

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

**Hybrid Meeting  
Wednesday, June 7, 2023  
9:30 AM**

| <b><u>GENERAL MEETING INFORMATION</u></b>   |   |
|---|---|
| RSVP  | <b>To ensure an overall quorum of members, please let us know how you intend to participate:</b><br><a href="https://us02web.zoom.us/join/91186106772?pwd=ZUQdOGRqZ8vEtHEQKBER1lqbaQ14BQPClGV">https://us02web.zoom.us/join/91186106772?pwd=ZUQdOGRqZ8vEtHEQKBER1lqbaQ14BQPClGV</a> |
| Remote Participants   | <b>To attend via Zoom:</b><br><a href="https://us02web.zoom.us/join/91186106772?pwd=ZUQdOGRqZ8vEtHEQKBER1lqbaQ14BQPClGV">https://us02web.zoom.us/join/91186106772?pwd=ZUQdOGRqZ8vEtHEQKBER1lqbaQ14BQPClGV</a><br>To attend by phone: +1 301 715 8592   Meeting ID: 817 3835 4585    |
| In-Person Participants  | <b>COG Building – Forum Room</b><br>2643 Gateway Drive, State College PA 16801  |
| Meeting Contact: Marcella Hoffman   email: <a href="mailto:mhoffman@crcog.net">mhoffman@crcog.net</a>   814-231-3050                                  |   |
| <a href="#">Click HERE to locate the AGENDA and ATTACHMENTS</a><br><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, September 6, 2023

9:30 a.m.

## AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *June 7, 2023 Technical Committee meeting.*
3. **Public Comments:** *For items not on the agenda.*
4. **New Agenda Items:** *Members may request that an additional item(s) be added to the agenda. If approved by a majority vote of members present, the proposed item(s) will be placed on the agenda at a time determined by the Chair.*
5. **State College Area Connector (SCAC) Project:**  
Status Report  
*No action required*
6. **2023-2026 Centre County Transportation Improvement Program (TIP) Revisions:**
  - a. [High Friction Surface Treatments](#)
  - b. [Carbon Reduction Program Projects](#)
  - c. [CATA Reimagine Project](#)*Action: Recommendation to Coordinating Committee to approve revisions to TIP*
7. **Transportation Alternatives (TA) Set-Aside Program:**  
Review and comment process for candidate projects  
*Action: Recommendation to Coordinating Committee*
8. **PennDOT's Vulnerable Road User Safety Assessment:**  
Summary of Consultation Meeting  
*No action required*
9. **CCMPO Strategic Plan:**  
Review draft implementation plan and draft bylaws  
*Action: Provide comments to MPO staff and Coordinating Committee*
10. **Fiscal Year (FY) 2024-2025 Unified Planning Work Program (UPWP):**  
First draft UPWP  
*Action: Provide comments to PennDOT, MPO staff, and Coordinating Committee*
11. **CCMPO Draft Calendar Year (CY) 2024 Budget:**  
Draft Budget  
*Action: Provide comments to MPO staff and Coordinating Committee*

Next Technical Committee meeting:  
**Wednesday, November 8, 2023**  
9:30 a.m.  
Hybrid - Zoom/COG Building

**12. Member Reports:**  
Reports from members about a significant item(s) of interest  
*No action required*

**13. [Announcements](#)**

**14. Adjourn**

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

**Wednesday, June 7, 2023**

**9:30 a.m.**

**Hybrid Meeting**

**Minutes**

**Voting Members**

|                       |  |
|-----------------------|--|
| Ray Stolinas          | Centre County Planning and Community Development Office (CCPCDO) |
| Ron Seybert           | Ferguson Township  |
| Don Franson           | College Township   |
| George Harrigan       | Harris Township  |
| Alexandra Castrechini | Patton Township  |
| RoseAnn Hoover        | Halfmoon Township  |
| Sam Robbins           | State College Borough  |
| Mark Lively           | Upper Bald Eagle Valley Planning Region                          |
| Michele Merrow        | Moshannon Valley Planning Region                                 |
| Rick Dillon           | Nittany Valley Planning Region                                   |
| Frank Hampton         | PennDOT Central Office   |
| Dean Ball             | PennDOT District 2-0   |

**Non-Voting Members**

|                 |                                       |
|-----------------|---------------------------------------|
| Gene Porochniak | Federal Highway Administration (FHWA) |
| Rick Ward       | Penn State University                 |

**Others Present**

|                    |  |
|--------------------|--|
| Jim Saylor         | Centre Regional Planning Agency (CRPA)                           |
| Anne Messner       | CRPA   |
| Greg Kausch        | CRPA   |
| Marcella Hoffman   | CRPA   |
| Xochi Confer       | Centre County Planning and Community Development Office (CCPCDO) |
| Mark Schultz       | PennDOT District 2-0   |
| Kevin James        | Michael Baker International                                      |
| Juliet Harshbarger | Senator Langerholc's Office                                      |
| Nick Shaefer       | Trans Associates Engineering Consultants                         |
| Brad Stewart       | Michael Baker International                                      |
| Brian Funkhouser   | Michael Baker International                                      |

**1. Call to Order**

Mr. Seybert called the meeting to order at 9:31 a.m. Mrs. Hoffman conducted a roll call to ensure the members could hear and be heard.

**2. Approval of Minutes – April 5, 2023 Technical Committee Minutes**

*Motion was made by Mr. Lively and seconded by Mr. Hampton to approve the April 5, 2023 Technical Committee minutes. The motion carried 12-0 (Mr. Lomison, Mr. Gribble, Ms. Barbin, and Ms. Miller were not in attendance).*

**3. Public Comments**

There were no comments from the public.

**4. New Agenda Items**

There were no new agenda items requested.

**5. State College Area Connector (SCAC) Project Status Report**

The Technical Committee received a report from Mr. James regarding the status of the State College Area Connector (SCAC) project draft Planning and Environmental Linkages (PEL) Study. He explained that the PEL Report was finalized and submitted to the Federal Highway Administration (FHWA) for their concurrence. The FHWA provided a conditional concurrence with minor comments for PennDOT and its consultant to address before final acceptance. An agency coordination meeting is scheduled for June 28, where PennDOT will present the final PEL Report to seek concurrence from the agencies. After concurrence is provided, the final PEL Report will be published to the State College Area Connector webpage for public viewing.

Mr. James reported that the design team continues to perform their environmental field work to verify the existing environmental features and resources within the study area. The team is also continuing to meet with the farm owners and operators to confirm their operations. In addition, traffic counts in the study area that were discussed at the previous meeting were completed in April while Penn State University and the local schools were still in session. This data was used to update the traffic operations for each of the alternatives. PennDOT is also reaching out to consulting parties and any individuals or groups who have demonstrated an interest in the potential effects of any future project on any historic properties within the study area.

Mr. James communicated that in the near future, PennDOT will be working on a notice of intent to move forward into the Environmental Impact Statement phase that will be submitted to FHWA for review and concurrence.

## **6. State College Urban Area Boundary Update**

The Technical Committee received a presentation from Ms. Messner regarding the proposed fixing of the boundaries of the 2020 Census Urban Area. Ms. Messner explained that the Urbanized Area is a statistical geographic entity defined by the Census Bureau, consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile. After each decennial Census, MPOs receive an updated Urban Area for review, and this is used as an opportunity to make adjustments as needed, which is known as "fixing" or "smoothing" of the Urban Area. The State College Urban Area is used for transportation purposes such as determining roadway design standards and thresholds for levels of service.

Staff proposed several changes including returning much of the 2010 Urban Area to the draft 2020 Urban Area. The significant additions based on the fixing of boundaries guidelines are the University Park Airport, the SR 322 and I -99 Interchange, and several areas indicated by the change in census block shapes. In addition, a few census blocks expanded in size compared to the 2010 Census and no longer contain a prevalence of development or transportation facilities.

Several Committee members had clarifying questions that were addressed by staff but had no specific comments related to the fixing of the boundaries.

*Motion was made by Mr. Lively and seconded by Mr. Hampton for the Technical Committee to recommend that the Coordinating Committee approve the smoothed or fixed boundary of the State College Urban Area. The motion carried 12-0.*

## **7. 2023-2026 Centre County Transportation Improvement Program (TIP) Revisions.**

### **a. Funding for Paratransit vehicle replacement for the Centre County Office of Transportation (CCOT)**

The Technical Committee received a brief report regarding a proposed revision to the 2023-2026 CCMPO Transportation Improvement Program (TIP) to include additional funding for paratransit vehicle replacement. The total project amount will increase and change from state and local funds to federal and state funds. Federal funds include an addition of \$432,000, state funds include a decrease of \$229,750 for a total amount of \$108,000, and local funds decrease from \$12,250 to \$0. Because federal funds are being added to this project, the MPO must formally approve the revision.

With no discussion, *motion was made by Mr. Harrigan and seconded by Mr. Lively to recommend that the Coordinating Committee approve the revision to the 2023-2026 Centre County TIP. The motion carried 12-0.*

**b. Funding for Paratransit Vehicle Replacement (CATA)**

The Technical Committee received a brief report regarding a proposed revision to the 2023-2026 CCMPO Transportation Improvement Program (TIP) to include a new project for 2023, and because there is federal funding being used for a new project, the MPO must formally approve the revision. Federal funds include an addition of \$608,000 and an addition of \$152,000 in state funds.

With no discussion, *motion was made by Mr. Hampton and seconded by Mr. Lively to recommend that the Coordinating Committee approve the revision to the 2023-2026 Centre County TIP. The motion carried 12-0.*

**c. Funding for Concrete Pavement Preservation**

The Technical Committee received a presentation regarding additional funding based on a review of pavement and bridge conditions throughout the county. In total, 31 locations have been identified that appear to have concrete and pavement conditions that will compromise the pavement or nearby structures if left unattended, including 9 related to bridges and 22 related to general highway locations.

The TIP includes a Poor Bridge and Betterment Line Item with \$714,801 in funding from the Surface Transportation Program (STP) unallocated to any particular project. PennDOT personnel propose allocating \$400,000 from the Poor Bridge and Betterment line item to add a project to preserve the concrete pavement at these selected locations. The CCMPO must formally approve revisions that add a project to the TIP using federal funds.

With no discussion, *motion was made by Mr. Lively and seconded by Mr. Harrigan to recommend that the Coordinating Committee approve the revision to the 2023-2026 Centre County TIP. The motion carried 12-0.*

**8. CCMPO Strategic Plan**

The Technical Committee received a detailed presentation from Mr. Funkhouser, Michael Baker International consultant, regarding an update to the CCMPO Strategic Plan. Mr. Funkhouser reviewed the draft plan and outlined changes that had been made to the plan since the April meeting. These changes included:

- A major item for consideration by the Technical Committee involve a proposal to reconstitute the Technical Committee so that its composition would be oriented more toward technical experience as opposed to geography.
- A revised Technical Committee structure would entail a “core group” of eight voting members, to be supplemented by four to six additional Subject Matter Experts who would not have voting authority.
- The Technical Committee would offer a proposal to the Coordinating Committee on a biennial basis to determine what type of subject matter experts would be needed over the ensuing two years of the MPO’s work program.

After a lengthy discussion, the Technical Committee offered the following comments for staff, the consultant, and the Coordinating Committee to consider:

- Members noted that on page 20 of the Strategic Plan, voting members from Centre County would entail County officials.
- There was some concern expressed over reducing the number of voting members from municipalities (from 12 overall, to 2). The draft plan as proposed showed 1 seat each for “Centre Region Municipalities” as well as “Other Planning Regions.” Some cited it as a “slippery slope” if certain municipalities had an outsized influence on the Technical Committee’s deliberations.

- Mr. Hampton suggested that the Centre Region Municipalities and Other Planning Regions seats could rotate so that one municipality does not have an outsized influence on the Technical Committee.
- Mr. Harrigan recommended maintaining the proposal but dropping the proposed seats for “Centre Region Municipalities” and “Other Planning Regions” from “1” to “0” to remove the possibility of any one municipality having too much influence. It was noted that this approach was originally proposed during the May subcommittee meeting.
- Mr. Ward expressed an interest for the Pennsylvania State University to have some form of participation or involvement on the Technical Committee.
- If the proposed plan moves forward with one Centre Region Municipalities seat and one Other Planning Regions seat, the CCMPO will need to develop a process for choosing which candidate would represent each seat.
- The CCMPO will need to develop a process for polling and vetting candidates to serve as Subject Matter Experts (e.g., what constitutes an “expert,” etc.).

*Motion was made by Mr. Hampton and seconded by Mr. Harrigan to recommend that the Coordinating Committee adopt the Centre County MPO Strategic Plan and also include a summary of the Technical Committee’s discussion in the Coordinating Committee’s June agenda packet. The motion carried 11-1.*

#### **9. Centre County Active Transportation Plan (ATP)**

The Technical Committee members received a brief update on the status of the county-wide Active Transportation Plan. Mrs. Messner communicated that staff continues to work on creating a steering committee for the ATP effort and requested that a member from the Technical Committee be a part of the steering committee. There will be up to four meetings for the steering committee over the course of a year.

#### **10. 2025-2028 Centre County Transportation Improvement Program (TIP)**

The Technical Committee received a presentation regarding the upcoming preparation of the new 2025-2028 Centre County TIP that will be presented to the Committees at its November meeting for review and comment. A final draft TIP will be presented to the Committees in February 2024, with the required 30-day public comment period held in April and May, and consideration of adoption of the new TIP at the Committees’ June meetings. Staff provided a brief overview of the highway and bridge financial guidance of the new TIP, with an overall funding increase of approximately \$7.5 million, or an 11.8% increase. Staff also reviewed the transit allocation, which includes a 38% increase in funding, or approximately \$22.3 million.

Staff then reviewed the highway and bridge and transit project priorities, which include:

##### Highway/Bridge Project Priorities

- SCAC Preliminary Engineering
- SR 4005 Bridge over Interstate 80
- Route 150/Phoenix Avenue Intersection improvement
- Atherton Street Drainage/Repaving Section 154 (Westerly Parkway to vicinity of Scenery Drive)
- State bridge projects
- Local bridge projects, including retroactive reimbursement and preservation candidates
- Carbon Reduction Program Candidates

##### Transit Project Priorities

- Operating assistance to support CATA service integrity
- 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 and modernization
- Revenue and non-revenue vehicle maintenance

Other Potential Projects include:

- SR 3007 Park Avenue Widening
- SR 150 in the Benner Pike area
- Independent projects identified in the SCAC PEL study

Technical Committee members had a few clarifying questions that were answered by MPO staff but offered no substantial comments on the project priorities.

#### **11. Fiscal Year (FY) 2024-2025 Unified Planning Work Program (UPWP)**

The Technical Committee received a presentation from MPO staff regarding the upcoming 2024-2025 Unified Planning Work Program (UPWP). In Pennsylvania, the UPWP typically covers a two-year period based on the state fiscal year (July 1 - June 30), beginning and ending on even numbered years. The CCMPO's current FY 2022-24 UPWP was adopted in November 2021, took effect on July 1, 2022, and will terminate on June 30, 2024. For the coming UPWP cycle, PennDOT and FHWA have proposed that MPOs and RPOs in Pennsylvania develop a one-year work program covering the time period from FY 2024-25, and then resume a two-year cycle beginning and ending in odd numbered years. The current even-numbered cycle creates conflicts with review of the TIP and related transportation planning products at the statewide level, and shifting the cycle will alleviate some of workload leading to the conflict. Staff has begun preparation of the next FY 2024-2025 UPWP, with adoption expected in late 2023, and will take effect on July 1, 2024. Staff then reviewed the proposed task priorities for the next UPWP outside of the key federally mandated responsibilities. The priorities include PennDOT Connects, the State College Area Connector project, the MPO Strategic Plan, the LRTP 2055 update, the CARBON program, funding discussions, transit planning, pedestrian and bicycle planning, and grant support.

Mr. Saylor then reviewed the guidelines that surround funding for special studies through the UPWP. The projects must be listed in the UPWP and be completed within the current UPWP timeframe. In addition, projects are typically funded through a statewide competitive program with 80% federal funding and a 20% local match; local matches can be difficult to obtain through the local entity or the MPO budget. Special studies also typically require consultant help. Mr. Saylor stated that MPO staff is likely to include a task for LRTP 2055 Technical Analysis and Production.

In response to a question from Mr. Seybert regarding funding for the implementation of the MPO Strategic Plan, Mr. Saylor explained that if the Coordinating Committee adopts the plan later this month, the next step will be to prioritize actions to implement parts of the plan. Mr. Saylor stated that he believes there will be high priority action items that the MPO will want to implement by the end of the year, so supplemental funding for implementation of the Strategic Plan would not be viable.

#### **12. CCMPO Long Range Transportation Plan 2055**

Mr. Saylor provided a brief report regarding the CCMPO Long Range Transportation Plan 2055. He communicated that MPO staff held its 30-month coordination meeting with PennDOT and FHWA. Staff is working on the follow up items from that meeting, along with the work plan as well as the plan for the steering committee, and staff will bring these items to a future MPO Committee meeting. As Mr. Saylor mentioned under the UPWP agenda item, MPO staff plans to submit for supplemental planning funds to assist staff with the technical side of the LRTP update. Staff will continue to work on the schedule and the outreach plan to present at future meetings as well.

#### **13. Member Reports**

Mr. Seybert communicated that Ferguson Township is resurfacing Blue Course Drive between Martin Street and Circleville Road in the next few months. In addition, Ferguson Township will be microsurfacing Park Center Boulevard. The public should expect travel delays for both projects.

#### **14. Announcements**

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, September 6, 2023 at the Centre Region COG building via hybrid meeting technology.



**CCMPO Technical Committee Meeting Minutes**

**Wednesday, June 7, 2023**

**Page 6**

Ms. Messner communicated that PennDOT's Transportation Alternatives Set Aside program is open for application submission. Draft applications are due by July 17, 2023 and are required to be submitted prior to the final application submission. The final application is due September 15, 2023.

Mr. Saylor reminded members that PennDOT's 2023 Automated Red Light Enforcement (ARLE) funding program is open from June 1 through July 1.

Mr. Hampton reminded members that the Charging and Fueling Infrastructure (CFI) funding program is open and applications are due June 13, 2023.

**15. Adjournment**

There being no further business, the June 7, 2023 CCMPO Technical Committee meeting was adjourned at 11:22 a.m.

Respectfully submitted,

Marcella Hoffman  
Recording Secretary

DRAFT

## September 6, 2023 Meeting

### ITEM 5

## STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

### Status Report

The SCAC Planning and Environment Linkages (PEL) Study was finalized in June. The study identifies transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase. PennDOT released the final PEL report for the State College Area Connector (SCAC) on August 8, 2023. The study is now available at [www.PennDOT.pa.gov/SCAC](http://www.PennDOT.pa.gov/SCAC). CCMPO staff participated in a stakeholder meeting with local municipalities and PennDOT in August.

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. The team will work with the Federal Highway Administration to submit a Notice of Intent through the summer.

At the meeting, PennDOT's consultant team will provide an update about the study.

#### **The Technical Committee should receive the status report.**

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

No action required.

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

# September 6, 2023 Meeting

## ITEM 6.a

### 2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### TIP Revisions Funding for High Friction Surface Treatments

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022.

The TIP includes a line item with \$220,000 in funding from the Highway Safety Improvement Program (HSIP) unallocated to any particular project. Based on a review of current safety needs and recognized countermeasures, PennDOT personnel propose allocating these funds to add projects to apply High Friction Surface Treatments (HFST) at two locations.

The locations include a segment of Centre Hall Mountain Road (SR 144) including the intersections with Greens Valley Road and Black Hawk Road, and a segment of eastbound SR 322 on Port Mountain, extending eastward from the previous treatment.

The CCMPO must formally approve revisions that add a project to the TIP using federal funds.

| Summary of Recommended Amendment to 2023-2026 TIP |                  |            |                 |
|---|------------------|------------|-----------------|
| <i>Where are the funds coming FROM?</i>           |                  |            |                 |
| Project   | Original Funding | Change     | Revised Funding |
| Line Item Safety<br>Regional TIP Reserve Item     | \$220,000        | -\$220,000 | \$0             |
| <i>Where are the funds going TO?</i>              |                  |            |                 |
| SR 144 High Friction Surface Treatment            | \$0              | \$148,000  | \$148,000       |
| SR 322 High Friction Surface Treatment            | \$0              | \$72,000   | \$72,000        |

Attachment:

- Fiscal Constraint Chart Illustrating details of funding revisions

MPO and PennDOT District 2-0 staff will provide a brief summary of the proposed revisions.

**The Technical Committee should receive the summary and consider a recommendation on the revisions to the 2023-2026 TIP.**

Presented by: James Saylor, P.E., PTOE, CRPA  
Mark Schultz, PennDOT District 2-0

Action: Recommend revision to the 2023-2026 Centre County TIP.

FISCAL CONSTRAINT CHART  
**FFY 2023-2026 TIP Highway/Bridge**

| AMENDMENT (MA ID: )   |        |       |        | Fund Type |       | FFY 2023  |       |         | FFY 2024  |         |         | FFY 2025    |           |         | FFY 2026    |           |         | Remarks                                       |  |
|---|--------|-------|--------|-----------|-------|-----------|-------|---------|-----------|---------|---------|-------------|-----------|---------|-------------|-----------|---------|---|--|
| Project Title   | MPMS   | Phase | Amts   | Fed       | State | Federal   | State | Loc/Oth | Federal   | State   | Loc/Oth | Federal     | State     | Loc/Oth | Federal     | State     | Loc/Oth |   |  |
| Line Item Safety<br>/SAF<br>Centre                          | 75808  | CON   | Before | HSIP      |       | 220,000   |       |         | 939,000   |         |         | 1,162,000   |           |         | 1,185,000   |           |         | Reserve Line Item                             |  |
|   |        |       | Adjust | HSIP      |       | (220,000) |       |         | (150,000) |         |         |             |           |         |             |           |         |   |  |
|   |        |       | After  | HSIP      |       |           |       |         | 789,000   |         |         |             | 1,162,000 |         |             | 1,185,000 |         |   |  |
| SR 144 High Friction Surface Treatment<br>144/HFS<br>Centre | 119990 | CON   | Before | HSIP      |       |           |       |         |           |         |         |             |           |         |             |           |         | New Project                                   |  |
|   |        |       | Adjust | HSIP      |       | 148,000   |       |         |           |         |         |             |           |         |             |           |         |   |  |
|   |        |       | After  | HSIP      |       | 148,000   |       |         |           |         |         |             |           |         |             |           |         |   |  |
| SR 322 High Friction Surface Treatment<br>322/HF2<br>Centre | 120082 | PE    | Before | HSIP      |       |           |       |         |           |         |         |             |           |         |             |           |         | New Project                                   |  |
|   |        |       | Adjust | HSIP      |       | 22,000    |       |         |           |         |         |             |           |         |             |           |         |   |  |
|   |        |       | After  | HSIP      |       | 22,000    |       |         |           |         |         |             |           |         |             |           |         |   |  |
| SR 322 High Friction Surface Treatment<br>322/HF2<br>Centre | 120082 | CON   | Before | HSIP      |       |           |       |         |           |         |         |             |           |         |             |           |         | New Project                                   |  |
|   |        |       | Adjust | HSIP      |       | 50,000    |       |         |           | 150,000 |         |             |           |         |             |           |         |   |  |
|   |        |       | After  | HSIP      |       | 50,000    |       |         |           | 150,000 |         |             |           |         |             |           |         |   |  |
| <b>Before Totals</b>  |        |       |        |           |       | \$220,000 | \$0   | \$0     | \$939,000 | \$0     | \$0     | \$1,162,000 | \$0       | \$0     | \$1,185,000 | \$0       | \$0     | Actions do not affect air quality conformity. |  |
| <b>Adjustment Totals</b>                                    |        |       |        |           |       | \$0       | \$0   | \$0     | \$0       | \$0     | \$0     | \$0         | \$0       | \$0     | \$0         | \$0       |         |   |  |
| <b>After Totals</b>   |        |       |        |           |       | \$220,000 | \$0   | \$0     | \$939,000 | \$0     | \$0     | \$1,162,000 | \$0       | \$0     | \$1,185,000 | \$0       | \$0     |   |  |

NOTES

## September 6, 2023 Meeting

### ITEM 6.b

## 2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### TIP Revisions - Funding for Carbon Reduction Program

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022.

The TIP includes a line item with \$865,061 in funding from the Carbon Reduction Program (CRP) unallocated to any particular project. Based on a review of current needs, eligible activities, and regional priorities, PennDOT personnel propose allocating these funds to add a project to advance some of the priorities identified in the Regional Operations Plan, ROP.

The activities include improvements to Traffic Counter Stations previously prioritized by the CCMPO, and installation of cameras at several locations noted by PennDOT, CCMPO staff, and operations partners for response to traffic control needs and for intermittent and weather-related congestion. Data collected can be utilized to update a CCMPO regional Travel Demand Model.

The CCMPO must formally approve revisions that add a project to the TIP using federal funds.

| Summary of Recommended Amendment to 2023-2026 TIP                        |                  |            |                 |
|--|------------------|------------|-----------------|
| <i>Where are the funds coming FROM?</i>                                  |                  |            |                 |
| Project  | Original Funding | Change     | Revised Funding |
| Infrastructure Investment Reserve Line Item<br>Regional TIP Reserve Item | \$865,061        | -\$865,061 | \$0             |
| <i>Where are the funds going TO?</i>                                     |                  |            |                 |
| Centre County Carbon Reduction   | \$0              | \$865,061  | \$865,061       |

Attachment:

- Fiscal Constraint Chart Illustrating details of funding revisions

MPO and PennDOT District 2-0 staff will provide a brief summary of the proposed revisions.

**The Technical Committee should receive the summary and consider a recommendation on the revisions to the 2023-2026 TIP.**

Presented by: James Saylor, P.E., PTOE, CRPA  
Mark Schultz, PennDOT District 2-0

Action: Recommend revision to the 2023-2026 Centre County TIP.

FISCAL CONSTRAINT CHART  
**FFY 2023-2026 TIP Highway/Bridge**

| AMENDMENT (MA ID: )   |        |       | Fund Type |      |       | FFY 2023  |           |         | FFY 2024  |         |         | FFY 2025  |         |         | FFY 2026  |         |         | Remarks   |  |  |
|---|--------|-------|-----------|------|-------|-----------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-----------|---------|---------|---|--|--|
| Project Title   | MPMS   | Phase | Amts      | Fed  | State | Federal   | State     | Loc/Oth | Federal   | State   | Loc/Oth | Federal   | State   | Loc/Oth | Federal   | State   | Loc/Oth |   |  |  |
| Infrastructure Investment Reserve Line Item<br><br>/ Centre | 117920 | CON   | Before    | CRP  |       | 405,000   |           |         | 457,000   |         |         | 471,000   |         |         | 485,000   |         |         | Reserve Line Item   |  |  |
|   |        |       | Before    | CRPU |       |           | 460,061   |         |           | 236,954 |         |           | 241,693 |         |           | 246,527 |         |   |  |  |
|   |        |       | Adjust    | CRP  |       |           | (405,000) |         |           |         |         |           |         |         |           |         |         |   |  |  |
|   |        |       | Adjust    | CRPU |       |           | (460,061) |         |           |         |         |           |         |         |           |         |         |   |  |  |
|   |        |       | After     | CRP  |       |           |           |         |           |         | 457,000 |           |         | 471,000 |           |         | 485,000 |   |  |  |
|   |        |       | After     | CRPU |       |           |           |         |           |         | 236,954 |           |         | 241,693 |           |         | 246,527 |   |  |  |
| Centre Co. Carbon Reduction<br><br>150/CRP Centre           | 119970 | CON   | Before    | CRP  |       |           |           |         |           |         |         |           |         |         |           |         |         | New Project, Traffic Counter Upgrade, RTMC Camera Installations, Traffic Demand Model |  |  |
|   |        |       | Before    | CRPU |       |           |           |         |           |         |         |           |         |         |           |         |         |   |  |  |
|   |        |       | Adjust    | CRP  |       |           |           | 405,000 |           |         |         |           |         |         |           |         |         |   |  |  |
|   |        |       | Adjust    | CRPU |       |           |           | 460,061 |           |         |         |           |         |         |           |         |         |   |  |  |
|   |        |       | After     | CRP  |       |           |           | 405,000 |           |         |         |           |         |         |           |         |         |   |  |  |
|   |        |       | After     | CRPU |       |           |           | 460,061 |           |         |         |           |         |         |           |         |         |   |  |  |
| <b>Before Totals</b>  |        |       |           |      |       | \$865,061 | \$0       | \$0     | \$693,954 | \$0     | \$0     | \$712,693 | \$0     | \$0     | \$731,527 | \$0     | \$0     | Actions do not affect air quality conformity.   |  |  |
| <b>Adjustment Totals</b>                                    |        |       |           |      |       | \$0       | \$0       | \$0     | \$0       | \$0     | \$0     | \$0       | \$0     | \$0     | \$0       | \$0     |         |   |  |  |
| <b>After Totals</b>   |        |       |           |      |       | \$865,061 | \$0       | \$0     | \$693,954 | \$0     | \$0     | \$712,693 | \$0     | \$0     | \$731,527 | \$0     | \$0     |   |  |  |

**NOTES**

# September 6, 2023 MEETING

## ITEM 6.c.

### 2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### TIP Revisions

#### Funding for Reimagine Project – Centre Area Transportation Authority (CATA)

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022.

CATA kicked off its Reimagine Project with consultant assistance from Stantec in July 2021, and concluded it in January 2023. During this time, CATA received federal Section 5307 funding above and beyond its normal formula allocation level via the American Rescue Plan Act (ARPA) for the purpose of completing the Reimagine Project; those additional funds were not added to the TIP at that time.

Based upon guidance received from the Federal Transit Administration (FTA), MPO staff propose to add a new project under a new MPMS number for FFY 2023 to properly account for these funds, allow the remainder to be drawn down, and permit the grant to be properly closed out.

The CCMPO must formally approve TIP revisions that add a new project with a federal funding component.

| <b>Summary of Recommended Amendment to 2023-2026 TIP</b> |                        |                   |                       |
|--|------------------------|-------------------|-----------------------|
| <b>FUNDING TYPE</b>                                      | <b>ORIGINAL AMOUNT</b> | <b>CHANGE</b>     | <b>REVISED AMOUNT</b> |
| Federal - Section 5307 via ARPA                          | \$0                    | +\$205,000        | \$205,000             |
| Local  | \$0                    | +\$51,250         | \$51,250              |
| <b>TOTAL</b>   | <b>\$0</b>             | <b>+\$256,250</b> | <b>\$256,250</b>      |

MPO staff will provide a summary of the proposed revisions.

**The Technical Committee should receive the summary and consider a recommendation to the Coordinating Committee to approve revisions to the 2023-2026 TIP.**

Presented by: Greg Kausch, CRPA

Action: Recommendation to the CCMPO Coordinating Committee to approve revisions to the 2023-2026 Centre County TIP.

## SEPTEMBER 6, 2023 MEETING

### ITEM 7

#### TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM

##### Review and Comment Process for 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 from the Surface Transportation Block Grant Program.

In 2021, the Infrastructure Investment and Jobs Act (IIJA) was passed, which continues to fund the TA Set-Aside program through 2026. The IIJA maintains all previously eligible uses of the set-aside, while adding new eligibility for vulnerable road user safety assessment activity. It also expands the range of eligible applicants to include nonprofit entities, small MPOs, and State DOTs.

The TA Set-Aside program continues to provide funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, incorporate community improvements such as historic preservation and vegetation management, provide environmental mitigation related to stormwater and habitat connectivity, create trail projects that serve a transportation purpose, while promoting safety and mobility, and provide for vulnerable road user safety assessment program projects.

All applications for TA funding are submitted to PennDOT. Draft applications were due to the Districts on July 17, 2023. This year draft applications meetings are to be completed by September 14, 2023 between the Project Sponsor, District, and MPO staff. This allows for a discussion on the project and provide comments to improve the application prior to submission September 15, 2023. It is anticipated candidate projects in Centre County will be provided to the CCMPO for review starting September 25, 2023. MPO comments are due December 1, 2023. Therefore, the MPO review will need to be completed before the end of October 2023 to be presented to the Technical Committee and Coordinating Committee.

MPO staff recommends that the following process be utilized to facilitate the review process.

1. Form a TASA 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 in October. (see attachment)
3. The Technical Committee will review the TA Review Committee's recommendations in November.
4. The Technical Committee will provide recommendations to the Coordinating Committee in November.
5. The Coordinating Committee will approve recommendations and MPO staff will submit comments to the PennDOT after the November Coordinating Committee meeting.



**The Technical Committee should receive a staff presentation and make a recommendation to the Coordinating Committee to approve a review and comment process for candidate TA projects in Centre County and nominate two members of the Technical Committee for the TASA Review Committee.**

Presented by: Anne Messner, AICP, CRPA

Action: Recommendation to the Coordinating Committee to approve a process to review and comment about candidate TA projects in Centre County and nominate two members of the Technical Committee for the TASA Review Committee.

\*\*\*\*\*

TASA Program information can be found on the PennDOT website at:

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Documents/cpdm/TASA/TASA%20Statewide%20Program%20Guidance.pdf>

## Appendix C

### *TA Set-Aside Statewide Project Selection Criteria*

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#### **General Criteria**

**Network connectivity** Describe how the project will preserve, connect, or expand the active transportation network. Describe any statewide or regional significance. Does the project fill a significant active transportation gap? Is the project location identified or supported in a regional or local Bike and Pedestrian Plan? (5 points)

**Consistency with land use, community context and planning** Describe how the project fits into the local transportation, community, land use, and environmental context. Is the project consistent with and supportive of or recommended on local and regional plans and initiatives? To what degree has the MPO/RPO contributed to this project's planning? Is it listed on the region's Long Range Transportation Plan? (5 points)

**Collaboration with stakeholders** Describe how the project demonstrates regional or multi-municipal cooperation. Describe any public involvement in the project development process, including input from those along the project's proposed alignment. (5 points)

**Leveraging of other projects or funds** Beyond the funds for project design, describe how the project leverages funding from other sources, including federal agencies, state agencies, local governments, and/or community-based organizations. Could the project be combined or let with another? (5 points)

**Cost estimating** Describe how the cost estimate was prepared, including any templates, tools, or past bids that were used. Was the ECMS Bid Item History used (See [PennDOT Pub 352 - Estimating Manual](#) Chapter 6.4). Does the preparer have experience developing PennDOT project cost estimates? (5 points)

**Project value** Describe how the project cost and scope match the identified needs. What unique elements warrant this project's consideration for statewide TA Set-Aside funding? (5 points)

**Economic impact** Describe how the project promotes tourism or economic impact. (5 points)

**Teachability** Describe any best practices and learning opportunities related to alternatives to motorized transportation, cost effectiveness, unique designs, and enhanced project delivery? (5 points)

#### **Areas of Emphasis**

**Safety always and maybe safety only** Describe how the project would mitigate a known safety need. Cite examples or reports. Is there a history of crashes or near misses involving pedestrians or cyclists? Does the project propose to improve a section deemed as a Hazardous Walking Route by PennDOT (See [Map of Hazardous Walking Routes](#))? Does the project address an issue identified through a Road Safety Audit (RSA)? (10 points)

**Project delivery** Describe any demonstrated experience in timely delivery of PennDOT projects your organization or consultant possesses. Has a preliminary plan been prepared? If a design consultant has been selected, please note them. Does the project utilize existing right-of-way, or will right-of-way be required during construction? Railroad or utility coordination required? (10 points)

**PennDOT Connects environmental screening** Based on the environmental screening, does the project have the potential to impact environmental, historical, or cultural resources? If so, what mitigation efforts or steps to protect resources identified in the environmental screening section are discussed in the comments? (10 points)

**Environmental justice** *Based on 2020 Census Data for each MPO/RPO* (See [TASA EJ Map](#) and [PennDOT Pub 746 – Project Level Environmental Justice Guidance](#)). What percentage of the population in the block group where the project is located is minority? How will the project provide transportation benefits to minority populations in the immediate vicinity? (5) What percentage of the population in the block group where the project is located is low income? How will the provide transportation benefits to low-income populations in the immediate vicinity? (5) (10 points)

## September 6, 2023 Meeting

### ITEM 8

#### **PennDOT's Vulnerable Road User Safety Assessment**

PennDOT, with the assistance of Kittelson & Associates, Inc., is preparing a statewide VRU Safety Assessment as one of many tools to improve safety for people walking and bicycling and rolling in Pennsylvania. FHWA requires each state to update their Strategic Highway Safety Plan (SHSP) with an appendix to focus on VRU strategies and actions by Nov 15, 2023.

The assessment is currently underway with the following screening factors used:

- Fatal and suspected severe injury (SSI) crashes involving VRUs
- Other crashes involving VRUs
- Equity measures
- Latent demand for walking and bicycling trips

During the month of August, the screening results were shared as part of the consultation with interested parties regarding their pedestrian, bicyclist and rolling safety concerns and potential measures to address those concerns. The intent of the meetings held around the state were to obtain input from participants their concerns in the identified “high-risk areas, as well as potential recommendations to address those challenges. CCMPO, key municipalities, CATA, and others were invited in August to discuss the “High-Risk Areas” identified by Kittelson for walking and cycling and rolling in Centre County.

In addition to the meeting, an online public survey was developed to view the “High-Risk Areas” and obtain additional public comment for the “High Risk Areas”. The survey is available until September 8, 2023.

Survey link: <http://bit.ly/pa-vru>

Attachments:

- Centre County “High-Risk Area” Screenshot Map
- VRU Overview Factsheet

MPO staff will provide a brief summary of the proposed revisions.

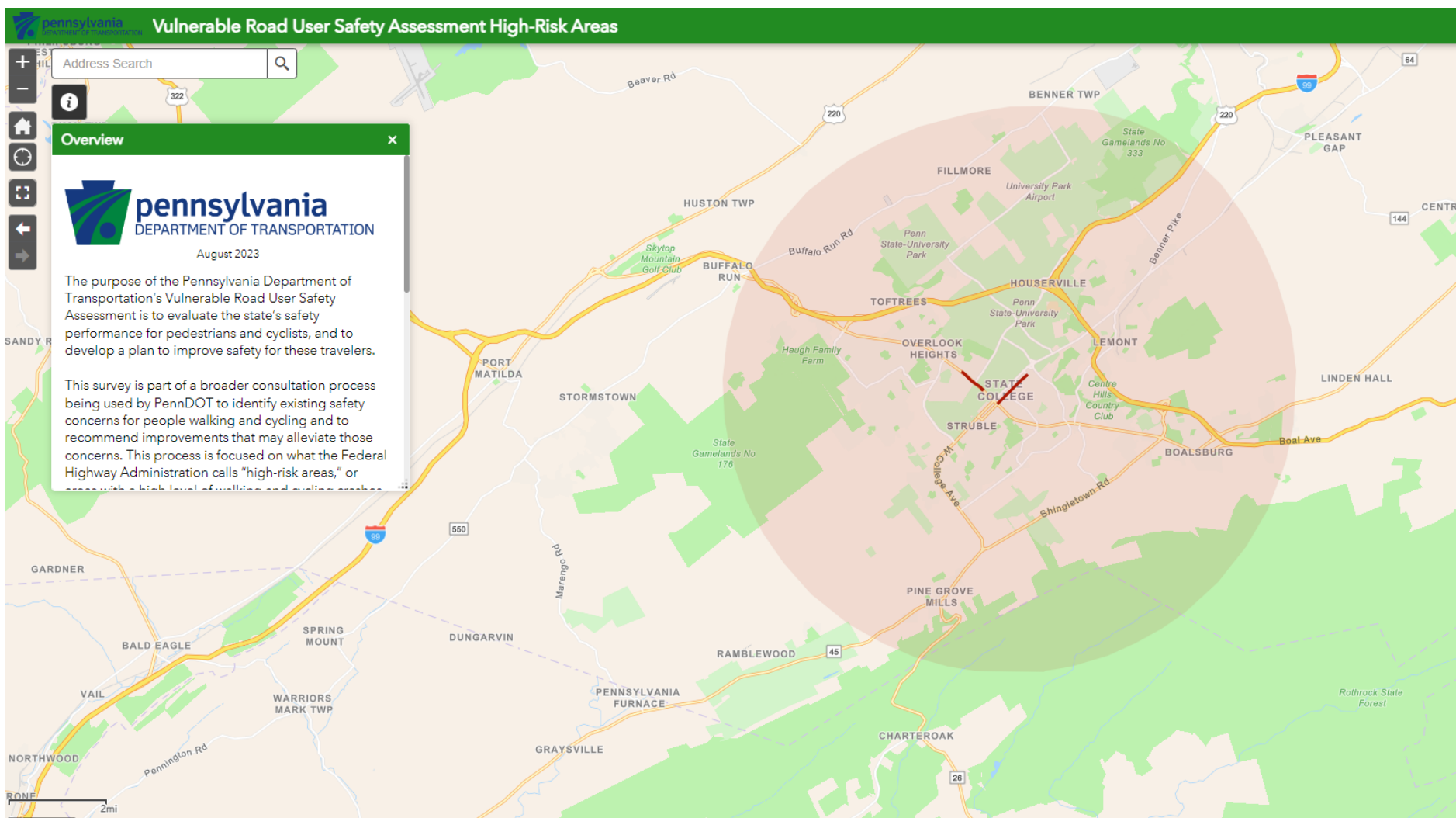
**The Technical Committee should receive the summary and provide comment if applicable.**

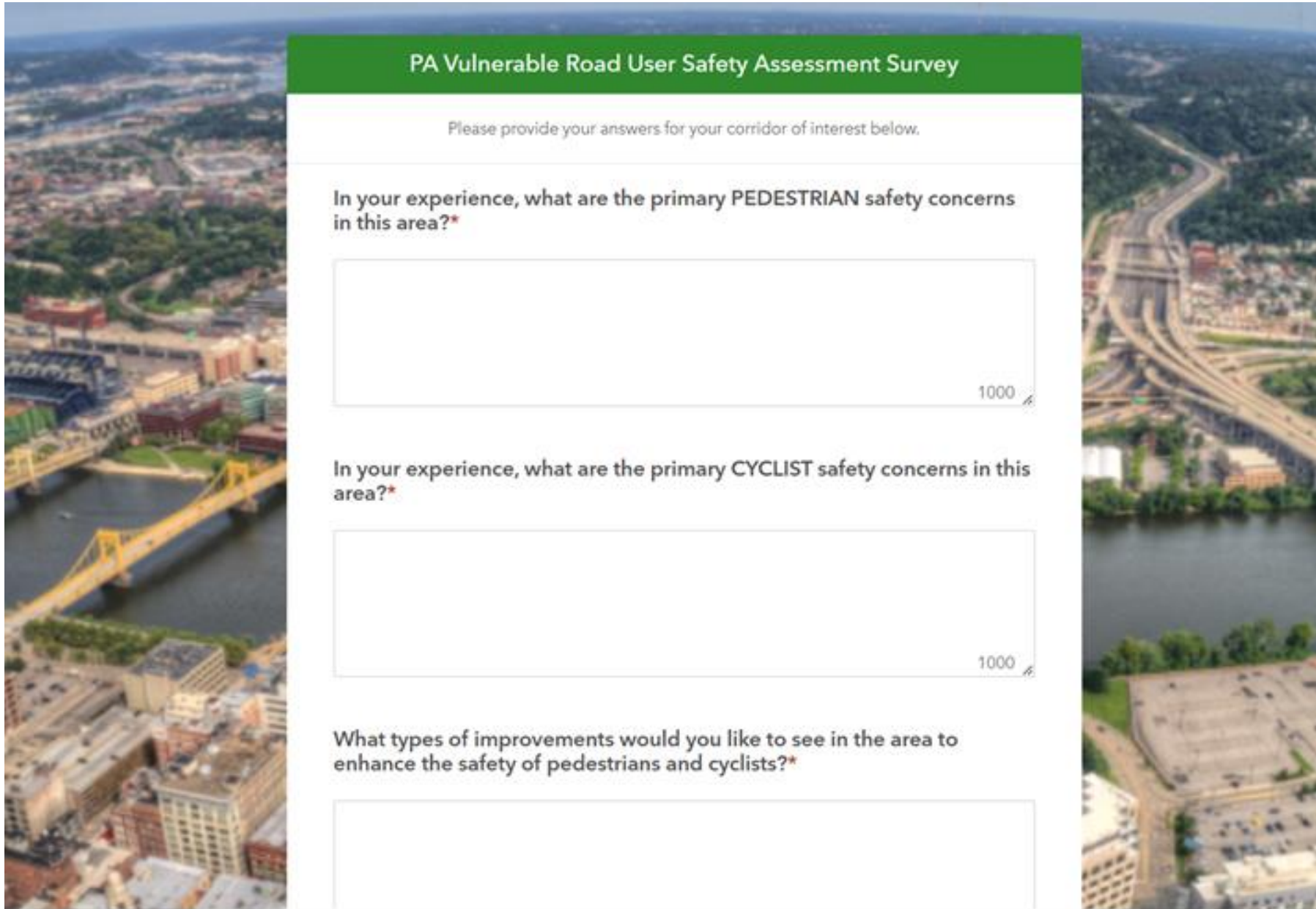
Presented by: Anne Messner, AICP, CRPA

Action: No Action

# Attachment 1

## Centre County High-Risk Areas





## PA Vulnerable Road User Safety Assessment Survey

Please provide your answers for your corridor of interest below.

**In your experience, what are the primary PEDESTRIAN safety concerns in this area?\***

1000

**In your experience, what are the primary CYCLIST safety concerns in this area?\***

1000

**What types of improvements would you like to see in the area to enhance the safety of pedestrians and cyclists?\***

# PENNDOT'S VULNERABLE ROAD USER SAFETY ASSESSMENT

## Why prepare a vulnerable road user (VRU) safety assessment?

The VRU safety assessment will be an essential tool in helping all of us achieve our goal of reducing fatal and serious injury crashes involving people walking and cycling.

## What will the VRU safety assessment consist of?

Federal guidance issued last October outlines requirements for the assessment. Key points include:

- Reliance on data-driven safety analysis.
- Emphasis on equity, focusing resources in areas that are traditionally disadvantaged.
- Incorporation of the Safe System Approach, a multidisciplinary approach that is oriented toward reducing fatalities and serious injuries.

## What are the steps in the process?

- Identification of "high-risk areas" based on crash history, equity factors, and land use factors.
- Systemic safety analysis to identify system-wide opportunities to improve VRU safety.
- Consultation with interested parties through a series of in-person and virtual meetings.
- Recommendations for projects, programs, and strategies in both urban and rural areas.

## How will the consultation phase work?

- Meetings will be organized by Planning Partner (or by groups of Planning Partners) as shown on the map on the back of this fact sheet.
- Invitations will be sent to interested parties. These organizations include MPOs/RPOs, transit agencies, transportation management associations, public health organizations, advocacy groups, walking/running/cycling clubs, municipalities that contain high-risk areas, and statewide organizations with a focus on underrepresented communities. This is an inclusive process; over 300 people from across Pennsylvania will be invited to participate.
- PennDOT staff from both Central Office and Engineering Districts will also attend to hear input provided by participants.
- Each meeting will begin with a presentation describing the assessment and walking participants through the process used to identify high-risk areas.
- Most of each meeting will be dedicated to getting input from participants on pedestrian and cyclist concerns in the identified high-risk areas, as well as potential recommendations to address those challenges.

## When will all of this occur?

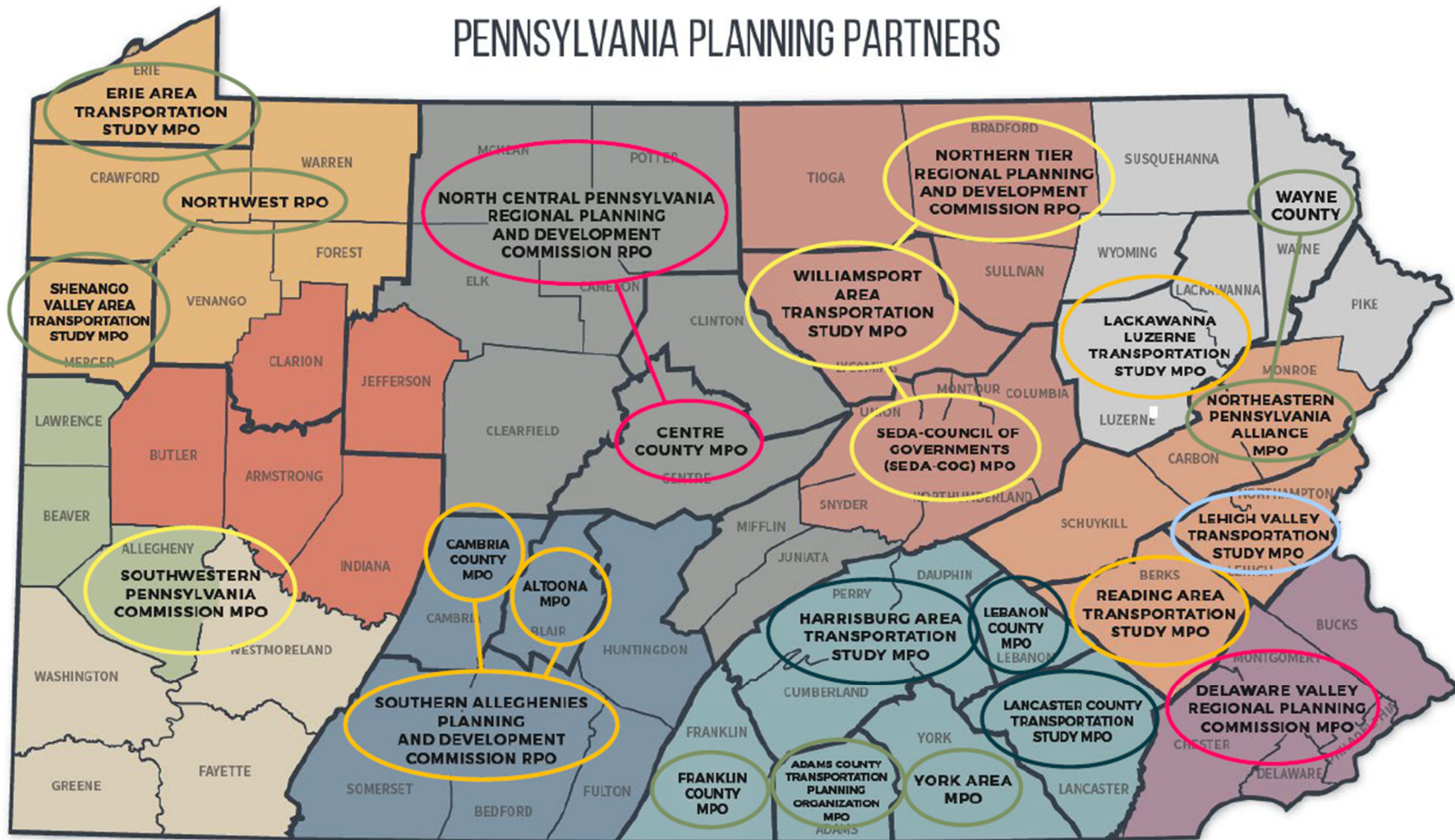
- August 8 through August 31: Consultation meetings
- October 18: Final draft for senior-level review
- November 15: Federal Highway Administration deadline to publish the final VRU safety assessment

## How can I find out more?

Please contact Jason Hershock, Manager of PennDOT's Safety Engineering & Risk Management Unit, at [jhershock@pa.gov](mailto:jhershock@pa.gov) or Jeff Riegner, consultant project manager, at [jriegner@kittelton.com](mailto:jriegner@kittelton.com).



# PENNSYLVANIA PLANNING PARTNERS





## September 6, 2023 Meeting

### ITEM 9

#### CCMPO Strategic Plan

The CCMPO's adopted FY 2022-2024 Unified Planning Work Program (UPWP) includes a work task to complete a new Strategic Plan for the future operations of the MPO Committees and staff.

The Michael Baker International Team collected input from CCMPO members and staff through a survey and a series of facilitated discussions to identify issues and opportunities for the MPO. In developing the plan, the team identified three areas for consideration: governance, operations and outreach/stakeholder engagement. The CCMPO adopted the Strategic Plan on June 20, 2023.

At the June 20 meeting, the CCMPO formed a Strategic Plan Implementation Subcommittee. The subcommittee met twice, on July 26 and August 14. With the help of the subcommittee members, CCMPO staff reviewed the recommended actions in the plan, prioritized them, and evaluated the time, effort, and required sequencing to implement the actions.

The results are included in the Draft Implementation Plan. CCMPO staff will provide a brief presentation highlighting the plan.

Implementing some of the actions will require changes to the CCMPO bylaws. Per the current bylaws, proposed changes to the bylaws cannot be voted upon at the first meeting at which the changes are presented.

Attachments:

- Draft Implementation Plan
- Draft Revised Bylaws for the CCMPO

**The Technical Committee should review the draft plan and proposed changes to the bylaws, receive the presentation and consider a recommendation to the Coordinating Committee.**

Presented by: Jim Saylor, P.E., PTOE, CRPA

Action: Provide input to the staff about the scope and content of the plan and the proposed changes to the bylaws.

# SEPTEMBER 6, 2023 MEETING

## ITEM 10

### Fiscal Year (FY) 2024-25 Unified Planning Work Program(UPWP)

#### First Draft 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.

In Pennsylvania, the UPWP typically covers a two-year period based on the state fiscal year (July 1 - June 30). The Federal Highway Administration (FHWA) and PennDOT have requested that MPOs and RPOs prepare a one-year UPWP for FY 2024-25 and return to a two-year format the following year. The current cycle requires intense review efforts for state and federal officials for both the Transportation Improvement Program (TIP) and the UPWP in an overlapping time frame. This one-year approach will help to better phase the review process in succeeding cycles.

The CCMPO's current FY 2022-24 UPWP was adopted in November 2021, took effect on July 1, 2022, and will terminate on June 30, 2024. The new FY 2024-25 UPWP will take effect on July 1, 2024.

A first draft of the new UPWP will be reviewed in September. A final draft will then be presented for adoption in November 2023. Prior to being presented for adoption in November, the draft UPWP must be made available to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for a 45-day review period.

As of August 30, program guidance for the preparation of the UPWP was not available. It is assumed that adoption of the UPWP will still be required no later than January 31, 2024. To comply with this schedule, CCMPO have moved ahead to create a draft UPWP ahead of the guidance, assuming nominal funding increases compared to previous funding years.

Attached is:

- First Draft FY 2024-25 UPWP

The UPWP includes background information in the first section of the document, and an extensive list of policy actions and work tasks in the second section.

**Given the length of the document, staff suggests that members review the work task descriptions and identify potential tasks that are not already included.**

Staff will provide a presentation about the new UPWP.

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

Presented by: Jim Saylor, P.E., PTOE, CRPA

Action: Provide comments to MPO staff and the Coordinating Committee about the first draft FY 2024-25 UPWP.

# SEPTEMBER 6, 2023 MEETING

## ITEM 11

### CCMPO DRAFT CALENDAR YEAR (CY) 2024 BUDGET

#### Review Draft Budget

The CCMPO's annual operating budget is included as a distinct cost center in the Centre Region Council of Governments (COG) calendar year budget.

Preparation of the CY 2024 Budget is underway. Staff will review the budget with the COG Finance Committee on September 28. The budget will also be reviewed by the local funding partners in October. Guidance on the funding available for the FY2024-2025 Unified Planning Work Program was not available at the time this agenda was prepared. *The detailed revenue and expenditure information used in the development of the draft budget were based on reasonable projections of the funding available in previous UPWP cycles, and significant changes from previous funding patterns will result in corresponding changes in the proposed revenue.*

Staff will provide a presentation about the Draft CY 2022 Budget.

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

Presented by: Jim Saylor, P.E., PTOE, CRPA

Action: Provide comments about the Draft CY 2024 CCMPO Budget to the MPO staff and Coordinating Committee.

# September 6, 2023 MEETING

## ITEM 13

### ANNOUNCEMENTS

1. Future Meeting Dates

- a. Coordinating Committee: **Wednesday, September 20, 2023, 6:00 p.m.**  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building
- ⇒ 2023-2026 TIP Revisions
  - ⇒ TA Set-Aside Program
  - ⇒ PennDOT's Vulnerable Road User Safety Assessment
  - ⇒ State College Area Connector
  - ⇒ CCMPO Strategic Plan Implementation
  - ⇒ CCMPO FY 2024-2025 Unified Planning Work Program (UPWP)
  - ⇒ CCMPO Draft CY 2024 Budget
- b. Technical Committee: Wednesday, November 8, 2023, 9:30 a.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building
- ⇒ CCMPO FY 2024-2025 Draft UPWP adoption
  - ⇒ 2025-2028 Draft TIP Review
  - ⇒ CCMPO Strategic Plan Implementation
  - ⇒ State College Area Connector
  - ⇒ Transit Asset Management Plan
  - ⇒ Transit Safety Report
  - ⇒ CCMPO Active Transportation Plan
- c. Coordinating Committee: Tuesday, September 28, 2023, 6:00 p.m.  
Hybrid meeting  
Zoom and in-person at the Centre Region COG Building
- ⇒ CCMPO FY 2024-2025 Draft UPWP adoption
  - ⇒ 2025-2028 Draft TIP Review
  - ⇒ CCMPO Strategic Plan Implementation
  - ⇒ State College Area Connector
  - ⇒ Transit Asset Management Plan
  - ⇒ Transit Safety Report
  - ⇒ CCMPO Active Transportation Plan

2. The CCMPO's *Procedures for Transportation Improvement Program (TIP) Revisions* allow project sponsors (typically PennDOT and CATA) to make administrative modifications that change funding on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the administrative modifications be reported to the CCMPO for information purposes. Attachment 13.2 is a Fiscal Constraint Chart that lists administrative modifications to the 2023-2026 TIP that were completed since the June CCMPO meetings.
3. CCMPO staff was asked to provide a letter of support for the Patton Township Board of Supervisors application for improvements at the intersection of Waddle Road and Vairo Boulevard. A copy of the letter is included as attachment 13.3.

(Continued)

4. CCMPO staff was asked to provide a letter of support for the Harris Township Board of Supervisors application for improvements at the intersection of Boal Avenue and Old Boalsburg Road. A copy of the letter is included as attachment 13.4.
5. CCMPO staff was asked to provide a letter of support for the PennDOT Statewide Wildlife Crossings Strategic Plan as part of the Wildlife Crossings Pilot Program. A copy of the letter is included as attachment 13.5.
6. CCMPO staff was asked to provide a letter of support Phillipsburg letter of support for the Philipsburg Borough application to improve the intersection of T-322 (Powder Magazine Road) with SR 322 (Port Matilda Highway). A copy of the letter is included as attachment 13.6.
7. CCMPO staff was asked to provide a letter of support for the College Township application for the East College Avenue Shared Use Path from Puddintown Road to Hastings Road. A copy of the letter is included as attachment 13.7.
8. In February 2023, CCMPO staff was asked to provide a letter of support for the designation of parts of BicyclePA Routes G and V in Centre County as a US Bicycle Route (USBR). The designation request was successful, and these routes are now part of USBR 11 through Pennsylvania. A press release regarding the designation is included as item 13.8.
9. State College Borough recently received \$78,991 from the Multimodal fund overseen by PennDOT for the construction of a new pedestrian bridge in Walnut Springs Park.
10. A live session for the Biking in the Centre Region 101 Workshop was held at the PSU Bike Den on July 27. Information on events can be found on the Bike Events Calendar at <https://www.crcog.net/bikes>.
11. An in-person session for Biking after 50 class will be held on Monday October 8, 2023 at Schlow Library. Registration for this class can be found Programs & Special Events | Centre Region Parks & Recreation (crpr.org). See the Bike Events Calendar at <https://www.crcog.net/bikes> for more information on future activities.
12. Staff participated in the first ever Bicycle Rodeo held by Representative Paul Takac on August 30, 2023 at the Pennsylvania Military Museum.
13. The State Transportation Commission (STC) concluded the 2023 Public Comment Period for the update of the 12-Year Program (TYP). However, interested stakeholders may still access the survey developed by the STC at <https://talkpatransportation.com>. This option is being provided on a trial basis to provide a continuing channel for public participation in the transportation planning process.
14. PennDOT's Local Technical Assistance Program (LTAP) provides training courses free of charge, sponsored by the SEDA-COG MPO – See <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>
15. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
16. “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO – See [www.driveforwardcc.com](http://www.driveforwardcc.com).
17. US DOT, FHWA and FTA continue to provide updates on programs available under the Bipartisan Infrastructure Law. Members should check for new updates regularly and consider signing up for email alerts. Notable sites are included in the table on the next page:

| Description   | Site  |
|---|---|
| BIL overview and assistance site  | <a href="https://billlaunchpad.com/">https://billlaunchpad.com/</a>   |
| DOT Discretionary Grants Dashboard  | <a href="#">DOT Discretionary Grants Dashboard   US Department of Transportation</a>  |
| FHWA Fact Sheets  | <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm</a>   |
| FHWA Guidance and Regulations   | <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/guidance.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/guidance.cfm</a>   |
| US DOT BIL Website  | <a href="https://www.transportation.gov/bipartisan-infrastructure-law">https://www.transportation.gov/bipartisan-infrastructure-law</a>   |
| FTA BIL Website   | <a href="https://www.transit.dot.gov/BIL">https://www.transit.dot.gov/BIL</a>   |
| FHWA Policy of Using BIL Resources to Build a Better America                | <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm</a>                             |
| FHWA Newsroom   | <a href="https://highways.dot.gov/newsroom">https://highways.dot.gov/newsroom</a>   |
| BIL Overview Presentation   | <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf</a>   |
| Anticipated schedule for upcoming USDOT BIL discretionary funding programs: | <a href="https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022">https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022</a> |
| Current USDOT NOFOs   | Site  |
| Safe Streets and Roads for All (SS4A)                                       | <a href="https://www.transportation.gov/grants/ss4a/nofo">https://www.transportation.gov/grants/ss4a/nofo</a>   |

18. CCMPO staff contact information:

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

Jim May, Director  
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On the web at [www.ccmpto.net](http://www.ccmpto.net) . Like and share the CCMPO's Facebook page at <https://www.facebook.com/centrecountyMPO/> .

For Centre

Overall Change Amount: \$1,146,880

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 130566    | 06/13/2023  | Administrative Action | \$0           |

**Narrative:**

Centre County MPO, District 2-0.

From:

84343 CON HSIP Decreased by -44,000 in FFY 2023

To:

106034 CON HSIP Add 44,000 in FFY 2023

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                    | Phase | Amount    |
|---------|--------|------|---------|----------------------------------|-------|-----------|
| 84343   | Centre |      | 000     | Poor Bridge/Betterment Line Item | CON   | \$-44,000 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                      | Phase | Amount   |
|---------|--------|------|---------|------------------------------------|-------|----------|
| 106034  | Centre | 64   | N38     | SR 64/550 Intersection Improvement | CON   | \$44,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 130735    | 06/29/2023  | Administrative Action | \$950,000     |

**Narrative:**

[TRANSIT AMENDMENT] Centre County MPO approved 6/20/23. Per J. Levitsky and Greg Kausch instructions, all other funds in later years are to remain as is. Fiscal constraint appears off by \$950,000 due to influx of federal transit funds and reduction of state and local funds.

e-STIP amend request submitted 2023-06-29. FTA approval received 7/28/23.

From:

89932 OTH-S Decreased by -229,750 in FFY 2023

89932 LOC Decreased by -12,250 in FFY 2023

To:

89932 5310 Increased by 432,000 in FFY 2023

95509 5310 Increased by 608,000 in FFY 2023

95509 OTH-S Increased by 152,000 in FFY 2023

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title             | Phase | Amount    |
|---------|--------|------|---------|---------------------------|-------|-----------|
| 89932   | Centre |      |         | Replace Paratransit Vans  |       | \$190,000 |
| 95509   | Centre |      |         | Replace Paratrans Vehicle |       | \$760,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 130766    | 06/23/2023  | Administrative Action | \$0           |

**Narrative:**

Centre County MPO, District 2-0.

From:

119190 FD HVRU Spike Decreased by -100,000 in FFY 2023

119190 ROW HVRU Spike Remove -50,000 in FFY 2023

119190 UTL HVRU Spike Remove -50,000 in FFY 2023

To:

119190 CON HVRU Spike Increased by 200,000 in FFY 2023

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                 | Phase | Amount     |
|---------|--------|------|---------|-------------------------------|-------|------------|
| 119190  | Centre | 144  | PCS     | District PCS Project for VRUs | FD    | \$-100,000 |
| 119190  | Centre | 144  | PCS     | District PCS Project for VRUs | UTL   | \$-50,000  |
| 119190  | Centre | 144  | PCS     | District PCS Project for VRUs | ROW   | \$-50,000  |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                 | Phase | Amount    |
|---------|--------|------|---------|-------------------------------|-------|-----------|
| 119190  | Centre | 144  | PCS     | District PCS Project for VRUs | CON   | \$200,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 130955    | 07/10/2023  | Administrative Action | \$0           |

**Narrative:**

Administrative action to the 2023-26 Centre TIP to remove sHSIP funds from the CON phase of the MPMS 113451 High Friction Surface Treatment HSIP project. Funds were obligated on the 2021 TIP. Funds returned to the HSIP Set Aside Reserve line item on the STWD Items TIP.

113451 CON HSIP Spike Decreased by -100,000 in FFY 2023  
 101969 CON HSIP Spike Increased by 100,000 in FFY 2023

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                        | Phase | Amount     |
|---------|--------|------|---------|--------------------------------------|-------|------------|
| 113451  | Centre | 26   | HFS     | High Friction Surface Treatment HSIP | CON   | \$-100,000 |

**To: STWD Items/District 99-0**

| Project | County         | S.R. | Section | Project Title          | Phase | Amount    |
|---------|----------------|------|---------|------------------------|-------|-----------|
| 101969  | Central Office |      |         | HSIP Set Aside Reserve | CON   | \$100,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131081    | 07/14/2023  | Administrative Action | \$0           |

**Narrative:**

Centre County MPO, District 2-0.

**From:**

76136 CON HSIP Decreased by -99,000 in FFY 2023  
 84343 CON HSIP Decreased by -55,000 in FFY 2023  
 93262 PE HSIP Decreased by -370,315 in FFY 2023  
 75808 CON HSIP Decreased by -75,685 in FFY 2023  
 93262 FD HSIP Decreased by -337,652 in FFY 2024  
 93262 ROW HSIP Decreased by -140,689 in FFY 2024  
 93262 UTL HSIP Decreased by -84,413 in FFY 2024  
 93262 CON HSIP Decreased by -954,000 in FFY 2025  
 93262 CON HSIP Decreased by -954,000 in FFY 2026

**To:**

93262 CON HSIP Increased by 400,000 in FFY 2023  
 93262 FD HSIP Increased by 150,000 in FFY 2023  
 93262 ROW HSIP Increased by 15,000 in FFY 2023  
 93262 UTL HSIP Increased by 35,000 in FFY 2023  
 93262 CON HSIP Increased by 200,000 in FFY 2024  
 75808 CON HSIP Increased by 362,754 in FFY 2024  
 75808 CON HSIP Increased by 954,000 in FFY 2025  
 75808 CON HSIP Increased by 954,000 in FFY 2026

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                     | Phase | Amount       |
|---------|--------|------|---------|-----------------------------------|-------|--------------|
| 76136   | Centre | 26   | N37     | SR 26/45 Shingletown Intersection | CON   | \$-99,000    |
| 84343   | Centre |      | 000     | Poor Bridge/Betterment Line Item  | CON   | \$-55,000    |
| 93262   | Centre | 26   | N41     | Howard Intersection               | PE    | \$-370,315   |
| 93262   | Centre | 26   | N41     | Howard Intersection               | FD    | \$-187,652   |
| 93262   | Centre | 26   | N41     | Howard Intersection               | UTL   | \$-49,413    |
| 93262   | Centre | 26   | N41     | Howard Intersection               | ROW   | \$-125,689   |
| 93262   | Centre | 26   | N41     | Howard Intersection               | CON   | \$-1,308,000 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title    | Phase | Amount      |
|---------|--------|------|---------|------------------|-------|-------------|
| 75808   | Centre |      | SAF     | Line Item Safety | CON   | \$2,195,069 |



| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131145    | 07/19/2023  | Administrative Action | \$0           |

**Narrative:**

Centre County MPO, District 2-0.

From:

84343 CON STP Decreased by -314,801 in FFY 2023  
 112588 CON STP Decreased by -200,000 in FFY 2023  
 84343 CON STP Decreased by -286,573 in FFY 2025  
 84343 CON 581 Decreased by -693,234 in FFY 2026

To:

109582 CON STP Increased by 314,801 in FFY 2023  
 112588 PE STP Increased by 200,000 in FFY 2023  
 112588 CON STP Increased by 286,573 in FFY 2025  
 112588 CON 581 Increased by 693,234 in FFY 2026

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                    | Phase | Amount       |
|---------|--------|------|---------|----------------------------------|-------|--------------|
| 84343   | Centre |      | 000     | Poor Bridge/Betterment Line Item | CON   | \$-1,294,608 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                | Phase | Amount    |
|---------|--------|------|---------|------------------------------|-------|-----------|
| 109582  | Centre | 504  | A06     | Steel Arch Culvert           | CON   | \$314,801 |
| 112588  | Centre | 26   | 147     | Jacksonville Road Betterment | PE    | \$200,000 |
| 112588  | Centre | 26   | 147     | Jacksonville Road Betterment | CON   | \$779,807 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131263    | 07/31/2023  | Administrative Action | \$6,000       |

**Narrative:**

Centre County MPO, District 2-0. Fiscal constraint appears off by \$6k due to influx of local funds.

From:

84343 CON BOF Decreased by -24,000 in FFY 2024

To:

2898 PE BOF Add 24,000 in FFY 2024  
 2898 PE LOC Add 6,000 in FFY 2024

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                    | Phase | Amount    |
|---------|--------|------|---------|----------------------------------|-------|-----------|
| 84343   | Centre |      | 000     | Poor Bridge/Betterment Line Item | CON   | \$-24,000 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title            | Phase | Amount   |
|---------|--------|------|---------|--------------------------|-------|----------|
| 2898    | Centre | 7218 | 000     | T-633, Potter Run Bridge | PE    | \$30,000 |

| Action ID | Commit Date | Action Type | Change Amount |
|-----------|-------------|-------------|---------------|
| 131398    | 08/09/2023  | Amendment   | \$0           |

**Narrative:**

Centre County MPO, District 2-0. [AMENDMENT] Add new project with federal funds.

Centre County MPO pending.

STIP date will remain blank until FHWA approval.

From:

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                               | Phase | Amount     |
|---------|--------|------|---------|---|-------|------------|
| 117920  | Centre |      |         | Infrastructure Investment Reserve Line Item | CON   | \$-865,061 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title               | Phase | Amount    |
|---------|--------|------|---------|-----------------------------|-------|-----------|
| 119970  | Centre | 150  | CRP     | Centre Co. Carbon Reduction | CON   | \$865,061 |

| Action ID | Commit Date | Action Type | Change Amount |
|-----------|-------------|-------------|---------------|
| 131531    | 08/16/2023  | Amendment   | \$0           |

**Narrative:**

Centre County MPO, District 2-0. [AMENDMENT] Add new projects to TIP with federal HSIP funds.

Centre County MPO approval pending September's (9/26/23) meeting.

STIP date will remain blank until FHWA approval.

**From:**

75808 CON HSIP Decreased by -220,000 in FFY 2023  
 75808 CON HSIP Decreased by -150,000 in FFY 2024

**To:**

119990 CON HSIP Add 148,000 in FFY 2023  
 120082 CON HSIP Add 50,000 in FFY 2023  
 120082 PE HSIP Add 22,000 in FFY 2023  
 120082 CON HSIP Add 150,000 in FFY 2024

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title    | Phase | Amount     |
|---------|--------|------|---------|------------------|-------|------------|
| 75808   | Centre |      | SAF     | Line Item Safety | CON   | \$-370,000 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                          | Phase | Amount    |
|---------|--------|------|---------|--|-------|-----------|
| 119990  | Centre | 144  | HFS     | SR 144 High Friction Surface Treatment | CON   | \$148,000 |
| 120082  | Centre | 322  | HF2     | SR 322 High Friction Surface Treatment | PE    | \$22,000  |
| 120082  | Centre | 322  | HF2     | SR 322 High Friction Surface Treatment | CON   | \$200,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131745    | 08/22/2023  | Administrative Action | \$0           |

**Narrative:**

91500 ROW BRIP Decreased by -50,000 in FFY 2023  
 91500 UTL BRIP Decreased by -25,000 in FFY 2023  
 91500 FD BRIP Increased by 75,000 in FFY 2023

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title             | Phase | Amount    |
|---------|--------|------|---------|---------------------------|-------|-----------|
| 91500   | Centre | 2005 | A01     | SR 2005 Sinking Cr Bridge | UTL   | \$-25,000 |
| 91500   | Centre | 2005 | A01     | SR 2005 Sinking Cr Bridge | ROW   | \$-50,000 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title             | Phase | Amount   |
|---------|--------|------|---------|---------------------------|-------|----------|
| 91500   | Centre | 2005 | A01     | SR 2005 Sinking Cr Bridge | FD    | \$75,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131881    | 08/28/2023  | Administrative Action | \$0           |

**Narrative:**

Centre County MPO, District 2-0.

From:

110305 ROW BRIP Decreased by -47,543 in FFY 2023

110305 UTL BRIP Decreased by -96,090 in FFY 2023

To:

110305 CON BRIP Increased by 143,633 in FFY 2023

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title            | Phase | Amount    |
|---------|--------|------|---------|--------------------------|-------|-----------|
| 110305  | Centre | 504  | P36     | 2024 Bridge Preservation | UTL   | \$-96,090 |
| 110305  | Centre | 504  | P36     | 2024 Bridge Preservation | ROW   | \$-47,543 |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title            | Phase | Amount    |
|---------|--------|------|---------|--------------------------|-------|-----------|
| 110305  | Centre | 504  | P36     | 2024 Bridge Preservation | CON   | \$143,633 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131907    | 08/29/2023  | Administrative Action | \$190,880     |

**Narrative:**

Administrative Action to the 2023-26 Centre TIP adding Green-Light-Go grant funds to approved project MPMS 120180 Benner Pike/Rt. 150 Corridor System.

120180 CON 073 Add 190,880 in FFY 2024

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                       | Phase | Amount    |
|---------|--------|------|---------|-------------------------------------|-------|-----------|
| 120180  | Centre |      |         | Benner Pike/Rt. 150 Corridor System | CON   | \$190,880 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131959    | 08/30/2023  | Administrative Action | \$0           |

**Narrative:**

Centre County MPO, District 2-0.

From:

116881 CON BRIP Decreased by -250,000 in FFY 2023

118761 CON BRIP Decreased by -250,000 in FFY 2024

To:

118761 CON BRIP Increased by 250,000 in FFY 2023

116881 CON BRIP Increased by 250,000 in FFY 2024

**From: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                   | Phase | Amount |
|---------|--------|------|---------|---------------------------------|-------|--------|
| 116881  | Centre | 3022 | P48     | 2024 Centre Bridge Preservation | CON   | \$0    |

**To: Centre/District 2-0**

| Project | County | S.R. | Section | Project Title                             | Phase | Amount |
|---------|--------|------|---------|---|-------|--------|
| 118761  | Centre | 26   | EPX     | 2023 Centre Bridge Epoxy Surface Treatmen | CON   | \$0    |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 131983    | 08/30/2023  | Administrative Action | \$0           |

**Narrative:**

Administrative action to the 2023-26 Centre TIP to reduce the FFY 2023 funds on the CON phase of the MPMS 119190 District PCS Project for VRUs project to the obligated amount. Funds returned to the Statewide HSIP Set Aside Reserve line item.

119190 CON HVRU Spike Decreased by -62,000 in FFY 2023

101969 CON HSIP Spike Increased by 62,000 in FFY 2023

**From: Centre/District 2-0**

| <b>Project</b> | <b>County</b> | <b>S.R.</b> | <b>Section</b> | <b>Project Title</b>          | <b>Phase</b> | <b>Amount</b> |
|----------------|---------------|-------------|----------------|-------------------------------|--------------|---------------|
| 119190         | Centre        | 144         | PCS            | District PCS Project for VRUs | CON          | \$-62,000     |

**To: STWD Items/District 99-0**

| <b>Project</b> | <b>County</b>  | <b>S.R.</b> | <b>Section</b> | <b>Project Title</b>   | <b>Phase</b> | <b>Amount</b> |
|----------------|----------------|-------------|----------------|------------------------|--------------|---------------|
| 101969         | Central Office |             |                | HSIP Set Aside Reserve | CON          | \$62,000      |

.....

## Centre County Metropolitan Planning Organization (CCMPO)

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

Centre County Planning and Community Development Office  
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Bellefonte, PA 16823-1488  
Phone (814) 355-6791 / FAX (814) 355-8661  
[www.centrecountypa.gov](http://www.centrecountypa.gov)

June 26, 2023

Mr. Michael Carroll  
Secretary of Transportation  
Keystone Building  
400 North Street  
Harrisburg, PA 17120

### **RE: Patton Township Grant Application for Traffic Signal Upgrades at Waddle Road and Vairo Boulevard**

Dear Secretary Carroll:

This letter expresses the support of the Centre County Metropolitan Planning Organization (CCMPO) for the Patton Township Board of Supervisors application to the Automated Red Light Enforcement (ARLE) Grant Program. The Township has experienced significant growth in residential, commercial, and through traffic in the past few years, and this application request, if funded, will be utilized to improve vehicular movements and enhance pedestrian safety.

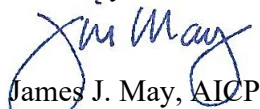
The requested funding will allow traffic to move safely and efficiently through the intersection of Waddle Road and Vairo Boulevard. This intersection provides a vital multimodal connection between the Atherton Street and Waddle Road corridors that both connect to Interstate 99. The project is consistent with and supports projects on the current Central Regional Traffic Management Center (RTMC) Operations Plan. Over 3,000 Penn State students and Township resident live in housing developments along Vairo Boulevard and use this intersection daily by bus, auto, bicycle, and as pedestrians. Improvements include:

- Changes to better facilitate large vehicle turning movements
- New pedestrian signals including countdown heads and new pushbuttons
- Coordination of signal timings with adjacent intersections on Vairo Boulevard
- Addition of a flashing yellow arrow for traffic turning left from Vairo onto Waddle

Upon completion, this project will improve traffic flow, reduce congestion and delay, and provide important safety improvements.

If you should have any questions regarding CCMPO support for this project, please do not hesitate to contact me. Thank you for your time and consideration.

Sincerely,



James J. May, AICP  
Secretary, Centre County Metropolitan Planning Organization

cc: State Senator Wayne Langerholic  
State Representative Scott Conklin  
Thomas Prestash, P.E., District Executive, PennDOT Engineering District 2-0

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[www.centrecountypa.gov](http://www.centrecountypa.gov)

June 23, 2023

Mr. Peter Marshall  
Harris Township Manager  
224 East Main Street  
Boalsburg, PA 16827

**RE: Letter of Support and Planning Consistency – Harris Township  
Automated Red Light Enforcement Program**

Dear Peter:

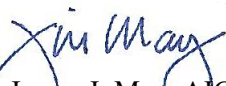
This letter expresses the support of the Centre County Metropolitan Planning Organization (CCMPO) for the Harris Township application to the Automated Red Light Enforcement (ARLE) Program to designate and design a safe crossing across Boal Avenue at the main entry to the Pennsylvania Military Museum. This improvement is consistent with and supports projects on the current Central Regional Traffic Management Center (RTMC) Operations Plan.

The project is expected to improve safety and mobility on a corridor that has both regional and local significance. For example, the events programed by the Military Museum, Boal Mansion, and the Township draw individuals from well beyond the Township, but they provide local economic benefit. Individuals attending events may cross Boal Avenue for large events when overflow parking is required. This area of the Township also provides significant recreational amenities, and improvements would benefit local pedestrians and bicyclists. This project is consistent with the mobility and safety goals of the 2016 Centre Region Bike Plan and Centre County Long Range Transportation Plan. Additionally, the project will leverage local funds used for the design and completion of the large safety corridor project.

We believe that the project will improve safety in this area of the Township by providing highly visible and safer crossing accommodations for pedestrians and bicyclists to minimize conflict between motorized and nonmotorized traffic. As such, the project has the potential to improve safety and increase mobility for active transportation modes. Pedestrian and bicycle activity during daytime and nighttime hours also suggest the need for adequate lighting and conspicuous advance signage.

The CCMPO strongly supports Harris Township's application for funding through the ARLE program to install the Rectangular Rapid Flashing Beacon and other improvements to improve mobility and safety at this location.

Sincerely



James J. May, AICP  
Secretary, Centre County Metropolitan Planning Organization

cc: State Senator Cris Dush  
State Representative Paul Takac  
Tom Prestash, P.E., District Executive, PennDOT Engineering District 2-0

## Centre County Metropolitan Planning Organization (CCMPO)

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July 23, 2023

The Honorable Pete Buttigieg  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

**RE: Pennsylvania Wildlife Crossings Strategic Plan and Analysis Tools Development**

Dear Secretary Buttigieg:

This letter expresses the support of the Centre County Metropolitan Planning Organization (CCMPO) for the Pennsylvania Department of Transportation (PennDOT) Wildlife Crossings Pilot Program (WCPP) application to support the Pennsylvania Statewide Wildlife Crossing Strategic Plan.

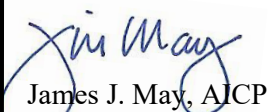
Based on insurance industry information, State Farm estimated that over 156,000 deer-vehicle collisions happened in Pennsylvania between July of 2021 and June of 2022. With twenty state forests, over three hundred state game lands, and over one hundred urban areas in Pennsylvania, conflicts between wildlife and vehicular traffic are inevitable. We support the effort to address this issue through development of a strategic plan for wildlife crossings and ecological connectivity in Pennsylvania, and the development of analytical tools that CCMPO and other partners will be able to use in working with PennDOT to improve roadway safety.

The CCMPO also looks forward to working with PennDOT and other stakeholders on a collaborative basis to identify prioritized corridors and plan for future crossing projects as a method to improve safety, reduce wildlife collisions and provide better ecological connectivity.

We note that, while the issues, concerns and methodologies differ, PennDOT has a strong history of similar efforts, using statewide data to support strategic plans that led to accomplished implementation efforts in areas such as safety, resiliency and alternative fuels fueling and charging infrastructure.

The CCMPO strongly supports PennDOT's application for funding through the WCPP to develop the Pennsylvania Statewide Wildlife Crossing Strategic Plan.

Sincerely



James J. May, AICP  
Secretary, Centre County Metropolitan Planning Organization

cc: United States Senator Robert Casey  
United States Senator John Fetterman  
United States Representative Glenn Thompson  
Tom Prestash, P.E., District Executive, PennDOT Engineering District 2-0

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July 20, 2023

Tim Ryder, Zoning and Code Enforcement Officer  
Philipsburg Brough  
4 North Centre Street  
Philipsburg, PA 16866

RE: Letter of Support and Planning Consistency – Philipsburg Borough  
CFA/DCED Multimodal Transportation Fund Program

Dear Tim:

The Centre County Metropolitan Planning Organization (CCMPO) Coordinating Committee works closely with PennDOT, the Centre County Board of Commissioners, and municipal officials to prioritize transportation needs and allocate federal, state, and some local funds for improvements to the transportation system. Through this process, the CCMPO is well-aware that the need for improvements to locally-owned roads far surpasses the limited financial resources available to municipalities, the County, PennDOT, and the CCMPO. We understand the challenges that municipalities face in maintaining and improving roadways due to limited available dollars.

The CCMPO strongly supports Philipsburg Brough's application for funding through the Multimodal Transportation Fund program to make significant improvements to Township Route T- 322 (Powder Magazine Road) intersecting with SR-322 (Port Matilda Highway). This intersection is the only access point for residents, the municipal composting facility that services the neighboring municipalities in both Clearfield County and Centre County and community soccer fields adjacent to Cold Stream Dam Recreation Area. This is in addition to the traffic that regularly passes this intersection on SR-322 with an AADT of over 10,000 with 11 percent truck traffic. This project will improve turning into and out of Powder Magazine Road by improving sight distance and separating ingress and egress for all road users. The project is anticipated to result in safer traveling conditions for passenger vehicles and trucks.

The highest priority goal in the CCMPO's adopted Long Range Transportation Plan (LRTP) 2050 is *Improve Safety and Security*. By significantly improving the intersection alignment to provide safe conditions for daily travel, this project is consistent with the LRTP's *Improve Safety and Security* goal and objectives. The project will also provide a newly constructed intersection that will be much less costly to maintain over time, which is consistent with the second highest priority goal in the LRTP, *Preserve the Existing Transportation System*.

The CCMPO acknowledges the Borough's substantial commitment to safety by submitting this application for funding for this project. However, without the state grant funds, Phillipsburg Borough will be faced with an extremely heavy financial burden for this intersection improvement project, with no prospect for assistance from the CCMPO.



**Tim Ryder**  
**July 20, 2023**  
**Page 2**

The CCMPO fully supports the Borough's application and urges the PA Department of Community and Economic Development and the Commonwealth Financing Authority to approve grant funding for this important improvement project.

Sincerely,



James J. May, AICP  
Secretary, Centre County Metropolitan Planning Organization

cc: Larry M. Shifflet, Deputy Secretary for Planning, PennDOT Central Office  
Tom Prestash, P.E., District Executive, PennDOT Engineering District 2-0

## Centre County Metropolitan Planning Organization (CCMPO)

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

Centre County Planning and Community Development Office  
Willowbank Office Building  
420 Holmes Street  
Bellefonte, PA 16823-1488  
Phone (814) 355-6791 / FAX (814) 355-8661  
[www.centrecountypa.gov](http://www.centrecountypa.gov)

June 24, 2023

Adam Brumbaugh  
College Township  
1481 East College Avenue  
State College, PA 16801

**RE: Letter of Support and Planning Consistency – College Township  
Commonwealth Financial Authority Multimodal Transportation Fund Program**

Dear Adam:

The Centre County Metropolitan Planning Organization (CCMPO) works with PennDOT, the Centre County Board of Commissioners, and municipal officials to prioritize transportation needs and allocate federal, state, and local funds for improvements to the transportation system. We are aware that the need for bicycle and pedestrian infrastructure far surpasses the limited financial resources available to municipalities. We also understand the challenges that municipalities face in constructing new bicycle and pedestrian facilities.

The CCMPO strongly supports College Township's application for funding through the Commonwealth Financing Authority's Multimodal Transportation Fund (MTF) program to construct the East College Avenue Shared Use Path from Puddintown Road to Hastings Road along East College Avenue. East College Avenue is a heavily traveled roadway, and the addition of an off-road shared use path will provide a safe environment for bicyclists of all ages and abilities; and increase ridership by encouraging individuals that identify themselves as Interested but Concerned Bicyclists to ride more. The proposed shared use path will also provide travel options to Penn State University students that live along the corridor.

In several recent surveys, the public has requested a more connected bike network. This project will accomplish that goal by connecting residential areas to Downtown State College, the Millbrook Marsh Nature Center, and the University Park Campus of Penn State University. These connections are critical to provide a safe and balanced transportation system for residents of all abilities and ages, consistent with the goals and recommended projects in the adopted Centre Region Bike Plan.

The highest priority goal in the CCMPO's Long Range Transportation Plan (LRTP) 2050 is *Improve Safety and Security*. By expanding the regional bikeway network to provide safe conditions for bicyclists, this project is consistent with the LRTP's top goal and an associated objective to reduce conflicts between motorized and non-motorized modes of transportation. The proposed project is also consistent with other goals in the LRTP 2050 relative to connectivity, accessibility, and stewardship of the environment.

**Adam Brumbaugh**

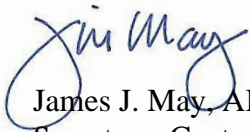
**June 24, 2023**

**Page 2**

The CCMPO notes and acknowledges College Township's commitment of \$830,000 in municipal funding for this project. This amount represents a substantial commitment of the Township's resources, yet the project still requires an award of MTF grant funds to make the improvements feasible.

The CCMPO fully supports the Township's application and urges the Commonwealth Financing Authority to approve grant funding for this important shared use path project.

Sincerely

A handwritten signature in blue ink that reads "Jim May". The signature is written in a cursive style with a large initial "J" and "M".

James J. May, AICP

Secretary, Centre County Metropolitan Planning Organization

cc: State Senator Cris Dush  
State Representative Paul Takac  
Tom Prestash, P.E., District Executive, PennDOT Engineering District 2-0

FOR IMMEDIATE RELEASE

June 22, 2023

Contact: Jennifer Hamelman  
Director of Routes, Adventure Cycling Association  
[jhamelman@adventurecycling.org](mailto:jhamelman@adventurecycling.org)

### **Three New Routes Added to the US Bicycle Route System**

Missoula, Montana – [Adventure Cycling Association](#) is proud to announce major expansions to the [United States Bicycle Route System](#), including three completely new routes and a connection from Alaska to the lower 48.

The U.S. Bicycle Route System is a developing national network of officially designated, numbered, and signed routes that use existing roads, trails, and other facilities appropriate for bike travel. It will eventually encompass 50,000 miles of routes and open new opportunities for cross-country travel, regional touring, and commuting by bike. It also benefits communities by providing new bicycle routes, enhancing safety, and increasing tourism and economic activity.

The three new routes are USBR 610 in Idaho, USBR 11 in Pennsylvania, and USBR 121 in Tennessee. In Minnesota, USBR 20 has been extended and USBR 45 and USBR 45A have been adjusted to incorporate new trails and improve safety. Alaska's network will now connect to Washington State via the Alaska Marine Highway System using ferries, the first time a ferry has been designated as part of a US Bicycle Route.

"Twice each year, state departments of transportation play a significant role in the expansion of the U.S. Bicycle Route System by designating new routes," explained Jim Tymon, executive director of the American Association of State Highway and Transportation Officials.

"Those bike routes are critical to enhancing and expanding the active transportation opportunities within the nation's multimodal mobility network," he said. "State DOTs play a key role in helping foster more and safer bicycle travel options for all Americans and goes to the heart of AASHTO's longstanding partnership with the Adventure Cycling Association."

Digital maps for all designated U.S. Bicycle Routes are available to the public for free on the Adventure Cycling Association [website](#).

With the new designation and realignments, the U.S. Bicycle Route System now boasts nearly 20,000 miles of routes in 34 states and Washington, D.C. At least 38 states are currently developing additional U.S. Bicycle Routes.

"It's exciting to see how the U.S. Bicycle Route System mirrors our European counterpart bicycle travel network, EuroVelo in a new way: ferries!," said Jennifer O'Dell, executive director of Adventure Cycling Association. "By incorporating the Alaska Marine Highway System into the USBRS, cyclists' horizons are widened beyond the Lower 48."

The nonprofit Adventure Cycling Association promotes bike travel and is the only organization that coordinates national development of the U.S. Bicycle Route System. Adventure Cycling staff offer

technical assistance, volunteer coordination, and outreach to help states achieve official designation of routes.