

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

Tuesday, November 23, 2021

6:00 p.m.

Hybrid Meeting

Minutes

Voting Members

Eric Bernier	College Township
Theresa Lafer	State College Borough
Frank Harden	Harris Township
Laura Dininni	Ferguson Township
Barbara Spencer	Halfmoon Township
Pamela Robb	Patton Township
Mark Higgins	Centre County Board of Commissioners
Michael Pipe	Centre County Board of Commissioners
Doug Johnson	Nittany Valley Planning Region
Dick Decker	Penns Valley Planning Region
David Veneziano	Lower Bald Eagle Valley Planning Region
Keith Reese	Upper Bald Eagle Valley Planning Region
Jon Eich	Centre Regional Planning Commission (CRPC)
John Spychalski	Centre Area Transportation Authority (CATA)
Tom Zurat	PennDOT District 2-0
Larry Shifflet	PennDOT Central Office

Non-Voting Members

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

Others Present

Tom Zilla	Centre Regional Planning Agency (CRPA)
Jim May	CRPA
Trish Meek	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Anne Messner	Centre County Planning and Community Development Office (CCPCDO)
Louwana Oliva	CATA
Matt Wise	Senator Corman's Office
Dean Ball	PennDOT District 2-0
Frank Hampton	PennDOT Central Office
Kevin James	Michael Baker International
Cindy Kunes	Congressman Thompson's Office
Denise Gembusia	Halfmoon Township Manager
William Hoak	Harris Township resident

1. Call to Order

Mr. Bernier called the meeting to order at 6:00 p.m. and turned the floor over to Ms. Meek, who conducted a roll call of Committee members to ensure they could hear and be heard.

2. Approval of Minutes

Motion was made by Dr. Spychalski and seconded by Ms. Lafer to approve the minutes of the September 28, 2021 Coordinating Committee meeting, as presented. The motion carried 16-0 (Mr. Hall was not in attendance).

3. Public Comments

There were no comments from the public.

4. 2022 Meeting Schedule

Mr. Zilla presented the 2022 CCMPO meeting schedule and noted that the Coordinating Committee typically meets on the fourth Tuesday of the months in which meetings are scheduled at 6:00 PM. At this time, MPO staff anticipates the meetings will continue to be held in hybrid format through 2022.

Mr. Bernier noted that staff is aware that the April 26 meeting will conflict with the Pennsylvania State Association of Townships Conference, which takes place April 24-27. He will work with staff to come up with an alternative date for the April meeting.

Ms. Lafer suggested since that the CCMPO Committees don't meet every month, that it may be beneficial to schedule extra meetings to be able to get ahead of any new funding that comes down the pipeline to be prepared with any projects for consideration.

Motion was made by Dr. Spychalski and seconded by Mr. Harden to approve the 2022 CCMPO meeting schedule, with the caveat that the April 26 meeting is scheduled to change. The motion carried 16-0.

5. Transportation Alternatives (TA) Set-Aside Program

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

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

- Bellefonte Borough: Streetscape Safety Improvement Project - \$322,943 funding request
- Ferguson Township: Pine Grove Mills Bike and Pedestrian Improvements - \$697,452 funding request
- Phillipsburg Borough: Pine Street Sidewalk Improvement - \$977,562
- State College Borough: Easterly and Westerly Pkwy, Blue Course Dr. Shared Use Path - \$1,083,972 funding request

In September, the Coordinating Committee approved a review process and formed a TA Review Committee to evaluate and prioritize candidate projects. The Review Committee evaluated the projects, provided comments, and recommended a rank for each project using the PennDOT Statewide Evaluation Criteria. The Review Committee ranked the State College Borough project as 1, the Bellefonte Borough project as 2, the Ferguson Township project as 3, and the Phillipsburg Borough project as 4. Ms. Meek reviewed each project's comments for consideration for PennDOT.

Ms. Dininni stated that in the Ferguson Township project comments, post office should be added as a place that pedestrians walk to.

Motion was made by Ms. Lafer and seconded by Ms. Dininni to approve the submission of comments to PennDOT about candidate Transportation Alternatives projects in Centre County. The motion carried 16-0.

There was a brief discussion about providing communication to PennDOT to request that if additional federal funds become available through the Infrastructure Investment and Jobs Act (IIJA), the projects that were not funded with TA funds in this round should be considered for funding in the next funding round. Mr. Zilla stated that staff can work on a separate communication regarding this request to send to PennDOT Central Office. There was consensus from the Coordinating Committee to send this communication to PennDOT.

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

The Coordinating Committee received a presentation from MPO staff regarding the final draft 2022-2024 Unified Planning Work Program (UPWP). Adopting the 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. The new UPWP was previously discussed by the CCMPO Committees in June and September. The first draft UPWP was subsequently provided to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and PennDOT Central Office on September 28 for a required 30-day review period.

The FHWA provided comments, which resulted in the following revisions:

- Add highlights of accomplishments under the current UPWP
- Add references to indirect cost allocation for the budget
- Clarify Title VI program responsibilities
- Clarify the intended use of a consultant for the Strategic Plan

The FTA provided comments, which resulted in the following revisions:

- Clarify the products/deliverables from the tasks
- Add a start date for scheduled tasks
- Add a LEP/Title VI reference
- Add an AQ Conformity reference

Mr. Zilla stated that the edits provided have been incorporated into the UPWP that was in the agenda. Once the UPWP is adopted, MPO staff will prepare the submission package for PennDOT.

There being no discussion, *motion was made by Mr. Shifflet and seconded by Ms. Lafer to adopt the FY 2022-2023 Unified Planning Work Program. The motion carried 16-0.*

7. 2021-2024 Centre County Transportation Improvement Program (TIP)

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

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

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

Ms. Messner briefly reviewed the cost estimates and funding breakdown of each project for each phase of the projects. All phases for both projects are proposed to be added to the current 2021-2024 TIP; however, only the preliminary engineering phases for both projects will be funded through the current TIP. The final design, utility, right of way, and construction phases will be carried over to the 2023-2026 TIP. Ms. Messner explained that in terms of revisions to the current TIP, \$300,000 is proposed to be added for the Hoy Road

bridge engineering phase and \$350,000 for the Lower Georges Valley Road bridge engineering phase. The remaining costs for both projects will be funded in the next 2023-2026 TIP.

Motion was made by Commissioner Higgins and seconded by Mr. Decker to amend the 2021-2024 Centre County TIP to add funding for all phases of the Walker Township Hoy Road bridge and the Potter Township Lower Georges Valley Road bridge. The motion carried 16-0.

8. 2023-2026 Centre County Transportation Improvement Program (TIP)

The Coordinating Committee received a presentation from MPO staff regarding the draft 2023-2026 Centre County TIP. In September, The MPO Committees received a presentation about the financial guidance, the schedule for preparing the new TIP, and preliminary project priorities.

Staff reviewed the preliminary project priorities for the 2023-2026 TIP. Key inclusions of state bridge projects include seven carryover projects and nine new bridge projects, with six bridge preservation projects in four years. Highway project priorities include:

- Route 144 Runville Road drainage improvements – preliminary engineering - \$724,000
- Route 150/Phoenix Avenue intersection improvements – preliminary engineering - \$530,000
- Atherton Street drainage/repaving, Section 154 – preliminary engineering/final design - \$914,000
- Route 26/150 intersection safety improvements – all phases - \$2,800,000
- High friction surface treatment – construction – TBD

Key inclusions of the local bridge projects include the Walker Township Hoy Road bridge and the Potter Township Lower Georges Valley Road bridge, which will be funded with Road MaP funds. Furthermore, additional bridge projects may be funded through the retroactive reimbursement program line item.

Lastly, transit project priorities include operating assistance for both CATA and the Centre County Office of Transportation (CCOT), replacement of vehicles for both agencies, and modest recurring line items for facilities and equipment. It was noted that transit projects are primarily funded with state funds with federal and local components.

MPO staff will provide a final draft TIP to the Committees in February for consideration of approving the public comment period for April or May. In June, the Committees will consider adoption of the 2023-2026 TIP.

Mr. Shifflet communicated that Infrastructure Investment and Jobs Act (IIJA) was signed by President Biden just recently, and PennDOT has received general estimates for funding allocations. He clarified that PennDOT has not received apportionment tables from the US Department of Transportation, (USDOT); however, PennDOT did hold a financial guidance workshop last week to begin discussion on funding allocations. Mr. Shifflet stated under the current FAST Act, PennDOT was slated to receive \$8.9 billion in base federal funds over the next five years. With the passage of the IIJA, an additional \$4 billion will be allocated to Pennsylvania for highways and bridge infrastructure. Within the additional \$4 billion in base federal funds, there are two funding allocations: the Highway Trust Fund at \$2.3 billion and the special bridge program at \$1.6 billion over a five-year period. Mr. Shifflet stated that this additional money includes the 2022 federal fiscal year, which ends September 2022. PennDOT will be working with the MPOs and RPOs in Pennsylvania to distribute the additional funds that are available for the coming year. Mr. Shifflet reminded everyone again that the numbers he presented are PennDOT estimates only and will be adjusted when the apportionment tables are released from the USDOT.

9. State College Area Connector (SCAC) Project

The Coordinating Committee received a report from the State College Area Connector (SCAC) project team regarding the most recent updates to the Planning and Environmental Linkages (PEL) study and the comments received at the public meetings.

Mr. Ball communicated that most of work at this point in the PEL process is addressing the comments that were provided during the public meetings. Once the comments have been addressed, the document will be posted on the SCAC website and those who are signed up for updates will receive a notification. In addition, PennDOT staff and consultants are updating the mapping and traffic counts for the project based on the comments that were received during the public meetings. Furthermore, PennDOT staff and consultants are continuing their review and analysis of the alternative corridors as well as coming up with cost estimates for each alternative. PennDOT plans to hold an additional public meeting in winter of 2022 to present all of the updated information that came out of the previous public meetings.

Mr. Harden communicated that Harris Township received 24 pages of signatures from residents in the Colyer lake area opposing the proposed realignments of Route 322. He went on to say that there are many more people involved and interested in this project than in years' past, and it will be important to select a realignment that is good for all residents.

Ms. Dininni stated that once an alignment for the SCAC project has been chosen and constructed, it will be important to track and understand the impact the new road has on local services, especially since this area is currently centrally isolated and will eventually become a connected network.

In response to a question from Mr. Eich regarding the timing of the completion of the PEL process and when the CCMPO will adopt its new TIP, Mr. Zilla stated that the new TIP will have already been adopted by the time the proposed alignment for the SCAC project is announced with the associated construction costs.

Mr. Zilla stated that PennDOT will have a good idea of the amount of funding that is needed for the SCAC project come spring 2022, so staff plans to work with PennDOT to ensure the funding is programmed in for the new TIP. Mr. Zilla also stated that it may be necessary in the future to amend the TIP to add additional projects and funding.

10. Performance Based Planning and Programming

The Coordinating Committee received a presentation from Mr. Kausch regarding Transit Asset Management (TAM) Plans for both CATA and the CCOT. Federal rulemaking required all public transit operators develop a TAM Plan by October 1, 2018, and to update and share the TAM Plan with states and MPOs on an annual basis.

The TAM Plans evaluate vehicles, facilities, and equipment using PennDOT's capital planning tool.

Mr. Kausch reported that for the CCOT, which participates in the statewide TAM plan, the upcoming targets include no more than 52% of cutaways and no more than 65% of vans exceed their estimated useful life. Mr. Kausch noted that the Centre County TIP and Long Range Transportation Plan are set up to help assist the CCOT in replacing its cutaways and vans to meet the targets set by the state.

Mr. Kausch reported that CATA maintains its own TAM Plan, which for the upcoming year includes no more than 25% of rolling stock and no more than 40% of equipment exceeding its estimated useful life. In addition, no more than 20% of facilities are rated below a "3" in the capital planning tool. Currently, CATA has 26% of vehicles that have exceeded its estimated useful life; however, several vehicles are scheduled to be replaced in the upcoming year, so that percentage should improve. In terms of equipment, CATA currently sits at 31.5% of equipment exceeding its estimated useful life. Lastly, because CATA has fairly new buildings, none of its building are rated below a "3".

11. CCMPO Title VI Program

The Coordinating Committee received a presentation from MPO staff regarding the CCMPO's Title VI Program, which was adopted by the Coordinating Committee in 2018. Federal law requires all entities receiving federal assistance to provide equal access to programs and projects. The current program includes a policy statement, notifications to the public, complaint procedures, and a Limited English Proficiency Plan (LEP).

In September 2019, a compliance review was conducted by the PennDOT Bureau of Equal Opportunity. The review found the Title VI materials and procedures to be substantially compliant but offered the following proposed enhancements:

- Expansion of the list of protected classes
- Enhanced tracking of requests for accommodation
- Re-working of the LEP plan and four-factor analysis
- Posting of vital documents in a translatable format
- Removal of language referring to “EJ” tracts and populations, in favor of more specific language

Staff also attended the PennDOT Planning Partners Fall 2021 Conference, where additional enhancements to the Title VI Program were suggested:

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

Mr. Kausch stated that he is familiar with CATA’s Title VI Program, which provides experience and context in terms of the FTA circular. Mr. Kausch provided a brief overview of the general and MPO requirements related to the FTA’s Circular 4702.1B.

Staff will present a draft Title VI Program at the February meeting that will provide more details about the changes to the program’s elements. In February, staff will ask for consideration of adoption of the updated Title VI Program. Once it is adopted, it will be submitted to PennDOT for a compliance review.

In response to a question from Ms. Lafer, Mr. Zilla stated that he is the point person to receive complaints and there have been no complaints submitted since the Title VI adoption in 2018.

In response to a question from Mr. Eich, Mr. Kausch stated that as suggested from PennDOT in 2019, the new Title VI program will include “religious creed” in the list of protected classes to cover the Amish population.

There was a brief discussion between members regarding where the Title VI program documents are housed and whether or not gender and sexual orientation are included in Title VI. Mr. Kausch provided the Committee with the web address where the Title VI information is displayed and explained that including gender and sexual orientation is not required in the Title VI Program; however, the CCMPO operates under other federal and state law and regulations, which prohibits discrimination or disproportionate impacts based on sexual orientation, minority, or low income status.

12. Member Reports

Ms. Dininni reported that the area of Pine Grove Mills at the yellow blinking light failed to meet the warrant for a signal based on PennDOT’s data. She went on to say that the warrants fail to recognize pedestrian safety, which is a big issue for this area because people need to cross the street at this intersection to reach the post office and other businesses in the village. She stated that the Ferguson Township Board of Supervisors is willing to put up the funding to do this project; however, they need permission from PennDOT.

Mr. Harden thanked MPO staff and PennDOT staff for helping the Harris Township Board of Supervisors navigate the process of repairing the entire Mary Elizabeth Street bridge when it failed earlier this year, and for using the retroactive reimbursement program to ensure there was funding to complete this project.

Ms. Robb communicated that Patton Township is continuing to work through the traffic issue on North Atherton Street and the Chick-Fil-A parking lot and thanked PennDOT for attending the meeting with the Chick-Fil-A representatives to resolve this issue.

Mr. Johnson stated that there is a sight distance issue at the “y” in Zion where the road construction is ongoing. He explained that when a vehicle is coming off of Cobblestone Road, near the Jersey Shore State Bank, the control box on the post for the temporary traffic signal blocks the driver’s view of those traveling on East College Avenue/Route 64; therefore, creating a hazardous situation if someone were to run the red

light. Mr. Zurat stated that he will work with the project manager to address this issue for both the temporary and permanent traffic signal.

Mr. Veneziano stated that although Boggs Township did not receive funding through the Pennsylvania Department of Community and Economic Development (DCED) grant funding program, several other municipalities in Centre County did receive funding.

Dr. Spychalski stated that CATA received another articulated bus, which will help with routes where CATA has faced challenges picking up all the passengers waiting for the bus.

Mr. Smoker communicated that in terms of the Infrastructure Investment and Jobs Act (IIJA), USDOT and multimodal staff are working diligently to put together information to send out for the public's knowledge. He stated that he learned today that the USDOT will call this bill the Bipartisan Infrastructure Law (BIL). More information will be forthcoming in the next few days, and the CCMPO will receive more information at its February meetings.

Ms. Lafer did not have anything to report; however, because this is her last CCMPO meeting, she expressed her appreciation to the CCMPO Committee members, MPO staff, PennDOT staff, and the community for all the hard work that they have put in over the years. She stated that there has been many projects and goals that have been accomplished and she felt honored to have been a part of the success.

13. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, February 9, 2022 using hybrid meeting technology at the COG building. The next Coordinating Committee meeting is scheduled for 6:00 p.m. on Tuesday, February 22, 2022 using hybrid meeting technology at the COG building.

14. Adjournment

There being no further business, the November 23, 2021 CCMPO Coordinating Committee meeting was adjourned at 8:47 p.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary