

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

Wednesday, June 9, 2021  
9:30 a.m.

## MEETING INFORMATION

Please refer to the links below to **REGISTER** to attend the meeting via Zoom and to **LOCATE** the agenda and attachments.

[CLICK here to register to attend the meeting via Zoom](#)

After registering you will receive a confirmation e-mail from Centre Regional Planning Agency containing information about attending the meeting via Zoom.

[CLICK here to locate the AGENDA and ATTACHMENTS](#)

---

<p><b>To attend this meeting via phone:</b> <b>+1 301 715 8592   Meeting ID: 845 3964 0875   Passcode: 239834</b></p>
---

Meeting Contact: Marcella Laird ([mlaird@crcog.net](mailto:mlaird@crcog.net) - 231-3050)

This meeting and the group chat will be recorded and both video and audio files of the meeting will be made available on the COG website upon its conclusion.

- We ask that non-voting participants remain muted with their video turned off unless recognized or are actively speaking. To reduce audio interference, please remain off 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. Members opposed to a motion should vote “No”.
  - **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.
  - To access agendas and minutes of previously held meetings, and to learn more about the CCMPO on our website, please click [HERE](#).
-

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

Wednesday, June 9, 2021

9:30 a.m.

***VIRTUAL MEETING VIA ZOOM***  
***PLEASE CONTACT [MLAIRD@CRCOG.NET](mailto:mlaird@crcog.net) FOR LINK***

Written public comments or requests to speak to the Technical Committee regarding items on the agenda, or items not on the agenda, may be submitted in advance by emailing Marcella Laird at [mlaird@crcog.net](mailto:mlaird@crcog.net).

## AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *April 14, 2021 Technical Committee meeting.*
3. **Public Comments:** *For items not on the agenda.*
4. **Performance Based Planning and Programming:**
  - a. [Transit Asset Management \(TAM\) targets for the CCMPO](#)  
*Action: Recommend approval of TAM targets*
  - b. [Public Transportation Safety Performance Measure targets for the CCMPO](#)  
*Action: Recommend approval of transit safety performance measure targets*
5. **[Centre Region Climate Action and Sustainability Plan \(CAAP\):](#)**  
Presentation about the CAAP and its connection to the CCMPO  
*No action required*
6. **[Fiscal Year \(FY\) 2022-2024 Unified Planning Work Program \(UPWP\):](#)**  
Priority work tasks for new UPWP  
*Action: Input to MPO staff*
7. **[State College Area Connector \(SCAC\) Project:](#)**  
Status Report  
*Action: Provide comments to PennDOT*
8. **[Return to In-Person/Hybrid Meetings:](#)**  
Committee member preferences  
*Action: Input to MPO staff*
9. **Member Reports:**  
Reports from members about a significant item(s) of interest  
*No action required*
10. **[Announcements](#)**
11. **Adjourn**

*Next Technical Committee meeting:*  
**September 8, 2021**  
*9:30 a.m.*  
*Meeting type/venue TBD*

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

**Wednesday, April 14, 2021**

**9:30 a.m.**

**Virtual Meeting via Zoom**

**Minutes**

**Voting Members**

Ray Stolinas	Centre County Planning & Community Development Office (CCPCDO)
David Lomison	Centre County Office of Transportation (CCOT)
Mike Bloom	College Township
Ron Seybert	Ferguson Township
George Harrigan	Harris Township
Steve Casson	Patton Township
Michele Barbin	Mountaintop Planning Region
Joel Myers	Penns Valley Planning Region
Mark Lively	Upper Bald Eagle Valley Planning Region
Louwana Oliva	Centre Area Transportation Authority (CATA)
Jim May	Centre Regional Planning Commission (CRPC)
Frank Hampton	PennDOT Central Office
Dean Ball	PennDOT District 2-0

**Non-Voting Members**

Rick Ward	The Pennsylvania State University (PSU)
Matt Smoker	Federal Highway Administration (FHWA)

**Others Present**

Tom Zilla	Centre Regional Planning Agency (CRPA)
Trish Meek	CRPA
Greg Kausch	CRPA
Pam Adams	CRPA
Marcella Laird	CRPA
Anne Messner	CCPCDO
Eric Murnyack	PennDOT District 2-0
Michelle Merrow	Alder Run Engineering
Michelle Brummer	Gannet Flemming

**1. Call to Order**

Mr. Seybert called the meeting to order at 9:30 a.m. and turned the floor over to Ms. Laird, who conducted a roll call of Committee members to ensure they could hear and be heard.

**2. Approval of Minutes**

*Motion was made by Mr. Lively and seconded by Mr. Casson to approve the minutes of the February 10, 2021 Technical Committee meeting, as presented. The motion carried 13-0 (Mr. Dillon, Mr. Piper, and Mr. Gribble were not in attendance).*

### 3. Public Comments

There were no comments from the public.

### 4. Performance Based Planning and Programming

#### a. CATA and Centre County Office of Transportation – Transit Asset Management

The Technical Committee received a presentation from MPO staff regarding Transit Asset Management (TAM) Plan and performance targets for CATA and the Centre County Office of Transportation (CCOT). Per federal rulemaking, all public transit operators are required to develop a TAM Plan and share information about them with states and MPOs; however, there is no requirement for the state or MPOs to approve the TAM Plans and their associated performance targets. CATA maintains its own TAM Plan while the CCOT participates in a statewide TAM Plan. The TAM Plan covers three primary asset categories: rolling stock, equipment, and facilities. Annual individual plans and the statewide plan must assess performance in the previous year and set new targets for the upcoming year.

The CCOT assets evaluated include vans and cutaways, which are light duty vehicles. The CCOT continues to perform favorably compared to statewide averages, and the 2021-2024 Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan (LRTP) are structured to provide additional support.

CATA maintains its own individual agency TAM Plan and assets evaluated include heavy duty vehicles, light duty vehicles, equipment, and facilities. CATA's goals are more aspirational and continues to make progress toward them with normal and expected peaks and valleys. The 2021-2024 TIP and 2050 LRTP are structured to provide additional support.

The Centre County MPO role in TAM Plans include receiving annual updates on CATA and CCOT plans, as well as adopting TAM targets to guide planning and programming decisions. In addition, future revisions and updates to the TIP and LRTP must reference TAM targets, as well as specific planning and programming actions to help meet them. MPO staff will request formal action at the June Technical Committee meeting to adopt MPO asset management performance targets.

In response to a question from Mr. Harrigan, Mr. Kausch clarified that when the MPO develops the TIP and LRTP documents, there are specific targets that should be included in these plans that help achieve individual agency TAM Plan performance targets. These targets help guide decision making to allocate funds to CATA and the CCOT.

#### b. CATA – Safety Performance Measure Targets

The Technical Committee received a presentation from MPO staff regarding the development of a Public Transportation Agency Safety Plan (PTASP) and performance targets, which are federally required for all public transit operators who are either direct recipients or subrecipients of federal Urbanized Area Formula funding. The PTASP and performance targets must be shared with the Federal Transit Administration (FTA) and MPOs, and while the FTA has enforcement authority with respect to individual public transportation providers, there is no requirement for MPOs to approve the PTASP and its associated performance targets.

The PTASP is developed to manage risk as a core focus, detect and correct problems earlier, share information more effectively, and measure and analyze data. The PTASP covers four primary indicators: fatalities, injuries, major safety events, and system reliability – in addition to a wide range of associated actions, policies, and procedures. Annual PTASP updates must assess performance in the previous year and set new targets for the upcoming year.

CATA submitted its draft PTASP and performance targets to the FTA for voluntary review before it was adopted by the CATA Board of Directors on December 14, 2020. CATA is in full compliance with

federal PTASP requirements. The CCOT is not a direct recipient or subrecipient of federal Urbanized Area Formula funding, therefore it is exempt from these requirements.

The MPO is also required to adopt safety targets to guide planning and programming decisions within 180 days of agency adoption. Future revisions and updates to the TIP and LRTP must reference safety targets, as well as specific planning and programming actions to help meet them. MPO staff will request formal action at the June Technical Committee meeting to adopt MPO safety performance targets.

In response to a question from Mr. Lively, Ms. Oliva explained that if there was a major safety event, staffing changes, or organizational changes, CATA would make the required changes and come back with an interim update, instead of waiting until the next annual update.

#### **5. 2021-2024 Centre County Transportation Improvement Program**

The Technical Committee received a presentation from MPO staff regarding revisions for the 2021-2024 Centre County Transportation Improvement Program (TIP), specifically for the construction phase of the Route 26/45 Intersection Safety Project in Ferguson Township. Mr. Zilla explained that the TIP needs to be revised to address an increase in the estimated cost of the Route 26/45 Intersection Safety Project. As part of the shift of funds to address the cost increase, \$2,612,000 in federal funds are being added to the project, and \$2,242,766 in state funds are being shifted to other projects and a reserve line item on the TIP. Although the total increase in cost and overall change in funding is modest, because the net increase in federal funds exceeds \$1.5 million, formal action by the CCMPO to amend the TIP is being requested.

*Motion was made by Ms. Barbin and seconded by Mr. Hampton to recommend that the Coordinating Committee approve the 2021-2024 TIP revisions for the Route 26/45 Intersection Safety Project. Motion carried 13-0.*

#### **6. U.S. Census Bureau – Federal Register Notice**

The Technical Committee received a presentation from MPO staff regarding a U.S. Census Bureau Federal Register notice seeking comment about the proposed criteria that will be used to designate “urban areas” for the 2020 Census. Mr. Zilla stated that based on the 2010 Census, there is one urbanized area and two urban areas designated in Centre County: State College Urbanized Area and the Bellefonte and Phillipsburg Urban Areas. Mr. Zilla then briefly reviewed the most significant changes proposed for the 2020 designation:

- Shifting from a population-based to a housing density-based threshold for designating which census blocks qualify as “urban”.
- Shifting to using only one “urban” area designation and no longer designating “urban” and “urbanized” areas.
- Increasing the minimum population for designating an “urban” area from 2,500 persons to 10,000 persons and adding a minimum housing unit threshold of 4,000 housing units for designating an “urban” area.

In addition, there are several changes to criteria for designation, including:

- Reduced distance of “jumps” along corridors, which may increase the number of non-contiguous areas within a boundary.
- Continues to fill in “holes,” which means that remaining non-qualifying areas completely contained within the initial urban core area and less than five square miles will stay in the area.
- Discontinues “smoothing” of boundaries, which means that indentations and areas not completely within initial boundary will not be added.

Comments are due back to the U.S. Census by May 20, which is a quick turnaround. Staff would like to submit comments on behalf of the Centre County MPO, and comments will be focused on technical aspects of the proposed changes, rather than policies. MPO staff, in conjunction with the MPO Coordinating Chair and approval from the Coordinating Committee, would submit comments based on the limitations of the census

block geography, the application of “jump” distances, and the nuances in impervious surface coverage calculations.

*Motion was made by Ms. Oliva and seconded by Mr. Bloom to recommend that the Coordinating Committee authorize MPO staff to submit comments to the U.S. Census Bureau regarding the proposed designation changes for the 2020 Census. Motion carried 13-0.*

## 7. PennDOT Project Update

The Technical Committee received a presentation from Mr. Murnyack, PennDOT District 2-0 Portfolio Manager, regarding the status of highway and bridge projects in Centre County. The entire presentation can be found on the CCMPO website. Mr. Murnyack reviewed carryover projects, which include:

- State Route (SR) 322 on Port Matilda Mountain: 6 weeks of mill and fill, base repair, paving, and minor draining upgrades.
- I-99 Northbound: Patchwork and paving from the Pleasant Gap exit to highway I-80.
- SR 144: This work involves deck and abutment replacement of southbound SR 144 over I-80.
- SR 322: This work includes drainage and guide rail improvements from SR 144 to the new bridge near Crowfield Road. In addition, there is full depth reconstruction and paving in the same area. Bank stabilization will take place at Bloom Road, with the removal of the existing arch culvert and stream restoration at Potter Run Road.
- SR 3010: This work includes epoxy resin surface treatment on the Valley Vista bridge and the bridge over Spring Creek in Lemont. Both of these locations will include a lane closure for approximately two days at each location.
- I-80: Stage 1, Phase 2A: This work includes reconstruction of the I-80 westbound travel lane and outside shoulder, construction of bridge piers 1, 2, and 3, and construction of the C and D ramps closest to SR 26.
- I-80: Stage 1 Phase 2B: This work includes the reconstruction of the I-80 westbound passing lane and inside shoulder, construction of bridge piers 1, 2, and 3, and construction of ramp C and D closest to SR 26.

Mr. Murnyack then reviewed the construction projects that are currently underway:

- SR 1002 in Curtain Township: Maintenance Box Culvert Tributary to Marsh Creek
- SR 1006 in Boggs Township: Maintenance Box Culvert Tributary to Bald Eagle Creek
- SR 64 to Hubler Ridge Road in Marion Township and SR350 from Sandy Ridge to Taylor Township Line
- SR 0879 in Burnside Township: Bridge preservation project West Branch of the Susquehanna River

Mr. Murnyack then reviewed upcoming projects:

- SR 64 in Walker Township: Intersection Realignment project
- SR 26 in Ferguson Township: Intersection Improvement project
- SR 2011 in Millheim Borough: Tributary to Marsh Creek

Mr. Murnyack then reviewed future projects:

- SR 3014, Section 153 – Atherton Street in State College Borough: Curtain Road to Westerly Parkway streetscape work, signal work, and water and sewer lines
- I-80/I-99 High Speed Interchange Project, SR 26 Local Interchange, and Jacksonville Road Betterment in Marion and Spring Townships
- State College Area Connector Project

## 8. PennDOT Pathways Initiative

In February, the Technical Committee received a presentation from Mr. Larry Shifflet, PennDOT Deputy Secretary, regarding the PennDOT Pathways Initiative, which includes the completion of a Planning and

Environmental Linkages (PEL) study of potential funding options. The initial results from the PEL Study are tentatively scheduled to be published for public comment in mid-April 2021. Because the CCMPO Coordinating Committee may wish to provide comments about potential options, the Technical Committee is asked to provide input. The PEL Study includes information about bridge tolling, managed lanes, congestion pricing, corridor tolling, road user charges, and fee and tax increases. MPO staff reviewed potential solutions and past CCMPO policy positions.

The Technical Committee had a detailed and lengthy discussion and provided the following comments for the Coordinating Committee to consider:

#### Tolling

- Bridge tolling impacts too specific of a localized area...revenue needs must be spread over a larger area.
- Drivers will take local roads and parallel routes to avoid tolls.
- Will tolling or Vehicle Miles Traveled (VMT) tax include all users, and not just PA residents?
- If corridor tolling of interstate highways is being considered, all interstates must be tolled to avoid localized economic impacts and traffic diversion to local roads.
- Support tolling of managed lanes and/or other surcharges that are based on a user's choice to use the facility and incur the cost.

#### Road User Charges

- Expenses for maintaining roads and bridges need to be shared by electric vehicles (EVs).
- PennDOT must consider ways of taxing out of state users.
- One option is to increase the gas tax but collect and monitor VMT data to allow refunding of excess amount of gas tax. Allow gas tax to be charged to out of state users, and allow EVs and hybrids to pay a fair share.
- If state gas tax continues to increase, residents in areas along the PA border will travel to adjacent states to purchase gas.
- A VMT tax and a variable registration fee indexed to different classes of vehicles (heavier pays more) will shift the focus of revenue generation away from fuel or means of propulsion.
- How can a VMT tax be collected on out of state users?

#### Fees/Taxes

- Prefer fees and taxes applied to the general population.
- There needs to be more authority for revenue generation to be given to local officials so they can be creative in supporting transportation needs.
- Charge fees by weight of vehicle (assume higher weight vehicles cause more wear and tear, so charge higher fee).
- Charge additional tax on electricity from charging stations.
- Apply user charges for EV charging stations so that out of state users contribute.
- There is no political will in the PA State Legislature to tax EVs.
- Charge fees at PA border locations so that out of state drivers pay a share.

#### General Comments

- Don't want unintended consequences from different option, so must ask if the status quo is good enough.
- Must educate residents about costs of maintaining transportation system.
- The size of PA's state-owned road system creates a great need for revenue.
- Less traveled state-owned "legacy" roads should be maintained by local governments, and local officials should be given freedom to generate revenue to support maintenance of the transportation system.

- A “one-size” solution doesn’t fit all areas. For example, rural areas can’t make up loss of state funding for transit.
- There needs to be multiple layers of solutions and redundancy among layers.
- In PA, Liquid Fuels tax and revenue is critical to municipalities.
- In rural settings, municipalities can’t generate enough revenue to maintain roadways.
- Hydrogen fuel cell development may overcome electric as a means of propulsion.
- State government can’t burden only PA residents with the responsibility for funding the system.
- PA’s location in the northeast United States brings many out of state users through the state’s transportation system.
- Technology in all aspects of transportation is constantly changing, and the industry must adapt quickly.

Staff will compile comments to present to the Coordinating Committee for consideration in providing public comments to PennDOT regarding the Pathways Initiative.

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

The Technical Committee received a status update from Mr. Ball, PennDOT District 2-0 Assistant District Engineer, regarding the State College Area Connector (SCAC) Project Planning and Environmental Linkages (PEL) Study. Mr. Ball stated that there is nothing major to report, however, the Purpose and Need Document has been reviewed and approved by the cooperating agencies. The entire document is on the PennDOT website to view. In addition, PennDOT finalized the development of range of alternative categories for the study area. The next step is for PennDOT to use a screening tool to analyze each of the alternative categories to see if they meet the Purpose and Need. Mr. Ball clarified that no alternative project has been chosen, and the alternative categories analysis is merely the first step in the process of selecting an alternative project. PennDOT will schedule a public meeting for late August or early September and is working towards a way for the meeting to be live and interactive or in person.

#### **10. CCMPO Safety Subcommittee**

The Technical Committee received a report from Ms. Messner regarding the status of the CCMPO Safety Subcommittee. The Subcommittee held its kick-off meeting on March 8, 2021 and received presentations regarding the importance of safety from the Federal Highway Administration perspective and the PennDOT Central Office perspective. Intersections of concern in Centre County that were identified by crash data were also reviewed.

The Subcommittee held its second meeting on April 6, 2021. Dean Ball from PennDOT District 2-0 reviewed anticipated safety improvements that have been or will be completed as part of the Atherton Street Drainage/Repaving project in Sections 152 and 153. There are multiple intersections of concern in the Atherton Street corridor and understanding the improvements will help inform the Subcommittee on safety improvement options. Roadway segments of concern in Centre County that were identified by crash data were also reviewed.

Staff will share the list of intersections of concern that were discussed by the Safety Subcommittee.

#### **11. Member Reports**

Ms. Oliva announced that CATA has posted the planned service changes for the fall semester on its website. She went on to say that there is still about a 25% reduction in ridership to pre-pandemic levels. Residents can comment on the services changes through the website, or they can join CATA for a virtual public input meeting at 6:00 p.m. on April 20.

Mr. Casson reported that the Bernel Road and Foxhill Road intersection construction in Patton Township is underway and a detour is in place. This project should be completed in late summer or early fall. He went on



to say that on North Atherton Street near the Woodycrest intersection, there is an extra right turn lane to help mitigate traffic impacts during the construction of the Patton Crossings development. There may also be traffic pattern changes here in the future.

Mr. Bloom communicated that College Township continues to work through the Aspen Heights Plan along Squirrel Drive, and Council will discuss it again during its meeting tomorrow night. Staff and Council are continuing to work through several transit and transportation issues for this development. In addition, a casino has been proposed for the Nittany Mall. Staff is researching regulations and different options. Two public hearings for the casino will be scheduled soon; specifically, one public hearing will be held in State College, and one public hearing will be held in Harrisburg. Mr. Bloom reported that there will be construction activity on Pike Street this year, specifically related to utility work. The remainder of the construction will be completed next year. Lastly, Mr. Bloom announced that the Brush Valley Road bridge rehab project is expected to go out for a Request for Proposal in a few weeks.

Mr. Ward communicated that Penn State University Transportation Services is partnering with State College Borough on a Request for Proposals for a micromobility project for a bike share program on campus, since the University lost its bike share program last year during the pandemic. The five-point intersection of Bigler Road, McKean Road, and Hastings Road will be redesigned for better accommodation of pedestrians and vehicle safety. Currently, utility work is being done at this intersection. There will be detours for this side of campus once the work is underway, and this project will be completed before fall semester. Lastly, Mr. Ward announced that the West Deck Parking garage will open on May 10.

Mr. Smoker reported that there has been a lot of discussion in Washington D.C. regarding an infrastructure bill, as well as the reauthorization proposal. Yesterday, the U.S. DOT published a notice of funding opportunities for a \$1 billion fiscal year 2021 discretionary grant program called Rebuilding American Infrastructure with Sustainability and Equity (RAISE). Mr. Smoker will forward information about this grant program onto PennDOT, who will pass along this information to the MPOs and RPOs in Pennsylvania.

## **12. Announcements**

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, June 9, 2021 via the Zoom meeting platform.

## **13. Adjournment**

There being no further business, the April 14, 2021 CCMPO Technical Committee meeting was adjourned at 11:38 a.m.

Respectfully submitted,

Marcella Laird  
Recording Secretary

# JUNE 9, 2021 MEETING

## ITEM 4.a.

### PERFORMANCE BASED PLANNING AND PROGRAMMING

#### Transit Asset Management (TAM) Performance Measure Targets for the CCMPO

Federal rulemaking required all public transit operators to develop a Transit Asset Management (TAM) Plan and performance targets by October 1, 2018. The TAM Plan and performance targets must be shared with states and MPOs. Both CATA and the Centre County Office of Transportation Services (CCOT) are subject to this federal rule.

CATA maintains an individual TAM Plan and performance targets, and the CCOT is covered by a statewide TAM Group Plan and performance targets, prepared by PennDOT on behalf of transit operators in Pennsylvania. Both individual and statewide TAM Plans specify a reporting process to assess progress in meeting the targets. Annual updates about the CATA and the CCOT's progress in meeting the targets have been provided to the CCMPO since the TAM Plans were prepared in 2018.

Federal rulemaking also requires states, MPOs, and public transit operators to prepare specific written provisions for cooperatively developing and sharing information related to transportation performance data, including the selection of targets and documenting progress toward meeting TAM Plan targets. Thus, agreements are in place between CATA, Centre County, PennDOT, and the CCMPO to document the cooperative development and sharing of public transportation performance data.

Although there is no requirement for MPOs to approve the TAM Plans and their associated performance targets, federal rulemaking does require MPOs to adopt their own set of TAM performance targets for use in planning and programming activities. There are no funding incentives for meeting or exceeding targets, and no penalties for failure to meet targets. Rather, adoption of these targets is intended to fulfill an important administrative requirement, and to help guide planning and programming decisions with respect to asset management.

In April, MPO staff provided an introductory presentation about TAM Plan performance targets. At this meeting, specific TAM performance targets will be presented.

The following proposed TAM performance targets for the CCMPO are derived from CATA and statewide targets:

Revenue Vehicles	No more than 15% of assets are at or past their useful life benchmark
Equipment	No more than 25% of assets are at or past their useful life benchmark
Facilities	No more than 20% of assets are rated below condition "3" on PennDOT's Capital Planning Tool scale of 1-5

**The Technical Committee should receive the staff presentation and consider providing a recommendation to the Coordinating Committee to adopt TAM performance targets for the CCMPO.**

Presented by: Greg Kausch, CRPA

Action: Recommendation to Coordinating Committee to adopt TAM performance measure targets for the CCMPO.

# JUNE 9, 2021 MEETING

## ITEM 4.b.

### PERFORMANCE BASED PLANNING AND PROGRAMMING

#### Public Transportation Safety Performance Measure Targets for the CCMPO

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

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

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

The FTA has enforcement authority with respect to individual public transportation providers. Although there is no requirement for MPOs to approve the PTASP and its associated performance targets, federal rulemaking does require MPOs to adopt their own set of public transportation safety performance targets for use in planning and programming activities. These targets must be adopted within 180 days of the December 31, 2020 deadline. There are no funding incentives for meeting or exceeding targets, and no penalties for failure to meet targets. Rather, adoption of these targets is intended to fulfill an important administrative requirement, and to help guide planning and programming decisions with respect to public transportation safety.

In April, MPO staff provided an introductory presentation about the PTASP and safety performance targets. At this meeting, specific safety performance targets will be presented.

The following proposed public transportation safety performance targets for the CCMPO are derived from CATA's safety performance targets:

Fatalities	0
Injuries	0
Safety Events	0
System Reliability	24,095 miles between major mechanical failures (fixed-route) 398,267 miles between major mechanical failures (contracted service) 1,009,324 miles between major mechanical failures (vanpool)

**The Technical Committee should receive the staff presentation and consider providing a recommendation to the Coordinating Committee to adopt public transportation safety performance targets for the CCMPO.**

Presented by: Greg Kausch, CRPA

Action: Recommendation to Coordinating Committee to adopt public transportation safety performance measure targets for the CCMPO.

# **JUNE 9, 2021 MEETING**

## **ITEM 5**

### **CENTRE REGION CLIMATE ACTION AND ADAPTATION PLAN (CAAP)**

#### **Presentation about CAAP and Its Connection to the CCMPO**

In 2016, the Centre Region Council of Governments (COG) initiated efforts to prepare a Climate Action and Adaptation Plan (CAAP). Tasks completed to date include:

- Created a Sustainability Planner position in the CRPA and hired a staff person (10% of the position is supported through the annual CCMPO operating budget)
- Formed a Climate Action and Adaptation Technical Advisory Group
- Completed an inventory of community greenhouse gas (GHG) emissions
- Established climate goals and targets for the Centre Region
- Conducted five community public information sessions with subject matter experts
- Completed a public opinion survey regarding sustainability
- Held a public form to seek input about climate impacts and solutions

Efforts are now underway to prepare a CAAP for adoption in 2021.

There are many linkages between the CAAP and the sustainability and resiliency of the transportation system. The CCMPO's recently adopted Long Range Transportation Plan (LRTP) 2050 addresses resiliency, as required by federal rulemaking. Thus, the efforts to complete the Centre Region CAAP will have application to the CCMPO's transportation planning and programming efforts across Centre County.

CRPA Sustainability Planner Pam Adams will provide a presentation about the efforts to date on the CAAP and the connection with the resiliency actions defined in the LRTP 2050.

**The Technical Committee should receive the staff presentation.**

Presented by: Pam Adams, CRPA Sustainability Planner

No action required.

# JUNE 9, 2021 MEETING

## ITEM 6

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

#### Priority Tasks for new UPWP

Adopting the Unified Planning Work Program (UPWP) is one of the key federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO and lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO. In Pennsylvania, the UPWP covers a two-year period based on the state fiscal year (July 1 - June 30). The CCMPO's current FY 2020-22 UPWP was adopted in January 2020, took effect on July 1, 2020, and will terminate on June 30, 2022.

Preparation of the next FY 2022-24 UPWP is beginning in June 2021. A draft FY 2022-24 UPWP will be discussed in September and is tentatively scheduled for adoption in late 2021. The new UPWP will take effect on July 1, 2022.

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

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

Attached are:

- Information about special studies advanced with supplemental planning funds
- Priority work tasks (Plans/Programs) addressed in current UPWP  
(to access the full version of the current UPWP, see [https://www.crcog.net/index.asp?Type=B\\_BASIC&SEC={9E98C1F3-7FB2-4514-89C9-5FEB5A41AD13}](https://www.crcog.net/index.asp?Type=B_BASIC&SEC={9E98C1F3-7FB2-4514-89C9-5FEB5A41AD13}))

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

**The Technical Committee should receive the staff presentation and provide input to staff about candidate special studies and priority work tasks that should be considered for inclusion in the new FY 2022-24 UPWP.**

Presented by: Tom Zilla, AICP, CRPA

Action: Provide input to MPO staff.

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

### **The Basics**

- Candidate special studies must be included in UPWP when adopted and submitted
- Statewide competitive program – no guarantee of funding awards
- Typically federal funding (80% maximum), which requires 20% local match
- For study specifically focusing on a localized issue or topic, the 20% local match comes from the entity benefitting from the study (CATA, municipality or municipalities, etc.)
- For study focusing on a countywide issue or topic (e.g. Long Range Transportation Plan), the 20% local match comes from all local funding partners (Centre County and six municipalities).
- Special studies are usually completed with consultant assistance
- Must be completed before 2-year UPWP terminates

### **Recent Special Studies in CCMPO UPWP**

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

## What Plans and Programs are Addressed in the FY 2020-22 UPWP?

### **Federal Requirements**

Plan/Program	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Target Completion
<b>UPWP</b> Covers two state fiscal years (July-June)	2 years	2/27/2018 <i>Amended</i> 7/17/2019	Jan. 2020	Jan. 2020
<b>Long Range Transportation Plan (LRTP)</b> Covers 30-year horizon	5 years	9/18/2015 <i>Amended</i> 7/31/2018	Sept. 2020	Sept. 2020
		Anticipated Sept. 2020	Sept. 2025	June 2024
<b>Transportation Improvement Program (TIP)</b> Four-year program Based on federal fiscal year (Oct.-Sept.)	2 years	7/31/2018	July 2020	June 2020
<b>Air Quality Analysis for LRTP and TIP</b> Required for adoption of each LRTP and TIP	2 years	7/31/2018	July 2020 (TIP) Sept. 2020 (LRTP)	June 2020 (TIP) Sept. 2020 (LRTP)
<b>Self-Certification of Compliance with Federal Requirements</b> Every two years with TIP adoption	2 years	7/31/2018	July 2020	June 2020
<b>Coordinated Public Transit - Human Services Transportation Plan</b> Integrated into CCMPO LRTP 2044 Updated concurrently with LRTP	4 years	9/18/2015	Sept. 2020	Sept. 2020
<b>Transportation Performance Measures</b> Specifies targets for three federally-required performance subject areas: PM1 – Safety PM2 – Highway/Bridge Condition PM3 – Travel Time	PM1 Annual	PM1 11/16/2018	PM1 Feb. 2020 Feb. 2021	PM1 Jan. 2020 Feb. 2021
	PM2 and PM3 Biannual	PM2 and PM3 9/25/2018	PM2 and PM3 Nov. 2020	PM2 and PM3 Sept. 2020
<b>Annual List of Federally Obligated Projects</b> Lists federal funding obligated in preceding federal fiscal year for highway, bridge and transit projects	Annual		Dec. Annually	Dec. Annually
<b>Title VI Policy and Procedures</b>	4 years	11/27/2018		June 2021
<b>Limited English Proficiency Plan</b>	4 years	2/24/2015		June 2021
<b>Public Participation Plan</b>	4 years	11/24/2015		June 2021
<b>Environmental Justice Benefits and Burdens Analysis</b>	2 years	7/31/2018	June 2020	June 2020
<b>Planning Process Review</b> Conducted by federal agencies and PennDOT to review compliance with federal and state requirements		11/19/2014	Nov. 2021	Nov. 2021

## State and Local Priorities

Plan/Program	Anticipated Activities
<b>PennDOT Connects</b>	Collaboration activities for proposed new LRTP and TIP projects. Coordination of training and technical support opportunities.
<b>Public Transportation Planning</b>	Provide transit planning support to CATA and CCOT. Manage special transit planning projects. Maintain CATA Title VI Program.
<b>Bicycle and Pedestrian System Planning</b>	Manage Transportation Alternatives Program. Plan and implement bike/ped improvements. Support stakeholders in bike/ped planning activities. Maintain Bicycle Friendly Community designation for Centre Region.
<b>State College Area Connector (SCAC) Planning and Environmental Linkages (PEL) Study Preliminary Engineering Phase</b>	Participate in PEL Study conducted by PennDOT. Participate in Preliminary Engineering activities conducted by PennDOT. Participate in public involvement efforts.
<b>Federal and state funding outlook</b>	Research transportation funding options and support CCMPO discussion of preferred options for transmittal to federal and state elected officials
<b>Federal and state discretionary funding programs</b>	Provide information and assistance to sponsors applying for funding from programs including, but not limited to, the Multimodal Transportation Fund, Green Light Go, and Automated Red Light Enforcement programs.
<b>CCMPO Strategic Plan</b>	Prepare a strategic plan for the future operations of the CCMPO Committees and staff, in recognition of potential changes resulting from influences such as the implementation of federal Performance Based Planning and Programming, state focus on transportation asset management, building resiliency into weather events to preserve the transportation system, incorporating technology to address mobility choices and operational improvements, and providing an equitable transportation system to urban and rural communities.



# JUNE 9, 2021 MEETING

## ITEM 7

### STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

#### Status Report

A status report about the SCAC Planning and Environment Linkages (PEL) Study is being included on all CCMPO meeting agendas to keep committee members informed about the progress and status of work.

The PEL Study is scheduled to be completed in spring 2022. The study will identify transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase. The PE phase will include a more detailed analysis of the study area's socio-economic, natural, and cultural resources; the development and evaluation of transportation alternatives; the identification of a preferred alternative; and obtaining environmental clearance for the preferred alternative.

The first public meeting for the PEL Study was held virtually from October 28 through November 4, 2020 and included information about the transportation purpose and needs in the study area. The SCAC Purpose and Need document is available on the project website (see web address below).

PennDOT's consultant team is currently developing a range of alternatives to address the purpose and need, and the alternatives will be displayed during the next public meeting scheduled for late August and early September 2021. Preliminary plans are underway to offer both virtual and in-person opportunities for interaction with the project team during the public meeting period.

**The Technical Committee should receive the status report and provide comments.**

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

Action: Comments to PennDOT and SCAC consultant team.

\*\*\*\*\*

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

# **JUNE 9, 2021 MEETING**

## **ITEM 8**

### **RETURN TO IN-PERSON/HYBRID MEETINGS**

#### **Committee Member Preferences**

As more of the population becomes fully vaccinated, COVID-19 restrictions are being lifted and phased reopening plans are being implemented at the federal, state, county, and municipal levels. MPO staff is seeking feedback from the Technical Committee regarding members' comfort level and preferences regarding a return to in-person meetings later in 2021.

At this time, it is unknown what the status of federal and state guidance will be when the next scheduled CCMPO Committees are held in September. If Governor Tom Wolf lifts the Emergency Disaster Declaration, a quorum of members will be required to be physically present in the same location to conduct business.

MPO staff has discussed potential venues that can accommodate a large committee and guests in an environment where members can hear and be heard, and where staff presentations can be provided, should guidelines require social distancing. Also, the Centre Region Council of Governments (COG) will be installing hybrid meeting technology in the COG Building Forum Room in summer 2021. The new technology in the Forum Room would offer the opportunity to conduct hybrid (virtual and in-person) meetings.

To help staff evaluate options and develop a plan for future meetings, Committee members should provide input to staff relative to the following:

- Are Committee members comfortable returning to fully in-person meetings in September, consistent with the masking and social distancing guidance (if any) in place at that time?
- Do Committee members have a need or interest in attending meetings remotely if the Centre Region COG Forum Room is available for meetings and hybrid technology can be utilized?

Input from the Technical Committee will be utilized by MPO staff and shared with the Coordinating Committee to help plan for the format and location of future meetings.

**The Technical Committee should discuss the topic and provide input to staff.**

Presented by: Tom Zilla, AICP, CRPA

Action: Input to MPO staff.

# JUNE 9, 2021 MEETING

## ITEM 10

### ANNOUNCEMENTS

#### 1. Future Meeting Dates

- a. Coordinating Committee: Tuesday, June 22, 2021, 6:00 p.m.  
*Anticipated virtual meeting via Zoom platform*

- ⇒ Centre Region Climate Action and Adaptation Plan
- ⇒ Transportation funding
- ⇒ Transit safety performance measure targets
- ⇒ Transit asset management performance targets
- ⇒ Unified Planning Work Program
- ⇒ Safety project development
- ⇒ State College Area Connector
- ⇒ Return to in-person meetings

- b. Technical Committee: Wednesday, September 8, 2021, 9:30 a.m.  
*Meeting type/venue TBD*

- ⇒ CY 2022 CCMPO Budget
- ⇒ New FY 2022-24 Unified Planning Work Program
- ⇒ New 2023-2026 Transportation Improvement Program (TIP)
- ⇒ Safety project development
- ⇒ State College Area Connector
- ⇒ CCMPO Strategic Plan

- c. Coordinating Committee: Tuesday, September 28, 2021, 6:00 p.m.  
*Meeting type/venue TBD*

- ⇒ CY 2022 CCMPO Budget
- ⇒ New FY 2022-24 Unified Planning Work Program
- ⇒ New 2023-2026 Transportation Improvement Program (TIP)
- ⇒ Safety project development
- ⇒ State College Area Connector
- ⇒ CCMPO Strategic Plan

2. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attached are administrative modifications completed since the April CCMPO meetings.

3. In February, the CCMPO approved revisions to the 2021-2024 Centre County Transportation Improvement Program (TIP) to provide additional funding for the Route 64/550 Intersection project. In May, PennDOT approved the transfer of \$1,118,674 in federal Highway Safety Improvement Program (HSIP) funds from a statewide line item to the TIP for the project. This action provides over \$1 million in new spike funds to Centre County and removes the need to shift funds from other projects on the TIP. *Thanks to PennDOT District 2-0 and the PennDOT Central Office for providing spike funds for the project!*

*(Continued)*

4. On April 21, 2021, the PA Commonwealth Financing Authority announced the award of funds from the Department of Community and Economic Development’s Multimodal Transportation Fund program for projects across Pennsylvania, including two projects in Centre County:

<b>Project</b>	<b>Municipality</b>	<b>Allocation</b>
Sponsor: Developers of Patton Crossing Improvements associated with access to North Atherton Redevelopment Patton Crossing	Patton Twp.	\$1,500,000
Sponsor: Millheim Borough Replacement of three borough-owned bridges.	Millheim Borough	\$300,000 (request was for \$700,000)

Municipal projects sponsored and submitted by Boggs, Gregg, and Howard Townships; Milesburg and Port Matilda Boroughs were not approved for funding.

5. Pennsylvania Commonwealth Financing Authority (CFA) Multimodal Transportation Fund (MTF) Program - Submission of candidate projects by July 31, 2021. See <https://dced.pa.gov/programs/multimodal-transportation-fund/> .
6. Transportation Alternatives (TA) Set-Aside Program – PennDOT application round tentatively opens in late June 2021. MPO staff will notify municipalities and other stakeholders when the date is confirmed. See <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx>.
7. 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/>
8. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
9. “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO – See [www.driveforwardcc.com](http://www.driveforwardcc.com).
10. CCMPO staff contact information:

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

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

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

[jmay@crcog.net](mailto:jmay@crcog.net)  
[tzilla@crcog.net](mailto:tzilla@crcog.net)  
[tmeek@crcog.net](mailto:tmeek@crcog.net)  
[gkausch@crcog.net](mailto:gkausch@crcog.net)  
[padams@crcog.net](mailto:padams@crcog.net)  
[mlaird@crcog.net](mailto:mlaird@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  
Anne Messner, Senior Transportation Planner

[rjstolinas@centrecountypa.gov](mailto:rjstolinas@centrecountypa.gov)  
[eatuck@centrecountypa.gov](mailto:eatuck@centrecountypa.gov)  
[ammessner@centrecountypa.gov](mailto:ammessner@centrecountypa.gov)

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

