

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

**Wednesday, April 14, 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](#)

To attend this meeting via phone: +1 301 715 8592 Meeting ID: 859 1030 1648 Passcode: 125781

Meeting Contact: Marcella Laird (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, April 14, 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.

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *February 10, 2021 Technical Committee meeting.*
3. **Public Comments:** *For items not on the agenda.*
4. **Performance Based Planning and Programming:**
 - a. [CATA and Centre County Office of Transportation – Transit Asset Management \(TAM\) targets](#)
No action required (action to approve targets will be required in June 2021)
 - b. [CATA – Safety performance measure targets](#)
No action required (action to approve targets will be required in June 2021)
5. **[2021-2024 Centre County Transportation Improvement Program \(TIP\):](#)**
TIP Revisions – Route 26/45 Intersection Safety Project
Action: Recommendation to approve amendments
6. **[U.S. Census Bureau – Federal Register Notice:](#)**
Proposed criteria to designate urban areas for the 2020 Census
Action: Recommendation to Coordinating Committee to authorize staff to submit comments
7. **[PennDOT Project Update:](#)**
Status report from PennDOT District 2-0 about highway and bridge projects
No action required
8. **[PennDOT Pathways Initiative:](#)**
Discussion about potential options for generating state revenue for transportation
Action: Provide comments to Coordinating Committee
9. **[State College Area Connector \(SCAC\) Project:](#)**
Status Report
Action: Provide comments to PennDOT
10. **[CCMPO Safety Subcommittee:](#)**
Status report about safety subcommittee activities
No action required
11. **Member Reports:**
Reports from members about a significant item(s) of interest
No action required
12. **[Announcements](#)**
13. **Adjourn**

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

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

Wednesday, February 10, 2021

9:30 a.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
Joel Myers	Penns Valley Planning Region
Rick Dillon	Nittany Valley Planning Region
John Gribble	Lower Bald Eagle Planning Region
Mark Lively	Upper Bald Eagle Valley Planning Region
Louwana Oliva	Centre Area Transportation Authority (CATA)
Jim May	Centre Regional Planning Commission (CRPC)
Frank Hampton	PennDOT Central Office
Dean Ball	PennDOT District 2-0

Non-Voting Members

Rob DeMayo	The Pennsylvania State University (PSU)
Matt Smoker	Federal Highway Administration (FHWA)

Others Present

Tom Zilla	Centre Regional Planning Agency (CRPA)
Trish Meek	CRPA
Greg Kausch	CRPA
Pam Adams	CRPA
Marcella Laird	CRPA
Anne Messner	CCPCDO
Vickie Rusnak	PennDOT District 2-0
Rob Janconski	PennDOT District 2-0
Eric Murnyack	PennDOT District 2-0
Larry Shifflet	PennDOT Central Office
Denise Gembusia	Halfmoon Township Manager

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. Election of Officers

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

Motion was made by Mr. Lively, seconded by Mr. Casson to nominate Mr. Seybert for the 2021 Technical Committee Chair. No other nominations were made. The motion carried 12-0 (Ms. Oliva was not present for the vote).

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

Motion was made by Mr. Bloom and seconded by Mr. Hampton to nominate Mr. Lively for the 2021 Technical Committee Vice Chair. No other nominations were made. The motion carried 12-0 (Ms. Oliva was not present for the vote).

3. Approval of Minutes

Motion was made by Mr. Lively and seconded by Mr. Casson to approve the minutes of the November 17, 2020 Technical Committee meeting, as presented. The motion carried 13-0 (Ms. Oliva was present).

4. Public Comments

There were no comments from the public.

5. Special Announcement

Mr. Zilla announced that on February 19, 2021, Ms. Rusnak, PennDOT District 2-0 Transportation Planning Manager, will be retiring after over 34 years of service. Mr. Zilla stated that in 2019, Ms. Rusnak was honored with PennDOT's Star of Excellence Award. At that time, the CCMPO staff noted that Ms. Rusnak 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 Ms. Rusnak's ability to adroitly and creatively manage financial resources.

Beyond the skill that Ms. Rusnak 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. Ms. Rusnak'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 Ms. Rusnak 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!

6. PennDOT Pathways Initiative

The Technical Committee received a presentation from Mr. Shifflet regarding the PennDOT Pathways Initiative that was announced by PennDOT on November 18, 2020. This new initiative will examine possible near and long-term options for addressing the \$8.1 billion gap in annual highway and bridge transportation funding that is needed to keep the network in a state of good repair. Mr. Shifflet explained that PennDOT has conducted a Planning and Environmental Linkages (PEL) Study to determine possible alternative funding options. Mr. Shifflet communicated that the alternative funding solutions that were derived from the PEL Study include bridge tolling, managed lanes, congestion pricing, corridor tolling, road user charges, and fee and tax increases. In the spring of 2021, PennDOT will hold a public comment period of the final evaluation of the alternative funding solutions. Mr. Shifflet encouraged Committee members to visit the PennDOT Pathways website where members can learn more about the specific alternative funding solutions.

7. State College Area Connector (SCAC) Project Update

The Technical Committee received an update on the timeline of the State College Area Connector (SCAC) Planning and Environmental Linkages (PEL) Study. PennDOT finalized the SCAC Purpose and Need document after receiving comments from residents, municipalities, and cooperating and participating agencies through the virtual public meeting and comment period in late 2020. After the Federal Highway Administration (FHWA) approves the final Purpose and Need document, PennDOT will begin creating a methodology for developing alternatives to meet the Purpose and Need of the SCAC project. In May and July, PennDOT will present its methodology for developing the range of alternatives, as well as the alternatives analysis during the Agency Coordination Meeting (ACM). In August, PennDOT will hold a public meeting to present and receive comments regarding the possible alternatives to meet the Purpose and Need. PennDOT intends to have a live interaction meeting to be able to answer questions and address comments in real time. After the public comment period concludes, PennDOT will present possible future projects to meet the Purpose and Need for the SCAC project to move into the National Environmental Policy Act (NEPA) phase.

8. Performance Based Planning and Programming

a. Annual Update of PM1 Safety Performance Measure 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 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. The CCMPO supported PennDOT's initial targets for 2018 as well as 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. Ms. Messner reviewed the 2021 targets and noted that the fatality number listed in 2019 is correct.

Mr. Bloom expressed concern and stated that there is a drawback to using a five-year rolling average for targets when there was only one fatality in 2019 in Centre County. He went on to say that there is a chance that the CCMPO exceeds the target of fatalities because of the statistical anomaly in 2019.

Mr. Harrigan communicated that he thought the purpose of agenda item nine (Safety Subcommittee) was to make sense of the statistical anomaly in 2019 before the Committee moved forward with supporting PennDOT's 2021 Safety Performance Targets.

With no further comments or discussion, *motion was made by Mr. Lively and seconded by Mr. Hampton to recommend that the Coordinating Committee select the option to plan and program projects that contribute toward the accomplishment of the statewide PM1 safety targets. The motion carried 12-1.*

b. Adjustment to PM3 Travel Time Reliability Performance Measure Targets

The Technical Committee received a report from Mr. Zilla regarding an adjustment to PennDOT's PM3 Travel Time Reliability Performance Measure Targets. He explained that in September 2020, PennDOT submitted a required Mid-Performance Period Progress Report to the 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. 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.

With no comments or discussion, *motion was made by Mr. Bloom and seconded by Mr. Casson to recommend that the Coordinating Committee select the option to plan and program projects that contribute toward the accomplishment of the statewide adjusted PM3 performance measure targets. The motion carried 12-0.*

9. 2021-2024 Centre County Transportation Improvement Program (TIP)

Mr. Zilla communicated that because of a significant increase on the estimated cost for construction of the Route 64/550 intersection safety project, PennDOT has been working to identify a source of funds that can be added to the TIP to address the cost increase. Mr. Ball, Assistant District 2-0 Engineer, explained that there is a need to stabilize soil under the proposed new section of road way due to the type of soil. In addition, because of the extent of the work that needs to be done to stabilize the soil, a community water line must be relocated.

Mr. Zilla explained that there are three options to obtain the funding needed for the Route 64/550 intersection safety project: funding from a reserve line item on the Centre County TIP, new funds from the Highway Safety Improvement Program (HSIP) from the statewide TIP, or shifting funds from the construction phase of the Route 26 Jacksonville Road Betterment project. Ms. Rusnak explained that the funds in the reserve line item of the Centre County TIP are not eligible for a safety improvement project, and PennDOT District staff is working with PennDOT Central staff to add new funding from the HSIP to the Centre County TIP to fund this project. Mr. Ball explained that if funds from the Route 26 Jacksonville Road Betterment Project are shifted to cover the additional construction costs of the Route 64/550 intersection safety project, the schedule of the Bellefonte High Speed Interchange(B18) project and the related Route 26 Jacksonville Road Betterment project will not be delayed. He went on to explain that the Route 26 Jacksonville Road Betterment project is being delayed due to the current construction of the Local Access Interchange (A18) project.

Mr. Zilla communicated that the Route 64/550 intersection is one of the top priorities of the CCMPO and should not be delayed. He explained that if funds are shifted from the Route 26 Jacksonville Road Betterment project, the CCMPO will need to address this funding shortfall on the next TIP. Mr. Zilla stated that staff will continue to work with PennDOT to create a final plan to address the cost increase of this project.

Motion was made by Mr. Hampton and seconded by Mr. Lively to recommend that the Coordinating Committee approve the amendments to the 2021-2024 Centre County TIP. The motion carried 13-0.

10. CCMPO Safety Subcommittee

The Technical Committee received a report from Ms. Messner regarding the formation of a CCMPO Safety Subcommittee to help identify candidate roadway safety improvement projects to be considered for the next 2023-2026 Transportation Improvement Program (TIP). Planning and preparation of the next TIP will begin this spring with an adoption date of June 2022. The new subcommittee would be comprised of a small number of members from the Technical Committee. At the November 17, 2020 Technical Committee meeting, the following members 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, and Matt Smoker, FHWA

It is anticipated this committee will 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.

Motion was made by Mr. Bloom and seconded by Ms. Oliva to recommend that the Coordinating Committee form a safety subcommittee comprised of members of the Technical Committee. The motion carried 13-0.

11. Member Reports

Mr. Smoker stated that the latest COVID-19 relief bill from Congress included \$10 billion for state Department of Transportations (DOTs), and PennDOT received \$407 million. He went on to say that there is additional guidance coming out on how to use this funding and which activities will be eligible to receive it. Mr. Smoker stated that these funds don't fully cover the funding gap that occurred as a result of the COVID-19 Pandemic.

Mr. Bloom stated that College Township received a proposed development from Aspen Heights for a student housing development off of Squirrel Drive, which is the old Penn State Mobile Home Park. The developer, Aspen Heights, is proposing 2, 4-story buildings comprising of 262 student housing units with an additional 28 workforce housing units. There has been a lot of discussion about this proposed development and traffic impacts are a main concern from the Planning Commission and Council. Mr. Bloom will keep the Committee updated as this project moves forward.

Mr. Harrigan communicated that the traffic signal at the intersection of Boal Avenue and Discovery Drive is now fully functioning. In addition, Harris Township continues to work with the State College Borough Police Department and PennDOT District 2-0 regarding alternatives to lowering the speed limit on Shingletown Road including traffic calming measures around the bus stop areas.

Mr. DeMayo announced that Penn State Transportation Services hired Mr. Rick Ward as the Associate Transportation Director. He went on to say that Mr. Ward will be taking over as the Penn State University representative on the CCMPO Technical Committee. Mr. DeMayo added that this week, students will start to arrive back in the Centre Region, so traffic is sure to increase. Penn State anticipates that the spring semester will be very similar to the fall semester regarding COVID-19 impacts and restrictions.

12. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, April 14, 2021 via the Zoom meeting platform.

Mr. Seybert congratulated Ms. Meek for her efforts in helping the Centre Region become a silver level Bicycle Friendly Community. Ms. Meek stated that this Friday, February 12 is Winter Bike Anywhere in the Centre Region. She encouraged Committee members to ride their bike anywhere in the Centre Region to be entered to win a \$50 gift card to Appalachian Outdoors.

Mr. Zilla directed the Committee's attention to item number four under Announcements and communicated that Ms. Meek has been integral for getting the word out about the new state legislation Act 106 of 2020 regarding Personal Delivery Devices (PDDs). Mr. Zilla stated that 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 will continue to monitor PDDs after the law takes effect on January 30 and provide updates to the municipalities.

Mr. Zilla communicated that On January 19, 2021, the Office of Management and Budget (OMB) published a notice in the Federal Register seeking comment on recommended changes to OMB's standards for designating "metropolitan" and "micropolitan" statistical areas. The proposed change would reclassify nine areas in Pennsylvania from metropolitan to micropolitan status, including the State College Metropolitan Statistical Area (Centre County). At this time, there is no evidence that the proposed OMB changes would directly impact the designation of the nine areas as MPOs. However, staff is concerned that later in 2021, the Census Bureau may redefine standards for designating Urbanized Areas and the USDOT may change the definition of MPOs to be more consistent with the new OMB standards, should they be enacted. MPO staff will request

that the Coordinating Committee authorize staff to submit comments to the OMB if necessary and appropriate.

13. Adjournment

There being no further business, the February 10, 2021 CCMPO Technical Committee meeting was adjourned at 11:18 a.m.

Respectfully submitted,

Marcella Laird
Recording Secretary

DRAFT

APRIL 14, 2021 MEETING

ITEM 4.a.

PERFORMANCE BASED PLANNING AND PROGRAMMING

CATA and Centre County Office of Transportation Transit Asset Management (TAM) Performance Measure Targets

Federal rulemaking required all public transit operators to develop a Transit Asset Management (TAM) Plan and performance targets by October 1, 2018. The TAM Plan and performance targets must be shared with states and MPOs, but there is no requirement for states and MPOs to approve the TAM Plans and their associated performance targets.

Both CATA and the Centre County Office of Transportation Services (CCOT) are subject to this federal rule. CATA maintains an individual TAM Plan and performance targets, and the CCOT is covered by a statewide TAM Group Plan and performance targets, prepared by PennDOT on behalf of transit operators in Pennsylvania. Both individual and statewide TAM Plans specify a reporting process to assess progress in meeting the targets.

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

There is a requirement for the CCMPO to adopt a set of TAM performance targets for use in planning and programming activities. There are no funding incentives for meeting or exceeding targets, and no penalties for failure to meet targets. Rather, adoption of these targets is intended to fulfill an important administrative requirement, and to help guide planning and programming decisions with respect to asset management.

MPO staff will provide a presentation about the TAM Plans, performance targets, and data sharing, and how these might translate into MPO asset management targets for adoption in June 2021.

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

No action is required at this meeting. This item will be presented to the MPO Committees again in June, when action will be required by the Coordinating Committee to adopt TAM performance targets.

Presented by: Greg Kausch, CRPA

No action required.

APRIL 14, 2021 MEETING

ITEM 4.b.

PERFORMANCE BASED PLANNING AND PROGRAMMING

CATA Public Transportation Safety Performance Measure Targets

Federal rulemaking required all public transit operators who are either direct recipients or subrecipients of federal Urbanized Area Formula (Section 5307) funding to develop a Public Transportation Agency Safety Plan (PTASP) and performance targets by December 31, 2020. The PTASP and performance targets must be shared with the Federal Transit Administration (FTA) and MPOs, and while the FTA has enforcement authority with respect to individual public transportation providers, there is no requirement for MPOs to approve the PTASP and its associated performance targets.

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

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

There is a requirement that the CCMPO adopt a set of safety performance targets for use in planning and programming activities. These targets must be adopted within 180 days of the December 31, 2020 deadline. There are no funding incentives for meeting or exceeding targets, and no penalties for failure to meet targets. Rather, adoption of these targets is intended to fulfill an important administrative requirement, and to help guide planning and programming decisions with respect to public transportation safety.

MPO staff will provide a presentation about CATA's PTASP, performance targets, and data sharing, and how these might translate into MPO public transportation safety targets for adoption in June 2021.

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

No action is required at this meeting. This item will be presented to the MPO Committees again in June, when action will be required by the Coordinating Committee to adopt public transportation safety performance targets.

Presented by: Greg Kausch, CRPA

No action required.

APRIL 14, 2021 MEETING

ITEM 5

2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions – Route 26/45 Intersection Safety Project

The 2021-2024 Centre County TIP was adopted by the CCMPO in June 2020 and took effect on October 1, 2020.

The TIP needs to be revised to address an increase in the estimated cost of the Route 26/45 intersection safety project.

Proposed Revision to 2021-2024 TIP			
Project	Original Funding	Change	Revised Funding
Route 26 Section N37 Route 26/45 Intersection Safety Improvement Construction Phase	\$5,318,613	+\$369,792	\$5,688,405

As part of the shift of funds to address the cost increase, \$2,612,000 in federal funds are being added to the project, and \$2,242,766 in state funds are being shifted to other projects and a reserve line item on the TIP. Although the total increase in cost and overall change in funding is modest, because the net increase in federal funds exceeds \$1.5 million, formal action by the CCMPO to amend the TIP is being requested.

Staff will provide a brief report about the proposed revisions.

The Technical Committee should receive the staff report, and consider making a recommendation to the Coordinating Committee to amend the TIP to include additional funds for the Route 26/45 project.

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

Action: Recommend approval of an amendment to the 2021-2024 Centre County TIP to provide additional funding for the Route 26/45 intersection safety project.

APRIL 14, 2021 MEETING

ITEM 6

U.S. CENSUS BUREAU - FEDERAL REGISTER NOTICE

Proposed Criteria to Designate Urban Areas for the 2020 Census

On February 19, 2021 the U.S. Census Bureau (CB) published a notice in the Federal Register seeking comment about the proposed criteria that will be used to designate “urban areas” for the 2020 Census.

Based on the past 2010 Census, there is one urbanized area and two urban areas designated in Centre County:

- State College Urbanized Area
- Bellefonte Urban Area
- Philipsburg Urban Area (extends into Clearfield County)

The most significant changes proposed for the 2020 designation include:

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

Currently, the total population in an urbanized area is used by the U.S. Department of Transportation (USDOT) to designate metropolitan planning organizations (MPOs) in federal transportation legislation and rulemaking, based on a minimum population threshold of 50,000 persons. Urban and urbanized area designations may also be used as for collection and reporting of data by various agencies, and for other purposes ranging from program eligibility to roadway design standards.

Staff from the Centre Regional Planning Agency, Centre County Planning and Community Development Office, and Centre County GIS Office have been reviewing the proposed changes to assess potential impacts to the three areas currently designated in Centre County.

The deadline to submit comments about the proposed criteria is May 20, 2021. MPO staff intends to request the Coordinating Committee to authorize staff to submit comments by the May 20 deadline, **if relevant and appropriate**, and contingent upon review and approval by the CCMPO Chair.

The Technical Committee should receive a staff report about the potential changes and consider recommending that the Coordinating Committee provide authorization to staff to submit comments.

Presented by: Tom Zilla, AICP, CRPA

Action: Recommendation to authorize staff to prepare and submit comments about the CB’s proposed changes for designating urban areas, if relevant and appropriate, contingent upon review and approval by the CCMPO Chair, and to share any comments with Centre County’s Congressional delegation.

APRIL 14, 2021 MEETING

ITEM 7

PennDOT PROJECT UPDATE

Status Report from PennDOT District 2-0 about Highway and Bridge Projects

PennDOT District 2-0 will provide an update about the status of highway and bridge projects in Centre County.

PennDOT's One Map website at <https://www.dot7.state.pa.us/OneMap> provides information about active and future projects on the Transportation Improvement Program (TIP) and Twelve Year Transportation Program (TYP).

The Technical Committee should receive the presentation.

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

No action required.

APRIL 14, 2021 MEETING

ITEM 8

PENNDOT PATHWAYS INITIATIVE

Discussion about Potential Options for Generating State Revenue for Transportation

In November 2020, PennDOT announced the start of the PennDOT Pathways Program, a new initiative to examine 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 funding needed to keep the network in a state of good repair.

In February, PennDOT Deputy Secretary for Planning Larry Shifflet provided presentations to the CCMPO Committees about the Pathways initiative, which includes completion of a Planning and Environmental Linkages (PEL) Study of potential funding options. The initial results from the PEL Study are tentatively scheduled to be published for public comment in mid-April 2021.

Because the CCMPO Coordinating Committee may wish to provide comments about potential options, the Technical Committee is asked to provide input.

Two documents are provided as background:

- Graphic illustrating potential solutions
- Past CCMPO policy positions about transportation funding

Staff will provide a brief overview of the potential solutions and past CCMPO policy positions.

The Technical Committee should receive the staff report, discuss potential funding options, and provide input to the Coordinating Committee.

Presented by: Tom Zilla, AICP, CRPA

Action: Provide input to the Coordinating Committee about potential options for increasing state funding for transportation.

Potential Funding Solutions



Bridge Tolling

Tolling is a proven way to fund costly infrastructure projects like bridges. In the United States there are 137 bridge tolls, including three in our backyard over the Delaware river. In fact, the Delaware River Joint Toll Bridge Commission temporarily converted the Scudder Falls Bridge over the Delaware River into a toll bridge only in 2019 in order to fund its replacement.



Managed Lanes

Managed Lanes are additional lanes on a highway where the traffic is managed for faster travel. With managed lanes, traffic can be regulated by charging a toll, or by encouraging carpooling. It offers a choice to drivers — to pay a fee, carpool, or use the regular lanes.



Congestion Pricing

Congestion pricing is another form of tolling where toll rates vary based on the congestion on the roadway — encouraging users to carpool or use alternative routes when traffic gets too heavy — creating a reliable speed and trip.



Corridor Tolling

Corridor tolling is similar to what we currently have on the Pennsylvania Turnpike. Corridor tolling means tolling interstates and expressways based on the distance traveled along that road.



Road User Charges

These charges are a little different from tolls in that they are generally tied to GPS technologies to calculate the number of miles you drive. Essentially, drivers would be charged a small fee for each mile they drive during the year.



Fee & Tax Increases

This would include increasing vehicle-related fees and/or increasing various taxes, with the exception of the gas tax.

Some of these potential funding strategies might work better in certain scenarios and locations than others. It's important that as we study funding options, we consider how different strategies could work together as both near- and long-term solutions.

What Have We Done So Far?



We've worked hard to make the most of our available funding and have found some ways to secure additional funding. For example, with the help of Act 44 and Act 89, we were able to generate revenue from the Pennsylvania Turnpike and gas taxes, allowing us to complete nearly 4,000 projects worth more than \$10 billion since its passage in 2013. We have more than 500 projects underway worth more than \$4.5 billion, and roughly 1,700 projects on our four or 12-year plans. While Act 89 was a significant achievement, it did not meet the needs identified at the time and those needs have grown over time.

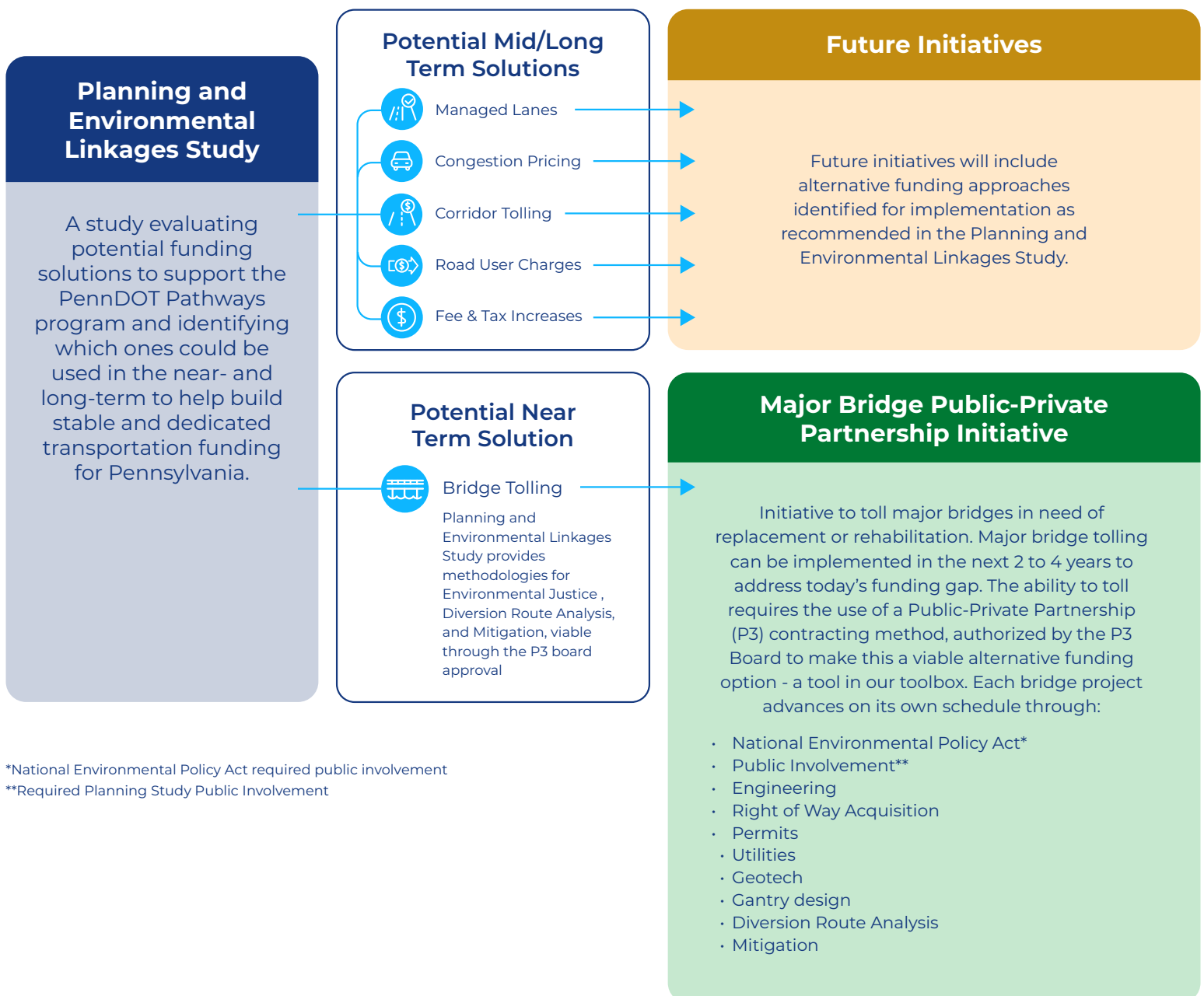
See active and planned construction projects at www.projects.penndot.gov.

PennDOT Pathways Program

To support PennDOT Pathways, an alternative funding Planning and Environmental Linkages (PEL) study is underway to identify near- and long-term funding solutions and establish a methodology for their evaluation. One of the early findings of the PEL study is that bridge tolling of major bridges in need of replacement or rehabilitation could be a viable near-term solution. To advance this funding alternative, PennDOT is simultaneously pursuing the first initiative of the PennDOT Pathways Program: The Major Bridge P3 Initiative.

PennDOT Pathways

A long-term program to analyze and implement new future-focused sources of funding for our transportation system that could better serve our communities and all Pennsylvanians for the next generation.



*National Environmental Policy Act required public involvement

**Required Planning Study Public Involvement

Summary of Recent CCMPO Policy Positions about Transportation Funding

January 2008 – Proposed Tolling of Interstate 80

By a 13-1 vote, with 3 abstentions:

The Coordinating Committee indicated that it supported the intent of Pennsylvania Act 44 to provide a dedicated, predictable, and growing source of revenue for highway, bridge and public transportation improvements, but was opposed to the tolling of 1-80 as a method for generating revenue. The motion urged then-Governor Rendell and the State Legislature to consider other revenue options, such as the methods proposed by the Transportation Funding and Reform Commission (TFRC) in 2006, and to select an alternative to placing tolls on 1-80.

November 2009 – Proposed Tolling of Interstate 80

By a 14-1 vote, with 2 abstentions:

The Coordinating Committee indicated its strong opposition to the tolling of 1-80 for reasons associated with negative economic impact to businesses, traffic diversions to other roadways, and the need to create an additional bureaucracy for toll collection. Details are included in the attached correspondence from the CCMPO to the U.S. Department of Transportation.

June 2010 – State Transportation Funding

By 14-0 votes, the Coordinating Committee supported:

- Action to adjust the motor fuel tax to compensate for the rate of inflation over the past 10 years and index it for future inflation.
- Action to increase the level of funding committed to the Pennsylvania Infrastructure Bank.

In other votes:

- 13 of 14 members did not support shifting from a motor fuels tax to a vehicle miles traveled (VMT) tax/fee, because of equity questions and the cost of developing a new infrastructure to assess and collect revenue.
- The Coordinating Committee indicated that options for roadway tolling should continue to be studied, but did not take a position in support of, or opposed to, tolling methods.

March 2012 – Federal *Moving Ahead for Progress in the 21st Century Act (MAP-21)*

Unanimously, the Coordinating Committee supported:

- Preservation of all existing small MPOs in the transportation planning process.
- An overall funding level at or above the amount proposed for *MAP-21*, acknowledging that reducing funding will clearly have a negative impact on state and local officials' ability to advance transportation improvements.

February 2015 – Reauthorization of *MAP-21*

Unanimously, the Coordinating Committee supported the attached position statement.

There was little support for including a vehicle miles traveled (VMT) tax as a funding option based on uncertainties surrounding whether an increase in the gas tax would occur in conjunction with a VMT tax, disproportionately impacting rural areas.

APRIL 14, 2021 MEETING

ITEM 9

STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

Status Report

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

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

The first public meeting for the PEL Study was held virtually from October 28 through November 4, 2020 and included information about the transportation purpose and needs in the study area. The SCAC Purpose and Need document is available on the project website (see web address below). PennDOT's consultant team is developing a range of alternatives to address the purpose and need, and the alternatives will be displayed during the next public meeting scheduled for late August 2021.

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

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

Action: Comments to PennDOT and SCAC consultant team.

SCAC website: www.PennDOT.gov/SCAC

APRIL 14, 2021 MEETING

ITEM 10

CCMPO SAFETY SUBCOMMITTEE

Status Report about Safety Subcommittee Activities

The MPO staff and PennDOT are working to identify candidate roadway safety improvement projects that can be considered for the next 2023-2026 TIP. Development of the 2023-2026 TIP will begin in late spring 2021.

Financial guidance and project priorities for the TIP will be discussed by the CCMPO in September. A Preliminary Draft TIP will be prepared for review in November 2021, and a final Draft TIP will be completed in December. The new TIP will be adopted in June 2022.

To help facilitate the identification of candidate safety projects, in February the Coordinating Committee approved the formation of a Safety Subcommittee comprised of a small number of members from the Technical Committee.

The Subcommittee held its kick-off meeting on March 8, 2021 and received presentations regarding the importance of safety from the Federal Highway Administration (FHWA) perspective (Matt Smoker, FHWA PA Division Office) and the PennDOT Central Office perspective (Gavin Gray, PennDOT Bureau of Operations and Maintenance). Intersections of concern in Centre County that were identified by crash data were also reviewed.

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

MPO staff will provide a brief report about the Subcommittee's discussions.

The Technical Committee should receive the staff report.

Presented by: Anne Messner, AICP, CCPCDO

No action required.

APRIL 14, 2021 MEETING

ITEM 12

ANNOUNCEMENTS

1. Future Meeting Dates

- a. Coordinating Committee: Tuesday, April 27, 2021, 6:00 p.m.
Anticipated virtual meeting via Zoom platform

- ⇒ Transit safety performance measure targets
- ⇒ Transit asset management performance targets
- ⇒ PennDOT project status report
- ⇒ State transportation funding
- ⇒ Census Bureau changes to urban area definition
- ⇒ State College Area Connector
- ⇒ Safety project development

- b. Technical Committee: Wednesday, June 9, 2021, 9:30 a.m.
Anticipated virtual meeting via Zoom platform

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

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

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

2. The Centre County Board of Commissioners has appointed David W. Lomison, Director of the Centre County Office of Transportation, to be the County's second representative to the CCMPO Technical Committee. MPO and CATA staff have worked with Dave for many years as part of the planning and delivery of public transit service in the County. On behalf of members of the Technical Committee and MPO staff, welcome aboard Dave!

3. In late February, U.S. House of Representatives Committee leaders announced that an opportunity was being provided for House members to submit candidate projects for congressionally directed spending (earmarks) in upcoming appropriations and transportation legislation. MPO staff has been in contact with congressional staff of Centre County's two House members regarding the submission process and has coordinated with PennDOT about viable candidates. In consultation with the Chair of the Coordinating Committee, staff intends to submit candidates to the House members by April 14. More information will be provided in the Coordinating Committee's April 27 meeting agenda package.

4. 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. No administrative modifications have been completed since the February CCMPO meetings.

5. The Transportation Alternatives (TA) Set-Aside Program provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

PennDOT is currently updating the TA Set-Aside Guidance document and anticipates opening a funding application round in July 2021. For more info visit the PennDOT TAP <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx>. MPO staff will provide information to municipalities and interested parties when it becomes available.

6. Following the adoption of the CCMPO's Long Range Transportation Plan (LRTP) 2050 in September 2020, staff has been working to develop a "dashboard" to track progress on work tasks identified in the LRTP's Action Plan. The dashboard is intended to show the anticipated work to be completed prior to and during the mid-term update of the LRTP. The dashboard will be reviewed periodically to determine progress and modifications needed. The dashboard is attached.

7. May is National Bike Month, promoted by the League of American Bicyclists and celebrated in communities from coast to coast. Established in 1956, National Bike Month is a chance to showcase the many benefits of bicycling and encourage more folks to give biking a try. MPO staff worked with local bike organizations and interested parties to program education and encouragement activities throughout the month of May. Virtual, solo, and household events have been designed to allow for social distancing. Additional information about Bike Month activities in Centre County can be found at www.crcog.net/bikes.

8. The Pennsylvania Department of Health (DOH), Division of Nutrition and Physical Activity, in collaboration with the Pennsylvania Downtown Center, continues its mission to increase opportunities for physical activity utilizing the built environment through the WalkWorks program. The WalkWorks program offers grants to public agencies, such as municipalities and planning commissions, for the development of active transportation plans (ATPs) and related policies.

WalkWorks has announced its fifth round of funding assistance to advance policy development related to active transportation. Grants will be offered to a limited number of municipalities and other governmental bodies to assist with the development of ATPs, Complete Streets policies and/or Vision Zero policies. These plans and policies are essential to efforts to establish activity-friendly routes that connect people to everyday destinations, thereby expanding opportunities for physical activity.

Eligible applicants include municipalities, Metropolitan and Rural Planning Organizations (MPOs/RPOs), and other governmental agencies with the capacity to accomplish proposed projects. For information about WalkWorks, including the location of partners and walking routes, as well as previously funded municipalities and agencies, please visit the PA WalkWorks website:

<https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx>

9. The CCMPO's FY 2020-2022 Unified Planning Work Program (UPWP) was adopted in January 2020 and took effect on July 1, 2020. The next FY 2022-2024 UPWP will be prepared this year, with adoption tentatively scheduled for late 2021 or early 2022. The new FY 2022-2024 UPWP will go into effect on July 2, 2022. MPO staff will be seeking input from Committee members in June about possible work tasks that may be included in the new UPWP.

In preparation for the June discussions, Committee members are encouraged to browse through the current UPWP on the MPO website at

https://www.crcog.net/index.asp?Type=B_BASIC&SEC={9E98C1F3-7FB2-4514-89C9-5FEB5A41AD13}, and identify key tasks that should be carried forward to the new UPWP, as well as potential new tasks.

10. The Centre Region Council of Governments (COG) is working on the preparation of a Climate Action and Adaptation Plan (CAAP). The CAAP will build upon the compilation of a recently completed Greenhouse Gas Inventory and will guide sustainability efforts in the Centre Region.
The CAAP and associated sustainability efforts are referenced in the CCMPO's LRTP 2050. In June, 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.
11. 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/>
12. 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.**
13. 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. **Please visit the site to view recent updates prepared by the CBICC staff.**
14. CCMPO staff contact information:

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On the web at 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.

Agenda Item 11.6 LRTP Dashboard

Action	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	
Stakeholder Actions																			
Analyze stakeholder meeting inputs																			
Continue Stakeholder meetings	TBD																		
Develop safety education for all users																			
Transit preservation operations and level of service																			
Encourage Complete Streets Adoption																			

= Prepare update to MPO

Action	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	
Performance Measure Actions																			
Continue to update PM data																			
Work to reduce the number of poor condition bridges																			
Work to reduce the number of highway miles in poor condition																			
Work to reduce crashes, serious injuries and ped and bikes																			
Maintain National Highway system (NHS) in good condition																			
Maintain transit vehicles & other assets in a state of good repair																			

= Prepare update to MPO

	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
Action																		
Social Justice Actions				[Dark Blue Bar]														
Expand equity analysis beyond the Environmental Justice (EJ) requirements for minority and low-income populations to identify barriers to transportation access for other populations																		

= Prepare update to MPO

	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
Action																		
Resiliency Action	[Dark Blue Bar]																	
Educate users on resiliency planning efforts																		
Protect and enhance the environment, promote energy conservation and improve quality of life																		
Prioritize the climate vulnerabilities in our transportation systems																		
Integrate with other regional plans																		

= Prepare update to MPO

Color key

- Brainstorming
- Working the data
- Final development