

CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION

COORDINATING COMMITTEE

Meeting Minutes

Tuesday, June 24, 2025, 6:00 p.m.

Mr. Bernier called the meeting to order at 6:00 p.m. Roll call was taken by Ms. Mann.

Members Present:

Eric Bernier	College Township
Amber Concepcion	Centre County Board of Commissioners
Lisa Strickland	Ferguson Township
Frank Harden	Harris Township
Matt Herndon	State College Borough
Keith Reese	Upper Bald Eagle Valley Planning Region
Eric Rusnak	Moshannon Valley Planning Region
Dick Decker	Penns Valley Planning Region
William Burnett	Centre Regional Planning Commission (CRPC)
Nate Walker	PennDOT Central Office
Doug Johnson	Nittany Valley Planning Region
Eric Murnyack	PennDOT District 2-0

Others Present:

Pam Adams	Centre Regional Planning Agency (CRPA)
Jim Saylor	CRPA
Greg Kausch	CRPA
Anne Messner	CRPA
Marcella Hoffman	CRPA
Reagan Mann	CRPA
Brian Funkhouser	Michael Baker International
Kevin James	Michael Baker International
Frank Hampton	PennDOT Central Office
Mark Schultz	PennDOT District 2-0
Cindy Kunes	Congressman Glenn Thompson's Office
David Gunsallus	Larson Design Group
Gene Porochniak	Federal Highway Administration (FHWA)

1. SPECIAL ANNOUNCEMENTS: (00:03:30)

Mr. Bernier announced Pam Adams as the new and incoming Agency Director for the Centre Region Planning Agency (CRPA), having assumed the role effective May 16th upon the departure of Mike Tylka.

Ms. Adams is also the Technical Committee representative for the Centre Region Planning Commission (CRPC).

2. SAFETY MOMENT: SUMMER DRIVING TIPS: (00:06:02)

Ms. Messner brought attention to summer heat in vehicles, along with the importance of implementing a packing list for your car during the summer months and asked the Committee to review the tips provided.

3. PUBLIC COMMENTS: (00:06:37)

There were no comments from the public.

4. NEW AGENDA ITEMS: (00:07:10)

No new agenda items were requested.

5. CONSENT AGENDA: (00:07:27)

a. Approval of Minutes – April 22, 2025, Coordinating Committee

Motion was made by Mr. Decker, seconded by Mr. Reese to approve the consent agenda as presented. The motion carried 12 – 0.

6. STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT UPDATE: (00:08:01)

Mr. James, representing PennDOT District 2-0, presented the Committee with an update on the SCAC project. The second scoping public meeting was held on May 8th, 2025, in Boalsburg at the Wyndam Garden Hotel. It was well attended, with more than 425 attendees. At the meeting, updates were shared about the three alternatives: the North, Central, and South Alternatives. There were flyover videos and 3D CAD models presented for attendees to interact with, which were well received and helped people to better visualize options. Prior to the May 8 public meeting, PennDOT announced its recommended preferred alternative, the Central Alternative, to move forward for further design.

Feedback from the community was welcomed, as well as enhancement recommendations to the Central Alternative recommended option. It was requested that PennDOT follow up with property owners, business owners, and area leaders to share and gather more information. There will be a summary report for the public meeting, to include all comments received. Most of the questions received were regarding the right-of-way acquisition process. Currently, the project is at the stage of the environmental clearance process, where a record of decision is needed for the recommended preferred alternative before proceeding with any right-of-way acquisitions.

Mr. James also reported that on Monday, June 16, 2025, the second consulting parties meeting was held at the Boalsburg Fire Hall to assess the project area's cultural resources and determine how the project would affect the historic properties and cultural resources throughout the area. Information was provided on the determination of effects of each alternative presented, and feedback was received from the Pennsylvania State Historic Preservation Office (SHPO). Next steps include holding another meeting to discuss the mitigation strategies for the effects that have been determined at this point.

The PennDOT team has continued to work on the draft Environmental Impact Statement (EIS) and will be ready for public comment at the end of 2025 or early 2026. There will be a 30-day comment period, which will allow interested parties to provide comments on the draft EIS. A final EIS will be completed and submitted in summer of 2026, to obtain a record of decision from the Federal Highway Administration (FHWA), which would close out the environmental impact process.

Last, the PennDOT team is working with the permitting agencies to begin the waterway permit process. There are continued conversations with the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection (DEP) to start that process. There is a requirement for a federal decision on the permitting process within 90 days of a record of decision.

There was discussion on the negative feedback provided by those impacted by this project, and what their potential options would be. It was stated that if this project did not move forward, needs would not be met, and safety would be compromised. There is an option to do nothing and not move forward, but that would not meet the needs of all those who have coordinated these efforts over the more than three years of discussion. A question was asked regarding what to tell people if they ask about their options for this project impacting them directly.

POWER OUTAGE

Power was lost during the meeting and recessed from 00:16:15 on the CNET recording or 6:14 pm in person. Power was restored at 00:16:26 on the CNET recording and 6:40 pm in person.

A quorum was reached between people in the room and via phone, as the meeting room technology and internet connectivity was lost during the power outage.

Due to the power outage, Mr. Bernier stated that the non-action items will be moved to the end of the agenda and may be revisited at the end of the meeting, if time and daylight allows.

7. LONG RANGE TRANSPORTATION PLAN (LRTP) 2055 UPDATE: (00:17:11)

Ms. Messner provided the Committee with an update on the final draft LRTP 2055, which will be considered for adoption at the September Coordinating Committee meeting. Mr. Funkhouser, from Michael Baker International, reviewed the major items that have been added to the plan since it was last presented:

- Goods movement detailed throughout Centre County
- Most recent release of Freight Analysis Framework (FAF) data from FHWA
- Revenue forecast provided from PennDOT District 2-0 and Central Office
- Additional areas of attention:
 - Bus Rapid Transit (BRT)
 - Connected and Automated Vehicles (CAV)
 - Park and ride facilities
 - Micro-mobility devices (electric scooters or electric bikes)
- Air quality conformity report

FHWA requires documentation of the amount of revenue that the MPO could reasonably expect to receive over the life of the plan horizon, out to the year 2055. Last month, PennDOT released its financial guidance, which provides the amount of revenue the MPO could expect to receive through the 12-year program period. It is forecasted to be around \$582 million over the life of the plan. Any revenue beyond the 12-year program period of 2036 is assumed to be flat to the year 2055, estimated at around \$18.5 million each year, which is a conservative forecast due to the potential for new revenue that may be available from the motor license fund or the federal government.

Another major element is the air quality conformity report, which is coordinated with the Interagency Consultation Group (ICG) to review projects that would be considered air quality significant. These include: the I-80/I-99 High Speed Interchange Project in Bellefonte, the State College Area Connector (SCAC), and the Park Avenue widening project. Most projects within the plan do not have a significant impact on air quality.

Ms. Messner stated that the 30-day public comment period will begin June 30 and run through July 31. The public open house will take place on July 22 from 3:00 pm to 4:30 pm, and from 6:00 pm to 7:30 pm in the COG General Forum Room. After the comment period concludes, public comments will be reviewed, and the final draft plan will be presented to the Coordinating Committee for consideration of adoption at its September meeting.

The Committee offered no comments for consideration.

Motion was made by Mr. Reese, seconded by Commissioner Concepcion, to begin advertisement of the draft LRTP 2055 on June 30, 2025, for a 30-day public comment period. The motion carried 12 - 0.

There was a question on how or where to submit comments during the comment period.

Ms. Messner clarified that in addition to the two open house meeting options, there will be an online form available to submit any comments within the 30-day window, and there are physical comment forms at each of the locations where the draft plan is on display. Last, the public can contact the MPO office directly to share their comments.

8. FISCAL YEAR (FY) 2025-2027 UNIFIED PLANNING WORK PROGRAM (UPWP): (00:29:28)

The Unified Planning Work Program (UPWP) lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO. The 2025-2027 UPWP was adopted in November 2024 and takes effect on July 1, 2025. As part of the development of the 2025-2027 UPWP, the CCMPO requested supplemental planning funds for Year 1 for the Benner Pike Corridor Study and the Rail Passenger Access Study. CCMPO staff were notified in May that both efforts have been funded, and that work on the efforts may move forward after notice to proceed is received as part of a fully executed work order agreement.

The MPO has an opportunity to submit additional projects for supplemental planning funds for Year 2 of the UPWP. MPO staff propose to conduct a safety study on US-322 from Centre Street to Halfmoon Street in the Moshannon Valley Planning Region. This study seeks to address pedestrian and traffic safety concerns. The corridor has a high volume of passenger vehicle traffic, as well as heavy truck traffic. It also serves key community destinations but lacks basic pedestrian infrastructure like sidewalks, crosswalks, and ADA ramps. The study will identify improvements to

enhance safety for all users. Ms. Hoffman noted that this project has a municipal match contribution from a municipality in the Moshannon Valley Region.

The Centre Region COG budget meeting is July 17, so Mr. Saylor and Ms. Hoffman would like to discuss any objections to submit the US-322 Safety Study project in Moshannon Valley for Year 2 of the UPWP supplemental planning study request.

The Committee did not offer any comments or questions for consideration.

**9. 2025-2028 CENTRE COUNTY TRANSPORTATION IMPROVEMENTS PLAN (TIP) REVISIONS:
(00:32:12)**

a. Highway Safety Improvement Program – \$50,000 for US-322/Mount Nittany Expressway Surface Mount Delineators

Mr. Saylor provided the Committee with a brief report on the proposed TIP revision. This amendment would allocate \$50,000 from the regional safety line item that is not currently allocated to any particular project, to a project that will install roundabout surface mount delineators on US-322 at the eastern end of the Mount Nittany Expressway in Harris Township, at the merge point from four lanes to two lanes. The delineators would be placed in the center to reduce crossovers and head-on collisions. County maintenance forces will be utilized for installation to keep costs low, and to shorten the project timeline.

There was discussion on whether rumble strips were considered, in addition to the surface mount delineators. The surface mount delineators were determined to be the best option for the budget and timeline of installation, and to assist in improving conditions prior to the completion of the SCAC.

Motion was made by Mr. Harden, seconded by Commissioner Concepcion to approve the TIP amendment to include \$50,000 for the surface mount delineator project on US-322 in the 2025-2028 Centre County TIP. The motion carried 12 – 0.

b. PROTECT PROGRAM – \$1.38 million for the Centre County Resilient Routes Study

Mr. Saylor provided a brief report on a proposed TIP amendment to include \$1.38 million for the Centre County Resilient Routes Study. Mr. Saylor stated that, as discussed in previous meetings, staff submitted a scaled-back version of Phase 1 at a cost of \$500,000, which PennDOT awarded earlier this year. Following that approval, PennDOT Central Office determined that additional funding was available, and after further information was submitted for Phases 2 and 3, PennDOT allocated \$1.38 million for all three phases. This enables the MPO to complete the project in its entirety: identifying the areas of repeated and significant vulnerability to severe weather, developing and prioritizing projects to address those areas, and developing solutions and programming projects through the first steps of the permitting process. Funding would be administered through the TIP by a district engineering agreement. This amendment would allow funds to be allocated by the end of the current fiscal year, in order to start the study as quickly as possible.

The Committee offered no comments or questions.

Motion was made by Commissioner Concepcion, seconded by Mr. Herndon to approve the second amendment to include \$1.38 million in the 2025-2028 Centre County TIP for all three phases of the Centre County Resilient Routes Study. The motion carried 12 – 0.

10. 2027-2030 CENTRE COUNTY TRANSPORTATION IMPROVEMENTS PLAN (TIP)

INTRODUCTION: (00:40:30)

This item was tabled for discussion at a future meeting, due to the power outage.

11. Electric Vehicle (EV) SUBCOMMITTEE UPDATE: (00:40:48)

Ms. Adams provided the Committee with a presentation on the EV Infrastructure Readiness Subcommittee, and its draft report on priorities for charging use types and optimal locations and communities. Ms. Adams gave a brief overview of the history of the Committee and the work completed to date, including the EV workshops that were held in April and May 2025.

The Subcommittee has been gathering community input, and analyzing existing travel data, to plan for the growth in EV charging infrastructure in a logical and productive manner. Community engagement consisted of the municipal survey that took place last winter, 34 stakeholder interviews, and three listening sessions/workshops in April and May 2025. The Subcommittee used this data to identify high-travel roads and priority locations and destinations for EV charging infrastructure and developed a report to submit to PennDOT's National Electric Vehicle Infrastructure (NEVI) Program – through which PennDOT received \$171.5 million in federal funds to install public EV charging stations across the state. PennDOT must first use this funding towards building a network of fast charging along major roadways, which are primarily interstate highways. However, PennDOT will allocate funds to community charging efforts as well.

The EV Subcommittee developed a report that identifies the five priority charging use types, and the priority community zones in Centre County that PennDOT should consider for funding to install charging infrastructure. The five priority charging use types were identified from the survey, stakeholder input, and workshop input. These priorities are as follows:

1. Destination charging (parks, recreation, events)
2. Public parking lots in cities and towns
3. Parking for multi-family/high density housing on street
4. Shopping centers (retail/grocery)
5. Lodging

The Subcommittee recommended the following location priorities for PennDOT to consider:

- Tier 1/Top Priorities:
 - State College Borough
 - South Atherton Street (322 zone)
 - Centre Hall
- Tier 2 Priorities:
 - Port Matilda
 - Millheim (along Route 45)
 - State College/Bellefonte area (focusing on those without access to their own garage)

There was discussion on whether this effort should be taken on by local government, individual business owners, or individuals purchasing electric vehicles. In addition, comments were made regarding the idea of utilizing a tax or fee for the public to use these charging stations to offset maintenance expenses. Ms. Adams clarified that if the funding is secured and allocated by PennDOT, it will be up to each individual municipality to utilize the funds. Ms. Adams went on to say that the action requested this evening is to send the Priority Local Use Cases and Optimal Communities report to PennDOT for consideration of funding if available.

Motion was made by Commissioner Concepcion, seconded by Mr. Decker to approve of sending the electric vehicle report as presented to PennDOT. The motion carried 12 – 0. Mr. Harden abstained.

12. PROJECTS COMMITTEE UPDATE: (00:57:26)

Mrs. Hoffman provided an update on Projects Committee tasks and grant application efforts.

Safe Streets and Roads for All (SS4A) – Bellefonte EMS & HAAS Alert Safety Cloud

Bellefonte Emergency Medical Services (EMS) approached MPO staff regarding the SS4A grant awarded to the Centre Region COG last September. They are seeking staff assistance to apply for the grant, as they are not an eligible entity under the SS4A requirements. The CCMPO focuses on transportation safety and sees value in collaborating with Bellefonte EMS to enhance post-crash care through a demonstration project. This initiative aims to analyze new technologies that provide advanced digital alerts to improve safety at crash sites and reduce the risk of secondary incidents.

CCMPO staff verified our ability to collaborate with Bellefonte EMS to submit a grant application by June 29, 2025. The SS4A program supports funding for post-crash care improvements and encourages collaborative efforts. Since the CCMPO has the only county-wide draft Action Plan, no conflicts exist with the Bellefonte EMS project. If awarded, Bellefonte EMS will manage the grant narrative and project, while CCMPO will handle invoicing, reporting to the U.S. Department of Transportation (USDOT), and reimbursements. A Memorandum of Understanding (MOU) will be required to document the partnership. The project is estimated to require 15 hours of staff time quarterly during the grant period, with awards expected in fall 2025, and completion by spring or summer 2028.

Mrs. Hoffman also mentioned that staff assisted Patton Township Police Department with its SS4A application. Since the CCMPO is the holder of the county-wide action plan, collaboration through all Centre County applications is necessary to ensure projects support the overall action plan. Patton Township Police submitted an application to install license plate readers along the North Atherton Street corridor for more efficient incident detection, traffic pattern analysis, and rapid law enforcement response. Patton Township Police is an eligible entity, so if awarded, it will manage the grant, and all reporting and financial requirements to FHWA. The final report will be included as an appendix to the overall Centre County Action Plan.

Bridge Investment Program (BIP) Grant Application for FY 2026

Mrs. Hoffman communicated that staff has not yet received any information about the Bridge Investment Program (BIP) application that was submitted last year for the I-80 Snow Shoe bridge. Because these types of grant applications are complex and require more time to develop, staff

already need to develop an application for this year's grant application round. If the I-80 Snow Shoe bridge application is unsuccessful, staff would like to revise and resubmit for this year. If the bridge project is awarded, funding on the TIP could be reallocated to fund other projects.

Following the Projects Committee's direction, staff are developing a local bridge bundle for this year's application. However, these local bridge projects require further development before submission. Staff are currently awaiting bridge inspection reports to start a preliminary engineering phase for the Eagleville Road Bridge and Stahl's Lane Bridge to inform next year's application. While the BIP does not mandate preliminary engineering completion for application submission, it is encouraged to define the project scope.

If the I-80 Snow Shoe bridge application is successful, staff requests to develop an application to replace the SR-144 concrete arch culvert over Potter Run in Potter Township this year. This bridge is near the old intersection of US-322 and SR-144 (prior to the Potters Mills Gap project). This project is important to complete ahead of the SCAC project, as it is a direct route for local residents to access US-322 and SR-144. The structure will be replaced with a reinforced concrete box culvert, and the construction phase will have some complexities based on the layout of the project area, the classification of Potter Run, and the arch culvert itself. The total cost of the project is a little over \$4 million. As with the I-80 Snow Shoe bridge, if funds are awarded, current TIP funds will be reallocated to other projects, including local bridge projects.

Motion was made by Mr. Reese, seconded by Mr. Decker to approve utilizing consultant funds to either revise and submit the SR-4005 Snow Shoe Bridge over I-80 project for the FY 2026 round if it is not successful, or develop an application for the SR-144 concrete arch culvert over Potter Run to submit by November 1, 2025, if the I-80 Snow Shoe Bridge application is successful. The motion carried 12 – 0.

13. ANNOUNCEMENTS: (01:00:07)

Mr. Bernier reminded the Committee that the next Technical Committee meeting is Wednesday, September 10, 2025, in the COG General Forum room. Mr. Bernier pointed out that the next Coordinating Committee meeting is Wednesday, September 17, 2025, which is a bit out of sequence, but is necessary to accommodate the schedule of adoption for the LRTP 2055.

Mr. Bernier announced that in May 2025, Ron Buckalew – a previous long-time member of the CRPC who represented the Commission on the MPO Coordinating Committee for many years – passed away. Ron's contributions and extensive knowledge of Centre County were an asset during his time of service.

Ms. Messner stated that the Transportation Alternatives Set-Aside (TASA) application period should be open in the immediate future. Members of the committee are encouraged to check the TASA webpage and see if their municipality would like to pursue a project. MPO staff will provide support to prospective municipal applicants to the best possible extent.

Mr. Harden communicated that the Harris Township Board of Supervisors shared a letter to PennDOT District 2-0 and the CRPA, updating their concerns about the intersection of US-322 and Bear Meadows Road/Elks Club Road.

Mr. Saylor announced that in June 2025, PennDOT released guidance for the 2027 and 2028 Transportation Systems Management and Operations (TSMO) Capital Funding Initiative. Funding is intended to address mobility and safety issues and is open to MPOs and RPOs. The funding is not generally intended to leverage or supplement the Green Light-Go (GLG) Funding Program focused on improving existing traffic signals. Applications can be submitted until August 31, 2025. CCMPO staff will consult with PennDOT District 2-0 staff on potential application development. Members with suggestions or comments should refer them to CCMPO staff.

14. MEMBER REPORTS: (01:18:50)

Mr. Reese thanked Mrs. Hoffman for her willingness to consult with Worth Township on their DCED grant for this year, which will be submitted next week.

Mr. Decker called the members' attention to Potter Township's letter in the agenda packet concerning the Township's Planned Commercial-Industrial (PCI) zoning district as an area that the Township believes will grow into a business area. The Township strongly supports including a simple on-off interchange for this business district as it relates to the State College Area Connector (SCAC) project.

Mr. Herndon from the State College Borough stated that the Borough has a draft of a proposed new zoning ordinance, and it is available to view on the Borough's website.

Commissioner Concepcion stated that the County's biggest priority is getting moved into the new community services building, which will bring all human services employees for the county under one roof in the old Centre Crest building in Bellefonte. This would create a more seamless and unified connection of all services within one space for visitors to navigate.

Mr. Harden called attention to Potter Township's letter contained in the agenda packet related to the intersection of Bear Meadows Road and Elks Club Road. Harris Township Supervisors had a meeting with PennDOT to discuss safety measures at this intersection. Harris Township will consider ways to implement safety measures at this intersection prior to the construction of the SCAC to reduce crashes.

Mr. Bernier thanked staff for their diligence in getting the meeting back up and running.

15. ADJOURNMENT (01:23:25)

There being no other business, the June 24, 2025, CCMPO Coordinating Committee Meeting was motioned to adjourn by Mr. Harden at 7:47 pm.

Respectfully submitted,

Gabrielle Lauder
Recording Secretary