

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

**Tuesday, June 23, 2020
6:00 p.m.
Virtual Meeting via Zoom**

Minutes

Voting Members Present:

Eric Bernier	College Township
Barbara Spencer	Halfmoon Township
Theresa Lafer	State College Borough
Lisa Strickland	Ferguson Township
Pamela Robb	Patton Township
Mark Higgins	Centre County Board of Commissioners
Michael Pipe	Centre County Board of Commissioners
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)
Tom Zurat	PennDOT District 2-0
Larry Shifflet	PennDOT Central Office

Non-Voting Members Present:

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

Others Present:

Tom Zilla	Centre Regional Planning Agency (CRPA)
Trish Meek	CRPA
Greg Kausch	CRPA
Marcella Laird	CRPA
Jim May	CRPA
Anne Messner	Centre County Planning & Community Development Office (CCPCDO)
Matt Wise	Senator Corman's Office
Mark Long	Representative Benninghoff's Office
Cindy Kunes	Congressman Thompson's Office
Louwana Oliva	CATA
Frank Hampton	PennDOT Central Office

1. Call to Order and Pledge of Allegiance

Mr. Bernier called the meeting to order at 6:02 p.m. and turned the meeting over to Ms. Laird, who provided an overview of the meeting procedures. Ms. Laird explained that this meeting is being recorded by CNET and will be posted on the CCMPO's website and Facebook page upon conclusion. Directives on how to locate the agenda, provide comments, and participate in this meeting have been advertised in the Centre Daily Times, the Lock Haven Express, the Clearfield Progress, the CCMPO's Facebook page, and on the CCMPO's website at www.ccmpos.net. Members of the public that wish to speak to specific agenda items during the meeting may use the reaction feature, the hand raise feature, or the chat box and will be recognized when appropriate. Ms. Laird then took a roll call of Committee members to ensure they could hear and be heard. Mr. Hall, Mr. Johnson, and Mr. Harden were not present during the meeting. Ms. Spencer entered the meeting at 6:41 p.m.

2. Approval of Minutes

Motion was made by Dr. Spychalski and seconded by Mr. Shifflet to approve the minutes of the February 25, 2020 CCMPO Coordinating Committee meeting, as distributed. The motion carried 13-0 (Ms. Spencer was not in attendance).

3. Public Comments

There were no public comments.

4. Public Comment Period Summary for the 2020 Centre County Air Quality Conformity Determination (AQ) Report and the 2021-2024 Centre County Transportation Improvement Program (TIP)

The Coordinating Committee received a presentation from Mr. Zilla, CRPA Principal Transportation Planner, regarding the public comment period summary for the 2020 Centre County Air Quality Conformity Determination (AQ) Report and the 2021-2024 Centre County Transportation Improvement Program (TIP). Mr. Zilla communicated that the press release for the TIP public comment period was released on May 1, 2020 and was sent to 67 broadcast and print media outlets. Advertisements for the public comment period and public meeting were sent to the Centre Daily Times, the Lock Haven Express, and the Clearfield Progress on May 7, 2020. Direct notifications were sent to interested parties (91 organizations), CCMPO Committees, the CCMPO contact list (263 persons), and 35 municipalities on May 7, 2020. On May 20, 2020 CCMPO staff held a virtual public meeting from 6:00 p.m. to 7:00 p.m. On June 7, 2020 notifications were sent to 8 Native American Tribes. The public comment period ended at 12 noon on June 8, 2020.

The virtual public meeting was held via Zoom, and there were 25 participants, with 5 participants being public or media. MPO staff received one public comment during the meeting, two comments via the CCMPO's online comment form, and two comments via email. Mr. Zilla provided a brief overview of the comments received and staff's response to each comment or question. Overall, there were two comments about project priorities, one comment about a roadway detour route unrelated to any TIP projects, one comment about the process for revising the TIP if funding is reduced, and two comments about the State College Area Connector project. Mr. Zilla communicated that no comments were received about the AQ Report and no changes to the TIP are required.

With no questions or comments, *motion was made by Mr. Shifflet and seconded by Mr. Decker to approve staff's responses to the Centre County 2020 AQ Report and the 2021-2024 TIP public comment summary. The motion carried 13-0.*

5. 2020 Centre County Air Quality Conformity Determination (AQ) Report and Resolution

Mr. Zilla communicated that 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 for Centre County for TIPs in the past. An Air Quality Conformity Determination Report that meets the EPA's guidance was completed for the draft 2021-2024 Centre County TIP. The process ensures that the TIP meets federal transportation conformity requirements and is consistent with Pennsylvania's State Implementation Plan (SIP).

With no questions or comments, *motion was made by Mr. Shifflet and seconded by Ms. Robb to approve both the AQ Conformity Report and Conformity Resolution. The motion carried 13-0.*

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

a. Final Draft 2021-2024 TIP

The Coordinating Committee received a presentation from Mr. Zilla regarding the final draft 2021-2024 Transportation Improvement Program (TIP) – transit and highway elements. Mr. Zilla gave a brief overview of what the TIP is, how it is updated, and the different staff offices that work on the TIP. Mr. Zilla communicated that in September 2019, MPO staff received the TIP financial guidance and project priorities for the 2021-2024 TIP. In November 2019, staff presented the projects being considered for the preliminary draft TIP to the Technical and Coordinating Committees, and in January, staff presented the preliminary draft TIP. Through February and March, staff worked diligently to complete the final draft TIP, and in April and May, staff held the 30-day public comment period to receive comments on the proposed 2021-2024 TIP. The Coordinating Committee will consider adoption of the 2021-2024 TIP on June 23, 2020.

Regarding the transit element of the draft 2021-2024 TIP, there is \$82,838,920 allocated that reflects \$43.8 million from the TIP allocation, \$9.3 million in local funds, and unallocated state funds for which the Centre Area Transportation Authority (CATA) would submit an application to purchase replacement and expansion vehicles. In addition, the \$82.8 million includes \$51 million in operating assistance, \$23 million for buses, \$3 million for vans, and \$3 million for facility and equipment operations. There have been no changes to these numbers from the preliminary draft TIP or as a result of the public comment period.

Regarding the highway element of the draft 2021-2024 TIP, there is \$73,028,300 allocated that reflects \$47 million in base funding for 27 projects and \$26 million in spike funding for the State College Area Connector (SCAC) project. Out of the \$47 million in base funding, 55% (\$25.8 million) comes from federal funding, 40% (\$18.6 million) comes from state funding, and 5% (\$2.5 million) comes from local funding.

Mr. Zilla noted that the local funds (\$2.5 million) are for the Atherton Street Section 153 project. He went on to say that the challenge with the highway element of the TIP is managing the overall reduction in funding and managing the eligibility of funds for specific projects. Mr. Zilla reviewed the changes of the highway element from the preliminary draft TIP. There was an addition of \$775,000 for two railroad crossing improvements – State Route (SR) 3017 High Street in Port Matilda Borough and Struble Road in College Township. In addition, \$350,000 was added for closed-circuit television (CCT) and dynamic message signs as part of the SR 3014 Atherton Street Section 153 project. There have been no changes to the highway element numbers as a result of the public comment period.

Mr. Zilla communicated that the SCAC project received \$26 million in 2019 to begin the preliminary engineering and final design phase of the project, which begins this summer. In addition, the I-80/I-99 Bellefonte Interchange project received a total of \$167.8 million to complete the I-80 Section B18 High Speed Interchange (\$109 million), the I-80 Section A18 Local Access Interchange (\$52 million), and the Route 26 Jacksonville Road Betterment project (\$6.8 million – base funding on the TIP).

Mr. Bernier expressed his thanks to MPO staff and PennDOT for working to get “spike” funding for the State College Area Connector Project and the I-99/I-80 High Speed Interchanges Project. At the February Coordinating Committee meeting, frustration was expressed by many Committee members regarding the fact that base allocations for the 2021-2024 TIP would be stagnant. However, with the funding that has been allocated to the aforementioned projects, there is quite a bit of funding coming to Centre County outside of TIP funding.

With no other comments or questions, *motion was made by Mr. Eich and seconded by Dr. Spsychalski to adopt the Centre County 2021-2024 Transportation Improvement Program. The motion carried 14-0 (Ms. Spencer was in attendance).*

b. Procedures of TIP Revisions

Mr. Zilla communicated that Procedures for revising the new 2021-2024 TIP must be approved by the CCMPO and provided to PennDOT as part of the TIP submission package. No substantive changes have been made to the TIP Revision Procedures from the version being used for the current 2019-2022 TIP, particularly regarding the fiscal thresholds that require revisions to be approved via formal action by the Coordinating Committee. Several minor editorial changes have been made to the procedures. He noted that due to a staff oversight, the draft Procedures were not presented to the Technical Committee for review, so there is no recommendation from the Technical Committee.

With no questions or comments, *motion was made by Ms. Spencer and seconded by Mr. Shifflet to approve the procedures for TIP revisions. The motion carried 14-0.*

7. Federal Transportation Planning Process Self-Certification

Mr. Zilla stated that the CCMPO is required to self-certify that its planning process is in compliance with all applicable Federal regulations. The self-certification is accomplished by approval of a resolution as part of adoption of the TIP. Attached to the agenda is a draft resolution certifying the CCMPO's compliance.

Motion was made by Dr. Spsychalski and seconded by Ms. Robb to approve the Self-Certification Resolution. The motion carried 14-0.

8. Long Range Transportation Plan (LRTP) 2050 – Status Report

The Coordinating Committee received a presentation from Ms. Messner, CCPCDO Senior Transportation Planner, regarding updates on the progress of the 2050 Long Range Transportation Plan (LRTP). The LRTP 2050 will continue the mandates of LRTP 2044, with an added emphasis on performance-based planning at the federal, state, and local level, including the implementation of various federal performance measures. The new LRTP is evolving into a transitional plan that recognizes the priority projects of the past and starts to address the performance measures of the future. This transition applies to both highway and transit projects, with major adjustments anticipated for highway projects in future years to address asset management and performance measure requirements.

MPO staff and its supporting consultant team have focused on several plan elements:

- Updating the Goals and Objectives section of the plan to be more specific relative to performance-based planning.
- Reflecting performance measures and resiliency (focuses on weather hazard planning) in the Existing Conditions section of the plan.
- Preparing various policy elements of the plan.
- Assessing the impact of shifting funds to asset management improvements that meet safety, bridge, pavement, and travel time reliability performance measures.

The most challenging component of preparing the new plan is the reduction in funding and a shift in priority to projects targeted at asset management and performance measures. The fiscally constrained project list for the new LRTP may not include priority projects that are on the current LRTP. For these projects, the estimated costs exceed available funding levels and the projects may not contribute to meeting performance measures. Staff also anticipates greater use of line items devoted to projects that focus on asset management and maintaining a state of good repair, as well as improving safety, bridge, pavement, and travel time reliability performance.

Staff will continue to refine the new plan as more information about performance measures and asset management is provided by PennDOT. However, staff does not anticipate complete guidance for these elements to be received prior to the September 2020 adoption. Thus, staff believes this will be more of an interim plan, and additional updates will be needed within the next two years to adjust for asset management and performance measure implementation.

The Coordinating Committee did not offer staff any comments, questions, or suggestions on the draft LRTP 2050.

9. Member Reports

Ms. Spencer reported that Halfmoon Township has a new Township Manager, Denise Gembusia. Ms. Spencer stated that Ms. Gembusia is a hard worker and she looks forward to how she will positively affect the Halfmoon Township community.

Ms. Robb communicated that on Thursday, June 25, Patton Township is hosting a work session on policing and police policy. This work session is open to the Committee members as well as members of the public.

Ms. Lafer stated that the National League of Cities has been hosting several Zoom meetings regarding the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act that is currently making its way through the United States House of Representatives. The bill provides \$494 billion over 5 years to make transformative infrastructure investments in surface and rail transportation. It also provides \$411 billion over 5 years out of the Highway Trust Fund for highway, transit, safety, and research programs. In addition, the bill provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration (FHWA), \$105 billion for transit programs under the Federal Transit Administration (FTA), \$5.3 billion for highway safety programs under the National Highway Traffic Safety Administration, \$4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs. Ms. Lafer stated that the bill includes funding for smaller MPOs and also includes funding for local government as opposed to state government. Ms. Lafer communicated that she will continue to provide reports as she gets them.

Mr. Zurat communicated that even with the COVID-19 Pandemic, PennDOT was able to bid the local interchange project in Bellefonte off of Route 26 (Jacksonville Road). The project was bid in April and was awarded to HRI, Inc. at \$52 million. Mr. Zurat communicated that the project will start soon. He went on to say that with the cooperation of Hawbaker, the Potters Mills Gap project on Route 322 is back on schedule after it was shut down for a period of time due to the state-wide shutdown. The four-lane highway should be open this fall, as scheduled.

10. Announcements

Mr. Bernier directed the Committees' attention to the In Memory of Irvin Hoy page in the agenda and took a moment to recognize Mr. Irv Hoy, a long-time CCMPO Technical Committee member who passed away on May 26, 2020. Irv was a strong advocate for transportation needs in the Lower Bald Eagle Valley Region, as well as in the Nittany Valley Planning Region. Many years ago, the MPO staff worked closely with Irv on the Howard Borough Rail Trail. A ribbon-cutting event for the trail was held on a beautiful fall evening in 2013, in conjunction with a CCMPO Coordinating Committee meeting at the Howard Fire Company's J.K. Yearick Center.

For that event, Irv personally purchased six pairs of very large, ceremonial scissors! In the years since that event, Irv loaned the scissors to various organizations for ribbon-cuttings, until finally gifting the scissors to the MPO staff. As ribbon-cutting events are held in the future for projects across Centre County, Irv's commitment to community service will be celebrated each time the ceremonial scissors are used!

Mr. Bernier announced that the next Technical Committee meeting will take place virtually via Zoom on July 15, 2020 at 9:30 a.m. Due to staff vacations, the regularly scheduled Coordinating Committee on Tuesday,

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July 28 will need to be rescheduled. There was a brief discussion of proposed days, and there was a general consensus from the Coordinating Committee to hold the next Coordinating Committee meeting on Tuesday, August 4, 2020.

Mr. Zilla stated that potential agenda items for the August 4 meeting include the initiation of a public comment period and meeting for the final draft LRTP 2050 and a presentation from PennDOT regarding an update on the State College Area Connector project. Mr. Eich spoke to adding an agenda item regarding the COVID-19 CARES Act that provides funding to stabilize the economy. There has been some preliminary information that \$50 billion may be provided to state transportation departments to help replace funding that has been lost in revenues. Mr. Eich would like the Committee to keep that in mind to discuss later if the bill comes to fruition.

Mr. Bernier communicated that in February, the CCMPO Technical and Coordinating Committees held initial discussions about the federal and state transportation funding outlook. A special Coordinating Committee meeting was planned in April to discuss the state transportation funding outlook with state legislators. However, due to the restrictions instituted because of the COVID-19 pandemic, the April meeting was canceled.

The stay at home restrictions caused by the COVID-19 pandemic have significantly reduced travel, which in turn has decreased revenue from federal and state fuel taxes and other fees. Because the loss of revenue has further clouded the federal and state transportation funding outlook, the CCMPO Chair has indicated that a discussion of funding will be postponed until a later date. When the federal and state revenue situation stabilizes and assumptions can be made about the transportation funding outlook, the meeting will be rescheduled.

11. Adjourn

There being no further business, the June 23, 2020 CCMPO Coordinating Committee meeting was adjourned at 7:25 p.m.

Respectfully submitted,

Marcella Laird
Recording Secretary