

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

**Tuesday, June 22, 2021
6:00 p.m.
Virtual Meeting via Zoom**

Minutes

Voting Members

Eric Bernier	College Township
Theresa Lafer	State College Borough
Frank Harden	Harris Township
Lisa Strickland	Ferguson Township
Mark Higgins	Centre County Board of Commissioners
Michael Pipe	Centre County Board of Commissioners
Doug Johnson	Nittany Valley Planning Region
David Veneziano	Lower Bald Eagle Valley Planning Region
Dick Decker	Penns 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)
Dean Ball	PennDOT District 2-0
Frank Hampton	PennDOT Central Office

Non-Voting Members

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

Others Present

Tom Zilla	Centre Regional Planning Agency (CRPA)
Jim May	CRPA
Trish Meek	CRPA
Greg Kausch	CRPA
Pam Adams	CRPA
Marcella Laird	CRPA
Anne Messner	Centre County Planning and Community Development Office (CCPCDO)
Ford Stryker	Ferguson Township resident
Kevin James	Michael Baker International
Katherine Yeaple	State College Borough 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 Mr. Eich to approve the minutes of the April 27, 2021 and May 25, 2021 Coordinating Committee meetings, as presented. The motion carried 13-0 (Mr. Johnson was not in attendance for this vote).

3. Public Comments

There were no comments from the public.

4. Performance Based Planning and Programming

a. Transit Asset Management (TAM) Targets for the CCMPO

The Coordinating Committee received a presentation from MPO staff regarding Transit Asset Management (TAM) performance targets for the CCMPO. Per federal rulemaking, all MPOs must adopt TAM targets to guide planning (LRTP) and programming (TIP) decisions, and must document decisions made and actions taken to help meet the targets. While MPOs must only update these targets with the development of new LRTP or TIP documents, they can be derived from individual transit agency or statewide targets, which must be updated annually.

The proposed TAM performance targets for the CCMPO are derived from CATA and statewide targets and include the following:

- Revenue Vehicles: No more than 15% of assets are at or past their useful life benchmark
- Equipment: No more than 25% of assets are at or past their useful life benchmark
- Facilities: No more than 20% of assets are rated below condition “3” on PennDOT’s Capital Planning Tool scale of 1-5

Motion was made by Mr. Hampton and seconded by Mr. Harden to adopt the Transit Asset Management performance targets for the CCMPO. The motion carried 13-0.

b. Public Transportation Safety Performance Measure Targets for the CCMPO

The Coordinating Committee received a presentation from MPO staff regarding transit safety performance targets for the CCMPO. Per federal rulemaking, all MPOs must adopt safety targets to guide planning (LRTP) and programming (TIP) decisions, and must document decisions made and actions taken to help meet the targets. While MPOs must only update these targets with the development of new LRTP or TIP documents, they can be derived from individual transit agency or statewide targets, which must be updated annually.

The proposed transit safety performance targets for the CCMPO are derived from CATA targets, and include the following:

- Fatalities: 0
- Injuries: 0
- Safety Events: 0
- System Reliability:
 - 24,095 miles between major mechanical failures (fixed-route)
 - 398,267 miles between major mechanical failures (contracted service)
 - 1,009,324 miles between major mechanical failures (vanpool)

Motion was made by Mr. Reese and seconded by Mr. Decker to adopt the Public Transportation Safety Performance Measure Targets for the CCMPO. The motion carried 13-0.

5. Centre Region Climate Action and Sustainability Plan (CAAP)

The Coordinating Committee received a presentation from Mrs. Adams, CRPA Sustainability Planner, regarding efforts to prepare the Centre Region Climate Action and Adaptation Plan (CAAP). There are many linkages between the CAAP and the sustainability and resiliency of the transportation system. The CCMPO’s Long Range Transportation Plan (LRTP) 2050 addresses resiliency, as required by federal rulemaking. Thus, the efforts to complete the Centre Region CAAP will have application to the CCMPO’s transportation

planning and programming efforts across Centre County. Mrs. Adams provided the draft transportation objectives of the CAAP:

- Encourage driving cleaner, more efficient vehicles and traffic operations
- Reduce the trips with one driver
- Align land use and housing with transportation infrastructure to increase access to walking, biking, and public transit
- Improve and build resiliency into our transportation system

In response to a question from Mr. Hampton regarding targets for reduction of emission, Mrs. Adams explained that the plan will look at reducing emissions from sources 1 and 2, which are emissions that the local community has control over and utility providers. The CAAP will consider emissions from the impact of solar panels and electric vehicles to some degree, but those emissions are a bit out of the scope for the CAAP. Mr. Hampton communicated that people need to consider the impact that the batteries from electric vehicles have on the environment as well. Mrs. Adams stated that advocating for recycling and education on what happens to a product post-consumer will be addressed in the CAAP.

6. State College Area Connector (SCAC) Project

The Coordinating Committee received a presentation from Kevin James, the State College Area Connector (SCAC) project consultant, regarding the latest activities for the Planning and Environmental Linkages (PEL) Study. The PEL Study is scheduled to be completed in spring 2022. The study will identify transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase. The PE phase will include a more detailed analysis of the study area's socio-economic, natural, and cultural resources; the development and evaluation of transportation alternatives; the identification of a preferred alternative; and obtaining environmental clearance for the preferred alternative. PennDOT's consultant team is currently developing a range of alternatives to address the purpose and need, and the alternatives will be displayed during the next public meeting scheduled for late August and early September 2021. Plans are underway to offer both virtual and in-person opportunities for interaction with the project team during the public comment period. No specific alternative improvements for the SCAC project have been developed at this time.

The Coordinating Committee had a detailed discussion regarding the project development process and the funding associated with the eventual chosen alternative. After discussion, there was general consensus from the Coordinating Committee to send letters to state and federal Representatives and Senators to stress the importance of a commitment of funding for the chosen alternative for the SCAC project. The CCMPO Chair will work with MPO staff to draft letters to the legislators to request that they support and commit to funding for the chosen alternative.

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

The Coordinating Committee received a presentation from MPO staff regarding the federally mandated 2022-2024 Unified Planning Work Program (UPWP), which 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 CCOT on behalf of the CCMPO.

MPO staff proposed three candidate special studies that could be completed with supplemental funds:

- Operations-Based Strategic Plan for the CCMPO
- Countywide Pedestrian/Bicycle Plan
- Update of Centre County Federal Roadway Functional Classification System

The Coordinating Committee members asked several clarifying questions regarding scopes and funding of the projects. MPO staff felt that there would be possibilities for additional funding outside of the normal MPO

budget that would require local matches to fund the projects. There was general consensus from the Coordinating Committee for MPO staff to prepare more detailed scopes of work that include cost estimates for the projects, including any local matches that may be required.

8. CCMPO Safety Subcommittee

The Coordinating Committee received a status report from the Centre County Planning and Community Development Office Senior Planner, Anne Messner, regarding the CCMPO Safety Subcommittee activities. The Subcommittee is working with MPO and PennDOT staff to identify candidate roadway safety improvement projects to be considered for the next 2023-2026 Transportation Improvement Program (TIP). To date, the Subcommittee has held three meetings and has reviewed various intersections and segments of concern identified by the PennDOT screening tool based on the incidences of crashes.

The Subcommittee reviewed two intersections and one roadway segment for safety improvements for consideration of inclusion in the next TIP. Ultimately, the Subcommittee felt that more information regarding crash data was needed to move forward with recommendations. Staff is currently working with PennDOT staff to gather this data for an upcoming Subcommittee meeting.

In response to a question from Ms. Strickland regarding an intersection in Pine Grove Mills creating a safety hazard for pedestrians, Ms. Messner stated that the intersection in question is on the list of intersections that have been screened by PennDOT; however, it is number 33 on the list. There have been discussions regarding Subcommittee responsibilities to look at intersections of concern that are lower on the list or outside of the PennDOT screening tool. The current list is being used to prioritize safety improvement projects using safety improvement funding, which has specific requirements tied to it. Mr. Johnson added that Bellefonte Borough has a similar issue with the diamond intersection at High Street and N Allegheny Street. He stated that there is data to back up the need for a redesign of the intersection altogether, and the Borough is taking steps to address some of the safety issues until a long-term design can adequately address the vehicle and pedestrian safety issues.

In response to a question from Mr. Bernier, Ms. Messner explained that there is a specific calculation and threshold that places intersections and segments of road on the screening tool list. There was concern from the Subcommittee that even though there are many intersections and segments of road that are of concern to the community, they do not meet the safety expectations through the design and cost benefit analysis to actually improve those intersections and roadway segments.

Mr. Zilla communicated that the intersections that have been evaluated through PennDOT's screening tools tie back to the federal performance measures that the Coordinating Committee receives from PennDOT to consider for adoption. The CCMPO typically endorses PennDOT's recommendations for performance measure targets because otherwise, the MPO staff would have to develop its own performance measure targets, which is outside of the capability of MPO staff. Since PennDOT is the administrator of federal safety funds, PennDOT is ultimately responsible for prioritizing safety projects that will meet the safety performance measure targets. PennDOT then uses the screening tool to identify those projects that will meet the cost-benefit criteria, thereby meeting the performance measure targets. Mr. Zilla went on to say that in both cases mentioned above, while these intersections may not fit the criteria to receive safety funds, other funds can be allocated towards projects like these with CCMPO support.

9. Return to In-Person/Hybrid Meetings

Mr. Zilla stated that as more of the population becomes fully vaccinated, COVID-19 restrictions are being lifted and phased reopening plans are being implemented at the federal, state, county, and municipal levels. Because the state of emergency order related to the COVID-19 Pandemic has been lifted in Pennsylvania, the CCMPO must meet in a physical location with a quorum present.

MPO staff has discussed potential venues that can accommodate a large committee and guests in an environment where members can hear and be heard, and where staff presentations can be provided, should

guidelines require social distancing. Also, the Centre Region Council of Governments (COG) will be installing hybrid meeting technology in the COG Building Forum Room in summer 2021. The new technology in the Forum Room would offer the opportunity to conduct hybrid (virtual and in-person) meetings.

There was a general consensus from Committee members that using the hybrid meeting technology would be a benefit to Committee members, members of the public, and consultants.

10. Member Reports

Mr. Harden expressed his thanks to CATA staff for working with Harris Township to work through CATA bus service issues.

Mr. Ball announced that Mark Schultz has been promoted to the PennDOT District 2-0 Planning and Programming Manager, which was previously held by Vickie Rusnak before her retirement.

Mr. Smoker communicated that there is no update from Washington DC as Congress continues its discussion on legislation regarding the federal transportation reauthorization bill that is set to expire at the end of September this year.

11. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, September 8, 2021 at a location to be determined. The next Coordinating Committee meeting is scheduled for 6:00 p.m. on Tuesday, September 28, 2021 at a location to be determined.

12. Adjournment

There being no further business, the June 22, 2021 Special CCMPO Coordinating Committee meeting was adjourned at 8:31 p.m.

Respectfully submitted,

Marcella Laird
Recording Secretary