

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

**Wednesday, February 10, 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](#)

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|---|
| <b>To attend this meeting via phone:<br/>+1 301 715 8592   Meeting ID: 829 9789 1469   Passcode: 608670</b> |
|---|

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

Wednesday, February 10, 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. **Election of Officers for 2021**
3. **Approval of Minutes:** *November 17, 2020 Technical Committee meeting.*
4. **Public Comments:** *For items not on the agenda.*
5. **[PennDOT Pathways Initiative:](#)**  
Presentation about state transportation funding study  
*No action required*
6. **[State College Area Connector \(SCAC\) Project:](#)**  
Status Report  
*Action: Provide comments to PennDOT and consultant team*
7. **Performance Based Planning and Programming:**
  - a. **[Annual Update of PM1 Safety Performance Measure Targets](#)**  
*Action: Recommendation to support PennDOT's targets*
  - b. **[Adjustment to PM3 Travel Time Reliability Performance Measure Targets](#)**  
*Action: Recommendation to support PennDOT's adjusted targets*
8. **[2021-2024 Centre County Transportation Improvement Program \(TIP\):](#)**  
TIP Revisions – Route 64/550 Intersection Safety Project  
*Action: Recommendation to approve amendments*
9. **[CCMPO Safety Subcommittee:](#)**  
Formation of safety subcommittee  
*Action: Recommendation to form safety subcommittee*
10. **Member Reports:**  
Reports from members about a significant item(s) of interest  
*No action required*
11. **[Announcements](#)**
12. **Adjourn**

*Next Technical Committee meeting:*  
**April 14, 2021**  
*9:30 a.m.*  
*Anticipated virtual meeting via Zoom*



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

**Tuesday, November 17, 2020**

**1:30 p.m.**

**Virtual Meeting via Zoom**

**Minutes**

**Voting Members**

|                 |  |
|-----------------|--|
| Ray Stolinas    | Centre County Planning & Community Development Office (CCPCDO) |
| Mike Bloom      | College Township   |
| Ron Seybert     | Ferguson Township  |
| George Harrigan | Harris Township  |
| Steve Casson    | Patton Township  |
| Rick Dillon     | Nittany Valley Planning Region                                 |
| Mark Lively     | Upper Bald Eagle Valley Planning Region                        |
| Louwana Oliva   | Centre Area Transportation Authority (CATA)                    |
| Frank Hampton   | PennDOT Central Office   |
| Dean Ball       | PennDOT District 2-0   |

**Non-Voting Members**

|              |   |
|--------------|---|
| Jason Thomas | 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                                   |
| Marcella Laird   | CRPA                                   |
| Pam Adams        | CRPA                                   |
| Jim May          | CRPA                                   |
| Anne Messner     | CCPCDO                                 |
| Vickie Rusnak    | PennDOT District 2-0                   |
| Eric Murnyack    | PennDOT District 2-0                   |
| Kevin James      | Michael Baker International            |
| Lori Cole        | Johnson, Mirmiran and Thompson         |
| Matt Nulton      | Johnson, Mirmiran and Thompson         |
| Alex Castrechini | Patton Township                        |

**1. Call to Order**

Mr. Seybert called the meeting to order at 9:30 a.m. and turned the floor over to Ms. Meek , who provided an overview of the meeting procedures, which included directions for how to participate in the meeting and access the agenda.

**2. Approval of Minutes**

Mr. Seybert stated that Kevin James is not an employee of PennDOT District 2-0 as stated in the minutes.

*Motion was made by Mr. Hampton and seconded by Mr. Lively to approve the minutes of the September 9, 2020 Technical Committee meeting, with the correction of Mr. James' employer. The motion carried 10-0.*

### **3. Public Comments**

There were no public comments.

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

The Technical Committee received a presentation from Ms. Cole, the project design team consultant from Johnson, Mirmiran and Thompson, retained by PennDOT. PennDOT held a virtual public meeting for the Planning and Environmental Linkages (PEL) Study from October 28 through November 4, 2020. The meeting presented information about the PEL study including:

- PEL Study process
- Community and environmental features
- Travel and transportation system conditions
- Draft Purpose and Need Statement

During the public meeting period, there were 416 unique visits to the website, and 358 of those visits had a unique IP address. Of those 358 visits, 78 people registered on the website. Comment forms were available to download and print to mail, or participants could fill out the form online. PennDOT received 28 online comment forms and received 3 emails that contained public comments. The public comment summary will be available on the SCAC website by mid-December.

### **5. Performance Based Planning and Programming**

#### **a. Annual reports about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation (CCOT)**

The Technical Committee received a presentation from Mr. Kausch regarding Transit Asset Management Plans for CATA and the CCOT. The presentation can be found on the web at [www.ccmppo.net](http://www.ccmppo.net).

Mr. Kausch noted that performance measures are required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs. The TAM Plans cover three primary asset categories: rolling stock, equipment, and facilities.

Mr. Kausch stated that the CCOT participates in the statewide TAM plan. The previous year's targets were that no more than 39% of cutaways and no more than 63% of vans exceed their estimated useful life. For 2020, the CCOT is performing favorably compared to the statewide average, and the new Centre County Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) are structured to provide additional support. The new statewide targets are that no more than 42% of cutaways and no more than 64% of vans exceed their estimated useful life.

Mr. Kausch stated that CATA maintains an individual agency TAM plan. The previous year's targets were that no more than 15% of rolling stock, and no more than 25% of equipment exceeds its estimated useful life. Additionally, no more than 20% of facilities are rated below a "3" in the capital planning tool. Targets for the upcoming year will remain the same. For 2020, rolling stock exceeding its estimated useful life rose from about 38% to about 46%, equipment exceeding its estimated useful life rose from almost 22% to about 32.5%, and no CATA facilities are rated below a "3" in the capital planning tool. Mr. Kausch added that the new Centre County TIP and LRTP are structured to also provide additional support for CATA. Mr. Kausch stated that COVID-19 related impacts on capital and operating expenses

remains to be seen. In addition, the new transit safety performance measures will be rolled out in late 2020 or early 2021.

In response to a question from Mr. Harrigan, Ms. Oliva, CATA Executive Director, explained that CATA has been impacted greatly by the COVID-19 pandemic and is operating at 43% less service than normal for this time of year. Ridership is low, but 45-50% of CATA's revenue comes from contracts and the farebox. During the fall semester, CATA has only regained 12% of its ridership and expects the spring semester to be the same. She went on to say that had CATA not received CARES Act funding, it would be closing its doors. With changes that have been made operationally, CATA should have enough funding to stay open through the summer of 2022. Prior to the pandemic, CATA was already experiencing issues with funding and its business model and was conducting a Fare and Contract study to provide information, analysis, strategies, and recommendations for CATA to strategically align fare policies, contracts, and technologies with agency and community goals.

**b. Annual Safety Performance Targets**

The Technical Committee received a presentation from Ms. Anne Messer, Centre County Planning and Community Development Office Senior Transportation Planner, regarding PennDOT's 2021 Safety Performance Targets. Because Pennsylvania is not meeting all of the Federal Highway Administration (FHWA) targets, a safety implementation plan is required by placing a greater emphasis on increasing safety. This emphasis, and the shift to data-driven decision making, is expected to change the way that candidate safety improvement projects are identified, evaluated, and prioritized for funding on the TIP.

Ms. Messner stated that the Highway Safety Improvement Program (HSIP) federal performance measures include number of fatalities, number of serious injuries, rate of fatalities per 100 million vehicle miles traveled (VMT), rate of serious injuries per 100 million VMT, and number of nonmotorized fatalities and serious injuries. She explained that safety targets are established to meet the goals in PennDOT's Strategic Highway Safety Plan and include the reduction of fatalities by 2% annually and maintaining the current trend for serious injuries.

Ms. Messner then reviewed the methodology that will be used to prepare the new targets that the Coordinating Committee will take action on in February 2021. The presentation can be found on the web at [www.ccmppo.net](http://www.ccmppo.net).

Mr. Bloom stated that in the past, the CCMPO has benefitted from the artificially high number of the five-year rolling average. Mr. Bloom expressed concern that between 2019 numbers and probable low numbers in 2020 due to less travel, there will be a statistical anomaly in the data which will cause artificially low numbers.

In response to a question from Mr. Casson, Mr. Zilla clarified that crash data is collected from all roadways, local and state, and the network screening tool that PennDOT uses covers all state roads.

Staff asked for volunteers from the Technical Committee to form a subcommittee or working group to analyze safety performance data and possibly make policy recommendations to the Technical Committee. Staff would like to start forming the subcommittee in the next month or so, and in the meantime will be coordinating with PennDOT 2-0 to further analyze the safety performance data.

The Technical Committee will consider supporting PennDOT's safety performance targets at the February 2021 meeting.

**6. 2021-2024 Centre County Transportation Improvement Program**

The Technical Committee received a report about the 2021-2024 Transportation Improvement Program (TIP) approval and funding outlook. The State TIP (STIP), comprised of all the MPO and Rural Planning Organization (RPO) TIPs from around Pennsylvania, was approved and submitted to the Federal Highway

Administration (FHWA) and Federal Transit Administration (FTA) in August. On September 28, FHWA and FTA issued a STIP approval letter to Pennsylvania. The new TIP took effect on October 1.

Mr. Zilla reviewed information regarding Centre County's TIP funding trend and funding outlook. He stated that there is potential of reduction in federal funding due to insolvency of the Highway Trust Fund, uncertainty about the next federal reauthorization bill, and because the federal gas tax has not been increased since 1993. Additionally, at the state level, there is a possibility of a reduction in funding due to the potential repeal of Act 89 Vehicle Sales Tax Transfer. Mr. Zilla communicated that the pandemic has also furthered the funding complications with the state losing approximately \$842 million in gas tax revenue due to the state shut down. Because of the reduction in revenue across all avenues, there is a possibility there will be less funding for the 2023-2026 TIP. Mr. Zilla explained that due to the reduction in funding, there will be more focus on asset management projects, with an emphasis on creativity to integrate community needs and desires.

## 7. 2021 Meeting Schedule

The Technical Committee received the proposed meeting scheduled for 2021. At this time, MPO staff anticipates that meetings will be held virtually through at least June 2021, if not beyond June. There was general consensus from the Technical Committee to hold meetings during the days and times, as presented.

## 8. Member Reports

**Upper Bald Eagle Valley Planning Region** – Mr. Lively announced that the SEDA-COG completed a drainage project along High Street and Beckwith Road to help mitigate water runoff across the road and railroad tracks.

**Nittany Valley Planning Region** - Mr. Dillon communicated that the local access interchange in Marion Township is currently under construction. This project is the first phase of the I-80/I-99 High Speed Interchange. Mr. Dillon stated that there have been many tractor trailers using Jacksonville Road as well as Route 64 to avoid the construction on I-80 for the local access interchange project and asked that PennDOT address this.

**PennDOT District 2-0** – Mr. Ball added onto Mr. Dillon's statement and explained that all single lane closures on I-80 are done for the year. Most of the work for the local access interchange will be completed in 2021, and two lanes of traffic will be open at all times in each direction, except in very few instances. This year, contractors added embankment and widened the lanes of I-80 so that both lanes could remain open during the construction of the local access interchange.

**Centre County** – Mr. Stolinas stated that he and Ms. Messner completed letters of consistency for multi modal grant applications through PennDOT and the Department of Community and Economic Development (DCED) for five municipalities including Boggs, Gregg, and Howard Townships, and Milesburg and Port Matilda Boroughs. In addition, the County received a total of 23 applications for Liquid Fuels funds for the Commissioners to consider. This equates to over \$1 million in requests for 21 townships and boroughs. Mr. Stolinas will provide the commissioners with recommendations in December. Lastly, Mr. Stolinas and Ms. Messer have been working with PennDOT 2-0 to select a consultant for the local bridge bundle project, which includes two bridge replacements and three bridge rehabilitations.

There were no other member reports.

## 9. Announcements

The next Technical Committee meeting will take place on Wednesday, February 10, 2021 at 9:30 a.m. via Zoom.

Mr. Seybert directed the Committee's attention to item number five under announcements. The Pennsylvania Public Transportation Association (PPTA), in conjunction with PennDOT, has prepared the DRAFT Building

Better Bus Stops Resource Guide. The flyer provides links to the full document, and contact information if reviewers wish to provide comments about the draft guide. Comments may be submitted through November 20, 2020. Thanks to all the local staff and officials who provide input to PPTA. MPO staff will distribute the report when it is finalized.

Mr. Zilla congratulated PennDOT, other agencies involved in the project development process, and the project contractor for planning and completing the Potters Mills Gap Project in such a short period of time. The CCMPO also thanks State Sen. Jake Corman and State Rep. Kerry Benninghoff for their support of Act 89 of 2013, which increased state transportation funding in Pennsylvania, and acknowledges their efforts to work with the administrations of former Governor Tom Corbett and current Governor Tom Wolf to commit the funding required to advance this much-needed improvement.

#### **10. Adjournment**

There being no further business, the November 17, 2020 CCMPO Technical Committee meeting was adjourned at 2:56 p.m.

Respectfully submitted,

Marcella Laird  
Recording Secretary

# FEBRUARY 10, 2021 MEETING

## ITEM 2

### ELECTION OF OFFICERS FOR 2021

**The Technical Committee should elect a Chair and Vice Chair for 2021.** In 2020, Ron Seybert (Ferguson Township) served as Chair, and Mark Lively (Upper Bald Eagle Valley Region) served as Vice-Chair.

| <b>Voting members of the Technical Committee</b>     |                 |  |
|--|-----------------|--|
| Centre County  | Ray Stolinas    | Director<br>Centre County Planning and Community<br>Development Office (CCPCDO)        |
| Centre County  | open            |  |
| College Township                                     | Mike Bloom      | Township Management Analyst  |
| Ferguson Township                                    | Ron Seybert     | Township Engineer  |
| Halfmoon Township                                    | Dave Piper      | Township Supervisor  |
| Harris Township                                      | George Harrigan | Township Planning Commission Member  |
| State College Borough                                | open            |  |
| Patton Township                                      | Steve Casson    | Township Director of Public Works  |
| Nittany Valley Region                                | Rick Dillon     | Marion Township Supervisor   |
| Penns Valley Region                                  | Joel Myers      | Former Gregg Township Supervisor   |
| Lower Bald Eagle Valley Region                       | John Gribble    | Howard Borough Council Member  |
| Upper Bald Eagle Valley Region                       | Mark Lively     | Port Matilda Borough Council Member  |
| Moshannon Valley Region                              | Pat Romano      | Rush Township Supervisor   |
| Mountaintop Region                                   | Michele Barbin  | Resident   |
| Centre Area Transportation Authority                 | Louwana Oliva   | Executive Director and CEO   |
| Centre Regional Planning Commission                  | Jim May         | Director<br>Centre Regional Planning Agency  |
| PennDOT Central Office (Harrisburg)                  | Frank Hampton   | Transportation Planning Specialist<br>Center for Program Development and<br>Management |
| PennDOT District 2-0 Office (Clearfield)             | Dean Ball       | Assistant District Engineer - Design   |
| <b>Non-voting members of the Technical Committee</b> |                 |  |
| Pennsylvania State University                        | Rob DeMayo      | Director of Transportation Services  |
| Federal Highway Administration                       | Matt Smoker     | Innovative Finance & Planning Implementation<br>Manager<br>PA Division Office          |
| Federal Transit Administration                       | Chelsea Beytas  | Community Planner<br>Region III Office   |

Presented by: Tom Zilla, AICP, CRPA

Action: Election of officers for 2021.



# Congratulations!

Recently, Ms. Victoria Rusnak, P.E., Transportation Planning Manager at PennDOT Engineering District 2-0, announced that she would be retiring from PennDOT on February 19, 2021 after over 34 years of service.

In 2019, Vickie was honored with PennDOT's Star of Excellence Award. At that time, the CCMPO staff noted that Vickie is recognized in District 2-0 and across Pennsylvania for her skill in administering the Transportation Improvement Program, which has resulted in great benefit to the MPOs and RPO in District 2-0. Regularly, District 2-0 and its MPOs and RPO received additional funding for projects and programs because of Vickie's ability to adroitly and creatively manage financial resources.



Beyond the skill that Vickie exhibited in managing financial resources, she collaborated with the Centre and SEDA-COG MPOs and the North Central RPO with great enthusiasm, leading to the development of a cooperative working relationship that delivered many projects that benefit the traveling public. Vickie's willingness to work closely with the MPO and RPO staffs has been a hallmark of District 2-0's efforts for 30 years. On behalf of the CCMPO Technical and Coordinating Committees and staff, we thank Vickie for her outstanding dedication and resulting success, and we wish her the best of luck as she retires to focus on her family and other interests!

# FEBRUARY 10, 2021 MEETING

## ITEM 5

### PENNDOT PATHWAYS INITIATIVE

#### **Presentation about State Transportation Funding Study**

On November 18, 2020, PennDOT announced the start of the PennDOT Pathways Program, a new initiative to examine possible near and long-term options for addressing the transportation funding shortfall in Pennsylvania. The announcement noted that PennDOT faces an \$8.1 billion gap in annual highway and bridge transportation funding needed to keep the network in a state of good repair.

At this meeting, PennDOT Deputy Secretary for Planning Larry Shifflet will provide a presentation about the reasons for launching the Pathways initiative, potential funding options that will be considered, and the timeframe for completion of a Planning and Environmental Linkages (PEL) Study of the options and potential impacts associated with the options. The initial results from the Pathways PEL Study are anticipated to be circulated for public comment in between March and May 2021.

The PennDOT Pathways website can be found at [www.penndot.gov/funding](http://www.penndot.gov/funding). Committee members are encouraged to visit the website, which is designed for quick, easy reading. Along with the information on the landing page, information is available by clicking on the “Addressing the Funding Gap” tab, and by accessing the archived Engagement Form through the “More Resources” tab. The website provides updates to some of the information that was previously provided to the CCMPO in June 2019 from the *Risks to Transportation in Pennsylvania* report, and includes details about impacts to the transportation revenue stream from the COVID-19 pandemic.

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

Presented by: Tom Zilla, CRPA  
Larry Shifflet, PennDOT Deputy Secretary for Planning

No action required.

# FEBRUARY 10, 2021 MEETING

## ITEM 6

### STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

#### Status Report

To keep the MPO Committees informed of progress on the Planning and Environment Linkages (PEL) Study for the SCAC, a status report item is being included on all CCMPO meeting agendas. The status report will be provided by the District 2-0 Committee representatives or the consultant team, depending on the extent of the report.

The PEL Study is the first step in PennDOT's project development process. The study is tentatively scheduled to be completed in spring 2022, and 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. Part of the information presented at the virtual public meeting focused on transportation purpose and need. The consultant team is now developing a range of alternatives to address the purpose and need. The next public meeting is scheduled for spring 2021.

**The Technical Committee should receive the status report and provide comments to PennDOT and the consultant team.**

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

Action: Comments to PennDOT and SCAC consultant team.

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

# FEBRUARY 10, 2021 MEETING

## ITEM 7.a.

### PERFORMANCE BASED PLANNING AND PROGRAMMING

#### Annual Update of PM1 Safety Performance Measure Targets

In 2017, PennDOT developed initial performance targets for the federal Highway Safety Improvement Program (HSIP) performance measures. PennDOT is required to update the targets annually. By federal rule, the CCMPO has 180 days from the date when PennDOT establishes its annual targets to either support PennDOT’s statewide targets or establish its own quantifiable targets. The CCMPO supported PennDOT’s initial targets for 2018 and the targets in the annual updates for 2019 and 2020 because the MPO does not have the staff resources and technical capacity to establish and monitor its own quantifiable targets.

The MPO staff received PennDOT’s new 2021 targets on November 12. The CCMPO must act by February 27, 2021 to either support the PennDOT targets or establish its own quantifiable targets. Action is being requested at this meeting to recommend supporting the PennDOT targets.

Attached is:

- November 12, 2020 letter from PennDOT establishing new PM1 safety performance measure targets

Below are the targets that have been supported in past years (grey) and new targets (white). The targets are based on a calculation that uses a rolling five-year average that is adjusted annually. The year 4 targets reflect that only one fatality occurred in Centre County in 2019, which has significantly changed the targets in 2021.

| <b>Centre County MPO Supporting Values (Targets) for All Years</b><br><i>(Targets are based on a rolling five-year average)</i> |                       |                     |                       |                     |                       |                     |                       |                     |
|---|-----------------------|---------------------|-----------------------|---------------------|-----------------------|---------------------|-----------------------|---------------------|
| Performance Measure   | Initial - 2018        |                     | Year 2 - 2019         |                     | Year 3 - 2020         |                     | Year 4 - 2021         |                     |
|   | Baseline<br>2012-2016 | Target<br>2014-2018 | Baseline<br>2013-2017 | Target<br>2015-2019 | Baseline<br>2014-2018 | Target<br>2016-2020 | Baseline<br>2015-2019 | Target<br>2017-2021 |
| Number of fatalities  | 14.6                  | 17.2                | 15.0                  | 16.4                | 15.2                  | 14.9                | 13                    | <b>6.4</b>          |
| Rate of fatalities per 100 million VMT  | 1.080                 | 1.240               | 1.102                 | 1.173               | 1.096                 | 1.049               | .919                  | <b>.438</b>         |
| Number of serious injuries  | 37.8                  | 41.3                | 38.6                  | 41.1                | 44.0                  | 54.8                | 47.2                  | <b>52.2</b>         |
| Rate of serious injuries per 100 million VMT  | 2.802                 | 2.979               | 2.835                 | 2.940               | 3.173                 | 3.857               | 3.337                 | <b>3.575</b>        |
| Number of non-motorized fatalities and serious injuries   | 6.2                   | 9.8                 | 8.0                   | 9.5                 | 9.4                   | 13.7                | 10.4                  | <b>10.4</b>         |

In 2020, PennDOT was required by FHWA to prepare a Safety Implementation Plan because Pennsylvania did not meet its targets in the 2019 reporting period. 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. This emphasis, and the shift to data-driven decision making, is expected to change the way that candidate safety improvement projects are identified, evaluated, and prioritized for funding on the TIP. Additional guidance will be needed from PennDOT in order to select safety improvements that have greater probability of reducing fatalities and serious injury crashes.

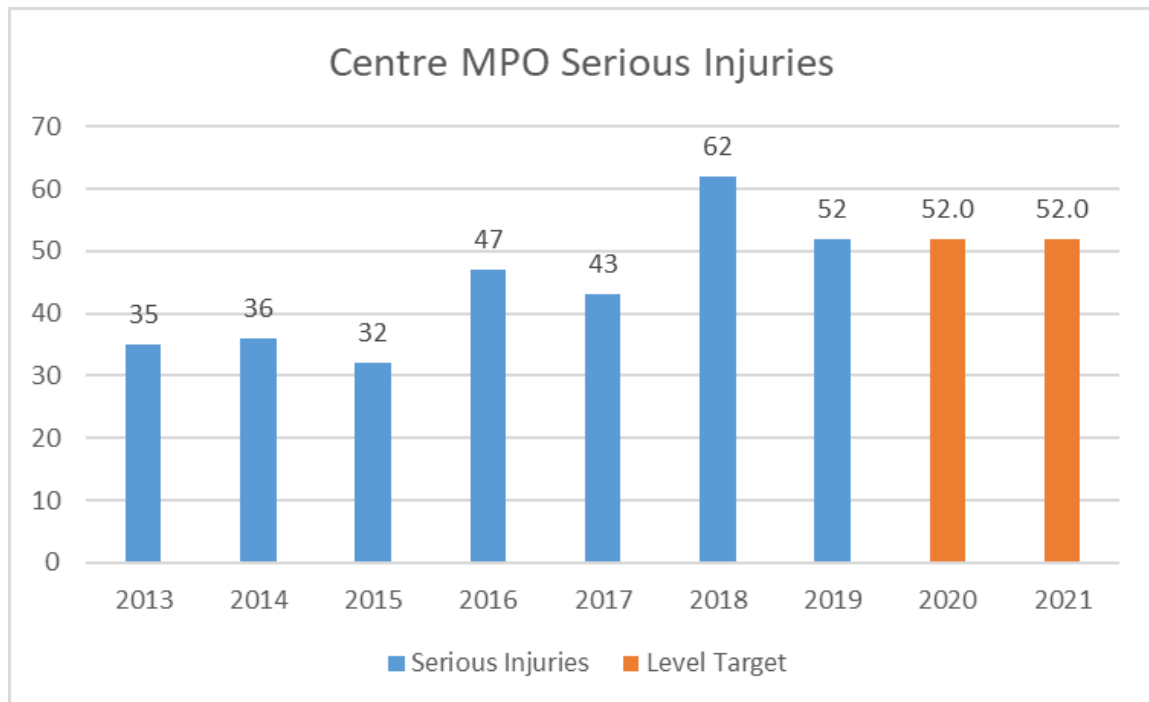
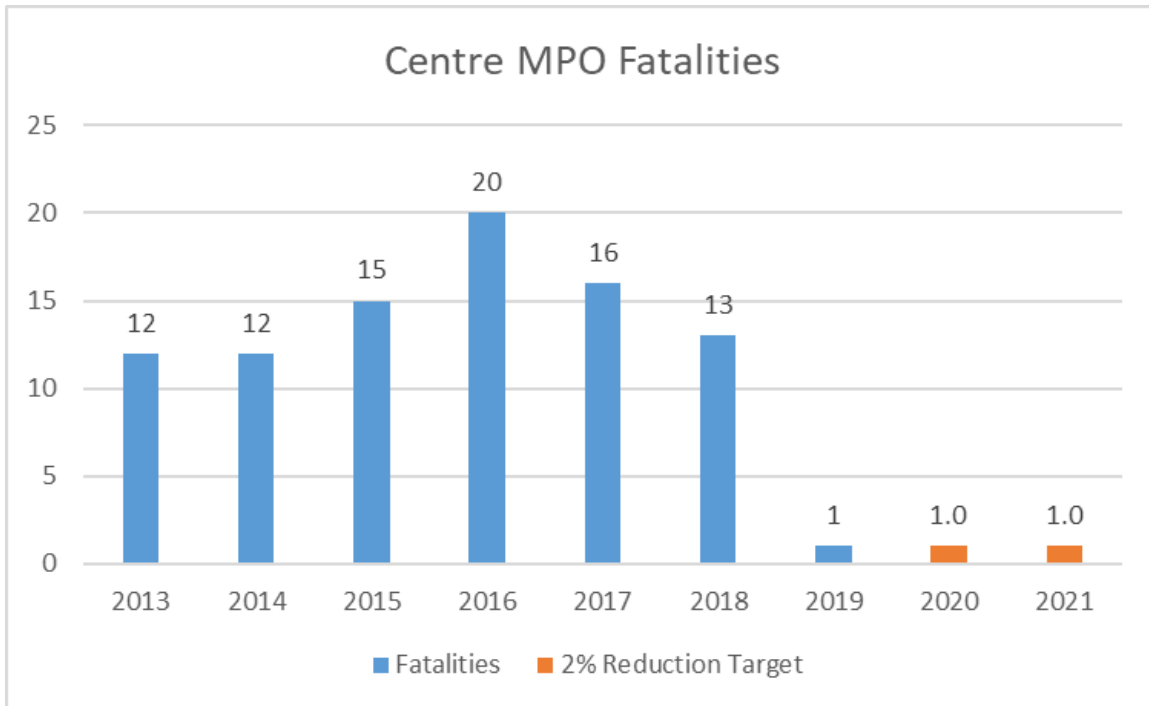
*(Continued)*

**The Technical Committee should receive a staff report, and provide a recommendation to the Coordinating Committee to select the option to “plan and program projects that contribute toward the accomplishment of the statewide targets” (supports the PennDOT targets).**

Presented by: Anne Messner, AICP, CCPCDO

Action: Recommendation to Coordinating Committee to select the option to plan and program projects that contribute toward the accomplishment of the statewide PM1 safety targets.

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November 12, 2020

Dear Planning Organizations:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2021 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31<sup>st</sup> each year. The 2021 targets found in Table 1 of the enclosure are based on a data-driven trend analysis of the statewide fatality and suspected serious injury numbers (2% annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organizations (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2021) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2020.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2019 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2021.

Preliminary data indicate Pennsylvania did not meet our 2019 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all

HSIP funded projects. This plan will be due June 30, 2021. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2022 an amount equal to the FFY 2017 HSIP apportionment.

For more information please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2021.

Please complete the following:

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Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established statewide targets. Table 2 of the enclosure reflects the corresponding MPO/RPO values using the same methodology that was established at the state level. By selecting this option, the MPO/RPO can and should still strive to reduce fatalities and serious injuries to the greatest extent possible through the portfolio of safety projects included in their Transportation Improvement Program.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option, please notify the Center for Program Development and Management (CPDM) by December 31, 2020.

Concurrence:

\_\_\_\_\_

Authorized MPO/RPO Representative

\_\_\_\_\_

Date

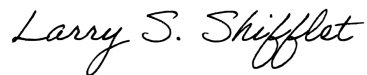
2021 Safety Target Setting

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November 12, 2020

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



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

Enclosure



**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2017-2021     | ACTUAL<br>2017-2021 | BASELINE<br>2015-2019 |
| Number of Fatalities                                    | 1,088.2                 |                     | 1154.8                |
| Fatality Rate   | 1.059                   |                     | 1.135                 |
| Number of Serious Injuries                              | 4,551.2                 |                     | 4166.6                |
| Serious Injury Rate                                     | 4.431                   |                     | 4.097                 |
| Number of Non-motorized Fatalities and Serious Injuries | 800.8                   |                     | 741.6                 |

\* Future VMT estimated to be 0.5% higher per year starting in 2020

**Table 2: Centre MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2017-2021     | ACTUAL<br>2017-2021 | BASELINE<br>2015-2019 |
| Number of Fatalities                                    | 6.4                     |                     | 13                    |
| Fatality Rate   | 0.438                   |                     | 0.919                 |
| Number of Serious Injuries                              | 52.2                    |                     | 47.2                  |
| Serious Injury Rate                                     | 3.575                   |                     | 3.337                 |
| Number of Non-motorized Fatalities and Serious Injuries | 10.4                    |                     | 10.4                  |

\* Future VMT estimated to be 0.5% higher per year starting in 2020

# FEBRUARY 10, 2021 MEETING

## ITEM 7.b

### PERFORMANCE BASED PLANNING AND PROGRAMMING

#### Adjustment to PM3 Travel Time Reliability Performance Measure Targets

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. The PM2 and PM3 performance targets apply only to National Highway System (NHS) roadways.

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.

In September 2020, PennDOT submitted a required *Mid-Performance Period Progress Report* to the Federal Highway Administration (FHWA) for the PM2 and PM3 performance measures. Based on the data collected and documented in the report, PennDOT is adjusting two PM3 travel time reliability targets. Below are the previous targets (grey) and what is planned (white):

| PM3 Performance Measures   | 2017 Baseline | 2-Year Target | 2-Year (2019) Performance | 4-Year Target | Adjusted (New) 4-Year Target |
|--|---------------|---------------|---------------------------|---------------|------------------------------|
| Percent of Person-Miles Traveled on the Interstate That Are Reliable<br>(Higher values are "better") | 89.8%         | 89.8%         | 89.9%                     | 89.8%         | 89.5%                        |
| Truck Travel Time Reliability Index<br>(Lower values are "better")                                   | 1.35          | 1.34          | 1.36                      | 1.34          | 1.40                         |

The primary reason for adjusting to less stringent targets is that roadway construction scheduled for the Interstate system across Pennsylvania in 2021 is anticipated to result in delays that will negatively impact travel time performance. The impact of construction work zones on the Interstate system cannot be mitigated in 2021, but PennDOT will be developing appropriate mitigation strategies to address impacts in future years.

The CCMPO must act by March 29, 2021 to either support the adjusted PennDOT targets or establish its own quantifiable PM3 targets. Action is being requested at this meeting to recommend supporting the adjusted PennDOT targets. The PM2 targets and remaining PM3 targets remained unchanged from 2018, and no action is needed regarding those targets.

Attached are:

- Map of NHS roadways in Centre County
- November 18, 2020 letter from PennDOT establishing adjusted PM3 performance measure targets

**The Technical Committee should receive a staff report, and provide a recommendation to the Coordinating Committee to “plan and program projects that contribute to meeting or making significant progress toward meeting PennDOT’s adjusted PM3 targets” (supports the PennDOT targets).**

Presented by: Tom Zilla, AICP, CRPA

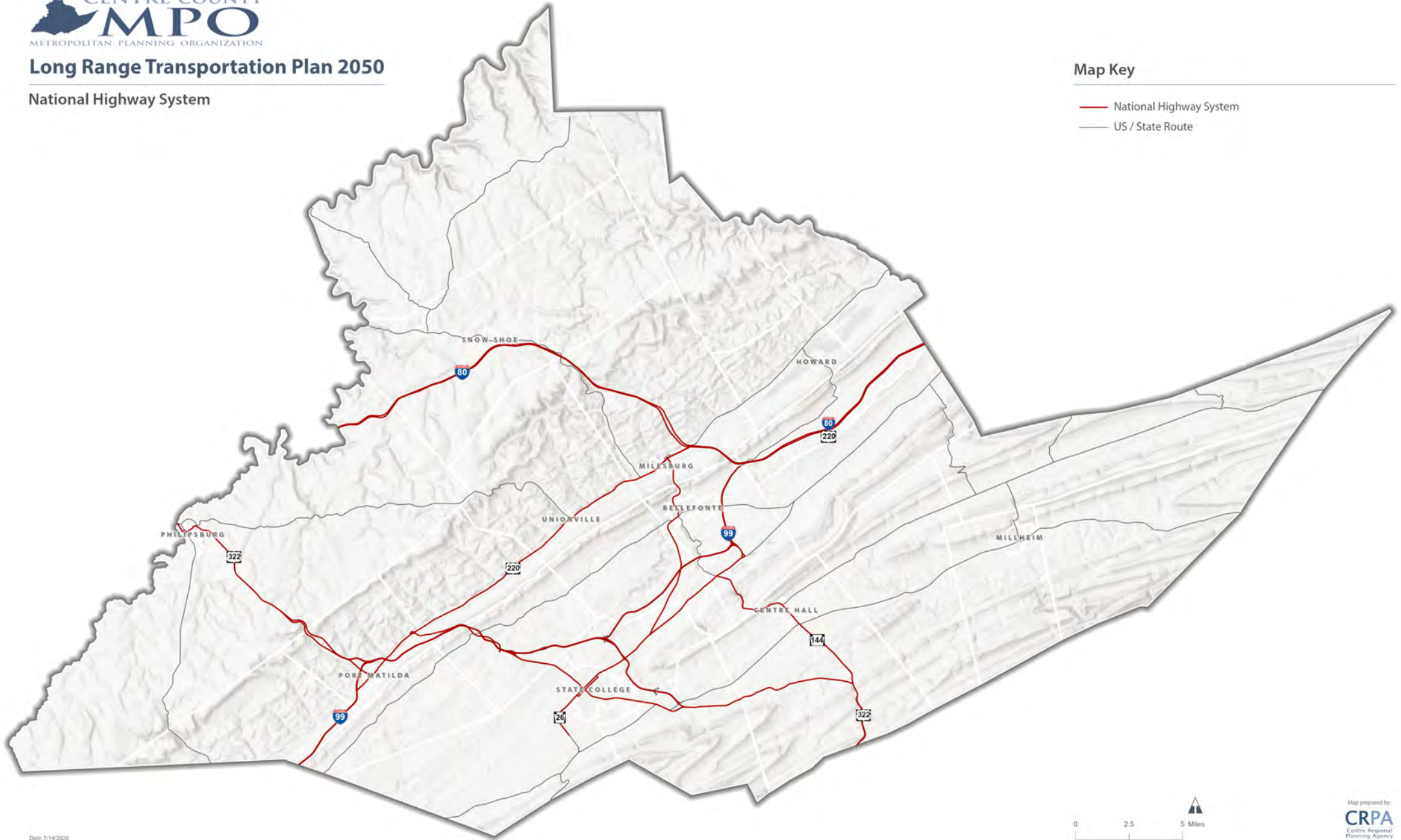
Action: Recommend that the Coordinating Committee to select the option to plan and program projects that contribute toward the accomplishment of the statewide adjusted PM3 performance measure targets.

## Long Range Transportation Plan 2050

### National Highway System

#### Map Key

- National Highway System
- US / State Route





November 18, 2020

Dear Planning Organizations:

The Moving Ahead for Progress in the 21<sup>st</sup> 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 pavements on the National Highway System (NHS), bridges carrying the NHS, and pavements on the Interstate, which are collectively referred to as the **PM-2** measures. 23 CFR 490.105 establishes measures to assess the performance of the NHS, freight movement on the Interstate, and 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/faq.cfm>.

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

In May 2018, the Pennsylvania Department of Transportation (PennDOT) established 2-year and 4-year targets in coordination with Pennsylvania's Planning Partners. All MPO/RPOs agreed to support the PennDOT statewide and regional PM-2 and PM-3 targets established at that time. In June 2019, PennDOT submitted a Transportation Asset Management Plan (TAMP) that published the PM-2 targets along with its plan to achieve them while progressing towards lowest life cycle cost planning and programming. The TAMP is available at:

<https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

## PennDOT Mid Performance Period Report

PennDOT recently submitted a *Mid Performance Period Progress Report* to the Federal Highway Administration (FHWA) on September 30, 2020. This progress report includes:

- The actual performance derived from the latest data collected through the midpoint of the performance period;
- A discussion of PennDOT's progress toward achieving each established 2-year target;
- A discussion on progress of PennDOT's efforts in addressing congestion at truck freight bottlenecks within the state;
- Adjustments to the 4-year targets for select performance measures with a discussion of the basis for the adjustment and how the revised targets support expectations in the long-range statewide transportation plan and the TAMP;
- MPO CMAQ performance plans for the Southwestern Pennsylvania Commission (SPC), Delaware Valley Regional Planning Commission (DVRPC) and Lancaster Metropolitan Planning Organization (MPO)s.

The FHWA makes a formal determination of significant progress in the achievement of 2- and 4-year targets. If significant progress is not made, states will be required to document actions to achieve targets in future performance periods. **Attachments 1-3** (addressing both the PM-2 and PM-3 measures) provide a summary of the actual 2-year performance and progress toward achieving the established statewide targets. Additional information is provided on individual MPO/RPO performance for select measures.

## Adjustments to 4-Year Performance Targets and Coordination

The *Mid Performance Period Progress Report* offers an opportunity for PennDOT and its Planning Partners to review and adjust the 4-year targets for each of the PM-2 and PM-3 performance measures. All bridge, pavement, reliability, freight and CMAQ emission targets were assessed in coordination between PennDOT and Pennsylvania's MPO/RPOs. The CMAQ congestion and Non-SOV measure targets were reviewed by all relevant state DOT and MPO partners for each urbanized area (e.g. Philadelphia and Pittsburgh areas).

PennDOT has not adjusted any of the PM-2 targets. PennDOT has adjusted the PM-3 targets as summarized in **Table 1**. The adjusted statewide targets were provided in PennDOT's *Mid Performance Period Progress Report* to FHWA. PennDOT provided a presentation on the assessment of PM-2 and PM-3 targets at the September 16<sup>th</sup> Planning Partners call. The call included a discussion on the target setting process and requested comments on the proposed adjustments to the PM-3 target values. No MPO/RPOs indicated concerns regarding adjustments to the reliability, freight or CMAQ emission targets.

**Table 1: Adjustments to Statewide PM-3 Targets**  
*(All Other PM-2 and PM-3 Targets Remain Same as Baseline Report)*

| Measure                               | Original Target | Adjusted Target | Basis for Adjustment  |
|---------------------------------------|-----------------|-----------------|---|
| <b>Interstate Reliability</b>         | 89.8%           | <b>89.5%</b>    | In the baseline report, PennDOT's target was developed to maintain status quo for operations. Based on a review of the first three years of data, there are yearly variations in the reliability measure. PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT's 2021 Statewide Transportation Improvement Program (STIP) has an increased focus on interstate highways, which will result in more construction projects. Major projects which will be underway in 2021 include the I-83 widening in Harrisburg, I-95 reconstruction in Delaware and Philadelphia Counties, the Southern Beltway interchange with I-79 near Pittsburgh, and I-81 reconstruction near Carlisle. Smaller projects like bridge rehabilitations also impact reliability when long-term lane closures are required. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to-year variability with a multitude of construction scenarios. Other congestion management techniques to improve reliability will need to be planned and are beyond the timeframe of the 4-year target for this performance period. |
| <b>Truck Travel Time Index</b>        | 1.34            | <b>1.40</b>     | The impacts of construction work zones on the freight reliability measure cannot be mitigated prior to the 2021 construction season. PennDOT will continue to monitor data to develop appropriate mitigation strategies to improve freight reliability in future performance periods. The 4-year target is intended to account for anticipated construction projects which will impact 2021 performance and unknown freight impacts due to the COVID-19 pandemic.   |
| <b>CMAQ PM<sub>10</sub> Emissions</b> | 17.47           | <b>0.00</b>     | The original target was set assuming PM <sub>10</sub> benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area which just includes Liberty Clairton. No CMAQ projects are anticipated in this area over the 4-year performance period. The statewide target was adjusted to zero.  |
| <b>CMAQ CO Emissions</b>              | 1135.40         | <b>250.00</b>   | The DVRPC region is now in attainment for CO and no longer requires a target. As such, the statewide number is adjusted only to reflect the SPC area.   |

### MPO/RPO Target Establishment

Per federal regulations, the MPO/RPOs must establish targets no later than 180 days after PennDOT adjusts their targets. The MPO/RPOs must establish targets by either:

- Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant PennDOT target for that performance measure; or
- Committing to a quantifiable target for that performance measure for their metropolitan planning area.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting an option for the adjusted PM-3 measures below before March 29, 2021. Note this action only applies to the measures for which PennDOT has adjusted targets.

---

Planning Organization Name

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

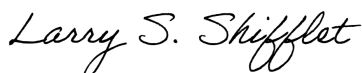
The MPO/RPO decision-making body agrees to support the adjusted statewide PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets.

The MPO/RPO decision-making body commits to establishing their own quantifiable targets for these measures and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology used to develop them and are requested to coordinate with PennDOT as early as possible.

Concurrence: \_\_\_\_\_ Date: \_\_\_\_\_  
Authorized MPO/RPO Representative

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



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

Enclosure



**Attachment 1: Summary of Performance Measure Targets and 2-Year Performance**

|                                 |  | Performance Measures   | 2017 Baseline | 2-Year (2019) Performance | 2-Year Target | 4-Year Original Target | 4-Year Adjusted Target |
|---------------------------------|--|--|---------------|---------------------------|---------------|------------------------|------------------------|
| PM-2                            | Pavement<br>(Statewide)                      | Percentage of Pavements of the Interstate System in Good Condition               |               | 71.5%                     |               | 60.0%                  |                        |
|                                 |  | Percentage of Pavements of the Interstate System in Poor Condition               |               | 0.4%                      |               | 2.0%                   |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Good Condition              | 47.8%         | 49.0%                     |               |                        |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Good Condition              |               | 37.6%                     | 35.0%         | 33.0%                  |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Poor Condition              | 15.9%         | 15.2%                     |               |                        |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Poor Condition              |               | 2.0%                      | 4.0%          | 5.0%                   |                        |
|                                 | Bridge<br>(Statewide)                        | Percentage of NHS Bridges Classified as in Good Condition                        | 23.7%         | 27.0%                     | 25.8%         | 26.0%                  |                        |
|                                 |  | Percentage of NHS Bridges Classified as in Poor Condition                        | 5.1%          | 5.1%                      | 5.6%          | 6.0%                   |                        |
| PM-3                            | Reliability<br>(Statewide)                   | Percent of the Person-Miles Traveled on the Interstate That Are Reliable         | 89.8%         | 89.9%                     | 89.8%         | 89.8%                  | 89.5%                  |
|                                 |  | Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable |               | 88.5%                     |               | 87.4%                  |                        |
|                                 |  | Truck Travel Time Reliability (TTTR) Index                                       | 1.35          | 1.36                      | 1.34          | 1.34                   | 1.40                   |
|                                 | CMAQ – Delay and Non-SOV<br>(Urbanized Area) | Annual Hours of Peak Hour Excessive Delay Per Capita: Philadelphia               |               | 14.6%                     |               | 17.2%                  |                        |
|                                 |  | Annual Hours of Peak Hour Excessive Delay Per Capita: Pittsburgh                 |               | 10.1%                     |               | 11.8%                  |                        |
|                                 |  | Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Philadelphia           | 27.9%         | 28.2%                     | 28.0%         | 28.1%                  |                        |
|                                 |  | Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Pittsburgh             | 24.8%         | 25.5%                     | 24.6%         | 24.4%                  |                        |
|                                 | CMAQ – Emissions<br>(Statewide)              | Total Emission Reductions: PM2.5   | 25.870        | 143.210                   | 10.760        | 20.490                 |                        |
|                                 |  | Total Emission Reductions: NOx   | 971.780       | 971.050                   | 337.700       | 612.820                |                        |
|                                 |  | Total Emission Reductions: VOC   | 302.380       | 231.780                   | 109.460       | 201.730                |                        |
| Total Emission Reductions: PM10 |  | 24.780   | 0.000         | 9.540                     |               | 0.000                  |                        |
| Total Emission Reductions: CO   |  | 1135.400   | 2969.640      | 567.700                   | 1135.400      | 250.000                |                        |

(MPO/RPO Performance on PM-2 Measures Provided on PennDOT SharePoint Site)

<https://spportal.dot.pa.gov/Planning/ProgramCenter/Performance%20Reports/Forms/AllItems.aspx>  
<https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

**Attachment 2: Summary of MPO/RPO PM-3 Reliability Performance**

| Area (MPO/RPO)          | Interstate Reliability   |              |              | Non-Interstate Reliability           |              |              | Truck Travel Time Reliability Index                                |             |             |
|-------------------------|--|--------------|--------------|--------------------------------------|--------------|--------------|--|-------------|-------------|
|                         | 2017 Baseline  | 2018         | 2019         | 2017 Baseline                        | 2018         | 2019         | 2017 Baseline  | 2018        | 2019        |
| <b>Statewide Total</b>  | <b>89.8%</b>   | <b>89.6%</b> | <b>89.9%</b> | <b>87.4%</b>                         | <b>88.2%</b> | <b>88.4%</b> | <b>1.34</b>  | <b>1.39</b> | <b>1.36</b> |
| <b>Statewide Target</b> | <b>89.8% -&gt; Adjusted to 89.5%</b><br><i>2 &amp; 4-Year Target</i> |              |              | <b>87.4%</b><br><i>4-Year Target</i> |              |              | <b>1.34 -&gt; Adjusted to 1.40</b><br><i>2 &amp; 4-Year Target</i> |             |             |

|                |                       |        |        |        |        |        |                       |      |      |
|----------------|-----------------------|--------|--------|--------|--------|--------|-----------------------|------|------|
| Adams          | <i>Not Applicable</i> |        |        | 86.2%  | 89.8%  | 93.4%  | <i>Not Applicable</i> |      |      |
| Altoona        | 100.0%                | 100.0% | 100.0% | 82.7%  | 83.9%  | 84.4%  | 1.21                  | 1.25 | 1.18 |
| Centre         | 100.0%                | 100.0% | 100.0% | 91.3%  | 93.2%  | 94.9%  | 1.13                  | 1.33 | 1.15 |
| DVRPC          | 65.5%                 | 66.0%  | 66.6%  | 81.2%  | 82.6%  | 83.2%  | 2.01                  | 2.04 | 1.99 |
| Erie           | 100.0%                | 100.0% | 100.0% | 83.8%  | 86.7%  | 88.2%  | 1.25                  | 1.23 | 1.29 |
| Franklin       | 100.0%                | 100.0% | 100.0% | 93.8%  | 96.5%  | 94.6%  | 1.08                  | 1.11 | 1.09 |
| Harrisburg     | 91.3%                 | 92.7%  | 92.4%  | 91.0%  | 92.4%  | 90.3%  | 1.32                  | 1.33 | 1.31 |
| Johnstown      | <i>Not Applicable</i> |        |        | 93.0%  | 94.5%  | 95.6%  | <i>Not Applicable</i> |      |      |
| Lancaster      | 100.0%                | 100.0% | 100.0% | 95.2%  | 95.3%  | 92.1%  | 1.09                  | 1.12 | 1.17 |
| Lebanon        | 100.0%                | 100.0% | 100.0% | 97.5%  | 97.7%  | 95.4%  | 1.12                  | 1.14 | 1.15 |
| Lehigh Valley  | 100.0%                | 100.0% | 99.5%  | 86.4%  | 84.6%  | 85.4%  | 1.32                  | 1.34 | 1.35 |
| NEPA           | 100.0%                | 100.0% | 99.9%  | 91.9%  | 90.9%  | 93.1%  | 1.26                  | 1.25 | 1.28 |
| North Central  | 100.0%                | 100.0% | 100.0% | 93.0%  | 95.7%  | 95.6%  | 1.10                  | 1.11 | 1.50 |
| Northern Tier  | 100.0%                | 100.0% | 100.0% | 98.8%  | 99.1%  | 94.7%  | 1.24                  | 1.17 | 1.18 |
| Northwest      | 100.0%                | 100.0% | 100.0% | 87.5%  | 91.5%  | 91.8%  | 1.18                  | 1.32 | 1.17 |
| Reading        | 100.0%                | 100.0% | 100.0% | 93.2%  | 94.2%  | 95.0%  | 1.12                  | 1.38 | 1.19 |
| S. Alleghenies | 100.0%                | 100.0% | 100.0% | 95.9%  | 96.7%  | 94.2%  | 1.11                  | 1.13 | 1.16 |
| Scranton       | 98.3%                 | 98.3%  | 98.2%  | 87.4%  | 90.3%  | 90.1%  | 1.39                  | 1.28 | 1.35 |
| SEDA-COG       | 100.0%                | 100.0% | 100.0% | 95.7%  | 96.4%  | 96.2%  | 1.11                  | 1.11 | 1.12 |
| SPC            | 92.9%                 | 91.6%  | 92.1%  | 87.0%  | 87.7%  | 88.9%  | 1.42                  | 1.49 | 1.46 |
| SVTS           | 99.3%                 | 99.2%  | 100.0% | 95.1%  | 96.7%  | 95.9%  | 1.18                  | 1.59 | 1.14 |
| Wayne          | 100.0%                | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 1.11                  | 1.12 | 1.17 |
| Williamsport   | 100.0%                | 100.0% | 100.0% | 98.4%  | 98.3%  | 97.4%  | 1.16                  | 1.18 | 1.19 |
| York           | 100.0%                | 97.5%  | 94.9%  | 90.0%  | 89.6%  | 90.7%  | 1.22                  | 1.32 | 1.28 |

*Table Notes:*

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- At the mid-performance period (2019), Pennsylvania met the established 2-year target for interstate reliability. The state did not meet the 2-year truck travel time reliability index target. Although a 2-year target is not applicable to the non-interstate reliability measure, the mid-performance period data exceeds the 4-year target.
- PennDOT reliability targets were originally developed based on 2017 baseline values. The goal was to maintain baseline reliability throughout the four-year performance period. MPO/RPO values indicate areas that maintained their regional baseline value (green) or worsened over the baseline (red).

**Attachment 3: Summary of MPO/RPO Emission Benefits from CMAQ-Funded Projects**

*(Listed MPO Targets are Only Included in Relevant MPO CMAQ Performance Plans – PennDOT does not report these targets as part of the Baseline and Mid-Performance Period Reports)*

| Measure                     | MPO             | Emissions (kg/day) |                        |                        |                        |
|-----------------------------|-----------------|--------------------|------------------------|------------------------|------------------------|
|                             |                 | 2019               | 2021                   | 2021                   | 2018-2019              |
|                             |                 | 2-year Target      | Original 4-year Target | Adjusted 4-year Target | Actual 2-year Benefits |
| VOC Emissions               | Statewide       | 109.46             | 201.73                 |                        | 231.03                 |
|                             | DVRPC (PA only) | 37.61              | 69.31                  |                        | 142.79                 |
|                             | SPC             | 58.06              | 107.00                 |                        | 66.76                  |
|                             | Lehigh Valley   | N/A                | N/A                    |                        | 20.19                  |
|                             | Lancaster       | N/A                | 3.60                   | 0.40                   | 0.25                   |
|                             | Reading         | N/A                | N/A                    |                        | 0.32                   |
|                             | NEPA            | N/A                | N/A                    |                        | 0.72                   |
| NOx Emissions               | Statewide       | 337.70             | 612.82                 |                        | 936.29                 |
|                             | DVRPC (PA only) | 23.42              | 42.50                  |                        | 652.4                  |
|                             | SPC             | 256.11             | 464.77                 | 250.00                 | 152.55                 |
|                             | Lehigh Valley   | N/A                | N/A                    |                        | 126.64                 |
|                             | Lancaster       | N/A                | 1.03                   |                        | 1.16                   |
|                             | Reading         | N/A                | N/A                    |                        | 3.08                   |
|                             | NEPA            | N/A                | N/A                    |                        | 0.46                   |
| PM <sub>2.5</sub> Emissions | Statewide       | 10.76              | 20.49                  |                        | 37.87                  |
|                             | DVRPC (PA only) | 1.08               | 2.06                   |                        | 24.21                  |
|                             | SPC             | 7.01               | 13.35                  | 10.00                  | 6.21                   |
|                             | Lehigh Valley   | N/A                | N/A                    |                        | 5.48                   |
|                             | York            | N/A                | N/A                    |                        | 1.41                   |
|                             | Harrisburg      | N/A                | N/A                    |                        | 0.41                   |
|                             | Lancaster       | N/A                | 0.04                   |                        | 0.06                   |
|                             | Lebanon         | N/A                | N/A                    |                        | 0.06                   |
| Johnstown                   | N/A             | N/A                |                        | 0.03                   |                        |
| PM <sub>10</sub> Emissions  | Statewide       | 9.54               | 17.47                  | 0.00                   | 0.00                   |
|                             | SPC             | 9.54               | 17.47                  | 0.00                   | 0.00                   |
| CO Emissions                | Statewide       | 567.70             | 1135.40                | 250.00                 | 133.37                 |
|                             | DVRPC (PA only) | 282.74             | 565.47                 | Removed Target         | N/A                    |
|                             | SPC             | 284.97             | 569.93                 | 250.00                 | 133.37                 |

*Table Notes:*

- Pollutant Definitions include VOC = Volatile Organic Compounds; NOx = Nitrogen Oxides; PM = Particulate Matter for specified size particles; and CO = Carbon Monoxide
- Emission benefits are estimated based on the total CMAQ-funded project emission benefits as reported in FHWA's CMAQ annual database. Project benefits are calculated by PennDOT and Planning Partners using available tools.
- DVRPC is now in attainment for CO and a CO target is no longer required for that region

# FEBRUARY 10, 2021 MEETING

## ITEM 8

### 2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### TIP Revisions – Route 64/550 Intersection Project

The 2021-2024 Centre County TIP was adopted by the CCMPO in June 2021 and took effect on October 1, 2021.

Because of a significant increase in the estimated cost for construction of the Route 64/550 intersection safety project, PennDOT has been working to identify a source(s) of funds that can be added to the TIP to address the cost increase.

A final plan for adding funds to the TIP is still being prepared. At the meeting, PennDOT District 2-0 and MPO staff will provide a report about potential revisions to the TIP to address the need for additional funding.

**The Technical Committee should receive the staff report. If formal action is needed by the MPO to revise the TIP, the Technical Committee should provide a recommendation to the Coordinating Committee to approve amendments to the TIP.**

Presented by: Tom Zilla, AICP, CRPA  
Vickie Rusnak, P.E., PennDOT District 2-0

Action: Recommend that the Coordinating Committee approve amendments to the 2021-2024 Centre County TIP.

# **FEBRUARY 10, 2021 MEETING**

## **ITEM 9**

### **CCMPO SAFETY SUBCOMMITTEE**

#### **Formation of Safety Subcommittee**

In 2021, the MPO staff and PennDOT will be working to identify candidate roadway safety improvement projects that can be considered for the next 2023-2026 Transportation Improvement Program (TIP). Development of the 2023-2026 TIP will begin in spring 2021. A Preliminary Draft TIP will be prepared for review in November 2021, and the final TIP will be adopted in June 2022.

To help facilitate the identification of candidate safety projects, the MPO staff is requesting that a Safety Subcommittee be formed to assist in the effort. The new subcommittee would be comprised of a small number of members from the Technical Committee. Formation of a special subcommittee requires action by the Coordinating Committee. It is anticipated this committee would begin meeting in late February/early March, and will continue to meet as needed through the timeframe when the new TIP is being developed in 2021.

MPO staff asked for volunteers and subsequently contacted other members regarding participation. The following Technical Committee members have agreed to participate.

- Ron Seybert, Ferguson Township, Technical Committee Chair
- George Harrigan, Harris Township
- Joel Myers, Penns Valley Region
- Dean Ball, PennDOT District 2-0
- Frank Hampton, PennDOT Central Office
- Matt Smoker, FHWA

**The Technical Committee should provide a recommendation to the Coordinating Committee to form a new safety subcommittee.**

Presented by: Anne Messner, AICP, CCPCDO

Action: Recommend that the Coordinating Committee form a safety subcommittee comprised of members of the Technical Committee.

# FEBRUARY 10, 2021 MEETING

## ITEM 11

### ANNOUNCEMENTS

#### 1. Future Meeting Dates

- a. Coordinating Committee: Tuesday, February 23, 2021, 6:00 p.m.  
*Virtual meeting via Zoom platform*
- ⇒ State College Area Connector
  - ⇒ Safety performance measure targets
  - ⇒ Travel time reliability performance measure targets
  - ⇒ Safety Subcommittee
  - ⇒ 2021-2024 TIP amendments
- b. Technical Committee: Wednesday, April 14, 2021, 9:30 a.m.  
*Anticipated virtual meeting via Zoom platform*
- ⇒ State College Area Connector
  - ⇒ Centre Region Climate Action and Adaptation Plan
  - ⇒ Safety project development
  - ⇒ State transportation funding
  - ⇒ Transit safety performance measure targets
- c. Coordinating Committee: Tuesday, April 27, 2021, 6:00 p.m.  
*Anticipated virtual meeting via Zoom platform*
- ⇒ State College Area Connector
  - ⇒ Centre Region Climate Action and Adaptation Plan
  - ⇒ Safety project development
  - ⇒ State transportation funding
  - ⇒ Transit safety performance measure targets

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 is a fiscal constraint chart illustrating modifications completed for the 2021-2024 TIP since November.
3. Annually, the CCMPO is required to prepare and make available an Annual Listing of Obligated Projects report for the previous federal fiscal year (FFY). The FFY 2020 Annual Listing of Obligated Projects report was prepared by the MPO staff in close partnership with PennDOT and CATA, and is posted on the CCMPO website [here](#).
4. PA Act 106 of 2020 authorized the use of Personal Delivery Devices (PDDs) beginning January 30, 2021. A PDD is a ground-based delivery device that is manufactured for transporting cargo or goods and is operated by a driving system that allows both autonomous and/or remote operations. MPO staff reviewed and provided information to the municipalities about PDDs, and provided comments to PennDOT about the process that will be utilized in Pennsylvania to authorize the use of PDDs. Staff attended a PennDOT webinar on January 20 about Pennsylvania's Draft Policy and Procedures for PDDs and provided additional detailed comments about the policy and procedures. Staff will continue to monitor PDDs after the law takes effect on January 30 and provide updates to the municipalities. More information about PDDs can be found [here](#).

(Continued)

5. In December 2020, the League of American Bicyclists (LAB) elevated the State College – Centre Region from bronze level Bicycle Friendly Community (BFC) designation to a silver level. The State College – Centre Region is only the third community in PA to receive a silver designation, joining Philadelphia and York. The BFC program provides a roadmap to improve conditions for bicycling and guidance to help make a more bikeable community. A BFC welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. The current designation is valid for a four-year period. More information about the BFC program can be found at <https://www.bikeleague.org/community>
6. The Centre Region Council of Governments (COG) is working on the preparation of Climate Action and Adaptation Plan (CAAP). The CAAP will build upon the compilation of a recently completed Greenhouse Gas Inventory, and is intended to guide sustainability efforts in the Centre Region.  
  
The CAAP and associated sustainability efforts are referenced in the CCMPO’s Long Range Transportation Plan (LRTP) 2050. In April, CRPA Sustainability Planner Pam Adams will provide presentations to the Technical and Coordinating Committees about the CAAP and sustainability planning efforts that are underway in the Centre Region. Similar efforts are underway in Bellefonte Borough. These efforts will help build a framework for the MPO to support sustainability planning efforts in other areas of Centre County.
7. For information about PennDOT’s Local Technical Assistance Program (LTAP) training courses, as sponsored by the SEDA-COG MPO, visit <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>
8. For information about the *PennDOT Connects* initiative, visit the *Connects* support hub at <https://connect.psats.org/home>. **Information about technical assistance that is available to municipalities is posted on the *Connects* support hub.**
9. For information about the “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO, visit the Drive Forward website at [www.driveforwardcc.com](http://www.driveforwardcc.com). **Please visit the site to view recent updates prepared by the CBICC staff.**
10. CCMPO staff contact information:

|                                 |            |              |
|---------------------------------|------------|--------------|
| Centre Regional Planning Agency | Telephone: | 814-231-3050 |
| 2643 Gateway Drive              | Fax:       | 814-231-3083 |
| State College, PA 16801         |            |              |

|   |  |
|---|--|
| Jim May, Director                           | <a href="mailto:jmay@crcog.net">jmay@crcog.net</a>       |
| Tom Zilla, Principal Transportation Planner | <a href="mailto:tzilla@crcog.net">tzilla@crcog.net</a>   |
| Trish Meek, Senior Transportation Planner   | <a href="mailto:tmeek@crcog.net">tmeek@crcog.net</a>     |
| Greg Kausch, Senior Transportation Planner  | <a href="mailto:gkausch@crcog.net">gkausch@crcog.net</a> |
| Pam Adams, Sustainability Planner           | <a href="mailto:padams@crcog.net">padams@crcog.net</a>   |
| Marcella Laird, Office Manager              | <a href="mailto:mlaird@crcog.net">mlaird@crcog.net</a>   |

|  |            |              |
|--|------------|--------------|
| Centre County Plng & Community Dev. Office     | Telephone: | 814-355-6791 |
| 420 Holmes Street – Willowbank Office Building | Fax:       | 814-355-8661 |
| Bellefonte, PA 16823                           |            |              |

|   |  |
|---|--|
| Ray Stolinis, Director                      | <a href="mailto:rjstolinis@centrecountypa.gov">rjstolinis@centrecountypa.gov</a> |
| Anne Messner, Senior Transportation Planner | <a href="mailto:ammessner@centrecountypa.gov">ammessner@centrecountypa.gov</a>   |

On the web at [www.ccmppo.net](http://www.ccmppo.net) . Like and share the CCMPO’s Facebook page at <https://www.facebook.com/centrecountympo/> for meeting announcements, project updates, PennDOT’s Local Technical Assistance Program (LTAP) announcements, District 2-0 press releases, and relevant items from PennDOT’s Facebook page.

Centre County MPO  
2021 Highway and Bridge TIP  
FISCAL CONSTRAINT TABLE  
Actions Completed  
for District 2-0

\* Positive number denotes a deposit/Negative in parentheses denotes a debit

| Administrative Actions  |        |       | Fund Type             |           | FFY 2021  |            |              | FFY 2022   |              |           | FFY 2023   |              |           | FFY 2024   |              |           | Outer Years |              |   | Grand Sum  | Remarks   |           |           |
|---|--------|-------|-----------------------|-----------|-----------|------------|--------------|------------|--------------|-----------|------------|--------------|-----------|------------|--------------|-----------|-------------|--------------|---|------------|---|-----------|-----------|
| Project Title   | MPMS   | Phase | Amts.                 | Fed. Sta. | Fed. (\$) | State (\$) | Loc/Oth (\$) | State (\$) | Loc/Oth (\$) | Fed. (\$) | State (\$) | Loc/Oth (\$) | Fed. (\$) | State (\$) | Loc/Oth (\$) | Fed. (\$) | State (\$)  | Loc/Oth (\$) |   |            |   |           |           |
| 1<br>Poor Bridge/Betterment Line Item<br>Reserve Line Item<br>Centre County   | 84343  | CON   | Before                | HSIP      | 0         |            |              |            |              |           |            |              |           |            |              |           |             |              |   | 0          | Influx of de-obligation funds.  |           |           |
|   |        |       | Adjust                | HSIP      | 298,447   |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | 298,447   |
|   |        |       | After                 | HSIP      | 298,447   |            | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 0         | 298,447   |
| 2<br>Poor Bridge/Betterment Line Item<br>Reserve Line Item<br>Centre County   | 84343  | CON   | Before                | NHPP      | 415,000   |            | 355,136      |            |              |           |            |              |           |            |              | 1,638,000 |             |              |   | 2,408,136  | Influx of de-obligation funds.  |           |           |
|   |        |       | Adjust                | NHPP      | 50,067    |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | 50,067    |
|   |        |       | After                 | NHPP      | 465,067   |            | 0            | 355,136    | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 1,638,000   | 0            | 0 | 0          |   | 2,458,203 |           |
| 3<br>Poor Bridge/Betterment Line Item<br>Reserve Line Item<br>Centre County   | 84343  | CON   | Before                | STP       | 185       | 35,124     | 141,247      |            |              |           |            |              |           |            | 212,431      |           | 503,120     |              |   | 891,922    | Reserve Line Item.  |           |           |
|   |        |       | Adjust                | STP       | 185       | (35,124)   | (141,247)    |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | (176,371) |
|   |        |       | After                 | STP       | 185       | 0          | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 212,431   | 0           | 503,120      | 0 | 0          |   | 715,551   |           |
| 4<br>Jacksonville Road Betterment<br>SR 26, Section 147<br>Centre County      | 112588 | PE    | Before                | STP       | 159,135   |            |              |            |              |           |            |              |           |            |              |           |             |              |   | 159,135    | Revised design estimate. Additional funds to be added in follow-up action below.            |           |           |
|   |        |       | Adjust                | STP       | 35,124    |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | 35,124    |
|   |        |       | After                 | STP       | 194,259   |            | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 194,259   |           |
| 5<br>SR 1006 Trib Bald Eagle BOX<br>SR 1006, Section A01<br>Centre County     | 91416  | CON   | Before                |           | 185       |            | 409,773      |            |              |           |            |              |           |            |              |           |             |              |   | 409,773    | Additional funds for temporary run around as can't detour this route due to truck traffic.  |           |           |
|   |        |       | Adjust                |           | 185       |            | 141,247      |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | 141,247   |
|   |        |       | After                 |           | 185       |            | 551,020      | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 551,020   |           |
| 6<br>SR 26/45 Shingletown Intersection<br>SR 26, Section N37<br>Centre County | 76136  | CON   | Before                |           | 185       |            |              |            |              | 218,545   |            | 900,000      |           |            |              |           |             |              |   | 1,118,545  | Simple swap of State 185 for State 581.   |           |           |
|   |        |       | Adjust                |           | 185       |            |              |            |              | (218,545) |            |              |           |            |              |           |             |              |   |            |   |           | (218,545) |
|   |        |       | After                 |           | 185       |            | 0            | 0          | 0            | 0         | 0          | 900,000      | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 900,000   |           |
| 7<br>SR 26/45 Shingletown Intersection<br>SR 26, Section N37<br>Centre County | 76136  | CON   | Before                |           | 581       |            | 1,966,512    |            |              |           | 1,110,000  |              |           |            |              |           |             |              |   | 3,076,512  |   |           |           |
|   |        |       | Adjust                |           | 581       |            |              |            |              | 218,545   |            |              |           |            |              |           |             |              |   |            |   |           | 218,545   |
|   |        |       | After                 |           | 581       |            | 1,966,512    | 0          | 0            | 1,328,545 | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 3,295,057 |           |
| 8<br>Jacksonville Road Betterment<br>SR 26, Section 147<br>Centre County      | 112588 | ROW   | Before                | STP       | 212,180   |            |              |            |              |           |            |              |           |            |              |           |             |              |   | 212,180    | Ok to redistribute as phase not needed yet.   |           |           |
|   |        |       | Adjust                | STP       | (100,000) |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | (100,000) |
|   |        |       | After                 | STP       | 112,180   |            | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 112,180   |           |
| 9<br>Jacksonville Road Betterment<br>SR 26, Section 147<br>Centre County      | 112588 | UTL   | Before                | STP       | 132,613   |            |              |            |              |           |            |              |           |            |              |           |             |              |   | 132,613    | Ok to redistribute as phase not needed yet.   |           |           |
|   |        |       | Adjust                | STP       | (100,000) |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | (100,000) |
|   |        |       | After                 | STP       | 32,613    |            | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 32,613    |           |
| 10<br>Jacksonville Road Betterment<br>SR 26, Section 147<br>Centre County     | 112588 | PE    | Before                | STP       | 194,259   |            |              |            |              |           |            |              |           |            |              |           |             |              |   | 194,259    | Revised design estimate. See previous action for other portion of funds for this increase.. |           |           |
|   |        |       | Adjust                | STP       | 200,000   |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            |   |           | 200,000   |
|   |        |       | After                 | STP       | 394,259   |            | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 394,259   |           |
| 11<br>Jacksonville Road Betterment<br>SR 26, Section 147<br>Centre County     | 112588 | CON   | Before                |           | 581       |            |              |            |              | 1,400,000 |            | 1,891,484    |           |            |              |           |             |              |   | 3,291,484  | Due to design changes letting likely to be delayed.   |           |           |
|   |        |       | Adjust                |           | 581       |            |              |            |              | (218,545) |            |              |           |            |              |           |             |              |   |            |   |           | (218,545) |
|   |        |       | After                 |           | 581       |            | 0            | 0          | 0            | 1,181,455 | 0          | 1,891,484    | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 3,072,939 |           |
| 12<br>Trib Marsh Creek BOX<br>SR 1002, Section A15<br>Centre County           | 112738 | CON   | Before                |           | 185       |            | 311,157      |            |              |           | 81,955     |              |           |            |              |           |             |              |   | 393,112    | Revised Plans, Specifications and Estimate (PS&E).  |           |           |
|   |        |       | Adjust                |           | 185       |            |              |            |              |           | (55,435)   |              |           |            |              |           |             |              |   |            |   |           | (55,435)  |
|   |        |       | After                 |           | 185       |            | 311,157      | 0          | 0            | 26,520    | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 337,677   |           |
| 13<br>SR 1006 Trib Bald Eagle BOX<br>SR 1006, Section A01<br>Centre County    | 91416  | CON   | Before                |           | 185       |            | 551,020      |            |              |           | 0          |              |           |            |              |           |             |              |   | 551,020    | Additional funds for temporary run around as can't detour this route due to truck traffic.  |           |           |
|   |        |       | Adjust                |           | 185       |            |              |            |              |           | 273,980    |              |           |            |              |           |             |              |   |            |   |           | 273,980   |
|   |        |       | After                 |           | 185       |            | 551,020      | 0          | 0            | 273,980   | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 0          |   | 825,000   |           |
|   |        |       | Before                |           |           |            |              |            |              |           |            |              |           |            |              |           |             |              |   | 0          |   |           |           |
|   |        |       | Adjust                |           |           |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            | 0   |           |           |
|   |        |       | After                 |           |           |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            | 0   |           |           |
|   |        |       | Before                |           |           |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            | 0   |           |           |
|   |        |       | Adjust                |           |           |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            | 0   |           |           |
|   |        |       | After                 |           |           |            |              |            |              |           |            |              |           |            |              |           |             |              |   |            | 0   |           |           |
|   |        |       | Before FFY Totals     |           | 1,148,311 | 3,379,709  | 0            | 355,136    | 2,810,500    | 0         | 0          | 2,791,484    | 0         | 0          | 212,431      | 0         | 2,141,120   | 0            | 0 | 12,838,691 | Fiscal constraint ok as \$348,514 are de-obs.   |           |           |
|   |        |       | Adjustment FFY Totals |           | 348,514   | 0          | 0            | 0          | 0            | 0         | 0          | 0            | 0         | 0          | 0            | 0         | 0           | 0            | 0 | 348,514    |   |           |           |
|   |        |       | After FFY Totals      |           | 1,496,825 | 3,379,709  | 0            | 355,136    | 2,810,500    | 0         | 0          | 2,791,484    | 0         | 0          | 212,431      | 0         | 2,141,120   | 0            | 0 | 13,187,205 |   |           |           |