

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

**Tuesday, January 28, 2020  
6:00 p.m.  
COG Building - Forum Room**

**Minutes**

**Voting Members Present:**

Eric Bernier	College Township
Barbara Spencer	Halfmoon Township
Frank Harden	Harris Township
Theresa Lafer	State College Borough
Lisa Strickland	Ferguson Township
Elliot Abrams	Patton Township
Mark Higgins	Centre County Board of Commissioners
Michael Pipe	Centre County Board of Commissioners
Doug Johnson	Nittany Valley Planning Region
Ken Hall	Mountaintop Planning Region
David Veneziano	Lower Bald Eagle Valley Planning Region
Keith Reese	Upper Bald Eagle Valley Planning Region
Dick Decker	Penns Valley Planning Region
Jon Eich	Centre Regional Planning Commission (CRPC)
John Spsychalski	Centre Area Transportation Authority (CATA)
Frank Hampton	PennDOT Central Office
Tom Zurat	PennDOT District 2-0

**Non-Voting Members Present:**

Matt Smoker	Federal Highway Administration (FHWA)
Rob Cooper	Penn State University (PSU)

**Others Present:**

Jim May	Centre Regional Planning Agency (CRPA)
Tom Zilla	CRPA
Trish Meek	CRPA
Greg Kausch	CRPA
Marcella Laird	CRPA
Mike Bloom	Centre County Planning & Community Development Office (CCPCDO)
Anne Messner	CCPCDO
Louwana Oliva	CATA
David Gunsallus	Larson Design Group
Anne Glaser	Potter Township
Laura Shadle	Bellefonte Borough
Archie Gettig	Marion Township
Irv Hoy	Howard Borough

**1. Call to Order and Pledge of Allegiance**

Mr. Bernier called the meeting to order at 6:00 p.m. and led the Committee in the Pledge of Allegiance. A round of introductions was made.

**2. Election of Officers for 2020**

CRPA Planning Director Jim May opened the floor for nominations for 2020 Coordinating Committee Chair.

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*Motion was made by Ms. Lafer and seconded by Mr. Johnson to nominate Mr. Bernier of College Township as 2020 CCMPO Coordinating Committee Chair. No other nominations were brought forward. Mr. Bernier was elected Chair by a vote of 14-0. (Mr. Abrams, Mr. Hall, and Mr. Higgins were not in attendance for this vote, and a representative for Moshannon Valley Planning Region was not present.)*

Mr. May turned the meeting over to Mr. Bernier who opened the floor for nominations for 2020 Coordinating Committee Vice Chair.

*Motion was made by Mr. Johnson and seconded by Mr. Eich to nominate Mr. Pipe of Centre County Board of Commissioners as 2020 CCMPO Coordinating Committee Vice Chair. No other nominations were brought forward. Mr. Pipe was elected Vice Chair by a vote of 16-0 (Mr. Higgins was not in attendance for this vote).*

Mr. Bernier appointed CRPA Director Jim May as CCMPO Secretary for 2020.

### **3. Approval of Minutes**

*Motion was made by Dr. Spychalski and seconded by Mr. Reese to approve the minutes of the November 26, 2019 CCMPO Coordinating Committee meeting, as distributed. The motion carried 16-0 (Mr. Higgins was not in attendance for this vote).*

### **4. Public Comments**

There were no public comments.

### **5. Special Announcement**

Mr. Bernier announced that on January 2, 2020, PennDOT announced that Thomas J. Zurat, Jr., P.E., had been appointed as the District Executive for Engineering District 2-0, effective January 25, 2020 following the retirement of District Executive Karen L. Michael, P.E.

Following completion of military service, Tom began his career with PennDOT in 1990 and held various positions in the Design Unit of District 2-0. Tom most recently served as the Assistant District Executive (ADE) for Design and has represented District 2-0 on the CCMPO Technical Committee for several years. Tom has been the key point of contact for the CCMPO staff regarding transportation projects and initiatives in Centre County. Tom will now represent District 2-0 on the CCMPO Coordinating Committee.

Mr. Bernier stated that on behalf of the CCMPO staff and Committee members, congratulations to Tom! Under his leadership, the Committee looks forward to continuing the successful and long-standing partnership with Engineering District 2-0.

### **6. 2020 Meeting Schedule Amendment**

CRPA Principal Transportation Planner Tom Zilla directed the Committee's attention to the 2020 meeting schedule amendment included in the agenda. He explained that staff was notified that Tuesday, April 28, 2020, the scheduled date for the April Coordinating Committee meeting, falls on the Pennsylvania Primary Voting Day. There are two alternate meeting dates; Wednesday, April 29 or Thursday, April 30. He noted that schedule-wise, the Thursday, April 30, 2020 meeting date works best for MPO staff schedules. There was consensus from the Committee that Thursday, April 30 would be acceptable for the April meeting date. Mr. Bernier entertained a motion to approve the 2020 meeting schedule amendment.

*Motion was made by Mr. Abrams, seconded by Mr. Hall to approve the April 30, 2020 meeting date. The motion carried 16-0 (Mr. Higgins was not in attendance for this vote).*

## 7. FY 2020-22 Unified Planning Work Program (UPWP)

Mr. Zilla communicated that adopting the Unified Planning Work Program (UPWP) is one of the key federally mandated responsibilities of the CCMPO. The UPWP lists policy actions required of the CCMPO, and staff work tasks to be completed by PennDOT, CRPA, CATA, and the CCPCDO on behalf of the MPO. In Pennsylvania, the UPWP covers a two-year period based on the state fiscal year (July 1, 2020 - June 30, 2022).

A new process is being implemented for preparation of the FY 2020-22 UPWP, which includes additional content and format changes. The CCMPO must adopt the FY 2020-22 UPWP no later than January 31, 2020.

In September 2019, MPO staff provided a presentation about the new process and potential priority planning tasks. Most of the priority tasks included in the current FY 2018-20 UPWP have been carried forward to the new UPWP. In addition, two new tasks of note are included in the Draft FY 2020-22 UPWP:

Page 17 – under Task II.A. Long Range Transportation Planning

- Prepare a Strategic Plan for the future operations of the CCMPO Committees and staff

Mr. Zilla explained that MPO staff have discussed the implementation of a MPO Strategic Plan for some time, but it has never come to fruition. The County-wide MPO is now 16 years old and has been transitioning into data-driven, performance-based planning due to the rapid change in technology that has been impacting the transportation planning environment. Many of the current MPO members have served on the Centre County MPO since its conception and the Strategic Plan will help with recruitment and succession for these members. On a related note, there is an expected significant staff turnover in the next few years due to staff preparing to retire. The Strategic Plan will help plan for the succession of these staff members. There have always been challenges in communication among staff, Committee members, and municipalities, and the Strategic Plan aims to help improve those communication lines. Last but not least, there is a strong desire within the MPO staff and Committee members to make strategic planning an ongoing effort.

Page 28 – under Task IV.A. Key Projects

- State College Area Connector Project

Mr. Zilla explained that this project has been added to the UPWP because of its significance to several municipalities in the County and because of the funding the CCMPO received to being the preliminary steps of the study phase. The Planning and Environmental Linkages (PEL) Process and Preliminary Engineering for this project includes the collection existing and projected travel conditions, the project need and purpose, community and environmental features, potential solutions/alternatives, the preferred alternative, environmental clearance, and public involvement.

Mr. Zilla explained that for the new UPWP, base funding will increase by approximately 5% from the current UPWP. The current UPWP annual amount equates to \$196,000, and Year 1 of the new UPWP 2020-2022 is \$212,000, while Year 2 of the new UPWP is \$204,000. Beyond the base allocation of funding provided by PennDOT, supplemental planning funds are periodically distributed through a statewide competitive process. No projects are proposed for supplemental funding at this time but may be requested in the future.

*Motion was made by Mr. Abrams and seconded by Dr. Spychalski to adopt the FY 2020-22 Unified Planning Work Program. The motion carried 17-0 (Mr. Higgins was in attendance for this vote).*

## 8. Performance Based Planning and Programming

### a. Annual Update for Safety Performance Targets

Mr. Zilla stated that in 2017, PennDOT developed initial performance targets for the federal Highway Safety Improvement Program (HSIP) performance measures. PennDOT is required to update the targets annually. By federal rule, the CCMPO has 180 days from the date when PennDOT establishes its annual targets to

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either support PennDOT's targets or establish its own quantifiable targets. For the initial target setting in November 2017 and the annual update in November 2018, the CCMPO supported PennDOT's targets.

The federal HSIP performance measures include:

- Number of fatalities
- Number of serious injuries
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Rate of serious injuries per 100 million VMT
- Number of nonmotorized fatalities and serious injuries

Mr. Zilla explained that Pennsylvania's Strategic Highway Safety Plan (SHSP) aims to reduce fatalities and serious injuries by 1% annually. The Federal Highway Administration (FHWA) will determine if PennDOT has made progress towards meeting its goals and will begin its review in March 2020 for the 2014-2018 period. Mr. Zilla gave a brief summary on the latest data of fatalities and serious injuries in Centre County.

Fatalities by year:

- 2012 - 14 fatalities
- 2013 - 12 fatalities
- 2014 - 12 fatalities
- 2015 - 15 fatalities
- 2016 - 20 fatalities
- 2017 - 16 fatalities
- 2018 - 13 fatalities

The 1% reduction targets for 2019 and 2020 are 12.9 and 12.8 fatalities, respectively.

Serious injuries by year:

- 2012 - 39 serious injuries
- 2013 - 35 serious injuries
- 2014 - 36 serious injuries
- 2015 - 32 serious injuries
- 2016 - 47 serious injuries
- 2017 - 43 serious injuries
- 2018 - 62 serious injuries

The 1% reduction targets for 2019 and 2020 are 61.4 and 60.8 serious injuries, respectively.

Mr. Zilla spoke about the way the targets are derived. He explained that the first step is to establish the baseline from the actual values for the most recent five years. There was a higher than average number of fatalities and serious injuries in 2016; however, the 2017 and 2018 numbers are trending back down. The second step is to establish the target based on the 1% annual reduction using the most recent year's actual data. For example, the 2018 base year number would be multiplied by 0.99 (1% reduction), which would give the following year's projected data. To get the 2019 projected target of fatalities, multiply 13 (fatalities in 2018) by 0.99 to get 12.9.

In response to a question from Ms. Lafer, Mr. Zilla explained that the safety performance evaluation is done on a statewide basis, so if Pennsylvania is not meeting targets as a Commonwealth, mitigation measures will be taken at the state level that may fall down to affect Centre County; however, there is not a direct consequence to the County. Mr. Smoker added that there are no ramifications in terms of funding towards Centre County if performance measures are not met.

There was a brief discussion on the terminology of the motion proposed. Mr. Smoker explained that "targets" was the terminology used in Federal rulemaking.

With no further discussion, *motion was made by Mr. Hall and seconded by Mr. Abrams to formally support PennDOT's 2020 targets for the five Highway Safety Improvement Program performance measures. The motion carried 17-0.*

**b. Annual Reports about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation (CCOT)**

Mr. Kausch stated that Federal rulemaking requires all public transit operators to develop a Transit Asset Management (TAM) Plan by October 1, 2018, and to share the TAM Plan with states and MPOs. States and MPOs are not required to approve the TAM Plans.

In Centre County, the Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation Services (CCOT) are subject to the federal rule. In 2018, CATA prepared an individual TAM Plan, and the CCOT was included in a statewide TAM Group Plan prepared by PennDOT. The TAM Plans were shared with the CCMPO in October 2018. Both TAM Plans include performance targets and specify a reporting process to assess progress in meeting the targets.

In November 2018, the CCMPO approved and executed agreements with CATA and the CCOT to formalize each organization's responsibilities for cooperatively developing and sharing information related to transportation performance data, including the selection of targets and documenting progress toward meeting the TAM Plan targets. The agreements require the annual reporting of information related to the performance targets. CATA and PennDOT provided annual performance information to the MPO staff in fall 2019.

Mr. Kausch explained that the TAM performance measures are required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs. Mr. Kausch communicated that the TAM requirements cover three primary asset categories - rolling stock, equipment, and facilities. Each year, individual agency plans and statewide plans must assess performance in the previous year and set new targets for the upcoming year, which is typically completed each August/September. In Pennsylvania, the basis for measuring performance and setting targets is estimated useful life (age and mileage) and PennDOT's capital planning tool, which rates assets on a scale of 1 (asset replacement/rehabilitation required) to 5 (new or nearly new asset with no defects).

Mr. Kausch stated that the CCOT participates in the statewide TAM plan and CATA maintains its own individual plan, one of six other agencies throughout Pennsylvania. Mr. Kausch provided a brief summary of CATA's TAM plan:

- CATA's previous year's targets were that no more than 15% of buses and cutaways, and no more than 25% of cars, trucks, and vans (equipment) exceed their estimated useful life. In addition, no more than 20% of facilities are rated below a "3" in the capital planning tool.
- CATA's targets remain the same for the upcoming year.
- Between 2018 and 2019, the percentage of buses and cutaways exceeding their estimated useful life dropped from about 49% to about 38%, the percentage of cars, trucks, and vans exceeding their estimated useful life dropped from almost 24% to under 22%, and no facilities are rated below a "3" in the capital planning tool.
- CATA has made a great deal of progress in improving the state of repair of its fleet vehicles, and the new TIP is structured to support further progress.

The Coordinating Committee did not offer any comments and received Mr. Kausch's report.

## 9. Harris Township Request for Assistance - Route 45 West Speed Limit

At its November 26, 2019 meeting, the CCMPO Coordinating Committee received correspondence from Harris Township requesting the MPO's support and assistance in addressing safety concerns along Route 45 (Shingletown Road) between the Harris/Ferguson Township boundary and Windmill Road near the Village of Boalsburg. Specifically, Harris Township wishes to have PennDOT reduce the speed limit on Route 45 from 55 mph to 45 mph. The Coordinating Committee will receive a presentation from Mr. Harden, Harris Township Supervisor, and Mr. Zurat, PennDOT District 2-0 Executive.

*Motion was made by Mr. Harden and seconded by Ms. Lafer to have MPO staff on behalf of the CCMPO send a formal letter to Pennsylvania State Representatives expressing support for legislation approving radar to be used by municipal police departments to enforce speed. The motion carried 17-0.*

Mr. Harden then provided a brief presentation on Harris Township's request for assistance from the CCMPO. He referred to the map, displayed on his PowerPoint and pointed out that when traveling towards the Village of Shingletown on Route 45, the speed sign for 55 mph is not there, and the next 55 mph sign is just past Woodside Drive. There was clarification from Mr. Zurat that the speed limit in this area is 55 mph until the traveler reaches the 45-mph sign. Mr. Zurat went on to say that PennDOT will work with Harris Township to replace the 55-mph sign.

Mr. Harden spoke about the sight distance when turning out of Woodside Drive, Hess Fields, or Misty Hill Drive. Because of the speeds on Route 45, a traveler turning left out of the aforementioned roads may not see a motorist traveling down the hill until they've fully turned onto Route 45. Mr. Harden believes that the sight distance is not adequate for the speed limit that is being traveled on Route 45.

Mr. Harden then spoke about the legal requirements that PennDOT is required to follow when reducing speed limits. He explained that after reading the requirements, he came to the conclusion that under PA Title 75, Section 3363 municipalities have the jurisdiction to reduce a speed limit by up to 10 mph if it is found that the maximum speed permit is greater or less than is reasonable and safe under the conditions found to exist upon any such highway or part thereof and establish a reasonable and safe maximum limit.

Mr. Harden communicated that the population growth in that corridor has increased exponentially and he wondered if the growth warranted a new corridor study. He stated that the Township is looking to be proactive instead of reactive regarding the safety situation on Route 45. Municipalities need to have a better avenue with PennDOT to be able to work together to resolve these types of issues. The floor was then turned over to Mr. Zurat to give a presentation regarding Speed Limits and Speed Studies.

Mr. Zurat explained that PennDOT follows many different laws and regulations when it comes to speed limits and speed studies. Under Title 75 - Vehicle Code, Section 3363 - Alteration of Maximum Limits, the regulations stated that the Department of Transportation, under the basis of an engineering and traffic investigation, may establish a reasonable and safe maximum speed. In Section 6109(a) - Enumeration of Police Powers, of the same title, Subsection 10 allows for altering and establishing speed limits as authorized in Chapter 33 related to speed restrictions.

Mr. Zurat went on to explain that under Title 67 - Pennsylvania Code, Chapter 212,108 - Speed Limits (b), speed limits established in accordance with 75 Pa.C.S. 3363 may be established in multiples of 5 miles per hour up to the maximum lawful speed limit. The speed limit should be within 5 miles per hour of the average 85th percentile speed or the safe-running speed on the section of highway. However, the speed limit may be reduced up to 10 miles per hour below either of the above stated values if one or more of the following conditions are satisfied:

1. A major portion of the highway has insufficient stopping sight distance if traveling at the 85th percentile speed or the safe-running speed.

2. The available corner sight distance on side roads is less than the necessary stopping sight distance values for through vehicles.
3. The majority of crashes are related to excessive speed and the crash rate during a minimum 12-month period is greater than the applicable rate. Crashes related to excessive speed include those crashes with causation factors of driving too fast for conditions, turning without clearance or failing to yield right-of-way.

Mr. Zurat communicated that under the Manual on Uniform Traffic Control Devices (MUTCD), Section 2B.13 - Speed Limit Sign states that speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. Lastly, under the PA Traffic Engineering Manual - PennDOT Publication 46 - 212.108(b) of Chapter 212 states that speed limits should be established based on the 85th percentile speed unless a major portion of the highway has sight distance restrictions (stopping and corner sight distance), or the majority of crashes are related to excessive speed and the crash rate is greater than the applicable rate in the most recent high-crash rate or high-crash severity rate table.

Mr. Zurat stated that artificially lowering the maximum speed limit on Route 45 can cause other safety related issues such as aggressive driving, tailgating, and illegal passing. Mr. Zurat added that at the state level, there are discussions regarding relaxing the 85th percentile requirement.

Mr. Zurat communicated that after the Technical Committee meeting, where the same presentations were presented, he has worked with PennDOT staff and Harris Township staff to remediate some of the issues that have been discussed. He explained that under the law, PennDOT cannot release speed study data to the public due to the sensitive nature of the crash report data; however, PennDOT can release a summary of the data collected from the study, specifically the vehicle speed data, which was provided to Harris Township earlier in the week. In addition, Harris Township submitted additional local crash data to PennDOT, and their staff has committed to evaluating that data in relation to the speed study and crash data. Mr. Zurat stated that there was a lengthy discussion at the Technical Committee meeting on speed signs that can collect vehicle speed data, as well as show a traveler's speed in real time as they drive past. He clarified that municipalities may use a speed sign on a state-owned road; however, there are PennDOT specifications that the speed sign must meet. PennDOT provided those specifications to Harris Township so that they can work with the State College Police Department to utilize a speed sign for their data collection along the Route 45 corridor.

Mr. Bernier stated that a long-term solution would be for a change in legislation to change the requirements and regulations for the 85<sup>th</sup> percentile in relation to reducing speed limits. The mid-term solution is that the CCMPO took an action tonight to voice their support to Pennsylvania legislators that the Coordinating Committee supports use of radar by local police departments. The short-term solution is that PennDOT and Harris Township will continue to work together to install speed signs and possibly install the missing 55 mph sign, as discussed previously. In addition, PennDOT staff will work on a solution to provide Harris Township a summary of the speed study data collected by PennDOT.

## **10. 2021-2024 Centre County Transportation Improvement Program (TIP)**

Mr. Zilla stated that PennDOT, CATA, and MPO staff continue to work on the new 2021-2024 Centre County Transportation Improvement Program (TIP). In September, staff provided a presentation about the financial guidance, process, and schedule for preparing the new TIP. In November, staff reviewed priority projects for the Highway Element of the new TIP. In December, PennDOT District 2-0 completed the Preliminary Draft Highway Element. In early January, CATA completed the Preliminary Draft Transit Element.

Mr. Zilla referred to his PowerPoint and provided an overview of the Highway and Transit elements of the 2021-2024 TIP. He explained that the Highway element of the TIP must be fiscally constrained, while the Transit element can include projects outside of fiscal constraint.

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Mr. Kausch then gave a brief review of the Transit allocation. Out of the Federal Section 5307 fund, the Transit element of the 2021-2024 TIP will receive \$13,320,000. From State Operating Assistance fund, CATA will receive \$28,518,000, and the Centre County Office of Transportation (CCOT) will receive \$1,952,000. The grand total for the Transit allocation from these funds is \$43,790,000. The Transit element also includes around \$9.2 million in local funds, as well as unallocated (discretionary) state funds for which CATA would submit an application to purchase replacement and expansion vehicles. The 2021-2024 TIP Transit allocation total is \$82,838,920. Mr. Kausch then reviewed primary transit project categories. Of note, around \$44.7 million is allocated to CATA's operating assistance, and around \$6.6 million is allocated to CCOT's operating assistance.

Mr. Zilla then gave an overview of the 2021-2024 TIP Highway allocation. The total funding for the Highway and Bridge element of the TIP is \$68,991,000, which includes \$26 million in funds for the State College Area Connector Preliminary Engineering Phase. Of that total allocation, \$42,991,000 (a 22.5% reduction from the current TIP) is base funding for 24 projects. \$18,648,000 (43%) of the base funding comes from the State, and \$24,343,000 (57%) comes from the Federal government. Under this base funding, the following projects are fully funded:

- Route 26 (Jacksonville Road) Betterment
- Route 64/550 Intersection in Walker Township (safety project)
- Route 26/45 Intersection in Ferguson Township (safety project)
- Section 153 of the Atherton Street Project
- 10 carryover bridge projects

Mr. Zilla reviewed several other projects and issues that have been on the MPO's radar but have no funding or are still in the early phases of discussion or data collection. These projects include:

- Route 26/150 Intersection Safety Improvements in Howard Borough
- Route 150/Phoenix Avenue Intersection Improvements in Bellefonte Borough and Spring Township
- State bridge projects outside of the five that have been included in TIP funding
- No funding is included in the new TIP for local bridges

Mr. Zilla wrapped up his presentation with a schedule of next steps. Staff plans to review the final draft 2021-2024 TIP with Committee members in February or March. The Air Quality Conformity Analysis will be prepared in March or April. Staff will hold a public comment period in April or May, and then the Coordinating Committee will consider adopting the new TIP in June.

In response to a question from Mr. Abrams regarding high-speed rail in Centre County, Mr. Zilla explained that there are funding sources out there for high-speed/light rail; however, a need and purpose for high-speed rail in Centre County would have to be justified, just like any other highway project. Mr. Zilla went on to explain that in an area the size of Centre County and the Centre Region, a high-speed rail is not cost effective. Mr. Zilla communicated that while a high-speed rail may not be appropriate in the 2021-2024 TIP, he would encourage both the Technical and Coordinating Committee members to consider having a discussion on the details of high-speed rail to possibly be included in the Long Range Transportation Plan (LRTP) 2050.

In response to a question from Ms. Lafer regarding an airport connector road, Mr. Zilla explained that there is no design planned and no funding allocated in the TIP or the LRTP. He went to say that at one point, many years ago, the MPO did put an airport connector road on the LRTP, but because of fiscal constraints, it was removed. Since then, the MPO has focused more on projects such as the I-80/I-99 Interchanges and the State College Area Connector. Mr. Zilla stated that he and Ms. Messner will be attending the Airport Authority meeting the following Thursday to discuss a potential airport connector road and other transportation needs related to the LRTP. Mr. Zilla explained that if the MPO has an interest in including the airport connector road onto the TIP or LRTP, it would take non-traditional and innovative funding to be able to construct that type of road.

## **11. Member Reports**

Mr. Hampton communicated that the Pennsylvania Public Participation Plan is out for public comment and review until March 11, 2020 and encouraged members to review the plan and make comments if they desired.

Mr. Higgins communicated that item number 8 in the agenda depicts the County's Fee for Local Use funding. He explained that the County has collected \$1,145,000, including interest. The County has spent or committed \$968,000, leaving \$177,000 unallocated. Under the Fee for Local Use funds, the County has committed \$2 million towards local bridges, and with more collections coming in, the County will have just over \$2 million for the rest of the time period that the Fee for Local Use is in place. He stated that if any of the municipalities have safety-related roadway projects, the County would consider those projects for funding under the Fee for Local Use funds. Under this program, the County has made allocations to 12 different municipalities throughout Centre County.

## **12. Announcements**

Mr. Bernier directed the Committee's attention to agenda item number one under Announcements. He stated that the next Technical Committee meeting is on February 12, 2020 at 9:30 a.m. at the College Township municipal building. The next Coordinating Committee meeting is on February 25, 2020 at 6:00 p.m. at the Patton Township municipal building.

## **13. Adjournment**

There being no further business, the January 28, 2020 CCMPO Coordinating Committee meeting was adjourned at 7:58 p.m.

Respectfully submitted,

Marcella Laird  
Recording Secretary