

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

**Hybrid Meeting
Wednesday, November 10, 2021
9:30 AM**

<u>GENERAL MEETING INFORMATION</u>	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/join/9121042021
Remote Participants	To attend via Zoom: https://us02web.zoom.us/join/9121042021 To attend by phone: +1 301 715 8592 Meeting ID: 818 9486 5626 Passcode: 626860
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman email: mhoffman@crcog.net 814-231-3050	
Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments, you must download them first</i>	

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

Centre County Metropolitan Planning Organization (CCMPO) Technical Committee Meeting

Wednesday, November 10, 2021

9:30 a.m.

HYBRID MEETING
IN-PERSON AT CENTRE REGION COG BUILDING
OR REMOTE VIA ZOOM
CONTACT [MHOFFMAN@CRCOG.NET](mailto:mhoffman@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 Hoffman at mhoffman@crcog.net.

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *September 8, 2021 Technical Coordinating Committee meeting.*
3. **Public Comments:** *For items not on the agenda.*
4. **Transportation Alternatives (TA) Set-Aside Program:**
Comments about candidate projects
Action: Recommendation to Coordinating Committee
5. **Fiscal Year (FY) 2022-2024 Unified Planning Work Program (UPWP):**
Final Draft UPWP for adoption
Action: Recommendation to Coordinating Committee
6. **2021-2024 Centre County Transportation Improvement Program (TIP):**
Amendment for Road MaP funding - local bridges
Action: Recommendation to Coordinating Committee
7. **2023-2026 Centre County TIP:**
Preliminary Draft Highway and Transit Elements
Action: Comments to PennDOT, CATA and MPO staff
8. **State College Area Connector (SCAC) Project:**
Status Report
Action: Provide comments to PennDOT and SCAC consultant team
9. **Performance Based Planning and Programming:**
 - a. **Annual report about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation**
No action required
 - b. **Annual report about CATA safety performance measures**
No action required
10. **CCMPO Title VI Program:**
Initial review of proposed updates
Action: Provide comments to MPO staff
11. **Member Reports:**
Reports from members about a significant item(s) of interest
No action required
12. **Announcements**
13. **Adjourn**

Next Technical Committee meeting:
TENTATIVE
Wednesday, February 9, 2022
9:30 a.m.

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

Wednesday, September 8, 2021

9:30 a.m.

Hybrid Meeting

Minutes

Voting Members

Ray Stolin	Centre County Planning & Community Development Office (CCPCDO)
David Lomison	Centre County Office of Transportation (CCOT)
Mike Bloom	College Township
Ron Seybert	Ferguson Township
George Harrigan	Harris Township
Doug Erikson	Patton Township
Andy Arnold	State College Borough
Dick Decker	Penns Valley Planning Region
Mark Lively	Upper Bald Eagle Valley Planning Region
Michelle Merrow	Moshannon Valley Planning Region
Michele Barbin	Mountaintop Planning Region
Louwana Oliva	Centre Area Transportation Authority (CATA)
Jim May	Centre Regional Planning Commission (CRPC)
Frank Hampton	PennDOT Central Office
Dean Ball	PennDOT District 2-0

Non-Voting Members

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

Others Present

Tom Zilla	Centre Regional Planning Agency (CRPA)
Trish Meek	CRPA
Greg Kausch	CRPA
Pam Adams	CRPA
Marcella Hoffman	CRPA
Anne Messner	CCPCDO
Eric Murnyack	PennDOT District 2-0
Rob Jaconski	PennDOT District 2-0
Mark Schultz	PennDOT District 2-0
Kevin James	Michael Baker International
Ford Stryker	Ferguson Township resident

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

2. Approval of Minutes

Motion was made by Mr. Hampton and seconded by Mr. Bloom to approve the minutes of the June 9, 2021 Technical Committee meeting, as presented. The motion carried 14-0 (Mr. Dillon, Mr. Piper, Ms. Oliva, and Mr. Gribble were not in attendance).

3. Public Comments

There were no comments from the public.

4. Transportation Alternatives (SA) Set-Aside Program

The Technical Committee received a presentation from MPO staff regarding the Transportation Alternatives (TA) Set-Aside Program from the Surface Transportation Block Grant Program. The TA Program provides funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility.

PennDOT opened an application cycle for TA funds in June 2021, and applications must be submitted by October 15, 2021. Candidate projects in Centre County will be provided to the CCMPO for review shortly after the submission deadline. Comments must be provided to PennDOT Central Office by January 7, 2022. MPO staff recommends that the following process be utilized to facilitate the review process.

1. Form a TA Review Committee comprised of members from PennDOT District 2-0, PennDOT Central Office, Centre County Planning and Community Development Office (CCPCDO), and the Centre Regional Planning Agency (CRPA); and two members of the Technical Committee representing entities that do not submit a TA application.
2. The TA Review Committee will review, rank, and provide comments about applications using the PennDOT statewide evaluation criteria.
3. The Technical Committee will review the TA Review Committee's recommendations.
4. The Technical Committee will provide recommendations to the Coordinating Committee.
5. The Coordinating Committee will approve recommendations and MPO staff will submit comments to the PennDOT Central Office by January 7, 2022.

MPO staff recommended that of the two Technical Committee members to serve on the review committee, one should represent a municipality within the Centre Region and one should represent a planning region outside of the Centre Region. Mr. Bloom from College Township volunteered to serve as the representative for the Centre Region. Mr. Lively from the Upper Bald Eagle Valley Planning Region volunteered to serve as the representative from outside the Centre Region.

Motion was made by Ms. Barbin and seconded by Mr. Bloom to recommend that the Coordinating Committee approve a review and comment process for candidate TA projects in Centre County. The motion carried 15-0 (Ms. Oliva was in attendance for this vote).

5. Pennsylvania Interstate Management (IM) Program

The Technical Committee received a presentation from Rob Jaconski, PennDOT District 2-0 Design Services Engineer, regarding PennDOT's Interstate Management (IM) Program, specifically for District 2-0 in Centre County.

Mr. Jaconski reviewed the pavement conditions in Centre County and noted that there are very small pavement sections in Centre County that are red, which indicates a higher need of repair. Mr. Jaconski presented PennDOT's needs for the interstate and stressed the importance of safety on the interstate system, including high friction surfaces, uneven bridge approaches, and substandard I-80 interchange geometry. In

addition, operational needs include the installation and upgrade of ITS, addressing pavement rehabilitation, completing the fiber optics network, upgrading RWIS devices with automated notifications, and using integrated corridor management for incident management routes.

Mr. Jaconski went on to present the current and programmed projects in District 2-0:

- Paving project on I-99 north at exit 163 (Bellefonte exit) - current
- I-80 A18 Local Interchange project at Jacksonville Road/Route 26 - current
- I-80 A18 Jacksonville Road/Route 26 Betterment Project – Priority #1 programmed
- I-80 B18 High Speed Interchange to link I-80 and I-99 – Priority #1 programmed
- I-80 B38 Replacement of two bridges over State Route 1010 – Priority #2 programmed
- I-80 B56 Three bridge preservations in District 2-0 – Priority #3 programmed
- I-80 B43 Highway and bridge preservation, ITS installation/replacement – Priority #5 programmed
- I-99 B02 Highway and bridge preservation, ITS installation/replacement – Priority #6 programmed
- I-80 B50 Mill and overlay, concrete patching, and ITS replacement – Priority #7 – programmed

Mr. Jaconski then reviewed the priority projects in District 2-0 that have not yet been provided funding for design:

- I-99 B01 Highway and bridge preservation, concrete patching, ITS work – Priority #8
- I-80 B49 Highway and bridge preservation and reconstruction of Snowshoe interchange – Priority #12

6. 2023-2026 Centre County Transportation Improvement Program (TIP)

The Technical Committee received a presentation from MPO staff regarding the financial guidance and project priorities for the new 2023-2026 Transportation Improvement Program (TIP). Mr. Zilla briefly reviewed the TIP development milestones, with adoption of the new TIP to take place in June 2022. Mr. Zilla also reviewed the Centre County TIP allocation for both the Highway and Bridge and Transit categories. For the highway and bridge side, Centre County will see a 2.8% increase in funding. For the transit side, Centre County will see a 9.3% increase in funding. Mr. Zilla then reviewed the highway and state bridge project priorities for the TIP:

- Route 144 drainage improvement
- Atherton Street Drainage/Repaving Section 154 (Westerly Parkway to vicinity of Scenery Drive)

Ms. Messner, CCPCDO Senior Transportation Planner reviewed the new safety improvement projects that have been discussed over the past several months by the CCMPO Safety Subcommittee and PennDOT District 2-0. These projects could include the Benner Pike Corridor between College Avenue and Shiloh Road; however, there are several land development projects in the pipeline which include various improvements to this area, but it remains to be seen whether these improvements will progress safety conditions in this corridor. The Subcommittee also discussed eight locations in Centre County where there have been fatalities or serious injuries due to a lane departure. In addition, Ms. Messner communicated that there are two safety projects that should be considered as priorities: Route 26/150 Intersection safety improvement and the Route 150/Phoenix Avenue Intersection improvement. Ms. Messner then reviewed two local bridge projects that are candidates for funding from PennDOT's Road MaP Program.

Mr. Kausch then reviewed transit priorities as they relate to the new TIP:

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

Mr. Bloom noted that under the safety improvement projects related to the Benner Pike Corridor, there is a Small Area Plan being conducted by College Township for this area. He stated that it may be beneficial to hold off on any significant investment in this area until the Plan has been completed and other potential improvement projects are made from the aforementioned land development projects.

Mr. Zilla stated that staff will provide the Technical Committee's comments to the Coordinating Committee later this month. Staff hopes to bring forward a draft 2023-2026 TIP for the Technical Committee's review in November. In addition, the Technical Committee will see a final draft next spring and a public comment period will take place before adoption in June 2022.

7. Fiscal Year (FY) 2022-2024 Unified Planning Work Program (UPWP)

The Technical Committee received a presentation from MPO staff regarding the first draft of the 2022-2024 Unified Planning Work Program (UPWP). Adopting a Unified Planning Work Program (UPWP) is one of the core federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO and lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO. Mr. Zilla reviewed the base funding amounts that will be allocated for federal and state highway funding as well as federal transit funding, which equates to about a 2.7% increase over the current UPWP.

Mr. Zilla then reviewed the proposed special studies that MPO staff would like to include in the new UPWP. He stated that to be considered for funding for special studies and projects, the candidate projects must be in the adopted UPWP, projects require a 20% local match, projects usually require a consultant, and the project must be completed within the UPWP timeframe. MPO staff are proposing to include an operations-based Strategic Plan for the MPO at a preliminary cost of \$75,000 with a local match of \$15,000. The Strategic Plan would require a match from the MPO operating budget and would be divided between the 2022 and 2023 budgets. In addition, staff would like to include a special project for CATA (to be determined) with a preliminary cost of \$150,000, with a local share of \$30,000. In the past, CATA has typically funded the local match for transit studies. Mr. Zilla briefly reviewed potential CATA special studies:

- Automated Vehicle (AV) Transit Pilot Project
- Universal Access Study Update
- Mobility Integration/Mobility as a Service (MaaS)
- Future of Microtransit
- Bus Stop Improvements/First Mile-Last Mile Connections
- Park and Ride Lot Study Update
- Intelligent Transportation Systems (ITS)

In response to a question from Mr. Bloom regarding potential transit special studies, Ms. Oliva clarified that the list of projects provided are basic ideas. She stated that CATA is beginning its System Reimagine Study that will include a ground up evaluation of bus stop spacing and amenities, bus routes, access to transit, and connections to micromobility, microtransit, intercity buses and other services and modes. The study will also consider possibilities for Bus Rapid Transit (BRT) along Atherton Street and College and Beaver Avenues. Ms. Oliva communicated that once completed, this study will impact future projects for CATA, so the project list provided could change. Mr. Zilla clarified that the final UPWP document will need to have the projects specified, and staff will work with CATA, FHWA, and PennDOT Central Office staff to do so.

8. State College Area Connector (SCAC) Project

The Technical Committee received a presentation from the State College Area Connector (SCAC) consultant team on the latest activities for the Planning and Environmental Linkages (PEL) Study for the SCAC Project. PennDOT's consultant team has developed a range of alternatives to address the transportation purpose and needs in the PEL study area. Preliminary alternative improvements have been posted to the SCAC project website and will be displayed during the next public meeting, which is scheduled for September 22 and 23 at the Wyndham Garden Hotel in Boalsburg between 1:00 and 8:00 PM both days. The public meeting will

include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements. The public meeting will be held in an open house format with PennDOT and project team members available at individual stations to explain the information, answer questions, and receive comments.

Kevin James, PennDOT's project manager from Michael Baker International, provided a brief presentation regarding the range of alternatives that came from the PEL Study. There are three alternative categories: upgrade the existing alternative, a build alternative on the Route 322 corridor, and a build alternative on the Route 144 corridor. Within the two build alternatives, there are several potential corridors and interchanges that will be studied to address the transportation purpose and needs in the PEL study area. Mr. James stated that these potential corridors will be presented to the public on September 22 and 23 to receive input regarding the potential corridors as well as any resources and environmental features that have not yet been identified on the mapping.

Mr. Ball provided a brief explanation of the SCAC Project website and gave directions on how to access different materials for the public meetings. Visit www.penndot.gov/scac to view the latest information.

In response to a question from Mr. Stryker, Mr. Ball explained that PennDOT has not started any cost estimates for the SCAC Project beyond the PEL Study. He went on to say that once the alternatives are studied, costs will be estimated for each of the alternatives.

In response to a question from Mr. Harrigan, Mr. Ball explained that his team is aware that the Harris Township Maintenance Facility was completed and needs to be added to the mapping and data information. He went on to say that public comments received at the public meetings will be added to the mapping as well.

9. CCMPO Draft Calendar Year (CY) 2022 Budget

Mr. Zilla stated that preparation of the CCMPO's annual operation budget for 2022 is underway; however, the detailed revenue and expenditure pages from the budget that are typically provided before the meeting were not completed in time for the meeting today. Mr. Zilla provided a brief presentation regarding estimates of the CCMPO's revenues and expenditures for the 2022 budget.

Mr. Zilla noted that contributions from Centre County Government and the six municipal funding partners were calculated based on the CCMPO's approved local share funding formula. Municipal contributions will decrease by 2.4% and the County's contribution will decrease by 3.9% in CY 2022. This reflects the increase in PennDOT funding from the new 2022-2024 UPWP and includes additional local matching funds for the CCMPO Strategic Plan special study. In addition, Centre County's contribution on behalf of 29 municipalities in 6 rural planning regions reflects the commitment of one transportation planning position to the CCMPO, in addition to a cash allocation.

Mr. Zilla then provided key notes about expenditures within the budget. Personnel (salary and benefits) costs reflect a 6.7% increase due to cost-of-living increases, merit awards, and personnel expenses for a period of transition for the new Principal Transportation Planner. In addition, the expenditure budget reflects a substantial decrease in pension costs. Mr. Zilla noted that the Strategic Plan special study revenue and expenditures will be divided across the 2022 and 2023 CCMPO budgets.

Mr. Zilla communicated that the budget numbers are still a work in progress and will be updated in the Coordinating Committee agenda package.

10. Member Reports

Mr. Bloom communicated that in College Township, the Pike Street Streetscape project in Lemont will begin on September 13. This is a two-phase project, but traffic should not be affected during the first phase.

Ms. Oliva reported that the Reimagine CATA study will be kicking off soon, with public engagement beginning in October this year. She went on to say that as many businesses are experiencing, CATA is severely understaffed and is in need of employees. Ms. Oliva stated that all of CATA's open positions are

posted on the website and encouraged members to share this information with anyone who is looking for employment.

Mr. Seybert communicated that the road improvements taking place on West College Avenue in front of the new Sheetz building should be completed within the next few weeks, with improvements to the traffic signal as well. He stated that the student apartment project on College Avenue near Buckhout Street will begin soon, so motorists and pedestrians should expect delays and detours. Mr. Seybert reported that Ferguson Township will begin a mobility study in the Pine Grove Mills area to study possible mobility improvements for all modes of transportation.

Mr. Smoker reported that action was taken on the Senate's \$1.2 trillion infrastructure bill, the Infrastructure Investment and Jobs Act, which will now go to the House for discussion and action. The bill will need to be approved before the end of September, before the new federal budget begins on October 1, 2021.

Mr. Harrigan communicated that Harris Township has an issue with the Mary Elizabeth Street culvert that is failing. There have been discussions about both short-and-long term repairs.

11. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, November 10, 2021 at the Centre Region COG building via hybrid meeting technology.

12. Adjournment

There being no further business, the September 8, 2021 CCMPO Technical Committee meeting was adjourned at 11:26 a.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary

NOVEMBER 10, 2021 MEETING

ITEM 4

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM

Comments about Candidate Projects

When the federal *Fixing America's Surface Transportation (FAST) Act* was passed in 2015, the Transportation Alternatives (TA) Program became a set-aside within the Surface Transportation Block Grant Program. The TA Set-Aside remains largely unchanged from the previous TA Program and continues to provide funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility.

Small MPOs and RPOs in Pennsylvania do not receive an allocation of TA funding and do not select projects. All applications for TA funding are submitted to PennDOT, which selects projects in the small MPO and RPO areas. To ensure that there is a local perspective about TA projects in the selection process, PennDOT Engineering Districts work with MPOs and RPOs to review, rank, and comment on projects in their areas.

PennDOT opened an application cycle for TA funds in June 2021. Applications were due by October 15, and four candidate projects from Centre County were submitted for consideration.

<i>SPONSOR</i>	<i>PROJECT</i>	<i>TAP FUNDING REQUEST</i>
Bellefonte Borough	Streetscape Safety Improvement Project	\$322,943
Ferguson Township	Pine Grove Mills Bike and Pedestrian Improvements	\$697,452
Philipsburg Borough	Pine Street Sidewalk Improvements	\$977,562
State College Borough	Easterly Parkway, Westerly Parkway, and Blue Course Drive Shared Use Paths	\$1,083,972

In September, the Coordinating Committee approved a review process and formed a TA Review Committee to evaluate and prioritize candidate projects. The Review Committee is currently evaluating the projects that were submitted, and staff will present the Review Committee's comments to the Technical Committee at this meeting. Comments must be provided to PennDOT Central Office by January 7, 2022.

Attached: TAP Candidate Project Synopsis

The Technical Committee should receive the staff presentation, review the comments, and provide a recommendation to the Coordinating Committee about the submission of the comments to the PennDOT Central Office.

Presented by: Trish Meek, AICP, CRPA

Action: Recommendation to the Coordinating Committee on the submission of comments to PennDOT about candidate TA projects.

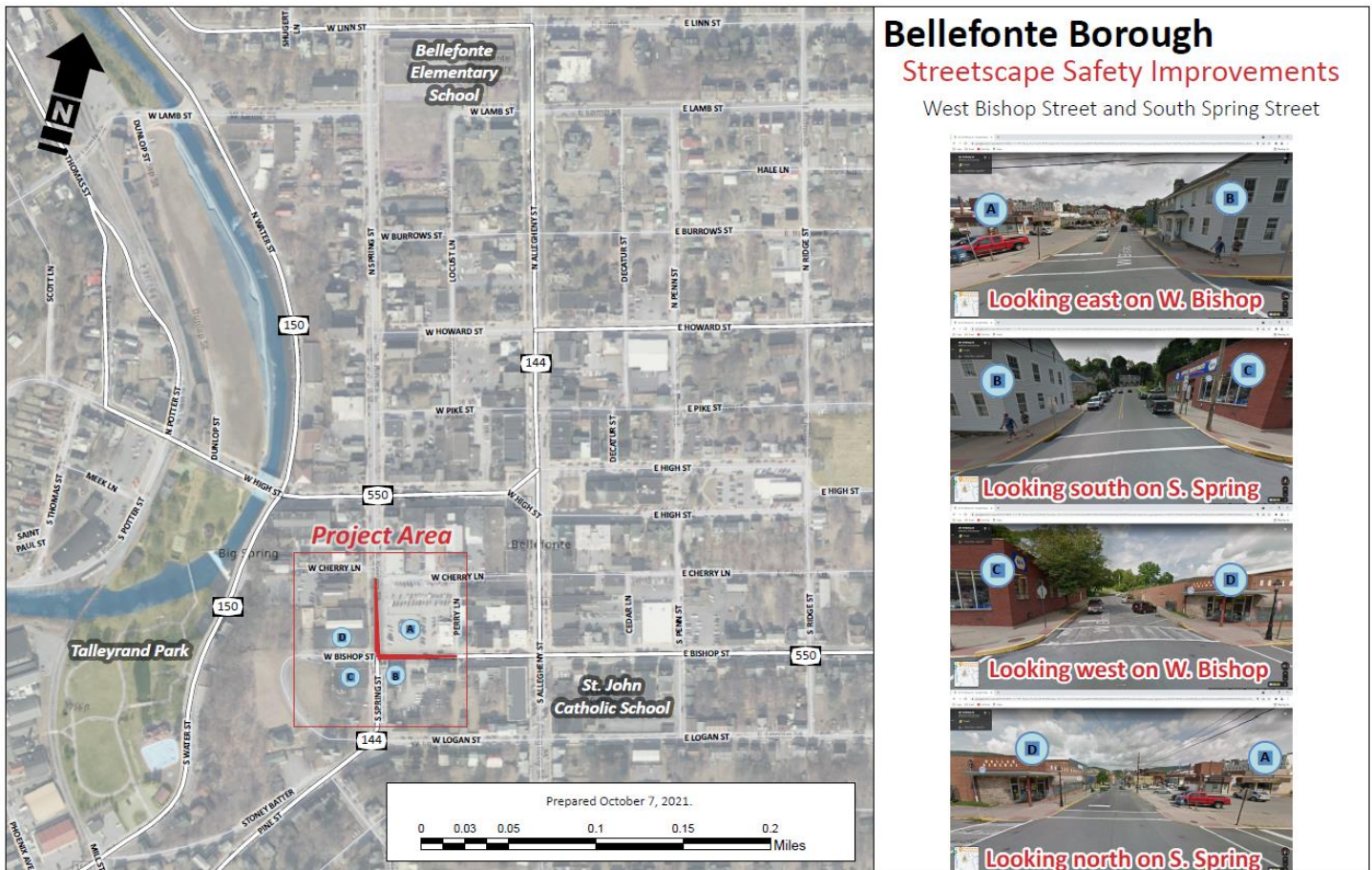
Project: Bellefonte Streetscape Safety Improvements

Applicant: Bellefonte Borough

Project Location: South Spring Street and West Bishop Street

Project Description: The project description is to hire an architect/engineer to develop a design to reconfigure the walkway along South Spring Street and West Bishop Street in downtown Bellefonte Borough. The Borough already completed two other streetscape projects at the intersections of Howard and Allegheny Streets in 2012 and Allegheny and Bishop Streets in 2015. We will do this by replacing the entire sidewalk in this area; create curbing where it currently does not exist; create a safe entrance and exit into and out of the Smoker's Express building on the corner of SR 144; add bulb-outs and handicapped curbs at the appropriate intersections; add additional streetlighting, planters, construct a green buffer and other landscape islands for color and shade and to help define the edges of the roadway, parking and walkways creating a more welcoming, safe walkway for pedestrians. The Borough has already had two separate studies done in this area since 2020 looking at solutions to make the area more safe for pedestrians. The two studies one by Trans Associates Engineering and the other by Derck & Edson Consultants are attached to this application.

TAP Funds Requested: \$322,943



Project: Pine Grove Mills (Ferguson Twp) Bike and Pedestrian Improvements

Applicant: Ferguson Township

Project Location: Project is located in Pine Grove Mills area of Ferguson Township, Centre County, PA as described further. Starting at Ross Street/SR45 intersection proceed east on SR45 to Nixon Road. Project is bound the north by Sunday Drive on Nixon Road, and to the south by Chestnut Street on SR26.

Project Description: 1. Install approximately 890 linear feet of concrete sidewalk on the west side of SR6 Water Street from the flashing traffic light (SR26/SR45 intersection) south to Chestnut Street. 2. Perform shoulder widening to accommodate bike lanes on SR45 for approximately 4,125 linear feet both sides, from a point 350 feet west of the St. Paul Lutheran Church to Ross Street. Paint bike legends on shoulder. 3. Install rectangular rapid flashing beacon at existing bike crossing on Nixon Road between Sunday Drive and Chester Drive. 4. Install signs and legends for sharrow from St Paul Lutheran Church on SR45 to the RRFB on Nixon Road to provide connectivity of bikepaths.

TAP Funds Requested: \$697,452



Project: Pine Street Sidewalk Improvements

Applicant: Philipsburg Borough

Project Location: Location is Pine Street in Philipsburg, PA. Entire length in east to west direction.

Project Description: Installation of 48" width sidewalk with ADA accessible street corners. Curbing to street to keep vehicles from entering the pedestrian way.

TAP Funds Requested: \$977,562



Project: Easterly Parkway, Westerly Parkway and Blue Course Drive Shared Use Paths

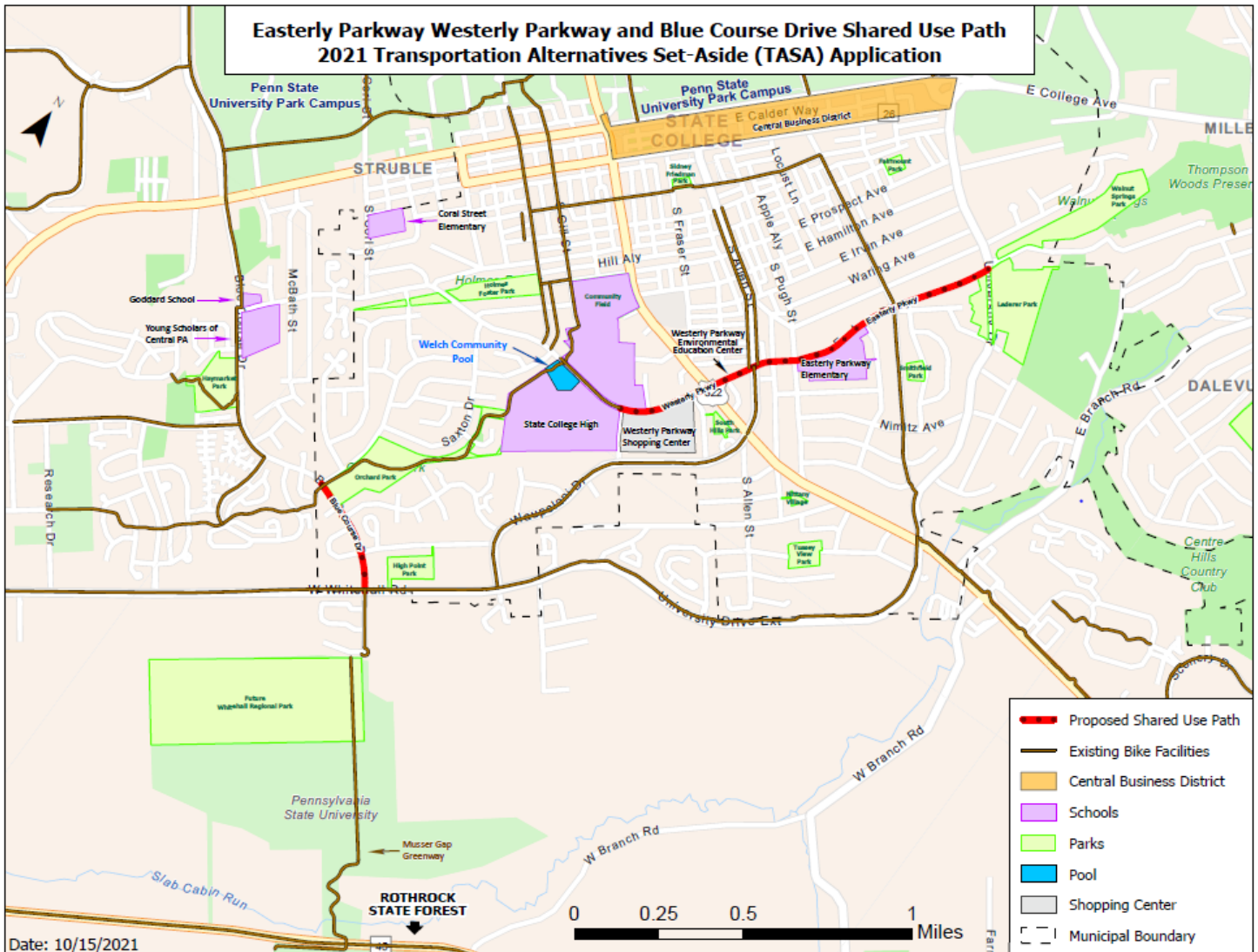
Applicant: State College Borough

Project Location: Along Westerly and Easterly Parkways from University Drive to O’Bryan Lane and along Blue Course Drive from the Orchard Park Bikeway to Whitehall Road.

Project Description:

Construction of 1.6 miles of shared use path in State College Borough within existing right of way to connect existing bicycle facilities. There are two sections proposed: the first is along Easterly and Westerly Parkway from University Drive to O’Bryan Land and the second is along Blue Course Drive from the Orchard Park Bikeway to Whitehall Road and the existing Blue Course Drive Shared Use Path.

TAP Funds Requested: \$1,083,972



NOVEMBER 10, 2021 MEETING

ITEM 5

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

Final Draft UPWP for Adoption

Adopting a Unified Planning Work Program (UPWP) is one of the core federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO and lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO.

In Pennsylvania, the UPWP covers a two-year period based on the state fiscal year (July 1 - June 30). The CCMPO's current FY 2020-22 UPWP was adopted in January 2020, took effect on July 1, 2020, and will terminate on June 30, 2022. The new FY 2022-24 UPWP will take effect on July 1, 2022.

The new UPWP was previously discussed by the CCMPO Committees in June and September. The First Draft UPWP was subsequently provided to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and PennDOT Central Office on September 28 for a required 30-day review period.

Staff will provide a brief presentation about revisions that have been made to the Final Draft UPWP based on the comments received from FHWA and the PennDOT Central Office. Additional comments were received from FTA that will require changes to the attached version, and staff will report on anticipated changes at the meeting.

Attachment:

- Final Draft FY 2022-24 UPWP

The UPWP is also available at this link: <https://www.crcog.net/index.asp?SEC=96B7D595-134B-4605-AF9B-95B3028BAB50>.

The Technical Committee should receive the presentation and consider making a recommendation to the Coordinating Committee to adopt the FY 2022-24 UPWP.

Presented by: Tom Zilla, AICP, CRPA

Action: Recommendation to the Coordinating Committee to adopt the FY 2022-24 UPWP.

**Centre County
Metropolitan Planning Organization (CCMPO)**

**Fiscal Year 2022-2024
Unified Planning Work Program (UPWP)
July 1, 2022 - June 30, 2024**



**Prepared by:
Centre Regional Planning Agency**

**Adopted by:
CCMPO Coordinating Committee - TBD
DRAFT - October 27, 2021**

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Centre County, Pennsylvania

What is the Centre County Metropolitan Planning Organization (CCMPO)?

Federal law requires local and state officials in all designated urbanized areas with populations over 50,000 persons in the United States to maintain a **cooperative, continuous, and comprehensive** transportation planning program, through a “metropolitan planning organization (MPO)”.

The CCMPO is a **transportation planning organization** that works in partnership with the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to fulfill federal and state metropolitan transportation planning requirements for Centre County (State College PA Urbanized Area).

What is the Unified Planning Work Program (UPWP)? (23 CFR 450.308)

The UPWP lists the transportation planning activities to be completed by the CCMPO, in cooperation with federal and state partners, and County and local governments and agencies. Preparation of the UPWP is required by federal metropolitan transportation planning regulations. In Pennsylvania, the UPWP is based on the state fiscal year (July to June). The FY 2022-24 UPWP covers the time period from July 1, 2022 to June 30, 2024.

CCMPO Background

History

The Centre Region MPO was first formed in 1982, after the State College PA Urbanized Area was established following the 1980 U.S. Census. The Centre Region MPO succeeded the Centre Region Area Transportation Study (CRATS) in being responsible for conducting federally-required long-range transportation planning in the State College, PA area. By 2003, the Centre Region MPO was coordinating transportation planning efforts in a geographic area that included Benner, College, Ferguson, Halfmoon, Harris, Patton, and Spring Townships, Bellefonte Borough, and State College Borough. Effective in January 2004, the Centre Region MPO expanded to become a countywide organization, now known as the Centre County MPO or CCMPO.

Current Organization

The policy-making body of the CCMPO is the Coordinating Committee, which is responsible for the transportation planning activities mandated in federal laws and regulations. The Coordinating Committee includes 18 voting members from county and local government, public agencies, and PennDOT.

Voting members:

Centre County (two members)	Ferguson Township
College Township	Halfmoon Township
Harris Township	State College Borough
Patton Township	Nittany Valley Planning Region
Moshannon Valley Planning Region	Penns Valley Planning Region
Upper Bald Eagle Valley Planning Region	Lower Bald Eagle Valley Planning Region
Mountaintop Planning Region	Centre Area Transportation Authority
PennDOT Central Office (Harrisburg)	Centre Regional Planning Commission
PennDOT District 2-0 Office (Clearfield)	

Non-voting (Ex Officio) members:

Federal Highway Administration	Pennsylvania State University
Federal Transit Administration	

A Technical Committee provides comments and recommendations to the Coordinating Committee in an advisory role. The Technical Committee is comprised of members from the same organizations represented on the Coordinating Committee.

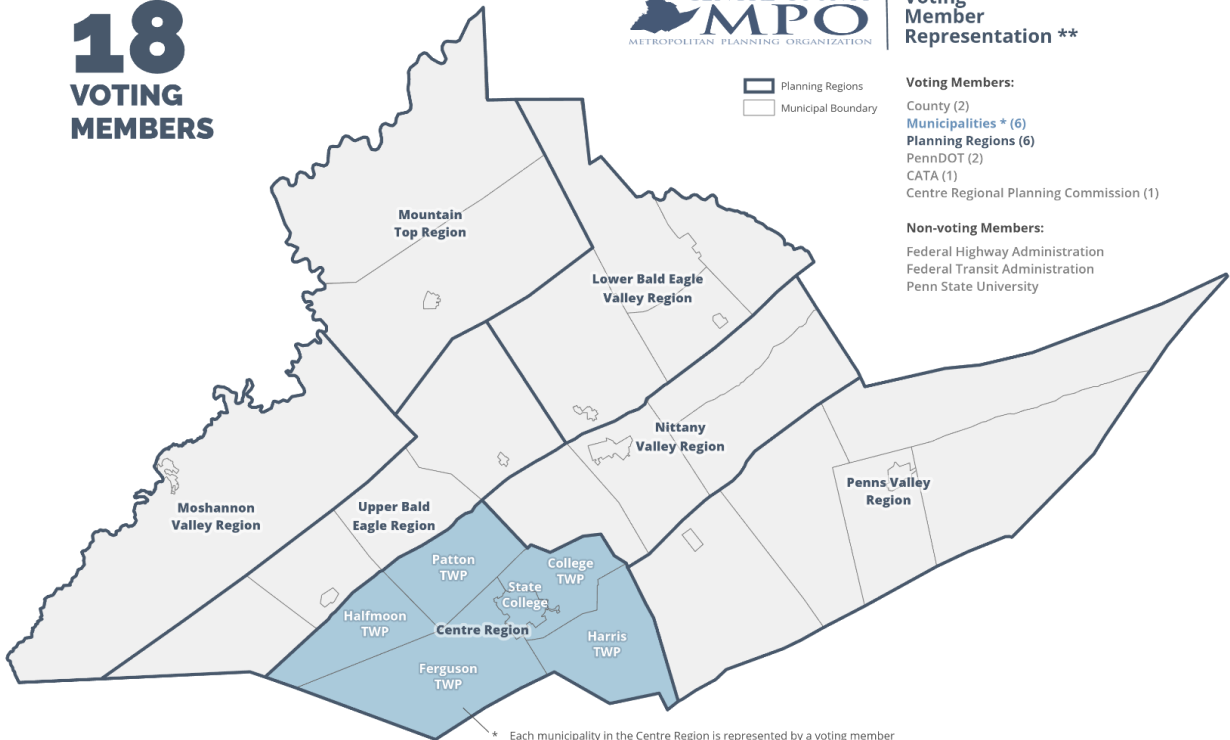
Appointment of representatives to the CCMPO Technical and Coordinating Committees is the responsibility of the member organizations. Appointments are made every two years, taking effect in the even-numbered calendar years.

The CCMPO's adopted Bylaws are available at https://www.crcog.net/vertical/sites/%7B6AD7E2DC-ECE4-41CD-B8E1-BAC6A6336348%7D/uploads/Bylaws_revised_attachment_1_10-05-18.pdf

**18
VOTING
MEMBERS**



**Voting Member
Representation ****



CCMPO Coordinating Committee – May 2021

Key Responsibilities

<p>Unified Planning Work Program (UPWP) 23 CFR 450.308</p>	<p>The CCMPO is required to periodically prepare a UPWP, which lists the transportation planning activities to be completed by the MPO, in cooperation with federal and state partners, and County and local governments and agencies. In Pennsylvania, the UPWP is based on the state fiscal year (July to June), and typically covers a two-year period. The FY 2022-2024 UPWP covers the time period from July 1, 2022 to June 30, 2024.</p>
<p>Long Range Transportation Plan (LRTP) 23 CFR 450.324</p>	<p>The CCMPO is required to develop and maintain a multi-modal plan with a minimum 20-year horizon that addresses federal requirements. The LRTP specifies MPO goals and objectives, documents existing and future transportation conditions and demands, addresses transportation performance management (TPM), and includes a fiscally constrained project list. The CCMPO’s LRTP 2050 addresses a 30-year horizon and was adopted in September 2020. A potential interim update of the LRTP may occur in 2023 within the timeframe of the FY 2022-2024 UPWP.</p>
<p>Transportation Improvement Program (TIP) 23 CFR 450.326</p>	<p>The CCMPO is required to approve federal funding for highway and transit projects, through the adoption of a short-range TIP. The TIP includes federal, state, and local funds for specific projects for a four-year period based on federal fiscal years (October-September), within specific limits of financial constraint. The TIP is updated every two years. The list of projects on the TIP is identical to the First Four Year segment of Pennsylvania's Twelve Year Program (TYP), which is developed at the same time as the TIP and adopted by the State Transportation Commission. The CCMPO adopted the 2021-2024 TIP in June 2020, and will consider adopting the 2023-2026 TIP in June 2022.</p>
<p>Air Quality Conformity 40 CFR Parts 51 & 93</p>	<p>The <i>Clean Air Act Amendments (CAAA) of 1990</i> specify planning activities for MPO areas exhibiting air quality that is not in attainment with the National Ambient Air Quality Standards (NAAQS). Prior to 2004, air quality in Centre County was in attainment with standards. In June 2004, new standards designated Centre County as a non-attainment area for ozone. Subsequent air quality measurements enabled Centre County to be redesignated as an attainment “maintenance” area. In 2013, federal legal proceedings changed the standards again, and Centre County was determined to be in attainment with the NAAQS.</p> <p>In 2018, the U.S. Eighth Circuit Court of Appeals vacated major portions of a rule impacting air quality conformity requirements for the 1997 8-hour Ozone NAAQS. Although Centre County is still considered an attainment area for all current air quality standards, the Eighth Circuit Court’s ruling and subsequent guidance issued by the U.S. Environmental Protection Agency require that Centre County meet conformity requirements for the 1997 8-hour ozone NAAQS. Thus, in 2020, Air Quality Conformity Determination Reports were performed for the 2021-2024 TIP and the LRTP 2050.</p>
<p>Coordinated Public Transit – Human Services Transportation Plan FAST Act Section 5310</p>	<p>Federal regulations require the CCMPO to prepare a Coordinated Public Transit - Human Services Transportation Plan to help guide the distribution of federal funds from certain transit programs that serve low income individuals, persons with disabilities, and the elderly. The Coordinated Plan is integrated into the CCMPO’s LRTP 2050.</p>
<p>Public Participation Plan (PPP) 23 CFR 450.316</p>	<p>The CCMPO adopted a Public Participation Plan (PPP) in 2007. The PPP is reviewed on a periodic basis, and a significant update was completed in 2015. The PPP specifies that proposed plans and programs such as the LRTP and TIP must be made available for public review during a thirty (30) day comment period, and that a public meeting be held during the comment period. An update to the PPP is anticipated to be completed in 2022.</p>

<p>Title VI/ Environmental Justice (EJ) Compliance</p> <p><i>Title VI - 42 U.S.C. § 2000d et seq.</i></p> <p><i>EJ - E.O. # 12898</i></p>	<p>The CCMPO's Title VI policy and procedures are focused on ensuring that protected classes of persons are not discriminated against in the planning and delivery of transportation plans, programs and projects. As part of the Title VI efforts, a Limited English Proficiency (LEP) Plan was adopted in 2015.</p> <p>The CCMPO is required to maintain and update a program of activities to address Environmental Justice, to prevent or mitigate adverse impacts to areas with concentrations of low income and minority populations. U.S. Census 2010 and American Community Survey data is utilized to determine whether there are any disproportionate impacts to the populations of concern.</p>
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Staffing and Agency Support

Staffing to complete the transportation planning activities required of the CCMPO is provided by the Centre Regional Planning Agency (CRPA), the Centre County Planning and Community Development Office (CCPCDO), and the Centre Area Transportation Authority (CATA). The CRPA is the lead staff support agency for the CCMPO. The UPWP specifies the amount of federal, state, and local funds budgeted for the CRPA, CCPCDO and CATA to complete transportation planning activities on behalf of the CCMPO.

The PennDOT Office of Planning's Center for Program Development and Management (CPDM) in Harrisburg and the PennDOT Engineering District 2-0 Office in Clearfield also provide staff support to complete transportation planning activities listed in the CCMPO. Funding for PennDOT staff activities is provided separately and is not included in the CCMPO's UPWP Budget.

The state and local agencies work together to prepare transportation plans and programs, propose project priorities, and complete technical studies to be used by the CCMPO to make policy decisions and fulfill its responsibilities.

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On the web at www.ccmppo.net



How is the UPWP Developed?

Federal Guidance

The federal *Fixing America's Surface Transportation (FAST) Act* (Public Law 114-94357), and the federal Statewide and Metropolitan Transportation Planning Final Rule specify the roles and responsibilities of MPOs, including development of a long-range transportation plan, a short-range Transportation Improvement Program, and public involvement efforts. The FAST Act identifies ten planning factors that must be considered in the metropolitan transportation planning process:

1. Support the economic vitality of the United States, states, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism

Two additional elements are also emphasized in the metropolitan transportation planning process:

- Performance based transportation planning and programming
- Transportation asset management
- On page 35, a matrix entitled "Consistency of Work Tasks with Federal Planning Factors and CCMPO Goals" illustrates how the work tasks in the UPWP support the federal planning factors.

State Guidance

The PennDOT CPDM utilizes a statewide Work Group to develop specific requirements and guidance for the development of UPWPs in the UPWP Planning Priorities correspondence. The Planning Priorities correspondence details federal and state requirements for the UPWP, and provides a list of other potential work tasks and activities for the CCMPO to consider, where applicable.

CCMPO LRTP Guidance

The goals in the CCMPO's adopted LRTP 2050 provide a framework for the development of work tasks and activities in the UPWP:

- Improve Safety and Security
- Preserve the Existing Transportation System
- Optimize System Management and Operation
- Improve Integration and Connectivity of the Transportation System
- Improve Accessibility and Mobility Options for People and Freight
- Complement Planned Growth and Development Areas
- Maintain the Environment and Air Quality Conformity
- Enhance Economic Vitality

The fiscally constrained project list in the LRTP is also a source of potential work tasks for the UPWP.

UPWP Development Process

Potential work tasks are identified from multiple documents and input provided by stakeholders, including, but not limited to:

- PennDOT CPDM UPWP Planning Priorities Guidance
- CCMPO LRTP 2050 and LRTP Action Plan
- CCMPO Technical and Coordinating Committees
- Transportation providers
 - CATA
 - Centre County Office of Transportation (CCOT)
 - SEDA-COG Joint Rail Authority
 - University Park Airport Authority
 - Pennsylvania State University (operator of the University Park Airport)
- Centre County Board of Commissioners
- Centre County municipalities
- Centre Region Council of Governments
- Upper Bald Eagle Valley Council of Governments
- Centre Regional Planning Commission
- Penns Valley Regional Planning Commission
- Nittany Valley Joint Planning Commission

Input received from stakeholders is reviewed by the CCMPO staff, and qualitatively assessed relative to the guidance provided by federal, state, and CCMPO documents. The CCMPO staff prepares a list of recommended priority tasks that are presented to the CCMPO Committees, and based on the feedback received from the Committees, a Draft UPWP is prepared for review and adoption.

FY 2022-2024 UPWP Development Schedule	
Activity	Date
Discuss UPWP task priorities and potential special studies with CCMPO Technical Committee	June 2021
Discuss UPWP task priorities and potential special studies with CCMPO Coordinating Committee	June 2021
Receive PennDOT Planning Priorities documents	July 2021
Review current UPWP and input from PennDOT CPDM and District 2-0, FHWA and other stakeholders	August 2021
Present First Draft UPWP to CCMPO Technical Committee	September 2021
Present First Draft UPWP to CCMPO Coordinating Committee	September 2021
Submit Draft UPWP for federal and state review	October 2021
Present Final Draft UPWP to CCMPO Technical Committee	November 2021
Present Final Draft UPWP to CCMPO Coordinating Committee	November 2021
Adoption by CCMPO Coordinating Committee	November 2021

What Plans and Programs are Addressed in the FY 2022-24 UPWP?

Federal Requirements and Priorities

Plan/Program	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Target Completion
UPWP Covers two state fiscal years (July-June)	2 years	1/28/2020 <i>Amended</i> 4/21/2021	Jan. 2022	Nov. 2021
Long Range Transportation Plan (LRTP) Covers 30-year horizon	5 years	9/22/2020	Sept. 2025	June 2025
		Potential Update		Sept. 2023
Transportation Improvement Program (TIP) Four-year program Based on federal fiscal year (Oct.-Sept.)	2 years	6/23/2020	July 2022	June 2022
Air Quality Conformity Determination for LRTP and TIP Required for adoption of each LRTP and TIP	2 years	9/22/2020	July 2022 (TIP) Sept. 2025 (LRTP)	June 2022 (TIP) Sept. 2025 (LRTP)
Self-Certification of Compliance with Federal Requirements Every two years with TIP adoption	2 years	6/23/2020	July 2022	June 2022
Coordinated Public Transit - Human Services Transportation Plan Integrated into CCMPO LRTP 2050 Updated concurrently with LRTP	5 years	9/22/2020	Sept. 2025	Sept. 2025
Transportation Performance Measures Specifies targets for three federally-required performance subject areas: PM1 – Safety PM2 – Highway/Bridge Condition PM3 – Travel Time Transit Safety (TS) Transit Asset Management (TAM)	PM1 Annual	PM1 2/23/2021	PM1 Feb. 2022 Feb. 2023	PM1 Feb. 2022 Feb. 2023
	PM2 and PM3 Biannual	PM2 and PM3 2/23/2021	PM2 and PM3 Nov. 2022	PM2 and PM3 Nov. 2022
	TS Annual Review	TS 6/22/2021	TS July 2022	TS Nov. 2021
	TAM Annual Review	TAM 6/22/2021	TAM July 2022	TAM Nov. 2021
Annual List of Federally Obligated Projects Lists federal funding obligated in preceding federal fiscal year for highway, bridge and transit projects	Annual		Dec. Annually	Dec. Annually
Title VI Policy and Procedures	4 years	11/27/2018		Nov. 2022
Limited English Proficiency Plan	4 years	2/24/2015		Nov. 2022
Public Participation Plan	4 years	11/24/2015		Nov. 2022

Environmental Justice Benefits and Burdens Analysis	2 years	6/23/2020	July 2022	June 2022
Planning Process Review Conducted by federal agencies and PennDOT to review compliance with federal and state requirements		11/19/2014	Jan.-June 2027	Jan.-June 2027

State and Local Priorities

Plan/Program	Anticipated Activities
PennDOT Connects	Collaboration activities for proposed new LRTP and TIP projects. Coordination of training and technical support opportunities.
Performance Measures and Asset Management	Continue evaluating potential projects and programs for contributions in meeting federal performance measure targets. Work with PennDOT to more fully integrate asset management systems in the development of project priorities.
Public Transportation Planning	Provide transit planning support to CATA and CCOT. Manage special transit planning projects. Maintain CATA Title VI Program.
Bicycle and Pedestrian System Planning	Manage Transportation Alternatives Program. Plan and implement bike/ped improvements. Support stakeholders in bike/ped planning activities. Maintain Bicycle Friendly Community designation for Centre Region. Complete countywide Bicycle Plan.
State College Area Connector (SCAC) Preliminary Engineering and Final Design Phases	Participate in Preliminary Engineering and Final Design activities conducted by PennDOT. Participate in public involvement efforts. Research and advance transportation funding options for Construction phase.
Federal and state funding outlook	Research transportation funding options and support CCMPO discussion of preferred options for transmittal to federal and state elected officials
Federal and state discretionary funding programs	Provide information and assistance to sponsors applying for funding from programs including, but not limited to, the Multimodal Transportation Fund, Green Light Go, and Automated Red Light Enforcement programs.
CCMPO Strategic Plan	Complete strategic plan for the future operations of the CCMPO Committees and staff, in recognition of potential changes resulting from influences such as the implementation of federal Performance Based Planning and Programming, state focus on transportation asset management, building resiliency into weather events to preserve the transportation system, incorporating technology to address mobility choices and operational improvements, and providing an equitable transportation system to urban and rural communities. Implement actions recommended in adopted Strategic Plan.

FY 2022-2024 UPWP Work Task Descriptions

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CATEGORY I – ADMINISTRATION

Task I.A. – Program Management

Unified Planning Work Program	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Solicit input about planning priorities for FY 2024-26 UPWP. • Prepare FY 2024-26 UPWP and present UPWP to CCMPO for adoption. • Prepare and present required annual resolution and periodic work orders to Centre Regional Planning Commission (CRPC) for approval. • Submit approved UPWP and supporting documents to PennDOT. • Prepare and present special purpose agreements/Memorandums of Understanding (MOUs) to the CRPC, Centre County Government, CATA, and other public agencies outlining roles, responsibilities and funding arrangements that support the UPWP and the annual CCMPO Operating Budget. • Prepare information for CRPC/CRPA Annual Report. • Prepare and update MPO staff task assignment spreadsheet. • Amend UPWP as determined necessary. 	<p>8/30/2023</p> <p>11/30/2023</p> <p>2/15/2024 As needed</p> <p>1/31/2024</p> <p>Annually by December 15</p> <p>Annually by February 15</p> <p>Biannally</p> <p>As needed.</p>
<p>Other Agencies - PennDOT</p> <ul style="list-style-type: none"> • Provide input about planning priorities. • Execute work orders and other special purpose agreements and MOUs. 	
<p><i>Notable Accomplishments During Prior FY 2020-2022 UPWP</i></p> <ul style="list-style-type: none"> • <i>Prepared and adopted FY 2022-2024 UPWP</i> 	

Task I.A. – Program Management (Continued)

Annual CCMPO Operating Budget and Membership	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Prepare CCMPO section of COG Program Plan. • Prepare CCMPO revenue, expenditure, and narrative elements of detailed Operating Budget, including calculation of local funding shares based on CCMPO’s approved local share funding formula. • Present detailed Operating Budget to CCMPO Committees and COG Finance Committee. • Prepare CCMPO section of COG Summary Budget • Solicit appointments to CCMPO Committees for two-year appointment cycle as specified in the CCMPO Bylaws. • Assist CCMPO member-entities in making appointments to CCMPO Committees outside of the regular two-year cycle. 	<p>Annually by:</p> <p>May 31</p> <p>August 30</p> <p>September 30</p> <p>October 15</p> <p>12/1/2023</p> <p>As needed</p>
<p>Other Agencies - Municipalities</p> <ul style="list-style-type: none"> • Provide input about budget. • Approve local funding shares. 	

Meeting Agendas and Minutes	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Prepare, circulate, and post Technical and Coordinating Committee meeting agendas to the MPO website not less than five (5) working days prior to meetings. • Prepare and distribute minutes of meetings in the agenda package for the next meeting. • Post meeting recordings and presentations from meetings to the MPO website • Utilize electronic distribution of materials as appropriate. • Prepare meeting report for Coordinating Committee meetings within five (5) working days following the meeting. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

Task I.A. – Program Management (Continued)

Progress Reports, Invoices, Disadvantaged Business Enterprise (DBE) Reports	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Complete timesheets. • Prepare and submit subcontractor invoices and task progress reports. • Review quarterly invoices from subcontractors. • Prepare and submit invoices and progress reports to PennDOT within thirty (30) days following the end of the quarter. • Ensure that requirements for Disadvantaged Business Enterprise (DBE) participation in all subcontracts are addressed. • Prepare and submit reports about DBE goals and participation. • Continue to work with PennDOT, FHWA, and FTA as necessary to implement 2 CFR 200, which addresses requirements for monitoring subcontractors and subrecipients, allowable costs, Indirect Cost Allocation Plans, etc. 	<p>Monthly</p> <p>Quarterly</p> <p>Quarterly</p> <p>Quarterly</p> <p>Quarterly</p> <p>Quarterly</p> <p>As needed</p>
<p>Other Agencies – PennDOT</p> <ul style="list-style-type: none"> • Approve invoices and remit payment. 	

Task I.A. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$46,250	\$37,000	\$0	\$4,793	\$4,457	\$0
2023-24	\$46,250	\$37,000	\$0	\$4,793	\$4,457	\$0

Task I.B. – Public Involvement and Outreach

Public Involvement	Completion Date:
<p>Lead – MPO staff, PennDOT</p> <ul style="list-style-type: none"> • Complete Environmental Justice (EJ) analyses for LRTP and TIP development to document Benefits and Burdens, consistent with the Pennsylvania Core Elements process. EJ asset condition-related data may be used to inform potential amendments to the 2021-2024 and 2023-2026 TIPs, and potential amendments and/or updates to the LRTP 2050. • Conduct outreach to ensure that low income, minority, non-English speaking and LEP population concentrations are informed about, and have the opportunity to be involved in MPO activities. • Use traditional print, broadcast, and online media; and continue to expand use of social media to communicate with low income, minority, non-English speaking and LEP populations and the public in general. • Solicit input about the LRTP, TIP, other plans and programs. • Prepare advertisements via multiple media types for CCMPO meetings, public meetings and other public input efforts. • Maintain and update a cohesive Title VI Program document for the CCMPO, in accordance with FTA Circular 4702.1B, Chapters III and VI. • Conduct formal comment periods for the LRTP, TIP, and other plans and programs as required. • Review and update the Public Participation Plan (PPP). 	<p>8/30/2023</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies - CATA, PennDOT</p> <ul style="list-style-type: none"> • Provide information and assistance to support analysis and outreach efforts. • PennDOT District and Central Offices to provide information about EJ analyses for specific projects. • PennDOT to provide information to assist in outreach activities. 	
<p>Notable Accomplishments During Prior FY 2020-2022 UPWP</p> <ul style="list-style-type: none"> • Prepared EJ analyses for 2021-2024 TIP and LRTP 2050. • Completed public comment periods and documented input about 2021-2024 TIP and LRTP 2050. 	

Task I.B. – Public Involvement and Outreach (Continued)

Information Sharing and Professional Development	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Provide information, data and technical assistance to CCMPO member-organizations, municipalities, joint/regional planning commissions, other public and private organizations and stakeholders, the general public, and the media. • Participate in relevant training and professional development meetings and webinars. • Participate in periodic PennDOT/MPO/RPO Planning Partner conference calls and meetings. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p>Other Agencies – CATA, PennDOT, municipalities</p> <ul style="list-style-type: none"> • Provide and share information. • Sponsor professional development opportunities. 	

Task I.B. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750
2023-24	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750

CATEGORY II. – PLANS AND PROGRAMS

Task II.A. Long Range Planning and Programming

Long Range Transportation Planning	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Consider authorizing preparation of mid-term update of LRTP 2050, including but not limited to revising funding projections, incorporating additional information about asset management, and updating project lists. • If authorized, prepare a mid-term update of LRTP 2050 for adoption in June 2024, including completion of public involvement activities. • If a mid-term update of LRTP 2050 is not completed, initiate preparation of the five-year update of the LRTP. • Update LRTP 2050 Action Plan to annually assess progress in conducting long range transportation planning activities and maintain “dashboard” for the status of the Action Plan on the CCMPO website. • Complete transportation planning activities specified in the LRTP 2050 Action Plan, which may include, but not be limited to: <ul style="list-style-type: none"> -Prepare schedule for continuing stakeholder meetings. -Continue evaluating candidate safety improvement projects. -Prepare a needs assessment for integration of connected and automated vehicles. -Expand equity analysis beyond EJ requirements -Implement recommendations in Centre Region Climate Action and Adaptation Plan. • Amend LRTP 2050 to accommodate the addition of new capital projects. • Amend LRTP 2050 to address new federal regulations and requirements. • Complete Air Quality Conformity Analysis for LRTP. 	<p>9/30/2022</p> <p>6/30/2024</p> <p>7/1/2024</p> <p>6/30/2023 6/30/2024</p> <p>Ongoing</p> <p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies - CATA, PennDOT</p> <ul style="list-style-type: none"> • Provide information and assistance to support preparation of mid-term and/or other updates of LRTP 2050, and preparation of next LRTP, including completing public involvement activities. • Provide information and assistance to support the completion of long range transportation planning activities. 	
<p><i>Notable Accomplishments During Prior FY 2020-2022 UPWP</i></p> <ul style="list-style-type: none"> • <i>Prepared and adopted LRTP 2050.</i> • <i>Prepared task assignments for LRTP 2050 Action Plan.</i> • <i>Initiated completion of LRTP 2050 Action Plan work tasks.</i> 	

Other Transportation Planning Activities	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Update Federal Functional Classification System after U.S. Census Bureau establishes new urban area boundaries. Review and update National Highway System (NHS) and NHS Connectors following update of functional classification system. • Participate in planning efforts led by PennDOT and other stakeholders for special projects such as Transportation Systems Operations and Management (TSMO), Connected and Automated Vehicle (CV/AV), and new technology initiatives. • Assist in efforts to plan and implement resiliency, travel and transportation-related recommendations in the Centre County Hazard Mitigation Plan and the Centre Region Climate Action and Adaptation Plan. • Participate in ongoing assessment of traffic and crash data, Highway Safety Manual analyses, and other analysis tools to identify, evaluate, and prioritize safety improvement projects • Participate in periodic updates of PennDOT’s Central Region Regional Operations Plan. • Participate in state efforts associated with the statewide Long Range Transportation Plan, Freight Movement Plan, Rail Plan, and other initiatives. • Review and analyze detailed data from the 2020 U.S. Census Bureau and periodic American Community Survey data upon release. • Participate in safety planning and education efforts led by PennDOT and other stakeholders. • Review designation of Critical Urban and Rural Freight Corridors. 	<p>6/30/2024</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>As needed</p> <p>As needed</p> <p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies - CATA, PennDOT</p> <ul style="list-style-type: none"> • Provide information and assistance to support other transportation planning activities. • Provide information and assistance to support the completion of other transportation planning activities. 	
<p><i>Notable Accomplishments During Prior FY 2020-2022 UPWP</i></p> <ul style="list-style-type: none"> • <i>Worked with PennDOT and CCMPO Safety Subcommittee to identify future safety improvement projects.</i> • <i>Participated in update of Central Region Regional Operations Plan</i> • <i>Prepared comments about Office of Management and Budget (OMB) proposal for implementing new criteria for defining Metropolitan Statistical Areas.</i> • <i>Prepared comments about U.S. Census Bureau proposal for revising definition of urban areas.</i> 	

Task II.A. Long Range Planning and Programming (Continued)

Performance Measures	Completion Date:
<p>Lead – MPO staff, PennDOT Central Office</p> <ul style="list-style-type: none"> Update targets for federal performance measure subject areas and present to CCMPO for approval: PM1 – Safety PM2 – Highway/Bridge Condition PM3 – Travel Time Monitor and document performance relative to meeting targets. Participate in review and analysis of data that supports documentation of performance in the three subject areas. 	<p>PM2/PM3 by 11/16/2022</p> <p>PM1 by 2/27/2023 2/27/2024</p> <p>Ongoing</p> <p>As needed</p>
<p>Other Agencies - PennDOT District 2-0</p> <ul style="list-style-type: none"> Provide information and assistance to support monitoring and documenting performance in the three subject areas. 	

Travel Demand Model	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> Work with PennDOT District 2-0 to obtain data resulting from use of the Centre County Travel Demand Model for the State College Area Connector project. Complete discussions with PennDOT Central Office about maintaining the model through a statewide contract approach. Update base highway network and socioeconomic input data in traffic analysis zones (TAZs) following receipt of detailed 2020 U.S. Census data. 	<p>6/30/2022 6/30/2023</p> <p>11/30/2022</p> <p>Ongoing</p>
<p>Other Agencies – PennDOT District 2-0, PennDOT Central Office</p> <ul style="list-style-type: none"> Assist in updating socioeconomic and network data. Share information from model runs completed for specific improvement projects. Maintain model through statewide contract approach. 	

Task II.A. Long Range Planning and Programming (Continued)

Programming	Completion Date:
Lead – PennDOT, MPO staff, CATA	
<ul style="list-style-type: none"> • Prepare adopted 2023-2026 Centre County Transportation Improvement Program (TIP) for submission to PennDOT. 	7/15/2022
<ul style="list-style-type: none"> • Complete Annual List of Federally Obligated Projects for preceding federal fiscal year. 	12/31/2022 12/31/2023
<ul style="list-style-type: none"> • Collaborate with the State Transportation Commission (STC) and PennDOT to solicit input from the public for the Pennsylvania 2025-2036 Twelve Year Program (TYP). 	4/30/2023
<ul style="list-style-type: none"> • Initiate process for preparing 2025-2028 TIP by evaluating status of projects on 2023-2026 TIP, identifying new candidate projects, and establishing priority for new projects that may be added to 2025-2028 TIP. 	6/30/2023
<ul style="list-style-type: none"> • Receive, review, and present Financial Guidance for 2025-2038 TIP to CCMPO. 	6/30/2023
<ul style="list-style-type: none"> • Receive and review input from the TYP public involvement efforts. 	8/30/2023
<ul style="list-style-type: none"> • Assist PennDOT in establishing project priorities for inclusion in the Second and Third Four Year segments of the 2023-2034 TYP. 	12/31/2023
<ul style="list-style-type: none"> • Maintain 2021-2024 and 2023-2026 TIPs by presenting amendments to the CCMPO for approval. 	Ongoing
<ul style="list-style-type: none"> • Maintain 2021-2024 and 2023-2026 TIPs by completing administrative modifications, and periodically reporting to CCMPO about the modifications. 	Ongoing
Other Agencies – CCOT, PennDOT Central Office	
<ul style="list-style-type: none"> • Assist in preparing information needed to present amendments and administrative modifications. • Process and complete TIP amendments and administrative modifications. • Provide General and Procedural Guidance and Financial Guidance documents for development of 2025-2028 TIP. • Assist in evaluating status of projects on the 2023-2026 TIP, identifying new candidate projects, and establishing priority for new projects that may be added to 2025-2028 TIP. • Assist in soliciting public input for the TYP. • Assist in reviewing public input. • Assist in establishing project priorities for the Second and Third Four Year segments of the TYP. 	
Notable Accomplishments During Prior FY 2020-2022 UPWP	
<ul style="list-style-type: none"> • Prepared submission package for 2021-2024 TIP and provided package to PennDOT. • Administered modifications to 2021-2024 TIP. • Worked with PennDOT, CATA and other stakeholders to prepare 2023-2026 TIP. 	

Task II.A. Long Range Planning and Programming (Continued)

Funding Initiatives and Grant Programs	Completion Date:
Lead – MPO staff	
<ul style="list-style-type: none"> Assist in the development of Centre County Government’s annual Local Transportation Program, funded with revenue from the County Liquid Fuels allocation, County Act 13 At Risk Local Bridge allocation, and the \$5 Fee for Local Use (vehicle registration) Program. 	11/15/2022 11/15/2023
<ul style="list-style-type: none"> Monitor federal and state legislative initiatives regarding transportation funding, provide periodic reports to the CCMPO Committees, and assist in establishing policy positions regarding federal and state transportation-related legislative initiatives. 	8/30/2023
<ul style="list-style-type: none"> Monitor innovative finance approaches, public/private partnerships, and local funding programs that may be established to advance transportation improvements supported by the CCMPO. 	12/31/2023
<ul style="list-style-type: none"> Coordinate with FHWA, FTA, PennDOT and other stakeholders to review changes in federal regulations associated with new transportation reauthorization legislation and assess impact of changes to CCMPO operations. 	As needed
<ul style="list-style-type: none"> Coordinate with PennDOT and other stakeholders to review changes in state legislation associated with transportation funding and assess impact of changes to CCMPO operations. 	As needed
<ul style="list-style-type: none"> Prepare and circulate information about federal and state transportation-related grant programs to municipalities and other potential project sponsors. 	As needed
<ul style="list-style-type: none"> Provide assistance to potential sponsors in the preparation of grant applications. 	As needed
<ul style="list-style-type: none"> Receive and review applications submitted to the PennDOT Multimodal Transportation Program and other grant programs, and provide input to PennDOT about candidate projects. 	As needed
Other Agencies – PennDOT, CATA	
<ul style="list-style-type: none"> Provide information and assistance. 	
Notable Accomplishments During Prior FY 2020-2022 UPWP	
<ul style="list-style-type: none"> Worked with PennDOT to update priority list of local bridge improvement projects. Worked with Centre County Government to program Act 13 and \$5 Fee for Local Use funds for local bridge projects. Worked with PennDOT to program federal funds from PennDOT’s Road MaP program for local bridge projects. 	

Task II.A. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$100,000	\$64,000	\$16,000	\$8,290	\$7,710	\$4,000
2023-24	\$87,500	\$56,000	\$14,000	\$8,290	\$7,710	\$4,000

Task II.B. - Public Transportation Planning

Public Transportation Projects and Programs	Completion Date:
<p>Lead – MPO staff, CATA</p> <ul style="list-style-type: none"> • Provide input and assistance to CATA during about annual operations planning, including impact assessment of potential service changes. • Complete follow up actions that may result from federal Triennial Review of CATA. • Manage long range transit planning activities being advanced by CATA, including but not limited to: <ul style="list-style-type: none"> -Implementation of recommendations from Reimagine Study -Update of 2016-2021 CATA Strategic Plan -First Mile/Last Mile analysis of access to transit stops • Coordinate and manage activities associated with cohesive Title VI Program documents for both CATA and the CCMPO, in accordance with FTA Circular 4702.1B. • Coordinate and manage activities associated with CATA and CCMPO EJ analyses and documentation, in accordance with all applicable federal and state laws and regulations. • Participate in special transit planning initiatives, training and education programs being advanced by state and federal agencies and other stakeholders. • Maintain and update Coordinated Public Transit-Human Services Transportation Plan that is integrated into the LRTP 2050. • Assist CCOT in preparing grant applications for special projects. 	<p>2/28/2023 2/28/2024</p> <p>9/30/2023</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies - CCOT</p> <ul style="list-style-type: none"> • Assist MPO staff in managing transit planning activities, including collecting data, reviewing documents, and conducting public involvement efforts. 	
<p>Notable Accomplishments During Prior FY 2020-2022 UPWP</p> <ul style="list-style-type: none"> • <i>Managed completion of CATA Fare Policy Analysis special study.</i> • <i>Managed preparation of CATA Re-Imagine Study (Transit Development Plan).</i> • <i>Completed update to Coordinated Public Transit-Human Services Plan within LRTP 2050.</i> 	

Task II.B. - Public Transportation Planning (Continued)

Performance Measures (Transit)	Completion Date:
Lead – MPO staff, CATA	
<ul style="list-style-type: none"> Receive, review, and present annual transit asset management reports from CATA and PennDOT (on behalf of the CCOT) to CCMPO Committees. 	11/30/2022 11/30/2023
<ul style="list-style-type: none"> Receive, review, and present annual transit safety reports from CATA to CCMPO Committees. 	11/30/2022 11/30/2023
<ul style="list-style-type: none"> Coordinate CCMPO responsibilities associated with transit performance measure subject areas, including monitoring regulatory changes on state and federal levels. 	Ongoing
Other Agencies – CCOT, PennDOT Central Office	
<ul style="list-style-type: none"> Provide information about transit asset management reports. Provide information about federal and state requirements for transit safety performance measures. 	

Task II.B. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000
2023-24	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000

Task II.C. - Bicycle and Pedestrian Planning

Bike/Ped Improvements	Completion Date:
Lead – MPO staff	
<ul style="list-style-type: none"> Document activities completed by local officials and other stakeholders to improve BFC designation from Silver Level to Gold Level. 	6/30/2024
<ul style="list-style-type: none"> Initiate preparation of application to League for redesignation as a BFC. 	6/30/2024
<ul style="list-style-type: none"> Assist sponsors and stakeholders in developing and maintaining plans and special studies that address bicycle and pedestrian improvements. Examples of plans and special studies include but are not limited to: <ul style="list-style-type: none"> -CCMPO LRTP 2050 -Regional and municipal comprehensive plans -Centre Region Bike Plan -Municipal Official Maps -Centre County Greenways Study -Bellefonte to Milesburg Trail Study 	Ongoing
<ul style="list-style-type: none"> Coordinate with municipalities, Centre Region Parks and Recreation Agency, CentreBike, and other organizations to plan and implement bicycle education courses and programs, conduct webinars and podcasts, and organize outreach special events that promote and encourage the use of bicycles, including Bike Month and Penn State student welcome events. 	Ongoing
<ul style="list-style-type: none"> Maintain the State College-Centre Region’s designation as a Silver Level Bicycle Friendly Community (BFC) by the League of American Bicyclists. 	Ongoing
<ul style="list-style-type: none"> Assist municipalities and stakeholders in implementing recommendations from the League. 	Ongoing
<ul style="list-style-type: none"> Participate in special pedestrian/bicycle planning initiatives, training and education programs being advanced by state and federal agencies and other stakeholders. 	Ongoing
<ul style="list-style-type: none"> Assist municipalities and other sponsors and organizations in the planning, design, implementation, and maintenance of bicycle, pedestrian, and ADA access improvements. 	As needed
<ul style="list-style-type: none"> Assist local companies and organizations in applying for the League’s Bicycle Friendly Business designation. 	As needed
<ul style="list-style-type: none"> Participate in safety and micromobility planning initiatives being advanced by local, state and federal agencies and other stakeholders. 	As needed
<ul style="list-style-type: none"> Participate in data collection activities for pedestrians and bicyclists. 	As needed

Task II.C. - Bicycle and Pedestrian Planning (Continued)

<p>Other Agencies – CATA, PennDOT District 2-0</p> <ul style="list-style-type: none"> • Provide information and assistance in the planning, design, and implementation of bike/ped improvements. • Participate in education and outreach events. • Participate in planning initiatives, training and education programs. • Participate in safety and micromobility planning initiatives.
<p>Notable Accomplishments During Prior FY 2020-2022 UPWP</p> <ul style="list-style-type: none"> • Submitted application to League of American Bicyclists for Centre Region Bicycle Friendly Community redesignation. • Submitted application for Centre Region COG to be designated as a Bicycle Friendly Business (BFB) and assisted other municipalities in applying for BFB designation. • Revised maps and data tables for update of Centre Region Bike Plan.

Transportation Alternatives Set-Aside Program	Completion Date:
<p>Lead – MPO staff, PennDOT</p> <ul style="list-style-type: none"> • Provide information and assistance to PennDOT District 2-0 and sponsors in order to advance Atherton Street Streetscape, and other approved TA projects. • Assist sponsors in planning and holding events for opening of projects. • Provide assistance to PennDOT Central Office in planning future TA application cycles. • Provide information and assistance to prospective applicants regarding future TA application cycles administered by PennDOT. • Prepare comments about candidate TA projects, and manage the review process for the CCMPO Committees regarding the prioritization of projects. • Participate in the design and construction processes for TA projects approved in future application cycles. 	<p>Ongoing</p> <p>As needed</p> <p>As needed</p> <p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies – PennDOT District 2-0, PennDOT Central Office</p> <ul style="list-style-type: none"> • Provide information and assistance during the TA application cycles. • Provide information and assistance to support advancement of TA projects. 	
<p>Notable Accomplishments During Prior FY 2020-2022 UPWP</p> <ul style="list-style-type: none"> • Administered TA Set-Aside application cycle for 2021-2022 program, including providing assistance to applicants and reviewing projects through TA Set-Aside Review Committee. 	

Task II.C. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$40,000	\$32,000	\$0	\$4,145	\$3,855	\$0
2023-24	\$40,000	\$32,000	\$0	\$4,145	\$3,855	\$0

Task II.D. – Highway Performance Monitoring System (HPMS)

HPMS Sample Section Updates	Completion Date:
Lead – MPO staff	
<ul style="list-style-type: none"> Receive and review sample section database. 	7/15/2022 7/15/2023
<ul style="list-style-type: none"> Complete sample section updates. 	11/30/2022 11/30/2023
<ul style="list-style-type: none"> Submit sample section updates to PennDOT Central Office. 	12/2/2022 12/1/2023
<ul style="list-style-type: none"> Prepare for, and participate in, HPMS Quality Review of Centre County sample sections. 	7/31/2022
<ul style="list-style-type: none"> Attend annual HPMS Workshop 	7/31/2022 7/31/2023
Other Agencies – PennDOT Central Office, PennDOT District 2-0 Office	
<ul style="list-style-type: none"> Central Office to provide HPMS sample section database to CRPA for annual update. District 2-0 Office to provide input about sample section update. Central Office and District 2-0 Office to conduct HPMS Quality Review of Centre County sample sections. 	

Task II.D. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$4,000	\$3,200	\$0	\$415	\$385	\$0
2023-24	\$4,000	\$3,200	\$0	\$415	\$385	\$0

CATEGORY III. – LAND USE/TRANSPORTATION LINKAGES

Task III.A. – Land Use Coordination

Land Use Planning/Plan Review	Completion Date:
Lead – MPO staff	
<ul style="list-style-type: none"> Participate in special land use and land use/transportation integration studies. Identify key transportation-related recommendations from the studies, and develop methods to implement the recommendations. Examples of special studies include but are not limited to: <ul style="list-style-type: none"> -Boal Avenue Road Diet Study (Harris Twp.) -Route 144 Wall Study (Centre Hall Boro/Potter Twp.) -Northland Mobility Study (Ferguson Twp.) -Pine Grove Mills Mobility Study (Ferguson Twp.) 	Ongoing
<ul style="list-style-type: none"> Provide municipalities and other stakeholders with information about educational tools and training information regarding linkages between transportation and land use planning. 	Ongoing
<ul style="list-style-type: none"> Assist municipal stakeholders in implementing Complete Streets initiatives. 	Ongoing
<ul style="list-style-type: none"> Assist in the preparation of County, multi-municipal/regional, and municipal comprehensive plans, and special purpose land use plans to encourage consistency with the LRTP and TIP. 	As needed
<ul style="list-style-type: none"> Review proposed land development plans and potential zoning changes that impact the roadways system for consistency with the LRTP, TIP, comprehensive plans, and other transportation planning documents. 	As needed
<ul style="list-style-type: none"> Provide background information for, and participate in, preparation and review of Traffic Impact Studies (TISs) and Highway Occupancy Permit applications. 	As needed
<ul style="list-style-type: none"> Monitor proposed land development plans that impact projects advancing through the design and construction phases to assess consistency with the project purpose and need and reduce potential conflicts. 	As needed
Other Agencies – CATA, PennDOT, municipalities	
<ul style="list-style-type: none"> Provide TIS submissions and TIS review comments to MPO staff. PennDOT will provide information about potential land use and transportation linkages associated with plans, programs, or projects being advanced. District Planner will share information about planning initiatives with District 2-0 staff. PennDOT Central Office and District Planner will share information about education and training opportunities. 	
Notable Accomplishments During Prior FY 2020-2022 UPWP	
<ul style="list-style-type: none"> Participated in completion of Boal Avenue Road Diet Feasibility Study and Route 144 Wall Feasibility Study. Participated in preparation of transportation-related data for update of Centre Region Comprehensive Plan. 	

Task III.A. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$15,000	\$12,000	\$0	\$1,554	\$1,446	\$0
2023-24	\$15,000	\$12,000	\$0	\$1,554	\$1,446	\$0

Task III.B. – Development Plan Review (Transit)

Zoning/Site Plan Review	Completion Date:
<p>Lead – MPO staff, CATA</p> <ul style="list-style-type: none"> Review proposed land development plans and potential zoning changes that impact CATA’s fixed route public transportation system for consistency with the LRTP, TIP, comprehensive plans, and other transportation planning documents. Provide background information related to public transportation that is utilized in the preparation of Traffic Impact Studies and Highway Occupancy Permit applications. Provide comments and recommendations to ensure that the infrastructure needed to accommodate public transportation service is provided. 	<p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies – PennDOT District 2-0 Office, municipalities</p> <ul style="list-style-type: none"> Provide TIS submissions and TIS review comments to MPO staff and CATA. 	

Task III.B. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750
2023-24	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750

CATEGORY IV. – PROJECT DELIVERY

Task IV.A. – Key Projects

Connects Collaboration	Completion Date:
<p>Lead – MPO staff, PennDOT District 2-0</p> <ul style="list-style-type: none"> • Work with District Planner to schedule and participate in collaboration meetings with municipalities and other stakeholders for projects proposed for the LRTP and TIP. • Complete Project Initiation Form for new projects, and prepare other documentation associated with the collaboration meetings. • Prepare follow-up communications resulting from discussions at collaboration meetings. • Provide presentations and/or information about Connects-related education and training opportunities with municipalities and local stakeholders. • Organize and hold Connects-related education and training opportunities with municipalities and local stakeholders. • Attend Connects Technical Assistance calls/meetings. 	<p>9/30/2023</p> <p>As needed</p> <p>As needed</p> <p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies – PennDOT Central Office</p> <ul style="list-style-type: none"> • PennDOT Central Office will share information about Connects-related education and training opportunities. 	

Participation in Project Development	Completion Date:
<p>Lead – MPO staff</p> <ul style="list-style-type: none"> • Participate in pre-construction activities for projects on the TIP, including review of environmental clearance documents and participation in Engineering and Environmental Field Views, Design Field Views, and Constructability Meetings. • Monitor status of projects being designed and constructed, provide reports to local officials and the CCMPO, and respond to requests for information from citizens and organizations. • Provide input about preliminary design elements of projects. • Attend advisory committee meetings, workshops, special meetings with consultant teams, and public meetings. • Provide information and assistance to implement projects funded from the Multimodal Transportation, Green Light Go, Automated Red Light Enforcement, and other programs. 	<p>Ongoing</p> <p>Ongoing</p> <p>As needed</p> <p>As needed</p> <p>As needed</p>
<p>Other Agencies – PennDOT District 2-0 Office, PennDOT Central Office, other project sponsors</p> <ul style="list-style-type: none"> • Provide information about scheduled field views, design plans, and environmental review documents. • Share information about education and training opportunities. • Assist with organizing and holding specific education and training sessions for municipalities and local stakeholders. 	
<p><i>Notable Accomplishments During Prior FY 2020-2022 UPWP</i></p> <ul style="list-style-type: none"> • <i>Participated in the design processes for the Route 26/45 Intersection, Route 64/550 Intersection, and Route 26 Jacksonville Road Betterment projects.</i> 	

Task IV.A. – Key Projects (Continued)

State College Area Connector (SCAC)	Completion Date:
Lead – PennDOT District 2-0, MPO staff	
<ul style="list-style-type: none"> Participate in completion of Planning and Environmental Linkages (PEL) process. 	Ongoing
<ul style="list-style-type: none"> Attend advisory committee meetings, workshops, special meetings with consultant teams, and public meetings. 	Ongoing
<p>Review information about the projects, provide status reports to local officials and the CCMPO, and respond to requests for information from citizens and organizations.</p>	Ongoing
<ul style="list-style-type: none"> Provide information and assistance for completion of Preliminary Engineering activities. Assist PennDOT and consultant teams with preparing environmental review documents, particularly trend analysis (land use, socioeconomic, economic development, etc.), secondary/cumulative affect analysis, and context sensitive solutions. 	As needed
<ul style="list-style-type: none"> Provide input about preliminary alternatives developed for the project. 	As needed
Other Agencies – CATA	
<ul style="list-style-type: none"> Provide input to PennDOT District 2-0, consultant teams, CRPA and CCPCDO about public transportation-related implications associated with development of the SCAC. 	
Notable Accomplishments During Prior FY 2020-2022 UPWP	
<ul style="list-style-type: none"> <i>Participated in PEL Study, including attendance at project team status meetings and PennDOT Agency Coordination Meetings; attending public meetings and other briefings to local officials; and review of study documents.</i> 	

Task IV.A. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$41,000	\$32,800	\$0	\$4,249	\$3,951	\$0
2023-24	\$41,000	\$32,800	\$0	\$4,249	\$3,951	\$0

CATEGORY V. – SUPPLEMENTAL SPECIAL PLANNING TASKS

Task V.A. – CCMPO Strategic Plan

CCMPO Strategic Plan	Completion Date:										
<p>Lead – MPO staff, consultant team</p> <ul style="list-style-type: none"> • Prepare an operations-focused organizational strategic plan for the CCMPO Committees and staff. 	5/31/2023										
<p>Other Agencies – CATA, CCOT, PennDOT District 2-0 Office, PennDOT Central Office</p> <ul style="list-style-type: none"> • Provide information and assistance in preparation of Strategic Plan. 											
<p>The CCMPO seeks to prepare its first operations-focused organizational strategic plan. The current organizational model of the CCMPO was developed as part of the transition from the Centre Region MPO to a countywide MPO in January 2004. The model is nearly 20 years old and many changes have occurred to the transportation planning and programming process on federal and state levels.</p> <p>As technical demands increase and funding levels remain stagnant, the CCMPO wishes to adapt and strengthen operations to ensure that routine activities are aligned with the future demands, priorities and expectations of county residents; federal, state, county and municipal entities; and private sector stakeholders.</p> <p><u>Current Structure</u></p> <p>The CCMPO works closely with the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) to fulfill federal and state metropolitan transportation planning requirements for Centre County (State College PA Urbanized Area). The CCMPO also works closely with Centre County government (including the Centre County Office of Transportation), the Centre Area Transportation Authority (CATA), municipalities and other local government entities.</p> <p>The policy making body of the CCMPO is the Coordinating Committee, made up of 18-voting members appointed by the respective entities represented, including PennDOT, Centre County government, municipalities, planning regions, CATA and the Centre Regional Planning Commission. A Technical Committee comprised of members from the same entities provides comments and recommendations to the Coordinating Committee in an advisory role.</p> <p>Staffing is provided by the Centre Regional Planning Agency (CRPA), the Centre County Planning and Community Development Office (CCPCDO), and CATA. Currently there are 4 full time transportation planners supporting the CCMPO, three at the CRPA and one at the CCPCDO. Other staff positions at the CRPA and CCPCDO also provide support to the CCMPO on an as needed basis.</p> <p>Federal and state funding to support staff activities is provided by PennDOT. Local funding is provided by six municipalities in the Centre Region of the County; CATA; and Centre County Government, which provides full financial support for the CCPCDO positions and financial resources for the staff positions at the CRPA.</p> <p><u>Responsibilities</u></p> <p>The CCMPO is responsible for developing and maintaining many transportation related planning tasks. Recurring responsibilities include but are not limited to developing/preparing/managing the:</p> <table data-bbox="259 1774 1266 1942"> <tr> <td>Unified Planning Work Program (UPWP)</td> <td>Air Quality Conformity Determination</td> </tr> <tr> <td>Long Range Transportation Plan (LRTP)</td> <td>Annual operations budget</td> </tr> <tr> <td>Transportation Improvement Program (TIP)</td> <td>Special studies and grant applications</td> </tr> <tr> <td>Annual Obligation Report</td> <td>Administration of the CCMPO</td> </tr> <tr> <td>Planning Process Self-Certification</td> <td></td> </tr> </table>		Unified Planning Work Program (UPWP)	Air Quality Conformity Determination	Long Range Transportation Plan (LRTP)	Annual operations budget	Transportation Improvement Program (TIP)	Special studies and grant applications	Annual Obligation Report	Administration of the CCMPO	Planning Process Self-Certification	
Unified Planning Work Program (UPWP)	Air Quality Conformity Determination										
Long Range Transportation Plan (LRTP)	Annual operations budget										
Transportation Improvement Program (TIP)	Special studies and grant applications										
Annual Obligation Report	Administration of the CCMPO										
Planning Process Self-Certification											

In the next few years, the following influences are expected to change how the MPO operates:

- Implementation of federal performance-based planning and programming.
- Implementation of transportation asset management systems.
- Increased focus on resiliency of the transportation system relative to weather-related events.
- Expanding mobility options, including deployment of new technology and changes in land use patterns, etc.
- Providing an equitable transportation system to urban and rural communities.
- Funding (revenue) challenges at the federal, state and local levels, including COVID impacts.
- Staffing changes and succession planning.
- Local funding challenges for the annual operating budget.

Conceptual Scope of Work

Phase 1 – Discovery: 2 months	
Task	Work Elements
Staff Obligations Program Inventory and Analysis	Review CCMPO inventory of existing contractual obligations, program offerings and partnerships to serve as a baseline for identifying service gaps and opportunities for different activities, partnerships, and collaborations needed to meet the obligations of the CCMPO.
Stakeholder Focus Group Meeting	Conduct at least one stakeholder focus group meeting with key leaders and constituencies, for example: CCMPO Committee members; CCMPO staff; CATA staff, PENNDOT, FHWA and FTA. Digital surveys may also be appropriate for a larger group.
SWOT Analysis	Conduct a situational analysis of the CCMPO to identify and assess the strengths, weaknesses, opportunities, and threats associated with the operations of the MPO.

Phase 2 – Meet and Retreat – 2 months	
Task	Work Elements
Retreat	Develop and facilitate one half to one full day retreat.
Develop Meeting Topics	Possible meeting Topics include Organizational Overview, External Overview, methodology to identify vital challenges.
Identification of Opportunities, Strategies, Threats and Vision	Refining the vision for the CCMPO which identifies priorities, opportunities and strategies for meeting commitments in the UPWP, LRTP and other required planning documents; and clarifies roles for the CCMPO staff.

Phase 3 Document and Vet – 3 Months	
Task	Work Elements
Strategic Plan Document	Draft, review, comment and presentation to the SPC and CCMPO Committees.
Other Deliverables	Executive Summary of the draft Strategic Plan. A recommended package of material suitable for the CCMPO webpage.

Phase 4 - Approve and Launch - 3 months	
Task	Work Elements
Final Deliverables	Final Strategic Plan document that includes an implementation plan with defined milestones and benchmarks that the CCMPO staff and Committees can use to manage the MPO's activities and measure progress.
Public input	Present the Strategic Plan to the CCMPO Technical and Coordinating Committees for approval.
Launch	The Strategic Plan upon approval by the CCMPO Coordinating Committee. This may be done with a press release, social media advertisement, and posting on the CCMPO webpage.

Proposed Schedule

Date	Milestone
July 2022	Establish a selection committee
July - August 2022	RFP and Consultant Retention
September - October 2022	Phase 1 Discovery
November- December 2022	Phase 2 Meet and Retreat
January - February 2023	Phase 3 Document and Vet
March - April 2023	Phase 4 Approve and Launch Final Draft
May 2023	Post on webpage

Use of Consultant Services

Assistance from outside consultant team services will be sought to complete the Strategic Plan, either through use of a PennDOT planning open-end contract, or through an independent consultant contract managed by the CCMPO staff. Opportunities for DBE participation will be explored and emphasized in the consultant retention process, consistent with DBE goals.

Task V.A. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$75,000	\$60,000	\$0	\$0	\$15,000	\$0
2023-24	\$0	\$0	\$0	\$0	\$0	\$0

Consistency of Work Tasks with Federal Planning Factors and CCMPO Goals

Planning Factors and CCMPO LRTP 2050 Goals	Base Work Tasks in UPWP								
	I.A	I.B	II.A	II.B	II.C	II.D	III.A	III.B	IV.A
	Prog Mgmt	Public Inv	Plans/ Prog	Transit Plng	Bike/ Ped Plng	HPMS	Land Use Coord	Land Use Coord Transit	Key Proj
Support economic vitality*		X	X	X	X		X	X	X
Increase safety for motorized and non-motorized users*		X	X	X	X	X	X	X	X
Increase the security of the transportation system*		X	X	X		X			X
Increase accessibility and mobility options*	X	X	X	X	X		X	X	X
Protect and enhance the environment*			X	X	X		X	X	X
Enhance integration and connectivity*		X	X	X	X		X	X	X
Promote efficient system management and operation*	X		X	X		X	X	X	X
Emphasize preservation of the existing system*			X	X		X	X		X
Improve resiliency and reliability*			X	X			X		X
Enhance travel and tourism		X	X	X	X		X		X
* Goals in CCMPO LRTP 2044									
Performance Based Planning and Programing			X	X		X			X
Transportation Asset Mgmt.			X	X		X	X		X

Budget

Funding to complete the work tasks in the UPWP comes from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Commonwealth of Pennsylvania. The federal and state funds must be matched by local funds, which are contributed by Centre County government, municipalities, and organizations represented on the CCMPO. The federal and state funds are made available through a legal agreement and work orders executed by PennDOT and the Centre Regional Planning Commission (CRPC), on behalf of the CCMPO.

PennDOT is providing a total of \$608,000 in base federal and state funding in the FY 2022-2024 UPWP. A minimum local match of \$89,500 is required, which provides an overall total of \$697,500 in the UPWP Budget. The local funding partners provide the required local match, and provide additional funding beyond the local match to support the staff work tasks completed on behalf of the CCMPO. In the CY 2022 CCMPO Operating Budget, the local funding partners are contributing approximately \$296,000 in local funds to support the CCMPO staff.

Supplemental planning funds are also periodically made available by PennDOT for special transportation studies, through a statewide competitive process. The FY 2022-2024 UPWP includes one project proposed to be financed with supplemental planning funds.

Direct and indirect expenses for transportation planning activities conducted through the UPWP are invoiced to PennDOT on a quarterly basis by the Centre Regional Planning Agency (CRPA), the lead staff support agency for the CCMPO. As permitted by *2 CFR Part 200*, the CRPA utilizes a 10% De Minimus rate as the CCMPO's Indirect Cost Allocation Plan for documenting and invoicing indirect costs.

The following tables illustrate the FY 2022-2023 (Year 1) and FY 2023-2024 (Year 2) Budgets.

**CCMPO FY 2022-2024 UPWP
YEAR 1
FY 2022-2023 BUDGET
DRAFT: October 27, 2021**

WORK TASK	TOTAL TASK BUDGET	FUNDING SOURCES				
		Federal Highway Admin	Federal Transit Admin	State Match	Local Match	Local Match
		PL	MPP	MLF	Highway	Transit
I. ADMINISTRATION						
A. Program Management	\$46,250	\$37,000	\$0	\$4,793	\$4,457	\$0
B. Public Involvement and Outreach	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750
II. PLANS AND PROGRAMS						
A. Long Range Planning and Programming	\$100,000	\$64,000	\$16,000	\$8,290	\$7,710	\$4,000
B. Public Transportation Planning	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000
C. Bicycle and Pedestrian System	\$40,000	\$32,000	\$0	\$4,145	\$3,855	\$0
D. Hwy Performance Monitoring System (HPMS)	\$4,000	\$3,200	\$0	\$415	\$385	\$0
III. LAND USE/TRANSP. LINKAGES						
A. Land Use Coordination	\$15,000	\$12,000	\$0	\$1,554	\$1,446	\$0
B. Development Plan Review (Transit)	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750
IV. PROJECT DELIVERY						
A. Key Projects	\$41,000	\$32,800	\$0	\$4,249	\$3,951	\$0
TOTAL BASE PROGRAM						
	\$348,750	\$193,000	\$86,000	\$25,000	\$23,250	\$21,500
<i>Base Program Percent Funding by Source</i>	100%	55%	25%	7%	7%	6%
V. SUPPLEMENTAL SPECIAL STUDIES						
A. CCMPO Strategic Plan	\$75,000	\$60,000	\$0	\$0	\$15,000	\$0
TOTAL SUPPLEMENTAL PROGRAM						
	\$75,000	\$60,000	\$0	\$0	\$15,000	\$0
<i>Supplemental Prog. Percent Funding by Source</i>	100%	80%	0%	0%	20%	0%
Note: Actual expenditures of local funds for the base program will exceed the required match because additional financial support is provided by local officials to maintain the current staffing levels.						

**CCMPO FY 2022-2024 UPWP
YEAR 2
FY 2023-2024 BUDGET
DRAFT: October 27, 2021**

WORK TASK	TOTAL TASK BUDGET	FUNDING SOURCES				
		Federal Highway Admin	Federal Transit Admin	State Match	Local Match	Local Match
		PL/SPR	MPP	MLF	Highway	Transit
I. ADMINISTRATION						
A. Program Management	\$46,250	\$37,000	\$0	\$4,793	\$4,457	\$0
B. Public Involvement and Outreach	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750
II. PLANS AND PROGRAMS						
A. Long Range Planning and Programming	\$100,000	\$64,000	\$16,000	\$8,290	\$7,710	\$4,000
B. Public Transportation Planning	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000
C. Bicycle and Pedestrian System	\$40,000	\$32,000	\$0	\$4,145	\$3,855	\$0
D. Hwy Performance Monitoring System (HPMS)	\$4,000	\$3,200	\$0	\$415	\$385	\$0
III. LAND USE/TRANSP. LINKAGES						
A. Land Use Coordination	\$15,000	\$12,000	\$0	\$1,554	\$1,446	\$0
B. Development Plan Review (Transit)	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750
IV. PROJECT DELIVERY						
A. Key Projects	\$41,000	\$32,800	\$0	\$4,249	\$3,951	\$0
TOTAL BASE PROGRAM	\$348,750	\$193,000	\$86,000	\$25,000	\$23,250	\$21,500
<i>Base Program Percent Funding by Source</i>	100%	55%	25%	7%	7%	6%

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

NOVEMBER 10, 2021 MEETING

ITEM 6

2021-2024 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Amendment for Road MaP Funding - Local Bridges

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

PennDOT has agreed to make additional federal funding available to the CCMPO for local bridge projects through the Road MaP program. The amount of additional federal funding is based upon the amount of funding that Centre County Government commits from the \$5 Fee for Local Use program to local bridge improvements, based on a dollar for dollar match up to a total of \$2 million. The Centre County Board of Commissioners has committed at least \$2 million in \$5 Fee for Local Use funding for two (2) local bridge projects in the County. This makes the CCMPO eligible to receive \$2 million in Road MaP funding for local bridges in Centre County.

Based upon consultation with PennDOT and municipalities, two (2) bridges are proposed to be added to the 2021-2024 TIP and funded with federal Road MaP funding and local matching funds:

- Walker Township - T-467 Hoy Road
- Potter Township - T-633 Lower Georges Valley Road

Below is the overall cost estimate and funding breakdown:

<i>Funding Year</i>		<i>Phase</i>					<i>TOTAL</i>
		<i>2022</i>	<i>2023</i>	<i>2023</i>	<i>2023</i>	<i>2024</i>	
<i>Project Name</i>	<i>Municipality</i>	<i>Preliminary Engineering</i>	<i>Final Design</i>	<i>Utility</i>	<i>Right of Way</i>	<i>Construction</i>	
T-467 Hoy Road Bridge	Walker Township	\$300,000	\$250,000	\$50,000	\$50,000	\$750,000	\$1,400,000
T-633 Lower Georges Valley Road Bridge	Potter Township	\$350,000	\$300,000	\$50,000	\$50,000	\$1,050,000	\$1,800,000

Below are the proposed revisions for the 2021-2024 TIP.

Proposed Revision		
	Add Preliminary Engineering Phase	Funding Source
T-467 Hoy Road Bridge	\$300,000	Road MaP federal and local match
T-633 Lower Georges Valley Road Bridge	\$350,000	Road MaP federal and local match

The funds for remaining phases will be committed on the new 2023-2026 TIP.

(Continued)

The table below shows the anticipated source of funds for the bridges.

BMS No.	Township Route Number	Road Name	Total Cost Estimate	20% local match	80%
14-7224-0467-0005	T-467	Hoy Road	\$1.4 million	\$180,000 from Walker Twp. \$100,000 from Centre County Government Act 13	\$1,120,000 federal from Road MaP
14-7218-0633-0005	T-633	Lower Georges Valley Road	\$1.8 million	\$360,000 from Potter Twp.	\$880,000 federal from Road MaP + \$560,000 federal or state funds (TBD)

Staff will provide a presentation about the proposed amendment.

Attachments:

- Correspondence from Walker Township
- Correspondence from Potter Township

The Technical Committee should receive the presentation and consider making a recommendation to the Coordinating Committee to amend the 2021-2024 Centre County TIP by adding federal Road MaP Program funding and local matching funds for the Preliminary Engineering phases of the Walker Township T-467 Hoy Road Bridge and the Potter Township T-633 Lower Georges Valley Road Bridge.

Presented by: Anne Messner, AICP, CCPCDO

Action: Recommendation to the Coordinating Committee to amend the 2021-2024 Centre County TIP to add funding for the Preliminary Engineering phases of the Walker Township T-467 Hoy Road Bridge and the Potter Township T-633 Lower Georges Valley Road Bridge.

816 Nittany Valley Drive
Bellefonte, PA 16823

Walker Township

814.383-2859 Office
814.383-2330 Fax
814.383-2900 Garage
WalkerTownship@gotmc.net

October 25, 2021

Mr. James May, Secretary
Centre County Metropolitan Planning Organization
c/o Centre Regional Planning Agency
2643 Gateway Drive, Suite #4
State College, PA 16801

Dear Mr. May,

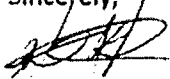
The Walker Township Board of Supervisors is interested in making improvements to the Township Route 467 Hoy Road bridge using federal funds from PennDOT's Road MaP program.

At this time, the bridge work is estimated to cost \$1.4 million. During the Board's September 1, 2021 meeting, the supervisors unanimously voted to commit \$180,000 in local matching funds as part of the required 20% non-federal matching share of funding for the improvements. In addition, at the request of the Township, on October 5, 2021 Centre County committed \$100,000 of Act 13 Poor Bridge Program funds to complete the required 20% non-federal funding share for the project.

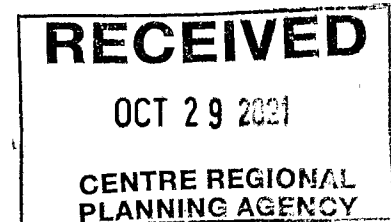
The Supervisors are requesting that the Centre County Metropolitan Planning Organization (CCMPO) and PennDOT take the necessary steps to add federal and local funding for the Preliminary Engineering phase of this bridge improvement to the current 2021 -2024 Transportation Improvement Program (TIP), with funding for the remaining phases of the project to be added to the 2023-2026 TIP. The estimated cost of the Preliminary Engineering phase is \$300,000, with the cost of remaining phases estimated at \$1.1 million.

Thank you for your attention and prompt action to this request. Please notify the Township when the funding has been added to the 2021-2024 TIP. If you have any questions regarding the Township Route 467 Hoy Road bridge project, please contact Keith Harter at 814-280-2246.

Sincerely,



Keith Harter
Chair, Walker Township Supervisors



cc: Centre County Commissioners
Ray Stolas Jr., Centre County Planning and Community Development office



124 Short Road
Spring Mills, PA 16875
www.pottertownship.org

Phone: 814-364-9176 ext. 100
Fax: 814-364-2809
E-mail: secretary@pottertownship.org

October 14, 2021

Mr. James May, Secretary
Centre County Metropolitan Planning Organization
c/o Centre Regional Planning Agency
2643 Gateway Drive, Suite #4
State College, PA 16801

Dear Mr. May,

The Potter Township Board of Supervisors is interested in making improvements to the Township Route 633 Lower Georges Valley Road bridge using federal funds from PennDOT's Road MaP program.

During the Board's September 7, 2021 meeting the supervisors unanimously voted to provide the required 20% non-federal matching share of funding for the improvements. At this time the bridge work is estimated to cost \$1.8 million. Potter Township is committing \$360,000 in local matching funds. As more information becomes available about the condition of bridge during the design phase of the project, the Township may make a future request to the Centre County Board of Commissioners for Act 13 funding to assist with the local matching share.

The Supervisors are requesting that the Centre County Metropolitan Planning Organization (CCMPO) and PennDOT take the necessary steps to add federal and local funding for the Preliminary Engineering phase of this bridge improvement to the current 2021 -2024 Transportation Improvement Program (TIP), with funding for the remaining phases of the project to be added to the 2023-2026 TIP. The estimated cost of the Preliminary Engineering phase is \$300,000, with the cost of remaining phases estimated at \$1.5 million.

Thank you for your attention and prompt action to this request. Please notify the Township when the funding has been added to the 2021-2024 TIP. If you have any questions regarding the Lower Georges Valley Road bridge project, please contact David Boliek, Potter Township Public Works Superintendent at 814-364-9314.

Sincerely,

Dick Decker
Chair, Potter Township Supervisors



cc: Centre County Commissioners
Ray Stolinis Jr., Centre County Planning and Community Development office

NOVEMBER 10, 2021 MEETING

ITEM 7

2023-2026 CENTRE COUNTY TIP

Preliminary Draft Highway and Transit Elements

PennDOT, CATA, and MPO staff continue to work on the new 2023-2026 TIP. In September, staff provided a presentation about the financial guidance, schedule for preparing the new TIP, and preliminary project priorities. Work on the Preliminary Draft Highway and Transit Elements has been underway since September. The Preliminary Draft elements must be submitted to the PennDOT Central Office in late December.

At this meeting, staff will present information about the status and ongoing development of the Preliminary Draft highway and transit elements.

Attachments:

- Highway Element – Project Summary List
- Transit Element – Project Summary List
- Transit TIP at a Glance

Work will continue on the Preliminary Draft elements in preparation for the December submission. The submitted versions will be presented to the CCMPO in February 2022. A Final Draft TIP will then be prepared and presented to the CCMPO in April 2022. The required 30-day public comment period and public meeting will be held in May 2022, and the CCMPO is expected to adopt the new TIP in June.

The Technical Committee should receive the presentation and provide comments to assist PennDOT, CATA, and MPO staff in preparing the Preliminary Draft TIP.

Presented by: Tom Zilla, AICP, CRPA
Greg Kausch, CRPA

Action: Provide comments to PennDOT, CATA and MPO staff.

**2023-2026 Centre County Transportation Improvement Program (TIP)
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

As of - 10/29/2021

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
			Centre County Bridge Plank Replacement	TBD	No	C	100,000		200,000		300,000	300,000	Yes
			Local Bridge Retroactive Reimbursement Line Item	TBD	Yes			750,000		750,000	1,500,000	1,500,000	Yes
26	HFS	113451	High Friction Surface Treatment HSIP Program - Routes 26, 322, 350	Ferguson Twp. Rush Twp.	No	C	50,000				50,000	50,000	No
26	147	112588	Route 26 Jacksonville Road Betterment	Marion Twp.	No	C	2,574,000	2,712,465			5,286,465	5,286,465	Yes
26	N37	76136	Route 26/Route 45 (Shingletown Rd.) Intersection Safety Improvements	Ferguson Twp.	No	C	100,000				100,000	100,000	Yes
26	N41	93262	Route 26/Route 150 Intersection Safety Improvements	Howard Twp.	No	P	371,315				371,315	2,842,069	Yes
						F		337,652			337,652		
						U		84,413			84,413		
						R		140,689			140,689		
						C			954,000	954,000	1,908,000		
26		116885	FFY 2025 Bridge Preservation Program Route 26 E. College Ave. Spring Creek Bridge	College Twp.	Yes	P		218,545			218,545	2,639,515	Yes
						C			1,451,437	969,533	2,420,970		
26	P35	110368	FFY 2026 Bridge Preservation Program Route 26 Walnut St. Causeway Bridge over Bald Eagle Creek/Foster Sayers Lake	Howard Twp.	Yes	P			231,750		231,750	1,834,750	Yes
						U			51,500		51,500		
						R			51,500		51,500		
						C				1,500,000	1,500,000		
53	0	101506	Route 53 Centre St. Resurfacing	Philipsburg Boro	Yes	P	200,000				200,000	1,585,963	Yes
						C		1,385,963			1,385,963		

**2023-2026 Centre County Transportation Improvement Program (TIP)
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

As of - 10/29/2021

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?	
144		113550	Route 144 Runville Rd. Drainage Improvements	Boggs Twp.	Yes	P			112,551	611,123	723,674	723,674	No	
144		116739	Route 144 Old Fort Rd. Laurel Run Concrete Arch Culvert	Potter Twp.	Yes	P			358,216		358,216	477,622	No	
						U				59,703	59,703			
						R				59,703	59,703			
150	N40	106365	Route 150/Phoenix Ave. Intersection	Bellefonte Boro	Yes	P			530,449		530,449	530,449	No	
150		88222	Route 150 Eagle Valley Rd. Holt Hollow Run Bridge	Boggs Twp.	Yes	P				276,721	276,721	276,721	No	
150		88362	Route 150 Willowbank St. Logan Branch Bridge	Bellefonte Boro	Yes	P			358,216		358,216	417,919	No	
						R				59,703	59,703			
322	0	88349	Route 322 General Potter Hwy. Sinking Creek Bridge	Potter Twp.	Yes	P				431,228	431,228	431,228	No	
322	D10	112784	State College Area Connector	Benner Twp. College Twp. Potter Twp. Spring Twp.	No	P	10,000					10,000	72,010,000	No
						F	8,000,000	8,000,000	8,000,000	8,000,000	32,000,000			
						U			10,000,000	10,000,000	20,000,000			
						R			10,000,000	10,000,000	20,000,000			
445		115653	Route 445 Bridge Replacement	Miles Twp.	Yes	P				421,762	421,762	421,762	No	
504	A06	109582	Route 504 Black Moshannon Rd. One Mile Run Steel Arch Bridge	Rush Twp.	No	P	12,000					12,000	340,879	Yes
						F	265,225					265,225		
						U	31,827					31,827		
						R	31,827					31,827		
						C				1,209,922				

**2023-2026 Centre County Transportation Improvement Program (TIP)
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

As of - 10/29/2021

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
504	P36	110305	FFY 2024 Bridge Preservation Program Route 504 Eagle Valley Rd. Wallace Run Bridge	Boggs Twp.	No	P	10,000				10,000	1,749,673	Yes
						U	48,543			48,543			
						R	48,543			48,543			
						C		1,192,384	450,203	1,642,587			
1002	A14	91418	SR 1002 Marsh Creek Road Marsh Creek Bridge	Liberty Twp.	No	F	10,000				10,000	2,701,819	Yes
						U	10,000			10,000			
						R	10,000			10,000			
						C	1,784,941	886,878		2,671,819			
2005	A01	91500	SR 2005 School St. Sinking Creek Bridge	Gregg Twp.	No	P	10,000				10,000	2,620,454	Yes
						F	275,000			275,000			
						U	75,000			75,000			
						R	75,000			75,000			
						C			1,115,091	1,070,363	2,185,454		
2011	A07	105925	SR 2011 Penn St. Mill Race Bridge	Millheim Boro	No	C	175,000				175,000	175,000	Yes
3006	A04	76162	SR 3006 High St. Mill Race Bridge	Bellefonte Boro	No	P		484,141			484,141	1,929,477	No
						F			367,284		367,284		
						U			84,413		84,413		
						R			84,413		84,413		
						C				909,226	909,226		
3014	153	101960	SR 3014 Atherton St. Drainage/Repaving Ph III Curtin Rd. to Westerly Parkway	State College Boro	No	C	4,546,914	2,667,940			7,214,854	7,214,854	Yes

**2023-2026 Centre County Transportation Improvement Program (TIP)
Summary of Preliminary Draft Highway Element**

Phases:	
S - Study	U - Utility Relocation
P - Preliminary Engineering	R - Right of Way Acquisition
F - Final Design	C - Construction

As of - 10/29/2021

SR	Sect	MPMS	Title	Municipality	New Project?	Phase	2023	2024	2025	2026	Phase Total	Project Total	Fully Funded?
3014	154	101961	SR 3014 Atherton St. Drainage/Repaving Ph IV Westerly Parkway to vicinity of Scenery Dr.	State College Boro College Twp.	Yes	P			450,204		450,204	913,914	No
						F				463,710	463,710		
3022		116881	FFY 2024 Bridge Preservation Program Ph. II SR 2011 Main St. (Coburn) Penns Creek Bridge SR 3022 University Dr. Bridge over Route 26	Penn Twp. State College Boro	Yes	P	212,180				212,180	764,008	Yes
						C		551,828			551,828		
3030		113123	SR 3030 Dix Run Rd. Branch of Dix Run Box Culvert	Union Twp.	Yes	P			460,122		460,122	576,050	No
						U				57,964	57,964		
						R				57,964	57,964		
3036		116747	SR 3036 Phoenix Rd. Mulligan Run Bridge	Rush Twp.	Yes	P			358,216		358,216	477,622	No
						U				59,703	59,703		
						R				59,703	59,703		
3040	A03	88206	SR 3040 Laurel Run Bridge #2	Port Matilda Boro	Yes	P				421,762	421,762	421,762	No
3042		116891	FFY 2027 Bridge Preservation Program SR 3042 High St. Laurel Run Bridge	Worth Twp.	Yes	P				231,855	231,855	231,855	No
4004		109581	SR 4004 Chestnut Grove Rd. Tributary to Wallace Run Box Culvert	Union Twp.	Yes	P		289,819			289,819	808,115	Yes
						U			56,275		56,275		
						R			56,275		56,275		
						C				405,746	405,746		
4005	A02	88217	SR 4005 Beech Creek Rd. Bridge over I-80 - Snow Shoe Interchange	Snow Shoe Twp.	No	P		413,000			413,000	2,166,528	No
						F				405,746	405,746		
						U				173,891	173,891		
						R				173,891	173,891		
						C				1,000,000	1,000,000		

TIP Total	112,353,619
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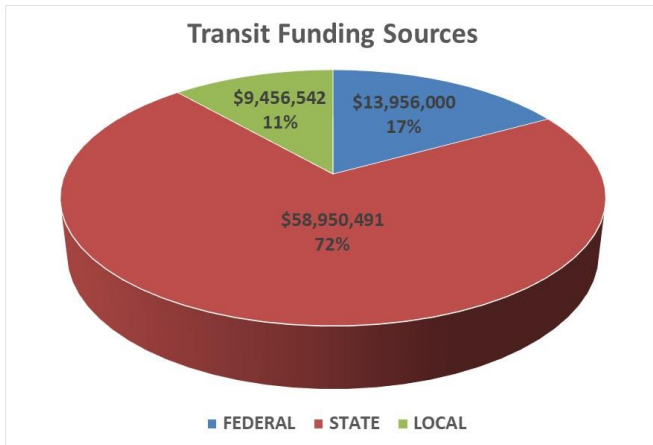
2023-2026 Centre County Transportation Improvement Program (TIP) - DRAFT Transit Element

11/2/2021

TIP YEAR	MPMS#	STATUS	PROJECT NAME	DESCRIPTION	FUNDING TYPE		SPONSOR	TIP COST (\$)				TOTAL
					FED	STATE		FEDERAL	STATE	LOCAL	OTHER	
2023	89928	Carryover	Operating Assistance	FFY 2023 operating assistance (CATA)	5307	OTH-S	CATA	3,389,000	7,924,000	737,500	0	12,050,500
	111016	Carryover	Operating Assistance	FFY 2023 operating assistance (CCOT)		OTH-S	CCOT	0	653,000	1,150,000	0	1,803,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	115264	Carryover	Vehicles	Purchase expansion microtransit vehicles		OTH-S	CATA	0	270,970	9,030	0	280,000
	95505	Carryover	Vehicles	Replace vanpool vehicles		OTH-S	CATA	0	265,632	265,632	0	531,264
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	4,353,750	146,250	0	4,500,000
	89944	Carryover	Vehicles	Replace service vehicles		OTH-S	CATA	0	116,654	3,919	0	120,573
		New	Vehicles	Replace <30' buses		OTH-S	CATA	0	834,391	28,009	0	862,400
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
	95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
FFY 2023 SUBTOTAL								3,389,000	15,578,735	2,380,002	0	21,347,737
2024	89928	Carryover	Operating Assistance	FFY 2024 operating assistance (CATA)	5307	OTH-S	CATA	3,389,000	7,924,000	774,600	0	12,087,600
	111016	Carryover	Operating Assistance	FFY 2024 operating assistance (CCOT)		OTH-S	CCOT	0	653,000	1,150,000	0	1,803,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	95509	Carryover	Vehicles	Replace paratransit vehicles	5310	OTH-S	CATA	120,000	30,000	0	0	150,000
	95505	Carryover	Vehicles	Replace vanpool vehicles		OTH-S	CATA	0	96,598	96,598	0	193,196
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	3,386,250	613,750	0	4,000,000
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
	95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
FFY 2024 SUBTOTAL								3,509,000	13,250,186	2,674,610	0	19,433,796
2025	89928	Carryover	Operating Assistance	FFY 2025 operating assistance (CATA)	5307	OTH-S	CATA	3,389,000	7,924,000	813,330	0	12,126,330
	111016	Carryover	Operating Assistance	FFY 2025 operating assistance (CCOT)		OTH-S	CCOT	0	653,000	1,150,000	0	1,803,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	89944	Carryover	Vehicles	Replace service vehicles		OTH-S	CATA	0	16,524	555	0	17,079
	115264	Carryover	Vehicles	Purchase expansion microtransit vehicles		OTH-S	CATA	0	270,970	9,030	0	280,000
	95509	Carryover	Vehicles	Replace paratransit vehicles	5310	OTH-S	CATA	280,000	70,000	0	0	350,000
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	3,870,000	130,000	0	4,000,000
		New	Vehicles	Replace <30' buses		OTH-S	CATA	0	834,391	28,029	0	862,420
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
	95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	193,550	6,450	0	200,000
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
FFY 2025 SUBTOTAL								3,669,000	14,799,223	2,170,606	0	20,638,829
2026	89928	Carryover	Operating Assistance	FFY 2026 operating assistance (CATA)	5307	OTH-S	CATA	3,389,000	7,924,000	854,000	0	12,167,000
	111016	Carryover	Operating Assistance	FFY 2026 operating assistance (CCOT)		OTH-S	CCOT	0	653,000	1,150,000	0	1,803,000
	89932	Carryover	Vehicles	Replace paratransit vehicles		OTH-S	CCOT	0	337,750	12,250	0	350,000
	89944	Carryover	Vehicles	Replace service vehicles		OTH-S	CATA	0	84,432	2,836	0	87,268
	95508	Carryover	Vehicles	Replace 40' buses		OTH-S	CATA	0	4,501,344	151,208	0	4,652,552
	95510	Carryover	Equipment	Advanced public transportation systems		OTH-S	CATA	0	193,550	6,450	0	200,000
	95511	Carryover	Facility	Add shelters and amenities		OTH-S	CATA	0	96,775	3,225	0	100,000
	95512	Carryover	Facility	Facility improvements		OTH-S	CATA	0	193,550	6,450	0	200,000
	95513	Carryover	Equipment	Office, shop, maintenance equipment		OTH-S	CATA	0	1,192,783	40,068	0	1,232,851
95515	Carryover	Vehicles/Facility	Major bus and building parts		OTH-S	CATA	0	145,163	4,837	0	150,000	
FFY 2026 SUBTOTAL								3,389,000	15,322,347	2,231,324	0	20,942,671
GRAND TOTAL								13,956,000	58,950,491	9,456,542	0	82,363,033

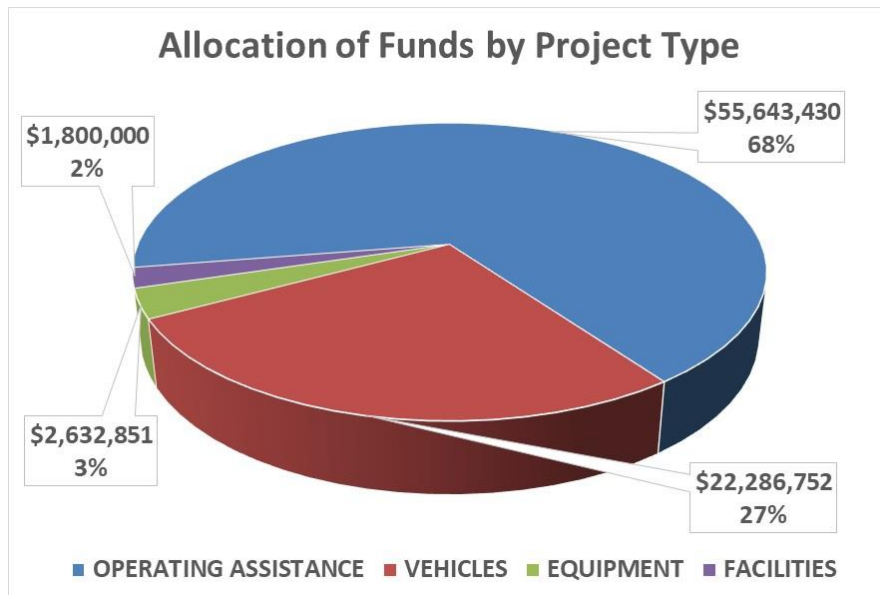
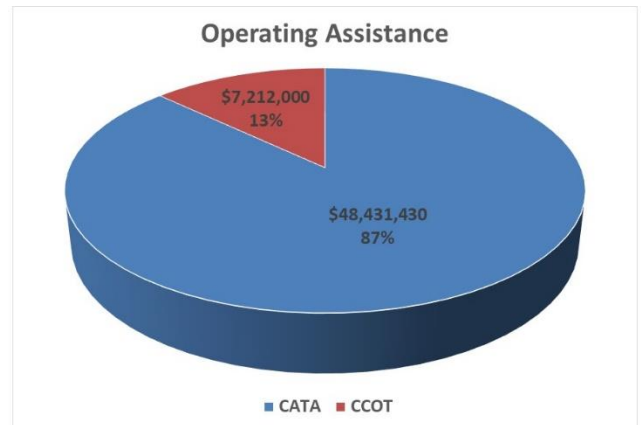
**2023-2026 Centre County Transportation Improvement Program (TIP)
Preliminary Draft - Transit Element at a Glance
11/2/2021**

Total = \$82,363,033



Total transit funding is primarily comprised of state sources

More operating assistance is allocated to CATA than the CCOT based on the size of the operation



Operating assistance comprises the most significant project type, followed by vehicles, equipment, and facilities

NOVEMBER 10, 2021 MEETING

ITEM 8

STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

Status Report

The SCAC Planning and Environment Linkages (PEL) Study is scheduled to be completed in spring 2022. The study will identify transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase.

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

PennDOT's consultant team developed a range of alternatives to address the transportation purpose and needs in the PEL study area. Preliminary alternative improvements were presented to the public at meetings held on September 22 and 23, 2021.

At the meeting, PennDOT's consultant team will provide an update about the study, including a report about the input and comments received at the September public meetings.

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

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

Action: Comments to PennDOT and SCAC consultant team.

SCAC website: www.PennDOT.gov/SCAC

NOVEMBER 10, 2021 MEETING

ITEM 9.a.

PERFORMANCE BASED PLANNING AND PROGRAMMING

Annual Report about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation

Federal rulemaking required all public transit operators to develop a Transit Asset Management (TAM) Plan by October 1, 2018, and to update and share the TAM Plan with states and MPOs on an annual basis. States and MPOs are not required to approve the TAM Plans.

In Centre County, the Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation Services (CCOT) are subject to the federal rule. In 2018, CATA prepared an individual TAM Plan, and the CCOT was included in a statewide TAM Group Plan prepared by PennDOT.

The TAM Plans were shared with the CCMPO in October 2018. In November 2018, the CCMPO approved and executed agreements with CATA and the CCOT to formalize each organization's responsibilities for cooperatively developing and sharing information related to transportation performance data, including the selection of targets and documenting progress toward meeting the TAM Plan targets. Both TAM Plans include performance targets and specify a reporting process to assess progress in meeting the targets. As required by the federal rule, the agreements require the annual reporting of information related to the performance targets.

Since that time, CATA and PennDOT have provided annual performance information to the MPO staff, most recently in fall 2021.

Staff will provide a brief report about the TAM measures and will respond to questions from the Committee.

Attachment:

- TAM Summary Information Sheet

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

Presented by: Greg Kausch, CRPA

No action required

Item 9.a.

Summary of Information

Transit Asset Management (TAM) Plans for CATA and CCOT

CCMPO Technical Committee – 11/10/2021

- Performance measurement required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs
- Both CATA and the Centre County Office of Transportation (CCOT) are required to either maintain their own TAM plan, or participate in a statewide plan administered by PennDOT
- TAM requirements cover three primary asset categories: rolling stock, equipment, and facilities
- Each year, individual plans and the statewide plan must assess performance in the previous year, and set new targets for the upcoming year; typically completed in August-September
- In Pennsylvania, the basis for measuring performance and setting targets is:
 - Estimated useful life (age and mileage)
 - PennDOT's capital planning tool, which rates assets on a scale of 1 (asset past useful life, replacement or rehabilitation required) to 5 (new or nearly new asset with no defects)
- Relevant examples of estimated useful life include:
 - Large, heavy duty transit buses: 12 years or 500,000 miles
 - Light duty vehicles: 4 years or 100,000 miles
 - Facilities: generally 40 years
- CCOT participates in the statewide TAM plan:
 - Previous year's targets were that no more than 42% of cutaways and no more than 64% of vans exceed their estimated useful life
 - **For 2021, CCOT is performing less than favorably compared to the statewide average (77% of cutaways and 100% of vans), but the TIP and LRTP are structured to provide support**
 - For the upcoming year, statewide targets are that no more than 52% of cutaways and no more than 65% of vans exceed their estimated useful life; Notable decline in statewide cutaway condition, statewide van condition remains about the same
- CATA maintains its own individual TAM plan, as do several other agencies throughout Pennsylvania:
 - 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; no more than 20% of facilities are rated below a "3" in the capital planning tool
 - Targets are revised for the upcoming year (25% rolling stock, 40% equipment, facilities remain the same at 20%)
 - **For 2021, the revenue vehicles exceeding their estimated useful life fell from about 46% to about 26%, the percentage of equipment exceeding its estimated useful life fell from almost 32.5% to about 31.5%, and no facilities are rated below a "3" in the capital planning tool**
 - **Upcoming targets are being loosened a bit to acknowledge that some vehicles and equipment will exceed their useful life, but not so many as to be detrimental to reliability and maintenance costs**
 - **TIP and LRTP are structured to provide additional support**
- COVID-related impacts to operating vs. capital expenditures is still not yet fully known

NOVEMBER 10, 2021 MEETING

ITEM 9.b.

PERFORMANCE BASED PLANNING AND PROGRAMMING

Annual Report about CATA Safety Performance Measures

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

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

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

The PTASP and safety targets were shared with the CCMPO in December 2020. At that time, CCMPO and CATA staff agreed to share information annually following the same timeline used to share TAM Plan information, including the selection of safety targets and documenting progress toward meeting PTASP targets.

In fall 2021, CATA provided annual performance information to the MPO staff for fatalities, injuries, and other major safety events. Due to the COVID-19 pandemic and additional operational concerns, CATA staff and the Board of Directors are still working to assess progress and set new targets with respect to system reliability. CATA will provide that information to MPO staff when it has been formally adopted.

Staff will provide a brief report about CATA's safety performance measures and will respond to questions from the Committee.

Attachment:

- Safety Summary Information Sheet

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

Presented by: Greg Kausch, CRPA

No action required

Item 9.b.

Summary of Information

Public Transportation Agency Safety Plan (PTASP) Plan for CATA CCMPO Technical Committee – 11/10/2021

- Performance measurement required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs
- CATA is required to maintain their own PTASP; the Centre County Office of Transportation (CCOT) is exempt from these requirements, as they do not receive federal formula funds
- PTASP requirements cover two broad categories, and several sub-categories:
 - Safety events (raw number):
 - Fatalities
 - Injuries
 - Other major safety events

Fatalities, injuries, and other major safety events are as defined by the National Transit Database (NTD), and include **only those instances that are within the transit agency's scope of control**

- System reliability (average distance – in miles – between major mechanical failures by mode):
 - Fixed route (**CATABUS**)
 - Contracted service (**CATARIDE** and **CATAGO!**)
 - Vanpool (**CATACOMMUTE**)
- Each year, individual plans must assess performance in the previous year, and set new targets for the upcoming year; typically completed in August-September
- CATA maintains its own individual PTASP, as do other federally-funded transit agencies throughout Pennsylvania and nationwide:
 - Previous year's targets for safety events were: 0 fatalities, 0 injuries, and 0 other major safety events
 - **For 2021, CATA had no fatalities, injuries, or other major safety events; these targets remain the same for the upcoming year**
 - Previous year's targets for system reliability were:
 - Fixed route (**CATABUS**) – 24,095 miles
 - Contracted service (**CATARIDE** and **CATAGO!**) – 398,267 miles
 - Vanpool (**CATACOMMUTE**) – 1,009,324 miles
 - **2021 performance is still being assessed – and targets for the upcoming year set – based upon the uncertain relevance of data from the COVID-19 pandemic; it is anticipated that this performance assessment and upcoming targets will be reviewed and adopted by the CATA Board of Directors at their November 2021 meeting**
 - **TIP and LRTP are structured to provide additional support**

NOVEMBER 10, 2021 MEETING

ITEM 10

CCMPO TITLE VI PROGRAM

Initial Review of Proposed Updates

The most recent Title VI program for the CCMPO was adopted by the Coordinating Committee in November 2018. Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. The CCMPO's Title VI program is augmented by Environmental Justice (EJ) and Limited English Proficiency (LEP) policies that ensure non-discrimination for other protected classes.

The current Title VI program for the CCMPO includes a policy statement, notifications to the public, complaint procedures, and an LEP plan. It interfaces with the CCMPO Public Participation Plan (PPP) as well.

In September 2019, a compliance review was conducted by the PennDOT Bureau of Equal Opportunity. This review resulted in several proposed enhancements to the CCMPO Title VI program, including:

- Expansion of the list of protected classes
- Enhanced tracking of requests for accommodation
- Re-working of the LEP plan and four-factor analysis
- Removal of language referring to "EJ" tracts and populations, in favor of more specific language

Presentations to the PennDOT Planning Partners in fall 2021 by federal and state officials recommended additional enhancements to the CCMPO Title VI program, including:

- Adherence to Federal Transit Administration (FTA) Circular 4702.1B
- Formatting of numerous components into a single, cohesive document

At this meeting, staff will present basic information with respect to the CCMPO Title VI program, as well as proposed changes in progress.

At the February 2022 CCMPO Technical Committee meeting, staff will provide more detailed information regarding proposed changes and enhancements. At that time, staff will request a recommendation to the Coordinating Committee to adopt a revised Title VI Program.

The Technical Committee should receive the presentation and provide comments to the MPO staff.

Presented by: Greg Kausch, CRPA

Action: Provide comments to MPO staff about the proposed updates to the CCMPO's Title VI Program.

NOVEMBER 10, 2021 MEETING

ITEM 12

ANNOUNCEMENTS

1. Future Meeting Dates

- a. Coordinating Committee: Tuesday, November 23, 2021, 6:00 p.m.
Hybrid meeting
In-person at the Centre Region COG Building
- ⇒ Transportation Alternatives Set-Aside Program
 - ⇒ FY 2022-24 Unified Planning Work Program
 - ⇒ 2021-2024 Transportation Improvement Program (TIP) – Road MaP funding
 - ⇒ 2023-2026 TIP
 - ⇒ State College Area Connector
 - ⇒ Transit Asset Management Plans
 - ⇒ Transit Safety Performance Report
 - ⇒ CCMPO Title VI Program update
- b. Technical Committee: *Tentative* - Wednesday, February 9, 2022, 9:30 a.m.
Hybrid meeting
In-person at the Centre Region COG Building
- ⇒ CCMPO Title VI Program update
 - ⇒ Highway safety performance measures
 - ⇒ LRTP 2050 Action Plan
 - ⇒ 2023-2026 Transportation Improvement Program (TIP)
 - ⇒ State College Area Connector
 - ⇒ Federal transportation reauthorization bill
 - ⇒ State transportation funding initiatives
 - ⇒ Possible guest presentation from Coalition for the National Infrastructure Bank
- c. Coordinating Committee: *Tentative* - Tuesday, February 22, 2022, 6:00 p.m.
Hybrid meeting
In-person at the Centre Region COG Building
- ⇒ CCMPO Title VI Program update
 - ⇒ Highway safety performance measures
 - ⇒ LRTP 2050 Action Plan
 - ⇒ 2023-2026 Transportation Improvement Program (TIP)
 - ⇒ State College Area Connector
 - ⇒ Federal transportation reauthorization bill
 - ⇒ State transportation funding initiatives
 - ⇒ Possible guest presentation from Coalition for the National Infrastructure Bank

2. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attachment 12.1 is a Fiscal Constraint Chart that specifies administrative modifications completed since the September CCMPO meetings.

(Continued)

3. PennDOT's Local Technical Assistance Program (LTAP) training courses, sponsored by the SEDA-COG MPO – See <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>
4. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
5. “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO – See www.driveforwardcc.com.
6. CCMPO staff contact information:

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

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

Jim May, Director
Tom Zilla, Principal Transportation Planner
Trish Meek, Senior Transportation Planner
Greg Kausch, Senior Transportation Planner
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Elizabeth Lose, Assistant Director
Anne Messner, Senior Transportation Planner

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

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	Action	Fed. Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)						
1 SR 64/550 Intersection Improvement SR 64, Section N38 Centre County	106034	CON	Before	sHSIP	1,118,674			0													1,118,674	Simple cash flow of funds to FFY 2022. Funds exchanged with Statewide Reserve #101969.			
			Adjust	sHSIP	(554,325)				554,325															0	
			After	sHSIP	564,349		0	0	554,325		0	0	0	0	0	0	0	0	0	0	0		0	0	1,118,674
2 SR 64/550 Intersection Improvement SR 64, Section N38 Centre County	106034	CON	Before	HSIP	581	3,274,447	339,488		148,637													3,762,572			
			Adjust	HSIP	581																				0
			After	HSIP	581	3,274,447	339,488	0	0	148,637	0	0	0	0	0	0	0	0	0	0	0	0		0	3,762,572
3 Ferguson Township Detection Upgrade Green Light Go Centre County	116389	CON	Before		73				0													0	Green Light Go award.		
			Adjust		73					108,000															108,000
			After		73	0	0	0	0	108,000	0	0	0	0	0	0	0	0	0	0	0	0		0	108,000
4 Atherton Corr. Automated Signal Perf. Mea. Green Light Go Centre County	116392	CON	Before		73				0														0	Green Light Go award.	
			Adjust		73					684,138															684,138
			After		73	0	0	0	0	684,138	0	0	0	0	0	0	0	0	0	0	0	0	0		684,138
5 Zion Road Green Light District (SR-0550) Green Light Go Centre County	116393	CON	Before		73				0														0	Green Light Go award.	
			Adjust		73					40,000															40,000
			After		73	0	0	0	0	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0		40,000
6 Multi-Modal Signal Network Upgrade Green Light Go Centre County	116395	CON	Before		73				0														0	Green Light Go award.	
			Adjust		73					1,143,876															1,143,876
			After		73	0	0	0	0	1,143,876	0	0	0	0	0	0	0	0	0	0	0	0	0		1,143,876
7 SR 26/45 Shingletown Intersection SR 26, Section N37 Centre County	76136	CON	Before	HSIP	581	0	1,527,119		992,000	425,485													2,944,604	Advance funds to FFY 2021. Funds exchanged with Statewide Reserve #101969.	
			Adjust	HSIP	581	992,000				(992,000)															0
			After	HSIP	581	992,000	1,527,119	0	0	425,485	0	0	0	0	0	0	0	0	0	0	0	0	0		2,944,604
8 SR 26/45 Shingletown Intersection SR 26, Section N37 Centre County	76136	CON	Before	sHSIP		3,616,100																	3,616,100		
			Adjust	sHSIP																					0
			After	sHSIP		3,616,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,616,100
9 SR 26/45 Shingletown Intersection SR 26, Section N37 Centre County	76136	CON	Before	NHPP					354,136			651,716											1,005,852		
			Adjust	NHPP																					0
			After	NHPP		0	0	0	0	354,136	0	0	651,716	0	0	0	0	0	0	0	0	0	0		1,005,852
10 SR 26/45 Shingletown Intersection SR 26, Section N37 Centre County	76136	CON	Before	STP					1,284,967														1,284,967		
			Adjust	STP																					0
			After	STP		0	0	0	0	1,284,967	0	0	0	0	0	0	0	0	0	0	0	0	0		1,284,967
11 Trib Marsh Creek BOX SR 1002, Section A15 Centre County	112738	PE	Before		185		25,000																25,000	Phase complete, so redistribute.	
			Adjust		185		(11,000)																		(11,000)
			After		185	0	14,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		14,000
12 Trib Marsh Creek BOX SR 1002, Section A15 Centre County	112738	ROW	Before		185		21,218																21,218	Phase complete, so redistribute.	
			Adjust		185		(11,000)																		(11,000)
			After		185	0	10,218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10,218
13 Trib Marsh Creek BOX SR 1002, Section A15 Centre County	112738	UTL	Before		185		37,132																37,132	Phase complete, so redistribute.	
			Adjust		185		(29,000)																		(29,000)
			After		185	0	8,132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8,132
14 2020 Centre Br. Preservation SR 1002, Section P29 Centre County	3121	CON	Before		185		100,000																100,000	Phase complete, so redistribute.	
			Adjust		185		(100,000)																		(100,000)
			After		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
15 SR 1006 Trib Bald Eagle BOX SR 1006, Section A01 Centre County	91416	UTL	Before		185		212,180																212,180	Revised estimate.	
			Adjust		185		(112,000)																		(112,000)
			After		185	0	100,180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		100,180
16 SR 2011 over Mill Race SR 2011, Section A07 Centre County	105925	FD	Before		185		118,270																118,270		
			Adjust		185		(40,000)																		(40,000)
			After		185	0	78,270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		78,270
17 SR 26/45 Shingletown Intersection SR 26, Section N37 Centre County	76136	CON	Before		581		1,527,119		425,485														1,952,604	Funds freed up by influx of HSIP from Statewide Reserve.	
			Adjust		581		(626,381)																		(1,039,905)
			After		581	0	900,738	0	0	11,961	0	0	0	0	0	0	0	0	0	0	0	0	0		912,699
18 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before		185		0					356,000			676,141								1,032,141	Reserve Line Item.	
			Adjust		185		303,000																		303,000
			After		185	0	303,000	0	0	0	0	0	356,000	0	0	676,141	0	0	0	0	0	0	0		1,335,141
19 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before		581		0																0		
			Adjust		581		626,381						413,524												1,039,905
			After		581	0	626,381	0	0	413,524	0	0	0	0	0	0	0	0	0	0	0	0	0		1,039,905
20 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before		185		303,000							356,000		676,141							1,335,141	Reserve Line Item.	
			Adjust		185		(303,000)								112,550										(190,450)
			After		185	0	0	0	0	0	0	0	468,550	0	0	676,141	0	0	0	0	0	0	0		1,144,691
21 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before		581		626,381							413,524									1,039,905		
			Adjust		581		(626,381)								(413,524)										(1,039,905)
			After		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
22 SR 2011 over Mill Race SR 2011, Section A07 Centre County	105925	CON	Before		185		0				1,222,500												1,335,050	Advance funds to FFY 2021.	
			Adjust		185		303,000									(112,550)									190,450
			After		185	0	303,000	0	0	1,222,500	0	0	0	0	0	0	0	0	0	0	0	0	0		1,525,500
23 Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	NHPP	581		0		742,000	0	2,512,300	2,268,284	668,000		1,817,089	3,069,784							11,077,457	Advance funds into FFY 2021 and 2022.	
			Adjust	NHPP	581		626,381									413,524									1,039,905

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	Action	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)						
25 Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	sSTP					350,000													350,000				
			Adjust	sSTP																				0		
			After	sSTP			0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000	
26 Mary Elizabeth Street Twp. Route 943 over Spring Creek Centre County	95808	CON	Before					0															0	Add Local Act 13 funded project to TIP.		
			Adjust						60,000																60,000	
			After					0	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0		60,000	
27 SR 26/45 Shingletown Intersection SR 26, Section N37 Centre County	101969	CON	Before	sHSIP			3,616,100																3,616,100	Additional Spike funds to match Low Bid.		
			Adjust	sHSIP																					327,846	
			After	sHSIP			3,616,100	0	0	0	327,846	0	0	0	0	0	0	0	0	0	0	0	0		3,943,946	
28 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	NHPP 185																			995,864	Reserve Line Item.		
			Adjust	NHPP 185																					(204,000)	(255,000)
			After	NHPP 185			0	0	0	0	791,864	0	0	0	0	417,550	0	0	676,141	0	1,638,000	0	0		3,523,555	
29 SR 144 Bridge Rehabilitation SR 144, Section A15 Centre County	113588	CON	Before	NHPP 185																			0	Add back to TIP to address final invoice.		
			Adjust	NHPP 185																					204,000	255,000
			After	NHPP 185			0	0	0	0	204,000	0	0	0	0	51,000	0	0	0	0	0	0	0		255,000	
			Before																				0			
			Adjust																					0		
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Before																					0		
			Adjust																					0		
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Before FFY Totals						7,232,200	4,836,907	0	4,718,967	2,635,631	2,512,300	2,920,000	1,961,100	0	3,781,089	5,098,207	0	1,638,000	0	0	0	37,334,401	Fiscal constraint ok as \$1,976,014 GLG, \$60k Local Act 13 and \$327,846 Spike.			
Adjustment FFY Totals						437,675	0	60,000	1,866,185	0	0	0	0	0	0	0	0	0	0	0	0	2,363,860				
After FFY Totals						8,224,200	4,497,419	60,000	4,054,813	2,486,994	2,512,300	2,920,000	1,961,100	0	3,781,089	5,098,207	0	1,638,000	0	0	0	37,234,122				