

**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION  
COORDINATING COMMITTEE**

**Wednesday September 17, 2025  
6:00 p.m.  
Hybrid Meeting**

**Minutes**

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

**Members Present:**

Eric Bernier	College Township
Mark Higgins	Centre County Board of Commissioners
Amber Concepcion	Centre County Board of Commissioners
Lisa Strickland	Ferguson Township
Frank Harden	Harris Township
Matt Herndon	State College Borough
David Veneziano	Lower Bald Eagle Valley Planning Region
Eric Rusnak	Moshannon Valley Planning Region
Jeanne Bacon	Mountaintop 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
Lon Beck	Centre Area Transportation Authority (CATA)

**Others Present:**

Jim Saylor	Centre Regional Planning Agency (CRPA)
Greg Kausch	CRPA
Anne Messner	CRPA
Marcella Hoffman	CRPA
Gabrielle Lauder	CRPA
Richa Rimal	Centre County Planning & Community Development Office
Brian Funkhouser	Michael Baker International
Kevin James	Michael Baker International
Frank Hampton	PennDOT Central Office
Joel Kuhns	Potter Township resident

**1. Call to Order (00:02:18)**

The meeting was called to order at 9:30am.

**2. Safety Moment (00:02:26)**

Ms. Messner reported on Rail Safety Week occurring this September 15 to 21, 2025.

**3. Public Comments (00:02:40)**

There were no comments from the public.

**4. New Agenda Items (00:03:21)**

- No new agenda items were requested.
- Gabby Lauder was introduced as the new Office Manager for the Centre Regional Planning Agency.

**5. Consent Agenda (00:04:41)**

**a. Approval of Minutes: June 24, 2025, Coordinating Committee Meeting**

*Motion was made by Mr. Herndon and seconded by Mr. Decker to approve the minutes of the June 2025 Coordinating Committee meeting. Motion carried unanimously 14-0.*

**6. State College Area Connector (SCAC) Project (00:05:42)**

Mr. James presented an update on the SCAC project. The SCAC Planning and Environment Linkages (PEL) Study was finalized in June 2023, and FHWA has formally accepted the report. A Notice of Intent (NOI) to submit an Environmental Impact Statement (EIS) for the project has been published.

As part of the development of the EIS, work continues on the refinement of alternatives recommended in the PEL. On July 23, 2025, the project team announced changes to the north and central alternatives to reduce potential impacts. The central alternative remains the recommended preferred alternative. PennDOT expects to release a draft of the EIS later this year, and to conduct a public hearing for the document. The team conducted a plans display as part of the 2025 Grange Fair and provided an updated newsletter.

A second scoping public meeting was held on May 8, 2025, in Boalsburg. It was well attended and a summary report with responses to the questions was developed and is currently in final review with FHWA. It was published on the project website this week and a press release will be sent out to those on the email list as well.

Discussions between PennDOT, municipal officials, Harris Township and Potter Townships have been ongoing through late June and early July to discuss the recommended preferred alternative and the potential impacts to the Section 4F resource of the Potter Township Athletic Complex ball fields. As part of the Section 4F evaluation, there will be a slight minor adjustment after the public meeting, to avoid the direct impact to those ball fields and minimize the overall impact to that resource and the agricultural resources adjacent to those fields. There was a follow-up meeting on

July 10<sup>th</sup> with Potter Township and a response letter on July 21<sup>st</sup> to update them on the course of action moving forward. The adjacent property owners were involved in this discussion prior to the press release update and project website update.

There are continued meetings with farmers and property owners in the area for any questions. On Monday September 15, 2025, there was a meeting with the residents of the Liberty Hill development on the western end of the project area in Boalsburg to answer some questions they had, as a follow up to the public meeting. Specifically, the direct traffic impacts and the ongoing noise study for the area. Other follow-ups and meetings with property owners are ongoing.

The second and third consulting party meetings both took place. The third consulting parties meeting was held August 26<sup>th</sup> in Boalsburg at the Fire Hall from 6pm-8pm and was also accessible virtually via Microsoft Teams. There was information provided and good feedback on mitigation strategies for the effects on the historic, archaeological, and cultural resources within the project area. This feedback has been incorporated into the draft programmatic agreement as part of Section 106 coordination for the project related to the historic resources and the Draft EIS.

The Draft EIS document and all supporting documents have been developed and are currently in review with FHWA as well. The Draft EIS will be reviewed with the technical staff and then legal review. Once those are complete, it will be ready to release for public comment and the public hearing. This should occur either later this year in 2025 or early next year in 2026. The Section 404 permit has been submitted to the Army Corps of Engineers, as well as the Section 401 Water Quality Certification with the Pennsylvania Department of Environmental Protection (DEP). The review processes have started, due to the federal decision requirement for the waterway permit or the Section 404 permit. Federal decision is required within 90 days of the record of decision. The record of decision, which is the finalization of the environmental review process for the Draft EIS, is anticipated for next summer. Within 90 days, that is when there needs to be a decision from the Army Corps on the waterway permit, which is why it was submitted at this point based on the recommended preferred alternative.

Mr. Joel Kuhns, a resident of Potter Township, whose family owns Kuhns Tree Farm and a large conservation easement out towards the Harley-Davidson Center that is adjacent to the Potter Township ball fields. He stated that the change in the plan will now cost others and his family 45-50 acres instead of the originally proposed 15-20 acres, to reroute around ball fields that are not often utilized or maintained but are considered a Section 4F protected resource. Mr. Kuhns has asked to receive a copy of the letters exchanged from PennDOT and Potter Township, as they were not always included in previous meeting agenda packets. Mr. Decker from Potter Township told Mr. Kuhns he would assist in providing copies of the letters to him. Mr. Kuhns said he will be attending the next Potter Township meeting and wants to be as prepared as possible. Mr. James clarified that due to the ball field designation as a federally protected Section 4F resource, there must be avoidance and minimization of impacts.

Mr. Herndon pointed out that the link in the agenda packet ([www.penndot.gov/scac](http://www.penndot.gov/scac)) no longer links directly to the project and goes to a generic page. Mr. James stated that they will work on getting that issue resolved. Mr. Saylor stated that staff will update the link for the next agenda packet. Mr. Burnett asked for guidelines on when a Section 4F resource would no longer be protected when it's not being maintained and at what point it is no longer considered a protected resource. Mr. Hampton clarified that as long as it's recognized by the Township as a ballpark, it would still be considered protected.

**7. Fiscal Year (FY) Transportation Improvement Program (TIP) Revisions (00:24:12)**

Mr. Saylor presented the FY TIP revisions. The 2025-2028 Centre County TIP was adopted by the CCMPO in June 2024 and took effect on October 1, 2024.

The TIP includes a line item with \$454,000 in funding from the Highway Safety Improvement Program for Federal Fiscal Year 2025. PennDOT personnel propose allocating all \$454,000 to a project to install high friction surface treatments (HFST) at locations on US 322 in Harris Township, SR 350 in Rush Township, and SR 455 in Penn Township.

The CCMPO must formally approve a revision to the TIP to program the new project using Federal funds.

<b>Summary of Recommended Amendment to 2023-2026 TIP</b>			
<i>Where are the funds coming FROM?</i>			
<b>Project</b>	<b>Original Funding</b>	<b>Change</b>	<b>Revised Funding</b>
Line Item Safety/SAF	\$454,000	-\$454,000	\$0
<i>Where are the funds going TO?</i>			
2026 Centre HFST – Lane Dep	\$0	\$454,000	\$454,000

Mr. Saylor presented the idea of a voting and virtual only meeting scheduled for each August, which would be set at the beginning of the year upon new appointments. This would allow for any pressing items to be addressed prior to their submission deadline at the end of each September, which is the end of the fiscal year for funding. Planning for a meeting would follow the Sunshine Act and prevent the potential need for future emergency voting meetings, as this will likely happen again during future September meetings. For this item currently, this item is moving forward at this regularly scheduled and staff received permission from PennDOT explicitly to file paperwork as soon as the next meeting is completed.

Mr. Rusnak asked about a section on the mountain that has already been treated with the high friction surface treatments and inquired if that section would be continued on or replaced elsewhere. Mr. Saylor said that it his understanding that it is a separate segment than the

previously treated one. Mr. Murnyack stated that he is not 100% sure when that section was completed and issues with the treatments begin to occur in the 7-8 year old range. Mr. Saylor stated that he believes the section Mr. Rusnak is inquiring about was completed within the past 2 years and believes that the new treatment project is a separate section than the inquired one. Mr. Herndon mentioned that his research on high friction surface treatments created awareness of a reduce in crashes of somewhere around 30% on wet roads. He said that is an amazing number and although the roads are not always wet, said this treatment is a good use to reduce crashes on our roads and supports it. Mr. Higgins mentioned the one in Penn Township near the Millheim Narrows, which has a narrow stream on one side and a cliff on the other. He said there tends to be seepage of water there and it would probably be another good place to put high friction surfaces.

*Motion was made by Mr. Burnett and seconded by Mr. Herndon to approve the revisions of the TIP, as recommended by the Technical Committee. Motion carried unanimously 14-0.*

**8. Public Comment Period Summary For:  
2025 Centre County Air Quality Conformity Determination Report (Revised July 2025)  
Long Range Transportation Plan (LRTP) 2055 (00:34:13)**

Ms. Messner presented the 2025 Centre County Air Quality Conformity Determination Report and the Long Range Transportation Plan 2055. During the June 2025 Technical Committee meeting a recommendation was made to the Coordinating Committee to proceed with the 30-day public comment period and Open House to receive public comments on the draft plan and air quality conformity analysis as well as to hold an Open House on July 22, 2025. During their June 24, 2025, meeting, the Coordinating Committee received the recommendation and approved moving forward with the 30-day comment period and Open House sessions on July 22, 2025.

Staff provided a brief presentation about the public comments and the Open House. Advertisements were sent to the Clearfield Progress, Lock Haven Express, and the Centre Daily Times notifying the public of both documents. A press release was sent to 67 broadcast and 25 media outlets, as well as posted on Facebook and shared 5 times. A notice was either emailed or mailed, depending on the preference to the Native American tribes and nations whose ancestors had at one time lived in Centre County. There were 38 comments received and responded to.

*Motion was made by Mr. Rusnak and seconded by Mr. Burnett to approve the responses to comments for the 2025 Centre County Air Quality Conformity Determination Report and Long Range Transportation Plan (LRTP) 2055, per the recommendation by the Technical Committee. Motion carried unanimously 14-0.*

**9. 2024 Centre County Air Quality Conformity Determination Report (00:39:26)**

Ms. Messner presented on the 2024 Centre County Air Quality Conformity Determination Report. In 2018, the U.S. Eighth Circuit Court of Appeals vacated major portions of a rule impacting air quality conformity requirements for the 1997 8-hour Ozone National Ambient Air Quality Standards (NAAQS). The ruling requires previous air quality non-attainment and maintenance areas to meet conformity requirements for the 1997 8-hour ozone NAAQS.

This court decision designated Centre County as an “orphan” maintenance area since the County was in maintenance status for the 1997 NAAQS and was subsequently designated as an attainment area for the 2008 NAAQS. Although official attainment designations have yet to be made by the U.S. Environmental Protection Agency (EPA) regarding the 2015 NAAQS, Centre County is also in attainment with the 2015 standards.

In November 2018, EPA issued guidance for how transportation conformity determinations can be made in the orphan maintenance areas. The guidance allows conformity to be determined without the detailed regional emissions analysis that was typically performed in the past for the Centre County Transportation Improvement Programs (TIP) and Long Range Transportation Plan (LRTP).

An Air Quality Conformity Determination Report that meets the EPA’s guidance was completed in May 2025 for 2055 Long Range Transportation Plan. The preparation and approval of the Conformity Determination Report ensures that the 2055 LRTP meet federal transportation conformity requirements and are consistent with Pennsylvania’s State Implementation Plan (SIP).

Mr. Higgins mentioned receiving a fair number of public comments on emissions testing for Centre County reductions received at the Grange Fair. He realizes this may not be related and hopes to refer the item to PennDOT.

*Motion was made by Mr. Decker and seconded by Mr. Harden to recommend adoption of the Air Quality Conformity Report, with the recommendation of approval by the Technical Committee. Motion carried unanimously 14-0.*

*Motion was made by Mr. Burnett and seconded by Mr. Rusnak to recommend approval of the Air Quality Resolution, per the recommendation of the Technical Committee. Motion carried unanimously 14-0.*

#### **10. Long Range Transportation Plan (LRTP) Update (00:43:41)**

Mr. Funkhouser reported on the LRTP Update. The final Draft 2055 LRTP is now provided as part of the final steps to adoption for LRTP development process. As a reminder, performance-based planning is emphasized as part of plan development, as well as a listing of fiscally constrained projects in support of the implementation of federal performance measures. The plan also contains information related to forecasted revenue for the life of the plan, anticipating a flat level of funding beyond the 12-Year Program (or years 2038-2055).

Major work tasks on the update of the long-range transportation plan (LRTP) since the June 11 Technical Committee meeting have included the following:

- Projects from the draft LRTP were submitted to the Interagency Consultation Group (ICG) to initiate the review process for the conformity document. The ICG ensures that our transportation plans, programs, and projects conform to air quality goals set under the Clean Air Act. The Conformity Analysis is included in the draft plan as Appendix G.
- As previously stated MPO staff administered a formal 30-day Public Review and Comment Period, which ran from June 30 to July 31 as well as held open house sessions on July 22, 2025. As part of this, MPO staff distributed draft plans on June 26 to locations throughout the county for public review.

- Comments were received from the public and reviewing agencies. The planning team reviewed all comments received and developed a recommended response and edits in the plan where applicable. These are included in the draft plan as Appendix I.

There were no further discussions or questions following the presentation by Mr. Funkhouser.

*Motion was made by Mr. Burnett and seconded by F. Harden to adopt the LRTP 2055, on the recommendation from the Technical Committee. Motion carried unanimously 14-0.*

Ms. Messner thanked staff for their assistance with the outreach to the 35 municipalities, 10 boroughs and 25 townships, and the 20 stakeholders who were involved in the LRTP. There were many meetings, and the collaboration made it possible.

### **11. Review of Potential TSMO Projects (01:00:01)**

Mr. Saylor presented a review of the potential Transportation Systems Management Operations (TSMO) Projects. In June 2025 PennDOT released guidance for the 2027 and 2028 Transportation Systems Management and Operations (TSMO) Capital Funding Initiative. The program makes \$10 million of federal Carbon Reduction Program (CRP) funding available in FFY 2027 and 2028. This is a statewide funding round open to MPOs and RPOs to advance TSMO and ITS projects included in the four Regional Operations Plans (ROP) covering the state. The criteria shared prioritized the installation of new devices, deliverability, and encouraged collaboration between PennDOT District Offices, MPOs, and RPOs.

The application window opened shortly before the June Coordinating Committee Meeting and closed on August 31. CCMPO coordinated with District two staff and identified the following four projects for submission (in order of priority assigned):

- **ST12/TI-06: US 322, Phillipsburg to I-99 ITS** – The project would install cameras, a weather station, variable speed limit signs, flashing warning devices and message signs on US 322 between the Sandy Ridge and Port Matilda. (\$1,250,000).
- **LT-02: I-80/I-99 Fiber Backbone** – Project would install 11 miles of mainline fiber-optic backbone line, closing a current gap in facilities that extends from I-99 Exit 71 to the interchange with I-80. (\$3,000,000)
- **ST-04: I-80 ICM (Exit 147-158); IU-02 College Twp Signal Improvements; FA-35 US 322 ITS at College Ave Exit**—Project would add a CCTV camera at the College Ave. Exit and upgrade signals at adjoining intersections to install preemption and command/control capability. (\$550,000)
- **FA-08: I-99 VSL** – Project would install variable speed limit signs along I-99 extending from Exit 61 (Port Matilda) to Exit 83 (Bellefonte). (\$1,200,000)

Due to the timeline of the application process, it was not possible to vet these candidates with the CCMPO committees, although an item about the opportunity soliciting member comments was included in the announcements for the June Coordinating Committee meeting.

Staff notes that timeline for the Transportation Alternatives Set Aside (TASA) program may present a similar set of issues, with action required between the November and February meeting to prioritize applicants from the region. At the time of writing, no applicants had reached out for the required coordination meetings.

Mr. Rusnak stated that the mountain proposal is a great suggestion. On his way over to this meeting, he noticed the guardrails missing on the highway again. Mr. Rusnak asked if there has been any thought or suggestion of installing a truck pull off break check at the top of that mountain like there is on the top of Sandy Ridge Mountain. Mr. Saylor clarified that it is his understanding that it has been and is being pursued as a potentially separate project in the TIP, where it goes from 4 lanes down to 2 lanes. Mr. Murnyack had to drop off of the call and was unable to comment on behalf of PennDOT.

Mr. Herndon asked if the CCTV would allow someone at a Control Center to monitor and view what's going on at these sites. Mr. Saylor explained that not only someone at Control Center, but anyone would be able to access the feeds from the PA 511 site. For example, if you're talking about going from State College to Bellefonte and you're wondering how bad the backup is for the left turn to get on to I-99, you can make your decision about whether you go down 150 or maybe through Lemont, based on the PA 511 feed. Mr. Herndon asked if there are any speed monitoring capabilities on these cameras. Mr. Saylor stated that the changeable speed limit signs mentioned in the ROP would notify drivers when they were speeding with flashing lights and an updated MPH reading. Mr. Saylor said that he would need to ask Mr. Roman at PennDOT if we're looking at that technology here, but said it is routinely applied.

Mr. Herndon said that anything we can do to reduce accidents on our roads would be beneficial. Mr. Harden stated that the only truly effective way to slow people down is to give them speeding tickets. He said that the technology is there, but our legislature hasn't allowed enforcement in that way. Mr. Saylor added that there was specific action taken to allow for the use of radar speed enforcement in construction areas. The requirements for that were that there would be no points applied to it and there's a sign posted, stating when it's in active use.

There was discussion from the Technical Committee to engage the Projects Committee, when needed to meet deadlines for TIP updates or TASA projects between the gap in meetings throughout the year. The deadlines with open and close within those gaps. There are a few ideas on how to best mitigate these gaps. The Coordinating Committee would go from 5 meetings a year to 6 regular meetings a year, meeting every even numbered month (February, April, June, August, October, December) instead of the current schedule with the gaps (February, April, June, September, November). If the schedule change wasn't favorable to the Coordinating Committee, the Technical Committee recommended for the Projects Committee to meet, as it is easier for them to coordinate due to less people being involved, and vote on which projects to submit during the break in meetings (June-September) so that no deadlines are missed.

Mr. Harden would like for the Coordinating Committee to approve the Projects Committee decisions after the fact, if their approval is the chosen way forward. Mr. Herndon would prefer to be a part of the decision prior to it having been made or to have the ability for Coordinating Committee members to attend the Projects Committee meetings if they'd like to be part of the

discussion prior to approval. Mr. Bernier reminded the Coordinating Committee that the Projects Committee has made high level decisions in the past and that Coordinating Committee members, in addition to members of the public, are welcome to attend any Projects Committee meeting. Mr. Burnett supports adding one more meeting for the Coordinating Committee's calendar to allow for decisions prior to deadlines or allow the Projects Committee to decide, as they've been put in a position to do so.

Mr. Walker mentioned that the Regional Operations Plan (ROP) starts out with input from planning partners, districts and the projects that are identified there could go through the Projects Committee initially, then the recommendation plan is developed and has the vote of the board so that the ROP is approved and adopted by the MPO. This would ensure that if TSMO or TASA or other funding rounds occur, the projects in discussion for submission have already been approved projects. The priority of projects to pursue would then be determined by the Projects Committee when needed. The ROP occurs every two years, as long as it's included in the federal authorization, which is why the Technical Committee wants to see more about the plan. Taking action to adopt the ROP may be the best way to move forward.

Next steps would be voting to approve the ROP during the next round of meetings. The MPO and staff will see if there is a way to include it in the November meeting, as it is the joint meeting between all 3 bodies and there will already be a longer meeting due to that, or if this is something to come back to during the first meeting next year in February 2026.

## **12. CCMPO Draft Calendar Year (CY) 2026 Budget (01:28:59)**

Mr. Saylor presented the CCMPO Draft Calendar Year (CY) 2026 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 for the CY 2026 Budget is underway. Staff will review the budget with the COG Finance Committee on September 11. The budget will also be reviewed by the local funding partners in October.

### CRPA staff reported on the budget highlights:

- 2026 Budget includes continued funding for the Transportation Grant Specialist position and consulting support.
- Unspent consulting funds from 2025 will be rolled over in 2026
- Budget includes funding for 3 ongoing studies: Benner Pike Corridor Study, Passenger Rail Access Study, and the Safe Streets For All (SS4A)
- Does not include funding for the 322 Safety Study, and the request to support TDM updated and data access training. If COG municipalities and Centre County approve local match, the budget will be updated.
- Staff anticipates a slight increase in contributions from Centre County and Centre Region.

Discretionary Funding Efforts:

Grant Applications

- 2 Awards – Protect & SS4A = \$1,540,900
- 2 Submitted/Pending – Bridge Improvement Program (BIP) & SS4A = \$9,114,000
- 1 in Development – Bridge Improvement (BIP) = \$3M to \$9M

Consulting Assistance

- \$145,000 collected to fund assistance
- 2 Work Orders authorized (BIP & Protect):  
\$72,525 authorized | \$23,414 spent | \$121,586 remaining

Requests for 2026

Budget Requests:

- SS4A Demonstration Grant with Bellefonte EMS (HAAS Alert Safety Cloud)
- 322 Safety Study (Matching Funds for SPR Request)
- Travel Demand Model and Data Access Training (PennDOT's RITIS Data)

Anticipated Grant Applications:

- Bridge Improvement Program for SR 4005 or SR 144 – The recent update for the BIP is that it is currently suspended for review by the administration, so we are going to have to wait and see if or when it reopens.

Mr. Harden noted the fund balance policy, as it may impact future budget requests. Mr. Burnett asked if we could keep it at \$150,000, as good years like this soften the blow for other years when we ask for more. The MPO has enough money for this funding round and next year's funding round and then the next year is reauthorization. It will be good to have that conversation of adding more funding once we get an update on the Carbon Reduction Plan, The Bridge Improvement Program, and the Protect Program are continuing or not. We are maybe a year or two early for this funding conversation.

Mr. Higgins asked whose account the fund balance is in, the MPO's or the county's. Mr. Saylor clarified that currently the balance is held in the COG Fund Balance and to entertain any changes about that would necessitate a discussion with finance to see if that's a possibility. Mr. Higgins mentioned that the county has not received substantial state funds since the 1<sup>st</sup> of July. Every dollar is precious right now and this has happened 8 out of the 10 years he's been with the county. Mr. Bernier said at the State of the County earlier in the week it sounded like Centre County is going to be better off than most counties in the Commonwealth. Mr. Higgins stated that although we are, we hopefully will be able to make it to January 1<sup>st</sup> when we can borrow money to make payroll, as a lot of counties aren't making it that far.

**13. CCMPO Strategic Plan (01:48:21)**

Ms. Hoffman presented the CCMPO Strategic Plan. In 2022, the Centre County MPO initiated the development of its first-ever operations-focused, organizational strategic plan. At the time, the MPO's current organizational model was established nearly 20 years ago as part of its transition

from the Centre Region MPO to a countywide MPO. Since that time, numerous changes have occurred in the transportation planning and programming process at both the federal and state levels. The CCMPO sought to revisit its structure to ensure that membership within both committees (Technical and Coordinating) was not only an accurate reflection of the county's transportation interests, but also operating to their fullest potential. In June 2023, the CCMPO Strategic Plan was adopted. A corresponding implementation plan was developed during the summer of 2023 and presented in September 2023 as CCMPO Bylaw amendments.

In November 2023, the Coordinating Committee took action to amend the CCMPO Bylaws as follows:

- Membership terms were extended from two to four years
- The appointment schedule was revised to be staggered so that not all members are appointed in the same year.
- The Projects Committee structure was developed, and a set of Bylaws was created.

Since then, staff have carried out several action items from the Strategic Plan; however, some remain. Staff will provide an overview of the actions from the adopted Strategic Plan that have been completed and those that have not. Staff is looking for guidance from the Coordinating Committee on the implementation of the Strategic Plan and if it should be considered complete and implemented? Or should the outstanding priorities be addressed through the development of the annual CCMPO work plan?

One action item includes holding a joint meeting with the Coordinating, Technical, and Projects Committees. This has not yet been pursued, but staff would like the Coordinating Committee to consider a recommendation to hold a joint meeting in November.

**CCMPO Strategic Plan 2023:** <https://www.crcog.net/ccmpo-strategic-plan>

There was further conversation on the duplicated efforts between the Technical Committee and Coordinating Committee agendas and meetings, in addition to continuing to have difficulty filling appointments on the Technical Committee and reaching quorum. Mr. Harden would like to revisit that conversation, either at the joint meeting or in 2026.

Mr. Herndon said that of all of the not yet complete items in the strategic plan, the item regarding moving the location of the meetings to other municipalities sounds more challenging than it may be worth, to both members of the committee but especially the public. Mr. Bernier clarified that when the strategic plan was adopted years ago, there was interest in community outreach and engagement by meeting in the further municipalities. Mr. Herndon mentioned that in the future it may be beneficial to look at moving the meeting date from the Tuesday of the week of Thanksgiving. Mr. Burnett said that he prefers that meeting date. Ms. Hoffman stated that the Coordinating Committee meeting in November officially takes place on the Tuesday of Thanksgiving week, however, if there is interest at the joint meeting this November to make the joint meeting annual each November, the meeting may be able to be moved up to a week or two. Mr. Veneziano said they

prefer to host the meetings in one location, although it is a farther way for them to travel compared to most other members, they believe it's more consistent. Ms. Conception also agrees that it is easier for the public to attend and for the technology needed to run the hybrid meetings if we continue to host the meetings in the COG building. This discussion regarding meeting location should occur further during the joint meeting.

Mr. Hampton gave some background information on the history of the meeting locations over the past 20 years. The Technical Committee always met at College Township and never moved. The Coordinating Committee moved between Ferguson Township, Halfmoon Township, College Township, and COG. There was one meeting in Howard, due to a special case of what was being proposed out there with that project area. The Technical Committee will need to be included in this conversation as well, due to the potential of their meetings moving around as well. This discussion will continue further during the joint meeting.

More discussion on whether the MPO will be folding the remaining outstanding work items into the work plan or if there will be continued updates on the progress of the strategic plan implementation will occur during the joint meeting.

*Motion was made by Mr. Burnett and seconded by Mr. Herndon to recommend holding a joint meeting with all three committees (Technical, Coordinating, and Projects Committees) in November on Tuesday November 25, 2025, at 6:00pm. Motion carried unanimously 13-0.*

#### **14. Member Reports (02:19:07)**

- CATA - Mr. Beck reported on the new CEO appointed at CATA, Todd Horsley. Mr. Horsley was one of the attendees at the Long Range Transportation Plan Open House in July.
- Penns Valley Planning Region - Mr. Decker reported on the Lower Georges Valley Road bridge project, which is finishing within the next week or so. It's been a real improvement. There is also paving on 45 so if you're out that way, you're going to experience some delays, but the work is moving right along.
- Harris Township - Mr. Harden reported that Harris Township is currently focusing on short-term rentals.
- Lower Bald Eagle Planning Region - Mr. Veneziano reported on the start of a project on Curtain Hollow Road to improve a road curve. There is almost \$700,000 in grant money allocated for the project.
- State College Borough - Mr. Herndon reported on the State College Borough zoning update continuing. The full draft and many comments are on the borough's website.
- Centre County Board of Commissioners - Mr. Higgins reported on working with the SEDA-COG Joint Rail Authority (SEDA-COG JRA) for upgrading the bridge over Moose Run, which during very heavy rains floods Milesburg. Hopefully a grant will be awarded for that project. The county thanked CATA for agreeing to transport Centre Region people aged 59 and younger to county appointments at the county facilities in Bellefonte. The program has been working nicely to fill that need.

- Centre Regional Planning Commission (CRPC) - Mr. Burnett reported the 9/4/25 CRPC meeting was cancelled.

### 15. Announcements (02:22:30)

Mr. Saylor reported the following announcements:

- Item 15 – There is a Department of Transportation request for information asking us to prioritize our priorities for reauthorization. Staff put together a brief set of comments, emailed them to the chairs of this committee, and submitted them to the Federal Register. Staff recommended similarly to projects and programs that have been successful for us that we want to see continue.
- Item 18 – The county Liquid Fuels program is open. The registration page is included in the agenda attachments for that. Ms. Rimal stated that the CCPCDO office is thrilled to be able to share this information.

The Centre County Liquid Fuels Program 2026 is now accepting applications. Notifications were sent to all Centre County municipalities on August 22, 2025. The deadline for municipalities to submit requests is **October 17, 2025, by 5:00 PM**, either to the Centre County Planning Office:

Centre County Planning and Community Development Office  
Attn: Liquid Fuels Applications  
420 Holmes Street, Suite 340  
Bellefonte, PA 16823 or by email at [CountyTransportation@centrecountypa.gov](mailto:CountyTransportation@centrecountypa.gov).

- Item 19 – PA Department of Conservation and Natural Resources (DCNR)'s Community Conservation Partnerships Program (C2P2) grants workshop will be occurring on November 6, 2025. Register if it applies to your organization.

On November 6, 2025, DCNR will host 2025 Community Conservation Partnerships Program Statewide Annual Grant Workshop. This is a virtual workshop, and registration can be found here. <https://eventsreg.dcnr.pa.gov/register/CreateSingle/14107>

### 16. Adjourn

*Mr. Burnett motioned to adjourn the meeting and seconded by Mr. Herndon.*

This meeting was adjourned at 8:23pm.

Respectfully submitted,

Gabrielle Lauder  
Recording Secretary