioritization											
Grants	Safety Grant Development											

- R Responsible for completion
- S Supports completion by direct involvement and substantial contribution
- C Contributes to
- A Aware of
- No Role



Staff Workload: Current

		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
	Time Alloted to UPWP Tasks	100%	100%	100%	100%	15%	50%	10%	35%			
Task Group	Task											
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Compliance	UPWP & Contract Management				S	A	R					
Administration	Final Document Preparation	C	C	C	C	A	R	C	C			
Outreach	Public Notices, Social Media and Website Management	A	A	S	A	A	R	C	S			
Administration	Budget				R	S	S					
Administration	MPO Meeting preps	C	C	C	R	A	S	C				
TIP	Bridge Bundle Project Management	R			C	A						
TIP	County Local Transportation Program	R			A							
TIP	Safety Committee and Safety Project Development	C		R	C				C			
L RTP	L RTP - Implementation Plan Management and Lead Update	C	C	C	R	A	S	C	S			
L RTP	L RTP - Emerging Service Technologies		R		S							
L RTP	L RTP - Lead Plan Development	S	C	S	R	A	S	C	S			
Outreach	Direct Municipal Outreach	C	C	R	S	A	A	A	A			
TIP	TIP - Development and Prioritization	S	C	S	R	A		C	S			
TIP	TIP - Amendments and Management	A	A	A	R	A	S					



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
TIP	TIP - Environmental Justice Assessment	R	S		S		S		S			
TIP	TIP - Transit Elements		R		S		S					
TIP	TIP - Project Meetings	S	S	S	R	A						
Bike/Ped	Local Project Delivery Support - Bike/Pedestrian Projects	C		R	S							
TIP	Local Project Delivery Support -Highway/Bridge Projects	R	S	S	S	A						
TIP	Local Municipal Assistance	R	A	S	S	A						
Plans	Regional Plans Assistance	C	C	C	A	A						
Data	HPMS Inventory	S			R				C			
Data	Functional Class Update	S			R				C			
Transit	CATA Special Projects Management		R		A	A	S					
Transit	Transit Performance Measures Management		R		A	A	A					
Transit	Zoning Amendments and Site Plan Review (Transit)		R		A	A	A					
Compliance	Title VI - updates, education and maintenance	A	R	S	A	A	S					
Compliance	Public Participation Plan - Updates, monitoring and maintenance	A	R	S	A	A	S					
Transit	CATA Title VI and PPP Assistance		R		A							
Transit	CATA Triennial Review Assistance		R		A							
Bike/Ped	Bicycle Education & Awareness Activities			R	A	A	S	S	S			
Bike/Ped	Bike Friendly Community & Business Designations			R	A	A	S		S			



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants
Bike/Ped	Bicycle Stakeholder Coordination			R	S	A	S					
Bike/Ped	Bicycle Plan/Active Transportation Plan Development			R	A	A						
Bike/Ped	Transportation Alternatives - Sponsor Support	C		R	C	A						
Bike/Ped	Bike/wheeling legislative support			R	S							
Bike/Ped	Complete Streets	C	C	R	C	A						
Program	UPWP Development	S	C	C	S	A	R	C				
Program	PennDOT and FHWA Coordination	C	C	C	R	A						
Compliance	Performance Measures - Safety, Condition and System Performance	A		R	S	A						
Program	MPO Orientation	S	C	C	R	A	S					
Program	TDM Management				R							
Program	Overall Program Management	S	C	C	R	C	S	C	C			
Sustainability	CAAP Implementation & Awareness		C	C	A	A		R				
Grants	Grant Outreach and Awareness											
Grants	Federal Grant Project Development & Prioritization											
Grants	Federal/BIL Grant Development and Submission											
Grants	State Grant Project Development & Prioritization											
Grants	Safety Grant Development											



R	Responsible for completion
S	Supports completion by direct involvement and substantial contribution
C	Contributes to
A	Aware of
	No Role

Staff Workload: Fully Funded Scenario

		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
	Time Alloted to UPWP Tasks	100%	100%	100%	100%	15%	50%	10%	35%				
Task Group	Task												
Administration	Administrative Tasks - Invoicing, status reports	S	C	C	S	A	R	C	C				
Compliance	UPWP & Contract Management				S	A	R						
Administration	Final Document Preparation	C	C	C	C	A	R	C	C				
Outreach	Public Notices, Social Media and Website Management	A	A	S	A	A	R	C	S				
Administration	Budget				R	S	S						
Administration	MPO Meeting preps	C	C	C	R	A	S	C		C	C	C	



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
TIP	Bridge Bundle Project Management	R			C	A							
TIP	County Local Transportation Program	R			A							S	
TIP	Safety Committee and Safety Project Development	C		C	C				C		R		
L RTP	L RTP - Implementation Plan Management and Lead Update	C	C	C	R	A	S	C	S				
L RTP	L RTP - Emerging Service Technologies		R		S								
L RTP	L RTP - Lead Plan Development	S	C	S	R	A	S	C	S				
Outreach	Direct Municipal Outreach	C	C	S	S	A	A	A	A	C	S	R	C
TIP	TIP - Development and Prioritization	S	C	S	R	A		C	S				
TIP	TIP - Amendments and Management	A	A	A	R	A	S						
TIP	TIP - Environmental Justice Assessment	R	S		S		S		S				
TIP	TIP - Transit Elements		R		S		S						
TIP	TIP - Project Meetings	S	S	S	R	A				C	C	C	
Bike/Ped	Local Project Delivery Support - Bike/Pedestrian Projects	C		R	S								
TIP	Local Project Delivery Support - Highway/Bridge Projects	S	S	S	S	A						R	



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
TIP	Local Municipal Assistance	R	A	S	S	A							
Plans	Regional Plans Assistance	C	C	C	A	A							
Data	HPMS Inventory	S			R				C				
Data	Functional Class Update	S			R				C				
Transit	CATA Special Projects Management		R		A	A	S						
Transit	Transit Performance Measures Management		R		A	A	A						
Transit	Zoning Amendments and Site Plan Review (Transit)		R		A	A	A						
Compliance	Title VI - updates, education and maintenance	A	R	S	A	A	S						
Compliance	Public Participation Plan - Updates, monitoring and maintenance	A	R	S	A	A	S						
Transit	CATA Title VI and PPP Assistance		R		A								
Transit	CATA Triennial Review Assistance		R		A								
Bike/Ped	Bicycle Education & Awareness Activities			R	A	A	S	S	S				
Bike/Ped	Bike Friendly Community & Business Designations			R	A	A	S		S				



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
Bike/Ped	Bicycle Stakeholder Coordination			R	S	A	S						
Bike/Ped	Bicycle Plan/Active Transportation Plan Development			R	A	A							
Bike/Ped	Transportation Alternatives - Sponsor Support	C		R	C	A							
Bike/Ped	Bike/wheeling legislative support			R	S								
Bike/Ped	Complete Streets	C	C	R	C	A						C	
Program	UPWP Development	S	C	C	S	A	R	C					
Program	PennDOT and FHWA Coordination	C	C	C	R	A							
Compliance	Performance Measures - Safety, Condition and System Performance	A		R	S	A					S		
Program	MPO Orientation	S	C	C	R	A	S						
Program	TDM Management				R								
Program	Overall Program Management	S	C	C	R	C	S	C	C	C	C	C	
Sustainability	CAAP Implementation & Awareness		C	C	A	A		R					
Grants	Grant Outreach and Awareness	C	C	C	C	A	S	C		R			C
Grants	Federal Grant Project Development & Prioritization	C	C	C	S	A	C	C		R	C		S

		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
Grants	Grant Development and Submission	C	C	C	S	A	C	C	C	R	C		S
Grants	State Grant Project Development & Prioritization	C	C	C	S	A	C	C	C	C	C	R	S
Grants	Safety Grant Development	C	C	S	S	A	C		C		R		S

- R Responsible for completion
- S Supports completion by direct involvement and substantial contribution
- C Contributes to
- A Aware of
- No Role

Staff Workload: Proposed

		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
	Time Allotted to UPWP Tasks	100%	100%	100%	100%	15%	50%	10%	35%				
Task Group	Task												
Administration	Administrative Tasks - Invoicing, status reports	S	C	C	S	A	R	C	C				
Compliance	UPWP & Contract Management				S	A	R						
Administration	Final Document Preparation	C	C	C	C	A	R	C	C				
Outreach	Public Notices, Social Media and Website Management	A	A	S	A	A	R	C	S				
Administration	Budget				R	S	S						
Administration	MPO Meeting preps	C	C	C	R	A	S	C		C	C	C	
TIP	Bridge Bundle Project Management	R			C	A							
TIP	County Local Transportation Program	R			A								
TIP	Safety Committee and Safety Project Development	C		R	C				C	S			

		Transportation Planner/Generalist - CCPDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
L RTP	L RTP - Implementation Plan Management and Lead Update	C	C	C	R	A	S	C	S				
L RTP	L RTP - Emerging Service Technologies		R		S								
L RTP	L RTP - Lead Plan Development	S	C	S	R	A	S	C	S				
Outreach	Direct Municipal Outreach	C	C	S	S	A	A	A	A	R			
TIP	TIP - Development and Prioritization	S	C	S	R	A		C	S				
TIP	TIP - Amendments and Management	A	A	A	R	A	S						
TIP	TIP - Environmental Justice Assessment	R	S		S		S		S				
TIP	TIP - Transit Elements		R		S		S						
TIP	TIP - Project Meetings	S	S	S	R	A				C			
Bike/Ped	Local Project Delivery Support - Bike/Pedestrian Projects	C		R	S								
TIP	Local Project Delivery Support - Highway/Bridge Projects	R	S	S	S	A							
TIP	Local Municipal Assistance	R	A	S	S	A							
Plans	Regional Plans Assistance	C	C	C	A	A							



		Transportation Planner/Generalist - CCPDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner - Safety	New Planner - State Grants	Consulting Support Team
Data	HPMS Inventory	S			R				C				
Data	Functional Class Update	S			R				C				
Transit	CATA Special Projects Management		R		A	A	S						
Transit	Transit Performance Measures Management		R		A	A	A						
Transit	Zoning Amendments and Site Plan Review (Transit)		R		A	A	A						
Compliance	Title VI - updates, education and maintenance	A	R	S	A	A	S						
Compliance	Public Participation Plan - Updates, monitoring and maintenance	A	R	S	A	A	S						
Transit	CATA Title VI and PPP Assistance		R		A								
Transit	CATA Triennial Review Assistance		R		A								
Bike/Ped	Bicycle Education & Awareness Activities			R	A	A	S	S	S				
Bike/Ped	Bike Friendly Community & Business Designations			R	A	A	S		S				



		Transportation Planner/Generalist - CCPCDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner—Safety	New Planner—State Grants	Consulting Support Team
Bike/Ped	Bicycle Stakeholder Coordination			R	S	A	S						
Bike/Ped	Bicycle Plan/Active Transportation Plan Development			R	A	A							
Bike/Ped	Transportation Alternatives - Sponsor Support	C		R	C	A							
Bike/Ped	Bike/wheeling legislative support			R	S								
Bike/Ped	Complete Streets	C	C	R	C	A							
Program	UPWP Development	S	C	C	S	A	R	C					
Program	PennDOT and FHWA Coordination	C	C	C	R	A							
Compliance	Performance Measures - Safety, Condition and System Performance	A		R	S	A							
Program	MPO Orientation	S	C	C	R	A	S						
Program	TDM Management				R								
Program	Overall Program Management	S	C	C	R	C	S	C	C	C			
Sustainability	CAAP Implementation & Awareness		C	C	A	A		R					

		Transportation Planner/Generalist - CCPDO	Senior Transportation Planner/Specialist - Transit	Senior Transportation Planner/Specialist - Bike/Pedestrian	Principal Transportation Planner/Generalist	Planning Director	Office Manager	Sustainability Planner	Planner - GIS	New Planner - Federal Grants	New Planner—Safety	New Planner—State Grants	Consulting Support Team
Grants	Grant Outreach and Awareness	C	C	C	C	A	S	C		R			C
Grants	Federal Grant Project Development & Prioritization	C	C	C	S	A	C	C		R			S
Grants	Grant Development and Submission	C	C	C	S	A	C	C	C	R			S
Grants	State Grant Project Development & Prioritization	C	C	C	S	A	C	C	C	R			S
Grants	Safety Grant Development	C	C	S	S	A	C		C	R			S

R	Responsible for completion
S	Supports completion by direct involvement and substantial contribution
C	Contributes to
A	Aware of
	No Role



Acknowledgements

The CCMPO thanks current and past members and others who provided input into the development of the Strategic Plan:

Kevin Abbey

Ex-officio member, CATA & PA Senate Staff

Pam Adams

Dean Ball

PennDOT District 2-0 ADE

Eric Bernier

CCMPO Chairman

Mike Bloom

Ex-officio member

Alexandra Castrechini

Technical Committee, Patton Township

Dick Decker

George Harrigan

Technical Committee, Harris Township

Frank Hampton

PennDOT Central Office

Doug Johnson

Bellefonte/Nittany Valley Region

Greg Kaush

Dan Klees

Ex-officio member, College Township

Theresa Lafer

Mark Lively

Technical Committee Vice-Chair

Jeff Luck

Ex-officio member

Jim May

Planning Director

Anne Messner

CCMPO staff

Gabriela Mezeiova

Joel Myers

Louwana Oliva

CATA Director

Michael Pipe

County Commissioner

CCMPO Coordinating Committee Vice-Chair

Tim Ryder

James Saylor, PE

CCMPO Principal Planner

Ron Seybert

Technical Committee Chair

Ferguson Township

Barbara Spencer

John Spychalski

Coordinating Committee

Ray Stolinas

Lisa Strickland

Coordinating Committee

Ferguson Township

Tom Zilla

Former CRPC staff



Next Steps

To be developed.

Appendices

- A. Strategic Planning Committee Members
- B. Board Survey Results
- C. Staff Survey Results
- D. Meeting Reports (Focus Group and Meet and Retreat)
- E. Action Planning Templates (for ongoing staff use)

+ + +

April 5, 2023 Meeting

ITEM 11

ANNOUNCEMENTS

1. The April 18 Coordinating Committee will *tentatively* be held in CRCA Suite 1 Conference Room at the COG Office Building. We ask members to consider participating via zoom for this meeting and look forward to seeing you live again in the Forum Room for the June meeting. COG is undertaking improvements to the audio-visual system that allows for hybrid participation, and we hope to see an improvement in the audio for meetings moving forward. Technical Committee meetings will not be impacted by this work.
2. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attachment 11.2 is a summary of management actions completed since the November MPO meetings. The actions include a change to add state Transportation Infrastructure Improvement Funds for the SR 26 Allen Street Improvements that were awarded to State College Borough for the project.
3. CCMPO staff conducted an orientation session for new members of the Coordinating Committee on March 24, 2023. Current members of the Technical and Coordinating Committee were also invited to attend. A recording of the session is available at [MPO 101 Orientation 3-24-23](#).
4. On March 16, 2023, The Pennsylvania Commonwealth Financing Authority and the Department of Community and Economic Development announced the award of funds from the Multimodal Transportation Fund, including four projects in Centre County. Governor Josh Shapiro announced the award of funds from PennDOT 's Traffic Signal Technologies program, including three projects in Centre County:

Project	Municipality	Allocation
Calder Way Mobility Improvement Project	State College Borough	\$225,000
Toftrees Multimodal Transportation Improvement Project	Patton Township	\$200,000
Richard Street Improvement Project	Rush Township	\$129,600
Kato Road Improvement Project	Snowshoe Borough	\$150,000

CFA is accepting grant applications for the 2023 round until July 31, 2023. More information is available at www.dced.pa.gov.

5. CCMPO staff was asked to provide a letter of support for CATA's application for a Systemwide Assessment of Transit Stop ADA Accessibility project. A copy of the letter is included as Attachment 11.5.

6. CCMPO staff provided a response to the Request for Information (RFI) on the US DOT Equitable Transportation Community Explorer (ETCE) Tool and Index Methodology. A copy of the response is included as Attachment 11.6.
7. CCMPO staff provided a response to the RFI on Improving Road Safety for All Users on Federal-Aid Projects. A copy of the response is included as Attachment 11.7.
8. A meeting of the Safety Committee will be held in a virtual format at 8:30 AM on Thursday, April 13, 2023. Members interested in joining the subcommittee should contact Anne Messner for a link.
9. A virtual session for the Biking Over 50 class was held on Wednesday, March 22, 2023. A virtual Biking in the Centre Region class will be held on April 25, and a virtual Bike Commuting 101 class will be held on May 16. Registration for these classes can be found [Programs & Special Events | Centre Region Parks & Recreation \(crpr.org\)](#). The Arbor Day Bike Commuter Coffee will be held from 7:30 – 11:00 AM on Friday, April 28 at Sunset Park. See the Bike Events Calendar at <https://www.crcog.net/bikes> for more information on future activities.
10. The State Transportation Commission is conducting the 2023 Public Comment Period for the update of the 12-Year Program (TYP). The STC will conduct an Online Public Forum from 6:30 to 8:30 on Wednesday, April 12, 2023. Interested stakeholders may also complete a survey at [Transportation Survey](#) through April 30, 2023.
11. A live municipal outreach session will be conducted from 9:00 A.M. to 11:00 A.M. on Thursday, May 4, 2023 at the PennDOT District 2-0 Offices at 70 PennDOT Drive, Clearfield, PA. Topics covered will include grant opportunities and available support, PennDOT’s 12-Year Program Transportation Survey, and discussion of available resources from DCED and DCNR. Interested municipal personnel can also attend virtually. More information and a registration link can be found at <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>.
12. 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 Grant Preparation Checklist	Federal Transportation Funding: Fiscal Year 2023 Discretionary Grant Preparation Checklist for Prospective Applicants (PDF) US Department of Transportation
Key Notices of Funding Opportunities	Key Notices of Funding Opportunity US Department of Transportation

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

14. 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
Anne Messner, Senior Transportation Planner
Pam Adams, Sustainability Planner
Marcella Hoffman, Office Manager

jmay@crcog.net
jsaylor@crcog.net
gkausch@crcog.net
amessner@crcog.net
padams@crcog.net
mhoffman@crcog.net

Centre County Plng & Community Dev. Office
420 Holmes Street – Willowbank Office Building
Bellefonte, PA 16823

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

Ray Stolinas, Director
Elizabeth Lose, Assistant Director
Xochi Confer, Transportation Planner

rjstolinas@centrecountypa.gov
eatuck@centrecountypa.gov
xtconfer@centrecountypa.gov

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

For Centre

Overall Change Amount: \$375,462

Action ID	Commit Date	Action Type	Change Amount
128865	02/15/2023	Administrative Action	\$0

Narrative:

Centre MPO, District 2-0. 100% State.

From:
112588 CON 581 Decreased by -50,000 in FFY 2023

To:
112588 PE 581 Increased by 50,000 in FFY 2023

From: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
112588	Centre	26	147	Jacksonville Road Betterment	CON	\$-50,000

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
112588	Centre	26	147	Jacksonville Road Betterment	PE	\$50,000

Action ID	Commit Date	Action Type	Change Amount
128894	02/16/2023	Administrative Action	\$0

Narrative:

Administrative Action to the 2023-26 Centre TIP to increase the Infrastructure Investment Reserve Line Item with the Centre CRPU allocation. Statewide Carbon Reduction Program Reserve source of funds to maintain fiscal constraint.

118321 CON CRP Decreased by -246,527 in FFY 2026
 118321 CON CRP Decreased by -241,693 in FFY 2025
 118321 CON CRP Decreased by -236,954 in FFY 2024
 118321 CON CRP Decreased by -460,061 in FFY 2023
 117920 CON CRPU Increased by 246,527 in FFY 2026
 117920 CON CRPU Increased by 241,693 in FFY 2025
 117920 CON CRPU Increased by 236,954 in FFY 2024
 117920 CON CRPU Increased by 460,061 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	\$-1,185,235

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117920	Centre			Infrastructure Investment Reserve Line Item	CON	\$1,185,235

Action ID	Commit Date	Action Type	Change Amount
129138	03/02/2023	Administrative Action	\$100,549

Narrative:

CCMPO, District 2-0. Fiscal constraint appears off by \$100,549 due to influx of de-obligation funds.

To:
84343 CON STP Increased by 100,549 in FFY 2023

De-obligation Sources:
 76136 FD STP Decreased by -90,328 in FFY 2023 - DEOB
 116627 CON STP Decreased by -10,221 in FFY 2023 - DEOB

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$100,549

Action ID	Commit Date	Action Type	Change Amount
129221	03/09/2023	Administrative Action	\$0

Narrative:

Centre County MPO, District 2-0.

From:
101506 CON 581 Decreased by -36,900 in FFY 2023

To:
113451 CON 581 Increased by 36,900 in FFY 2023

From: Centre/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
101506	Centre	53	ST1	Group 2-22-ST12	CON	\$-36,900
To: Centre/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
113451	Centre	26	HFS	High Friction Surface Treatment HSIP	CON	\$36,900

Action ID	Commit Date	Action Type	Change Amount
129415	03/20/2023	Administrative Action	\$0

Narrative:

Centre County MPO, District. 100% State.

From:
105925 CON 185 Decreased by -866 in FFY 2023

To:
105925 UTL 185 Add 866 in FFY 2023

From: Centre/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
105925	Centre	2011	A07	SR 2011 over Mill Race	CON	\$-866
To: Centre/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
105925	Centre	2011	A07	SR 2011 over Mill Race	UTL	\$866

Action ID	Commit Date	Action Type	Change Amount
129437	03/21/2023	Administrative Action	\$0

Narrative:

Administrative Action to the 2023-26 Centre TIP to add the SR 26 Allen Street Improvements TIIF project. Project funding was awarded from the Transportation Infrastructure Investment Fund (TIIF) in DCED letter dated 8/30/2022 on behalf of Governor Wolf. Statewide TIIF Reserve source of funds.

60469 CON 581 Decreased by -1,600,000 in FFY 2025
 60469 CON 581 Decreased by -1,500,000 in FFY 2026
 119687 CON 581 Add 1,600,000 in FFY 2025
 119687 CON 581 Add 1,500,000 in FFY 2026

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
60469	Central Office			TIIF Reserve	CON	\$-3,100,000
To: Centre/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
119687	Centre	26	0	SR 26 Allen Street Improvements TIIF	CON	\$3,100,000

Action ID	Commit Date	Action Type	Change Amount
129481	03/24/2023	Administrative Action	\$0

Narrative:

Administrative action to the 2023-26 Centre TIP to add NHPP funds to the CON phase of the MPMS 98126 Atherton Street Phase II project to cover an AUC. Highway Reserve on the STWD Items TIP used as source of NHPP funds to maintain fiscal constraint.

77786 CON NHPP Decreased by -148,995 in FFY 2023
 98126 CON NHPP Add 148,995 in FFY 2023

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
77786	Central Office			Highway Reserve	CON	\$-148,995

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98126	Centre	3014	152	Atherton Street Phase II	CON	\$148,995

Action ID	Commit Date	Action Type	Change Amount
129505	03/28/2023	Administrative Action	\$78,410

Narrative:

Centre County MPO, District 2-0. Fiscal constraint appears off by \$78,410 due to influx of de-obligation funds.

To:
84343 CON STP Increased by 78,410 in FFY 2023

De-obligation Sources:
3127 PE STP Decreased by -78,410 in FFY 2023 - DEOB

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$78,410

Action ID	Commit Date	Action Type	Change Amount
129506	03/28/2023	Administrative Action	\$196,503

Narrative:

Centre County MPO, District 2-0. Fiscal constraint appears off by \$196,503 due to influx of de-obligation funds.

To:
84343 CON NHPP Increased by 196,503 in FFY 2023

De-obligation Source:
98126 CON NHPP Decreased by -196,503 in FFY 2023 - DEOB

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
84343	Centre		000	Poor Bridge/Betterment Line Item	CON	\$196,503

Action ID	Commit Date	Action Type	Change Amount
129510	03/28/2023	Administrative Action	\$0

Narrative:

Centre County MPO, District 2-0.

From:
84343 CON NHPP Decreased by -196,503 in FFY 2023
84343 CON STP Decreased by -64,158 in FFY 2023

To:
98126 CON NHPP Increased by 260,661 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	\$-260,661

To: Centre/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98126	Centre	3014	152	Atherton Street Phase II	CON	\$260,661

Centre County Metropolitan Planning Organization (CCMPO)

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

March 14, 2023

The Honorable Glenn Thompson
United States House of Representatives
400 Cannon House Office Building
Washington, DC 20515

RE: Centre Area Transportation Authority (CATA), Centre County, PA
Request for U.S. Department of Transportation (DOT) Transit Infrastructure Projects Funding for
Systemwide Assessment of Transit Stop ADA Accessibility

Dear Congressman Thompson:

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) application for Community Project Funding (CPF) for its Systemwide Assessment of Transit Stop ADA Accessibility project. As a county-wide organization, the CCMPO strongly encourages CATA's focus on identifying infrastructure improvements that would eliminate physical obstacles at stops and provide a greater level of freedom and independence for individuals with disabilities. This assessment is consistent with the priorities included in the CCMPO Long Range Transportation Plan 2050 and will aid us in our collaborative efforts to ensure accessibility to CATA services continues to be considered in the land development process.

As a partner in CATA's mission to deliver safe, reliable, accessible, and affordable transportation, the CCMPO looks forward to seeing the results of the study and working with CATA, the Centre Regional Planning Agency (CRPA), state and local funding partners, and the development community to upgrade Centre County's existing transit stops to meet Americans with Disabilities Act (ADA) Accessibility Guidelines.

The Centre County Metropolitan Planning Organization fully endorses CATA's efforts to seek funding for a study of transit stop accessibility improvements, and we look forward to learning of a favorable response to their application for Community Project Funding.

Sincerely,



James Saylor, P.E., PTOE
Principal Transportation Planner

cc: Louwana S. Oliva, CATA Executive Director/CEO

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March 17, 2023

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
West Building Ground Floor, Room W12-140
Washington, DC 20590-0001

RE: US DOT Equitable Transportation Community Explorer (ETCE) Tool and Index
Methodology Docket No. DOT-OST-2023-0020

Thank you for the opportunity to comment on the U.S. Department of Transportation's (the Department) Request for Information (RFI) on DOT's updated Transportation Disadvantaged Census Tracts Tool (now named US DOT Equitable Transportation Community Explorer) and Index methodology that supports the Administration's Justice40 initiative.

This RFI shows a very broad set of data in the draft US DOT Equitable Transportation Community Explorer to evaluate burdens. This alone is a very difficult task due the diversity of our county and what needs exist. Not all data is applicable to all locations in the United States and this variation in applicability will make using this tool challenging when comparing the value of the data between communities.

Responses to the questions in the RFI are below.

1. Methodology: Please refer to DOT's Justice40 website for more information regarding the tool's methodology ("ETCE Technical Documentation" available at <https://cms.dot.gov/priorities/updated-justice40-tool-andindex-rfi>). Please provide comments and specific recommendations for improving the methodology used to identify disadvantaged communities that support the Justice40 Initiative.

Pages 16-18, Transportation Access - Although tied to walkability, without a measure for bicycle access (and moving further away, ridesharing access), any overall measure of access would seem to be incomplete.

Page 23, Transportation Insecurity, Transportation Safety - This section only includes fatalities. It does not reflect major injuries or other major safety incidents. Moreover, this section does not reflect public transit safety data and appears to focus on highway fatalities only. Suggest utilizing the wealth of data both MPOs and public transit agencies are responsible for monitoring and reporting to further develop this section. Perceived danger within a transit system can constitute a barrier, also.

Pages 26-28, Environmental Burden, Transportation Infrastructure - How might the prevalence and rate of increase in ownership of electric and other alternative fuel vehicles be useful in illustrating this section?

Pages 28-30, Health Vulnerability - As demonstrated by the opiate and opioid epidemic, including increased rates of death and hospitalization, prevalence of addiction is increasingly contributing to lower health and life expectancy for at-risk communities.

Pages 35-37, Climate and Disaster Risk Burden, Future Extreme Weather Risks - In addition to potential coastal inundation, current floodplain proximity is a known, measurable value that could be useful.

2. Datasets: Data in this version of the tool provides measures in the areas of Transportation Insecurity, Climate and Hazard Risk, Environmental Burden, Health Vulnerability, and Social Vulnerability (available at <https://cms.dot.gov/priorities/updatedjustice40-tool-and-index-rfi>).

- i. What recommendations for additional datasets would enhance and improve upon the set of indicators currently used?

With the exception of one data set it is believed the data list below is available for all 50 states and territories and publicly available. Consideration should be given to including additional datasets listed below:

- Food insecurity: <https://www.ers.usda.gov/data-products/food-access-research-atlas/go->
- Housing Link: <https://resources.hud.gov/#>
- Physical Inactivity/Obesity: https://experience.arcgis.com/experience/71f8aedc21d147b78c09ce0f4d53913a/page/page_2/?views=view_26
- 2020 Census low and minority income data do not appear to be specified in the RFI: <https://www.census.gov/data.html>
- Future consideration should be given to include the distance from EMS location such as the 10 mile radius from hospitals since that is part of the health system.

- ii. Are there amenities DOT should be considering travel time and access to other than jobs?

Travel time and access to grocery stores should also be considered since there are locations in the county where options are very limited and becomes a burden of time and budget to travel to grocery stores.

3. Map Usability and Accessibility: The US DOT Equitable Transportation Community Explorer map (available at <https://cms.dot.gov/priorities/updatedjustice40-tool-and-index-rfi>) provides an online geospatial platform that gives the user the capability to identify the communities identified as disadvantaged. DOT is soliciting information regarding usability and accessibility of the geospatial platform as follows:

- i. What modifications can improve the usability, accessibility, or design of the mapping functions that display the data and results?

Consideration should be given to providing the data source links rather than just the title of the data source in the technical documentation.

- ii. Are there specific features or functions that will enhance the usability of the interactive map by community members and organizations, government staff, and other stakeholders?

Prefer easy to locate download options of all layers and single layers.

- iii. How do stakeholders search for a project—ex. zip code, address, community name, census tract number etc?

CCMPO would also like to be able to search by county.

- iv. Does the tool's name reflect its purpose?

CCMPO believes the new name is a better reflection of the tools purpose.

4. Additional Feedback: DOT seeks any additional feedback on the updated Disadvantaged Communities Tool.

1. Consideration should be given to note how frequently the tool will be updated and how it is to be part of federal grant submissions.
2. Consideration should be given to making this tool a clearinghouse so GIS layers can be downloaded from this site to limit possible erroneous downloads from other locations. All data files should be clearly identified what year the data was collected. It would help to have a notice placed on the page when data in the tool is updated.
3. From a transit perspective it appears a number of these indicators to be fully consistent with what CCMPO has used in the development of the Coordinated Public Transit-Human Services Transportation Plan, and in fact it goes quite a bit further and would be useful with CCMPO transit work.

Thank you for the opportunity to submit comments. If you should have questions please contact me at amessner@crcog.net or (814) 231-3050.

Sincerely,



Anne D. Messner, AICP
Senior Transportation Planner

Centre County Metropolitan Planning Organization (CCMPO)

c/o Centre Regional Planning Agency
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March 20, 2023

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE,
West Building Ground Floor, Room W12-140,
Washington, DC 20590-0001

RE: Federal Highway Administration Docket No. FHWA-2021-0011

Thank you for the opportunity to comment on the U.S. Department of Transportation's (the Department) Request for Information (RFI) on Improving Road Safety for All Users on Federal-Aid Projects. General comments are made first followed by answering a few of the questions in the RFI.

Improving Road Safety for All Users on Federal-Aid Projects can not be entirely about construction. There must be an education component built into every project that utilizes stakeholders who understand the localized landscape and crash data and can tailor education for all users of U.S. highways. It is not possible to design our way out of crashes so they cease to exist.

Research dollars must also be invested in viable solutions to improve road safety that the smallest community can consider implementing. Not all crashes are in large urbanized areas and rural areas are just as important. Once implementation of safety improvements are complete a mandated after-action review must occur to build a data base of what is a successful solution to reducing fatalities and serious injuries.

There are places like New York City and Arlington Virginia that have spent significant time in education and there are probably lessons learned from their initiatives. Consideration should be given to mandating early learner programs in the K-12 school systems to support education initiatives and should be free to all school districts.

All tools and data bases referred to in the RFI should be made available at a single location to all transportation stakeholders to be able to move forward with safety projects in a timely manner.

The RFI is does not clearly explain what the significance is of adopted Complete Streets standards or policies (or similar policies), with an adopted an alternative classification system. This needs to be expanded. How can this be implemented in Pennsylvania?.

Responses to the questions in the RFI are below. Please note that we can not provide an answer to all questions since we have limited knowledge of the current documents that are referenced in the RFI. This alone is a hindrance to making our roads safer.

1. What steps are being taken by your agency (if you are commenting on behalf of an agency) or an agency you are familiar with to improve safety for all roadway users, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles? How are equity and demographic data considered?

CCMPO has initiated a Safety Subcommittee to gain more knowledge on the topic of safety, what is eligible for HSIP funds and review of HSM screening of intersections and road segments. Safety is a complex topic and it will take a long time to develop knowledge of this topic area.

Other activities CCMPO include programing for bicycling that includes virtual and in person educations sessions, community engagement at local events and initial efforts to develop a county-wide active transportation plan and Vision Zero goal.

2. For agencies that have adopted Complete Streets standards or policies (or similar policies), what benefits does your agency see in developing Complete Streets? Provide examples and citations to relevant regulations, policies, procedures, performance measures, or other materials where possible.

CCMPO has submitted for planning funds to develop a model Complete Street policy. Since Pennsylvania is made of townships, boroughs and counties it is up to each municipal jurisdiction to adopt a Complete Street standard or policy. Given the demands on these governmental entities it is hoped that a model ordinance drafted by CCMPO will encourage adoption of a Complete Street standard or policy that reflects the limitations of Pennsylvania governing structure.

6. How could the FHWA regulations governing Design Standards for Highways (Part 625) be revised to consistently support prioritization of the safety of all users across all project types?

All roads that are not part of the interstate highway system should be able to accommodate bicyclists and pedestrians including traveling under or over the interstate highway system. Interstates are consistently a barrier for pedestrians and cyclists.

13. For which current projects (i.e., by improvement type, funding program/ level, facility type, etc.) are safety performance assessments or analyses conducted in your State?

CCMPO has observed that safety performance assessments are considered for most project funding types such as HSIP, STP, BOR, BRIP, BRDG but there are competing interests for the limited dollars that can be used for safety in all funding types.

14. To what extent is the safety performance assessed on non-HSIP funded projects?

CCMPO regularly has discussions on safety for non-HSIP funded projects but cannot fully fund the concerns due to limited funding.

16. What methods, tools, and types of safety performance assessments are used to analyze project-specific safety performance? What are the minimum data and analysis requirements that should be considered on how to conduct a safety performance assessment?

Screening is most frequently done by our state DOT due to the limits of staff and training at the MPO level.

17. With whom do States engage (i.e. counties, cities, MPOs, rural planning organizations, and other political subdivisions) when assessing safety performance? How do States engage the

public or use the safety performance assessment results to communicate to the public using inclusive and representative processes?

Our state provides statewide update to all MPOS. MPOs then have the option to work with construction districts and stakeholders to advance safety projects.

19. How is safety performance assessed or considered at the system level planning or early transportation project identification/prioritization stage? How is network screening used to inform project decision making?

CCMPO relies on the states screening efforts to identify and prioritize safety projects. Many projects can not be completed due to limited funding, competing interests and how the states prioritizes proven safety counter measures. Link: <https://highways.dot.gov/safety/proven-safety-countermeasures>.

Thank you for the opportunity to submit comments. If you should have questions please contact me at amessner@crcoq.net or (814) 231-3050.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. D. Messner', with a long horizontal flourish extending to the right.

Anne D. Messner, AICP
Senior Transportation Planner