

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

**Wednesday, April 5, 2023**

**9:30 a.m.**

**Hybrid Meeting**

**Minutes**

**Voting Members**

David Lomison	Centre County Office of Transportation (CCOT)
Ron Seybert	Ferguson Township
Don Franson	College Township
George Harrigan	Harris Township
Alexandra Castrechini	Patton Township
Sam Robbins	State College Borough
Mark Lively	Upper Bald Eagle Valley Planning Region
Joel Myers	Penns Valley Planning Region
Lori Miller	Centre Area Transportation Authority (CATA)
Jim May	Centre Regional Planning Commission (CRPC)
Frank Hampton	PennDOT Central Office
Dean Ball	PennDOT District 2-0

**Non-Voting Members**

Gene Porochniak	Federal Highway Administration (FHWA)
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**Others Present**

Jim Saylor	Centre Regional Planning Agency (CRPA)
Anne Messner	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Xochi Confer	Centre County Planning and Community Development Office (CCPCDO)
Kevin James	Michael Baker International
Juliet Harshbarger	Senator Langerholc's Office
Liz Gamelier	Trans Associates Engineering Consultants
Brad Stewart	Michael Baker International
Brian Funkhouser	Michael Baker International
Eric Bernier	College Township MPO Representative
Daniel Geils	Interested party/resident

**1. Call to Order**

Mr. Seybert called the meeting to order at 9:35 a.m. At the time of calling the meeting to order, there was not a quorum of the Technical Committee. The order of the agenda was changed to allow time for a quorum before acting on any items.

**2. Public Comments**

There were no comments from the public.

**3. New Agenda Items**

Mr. Harrigan communicated that he would be interested in adding an agenda item to discuss transportation funding as it pertains to PennDOT's Pathways initiative. MPO staff will work with PennDOT staff to include an update on the PennDOT Pathways program for a future agenda.

**4. State College Area Connector (SCAC) Project Status Report**

The Technical Committee received a report from Mr. James regarding the status of the State College Area Connector (SCAC) project draft Planning and Environmental Linkages (PEL) Study. He explained that the

comment period for the draft PEL Study concluded on March 19, and the team is currently reviewing and addressing the comments received. After the comments are reviewed and addressed, the PEL Study will be updated to reflect, address, and consider those comments. The final PEL Study will be made available to the Federal Highway Administration (FHWA) for review and acceptance before being made available to the public and cooperating agencies. This timeline is anticipated to be completed sometime in May.

Mr. James went on to say that the design team continues to perform environmental fieldwork to verify the existing environmental features within the study area. In addition, the team has continued to meet with owners and operators of farms within the study area to obtain information on how each farm operates. Mr. James communicated that additional traffic counts on State Routes 322 and 45, as well as many of the intersecting roadways, are being conducted. Mr. James reported that in early March, PennDOT held a joint meeting with Potter and Harris Townships to review the proposed improvements within the study area and to obtain additional information from the municipalities regarding local roadway connections and the needs of the communities.

Mr. James communicated that once the final PEL Study has been accepted by FHWA, PennDOT and its consultant will work on a notice of intent to develop the environmental impact statement. This will be submitted to FHWA for review and acceptance as well. Upon acceptance of the notice of intent, the National Environmental Policy Act (NEPA) and the preliminary engineering phase will officially begin.

#### **5. CCMPO FY 2022-2024 Unified Planning Work Program (UPWP)**

The Technical Committee received a presentation from Ms. Messner regarding a proposed amendment to the CCMPO's 2022-2024 UPWP to add \$180,000 in funding for consultant help on the Centre County Active Transportation Plan. In March 2023, the CCMPO received notice that it had been awarded \$180,000 of PennDOT Connects funding to develop an active transportation plan for Centre County. The plan is intended to inventory existing conditions, find opportunities for improvements, engage and survey stakeholders, work to renew the Bicycle Friendly Community status, develop a Complete Streets model ordinance, and work toward a Vision Zero goal. This additional funding requires an amendment to the 2022-2024 UPWP for the Connects funds, as well as the \$20,000 match provided by the CCMPO. In response to a clarifying question from Mr. Seybert, Ms. Messner confirmed that the local match of \$20,000 was approved by the MPO and the Centre Region COG municipalities during the 2023 budget discussions.

*Motion was made by Mr. Lively and seconded by Mr. May for the Technical Committee to recommend that the Coordinating Committee approve the amendments to the CCMPO 2022-2024 Unified Planning Work Program. The motion carried 10-0.*

#### **6. Performance Based Planning and Programming – Annual Update of PM2 and PM3 Performance Measure Targets**

The Technical Committee received a presentation from Mr. Saylor regarding PM2 and PM3 Performance Measure targets. The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) bill and associated federal rulemaking require PennDOT, MPOs, Rural Planning Organizations (RPOs), and transit operators to address performance-based planning in Long Range Transportation Plans and Transportation Improvement Programs, and to approve performance measures and performance targets for several topic areas. These include measures to assess the condition of pavement and bridges on the National Highway System (NHS), collectively referred to as PM2 measures, and measures to assess travel reliability on the NHS, collectively referred to as PM3 measures. As required by the legislation, PennDOT has developed revised PM2 and PM3 baseline values and targets for the 4-year period from 2022-2025.

Mr. Saylor reviewed the PM2 Bridge and Pavement Statewide targets for 2019-2021 and noted that the targets were met during this period. He then reviewed the 2022-2025 bridge and pavement goals, which were slightly shifted. Mr. Saylor went on to show which bridges and areas of pavement are in poor condition throughout Centre County.

Mr. Saylor then reviewed the PM3 System Performance Measure Statewide targets for 2019-2021 and noted that the targets were met during this period. He then reviewed the 2022-2025 travel time reliability goals, which is to keep operating conditions about where they are currently.

With no discussion, *motion was made by Mr. Lively and seconded by Mr. Hampton to recommend that the Coordinating Committee select the option to “plan and program projects that contribute toward the accomplishment of the statewide PM2 and PM3 performance measure targets”.* The motion carried 10-0.

## 7. Approval of Minutes – February 9, 2023 Technical Committee Minutes

*Motion was made by Mr. Lively and seconded by Mr. Harrigan to approve the minutes of the February 9, 2023 Technical Committee meeting. The motion carried 10-0.*

## 8. Centre County Major Projects Update

The Technical Committee received a presentation from Mr. Ball, PennDOT District 2-0 Assistant District Engineer, regarding PennDOT construction projects that have recently been finished, will begin this year, or will be bid this year. Mr. Ball provided the following information:

### Recently Completed Projects

- State Route 64 ('Y' in Zion) Intersection Realignment in Walker Township
- State Route 26 and State Route 45 Intersection Realignment in Ferguson Township
- State Route 26 and I-80 Local Interchange project in Marion Township

### Projects Underway in 2023

- Atherton Street Phase III Project in State College Borough
- State Route 1002 Bridge Replacement in Liberty Township
- Wall Reconstruction Project in Bellefonte Borough
- I-80 Bridge Replacements in Marion Township
- Solar Power Chevrons on I-99 and State Route 322
- Various Paving Projects in Centre County

### Upcoming 2023 Projects

- Bridge Replacements: Mill Street, Railroad Street, and State Route 0504
- State Route 26/Jacksonville Road Betterment Project in Marion Township
- I-99/I-80 High Speed Interchange Project

### 2024 and Beyond

- State Route Safety Improvements in Howard Township
- Bridge over Mill Race in Bellefonte Borough
- Bridge Replacement in Snow Shoe Township
- Atherton Street Phase IV
- Phoenix Avenue and State Route 150 Study in Bellefonte Borough

## 9. CCMPO Strategic Plan

The Technical Committee received a detailed presentation from Mr. Funkhouser, Michael Baker International consultant, regarding an update to the CCMPO Strategic Plan. Mr. Funkhouser reviewed the proposed committee responsibilities as well as several MPO committee models. The Technical Committee is proposed to shift into a project-oriented, subject matter expert committee rather than a general advisory body. The Technical Committee also reviewed the current and proposed staff responsibility matrix, which includes a new planner position that would specialize in Federal Grants, as well as consultant support that would assist staff with various tasks.

Several MPO models were introduced and discussed: Regional Based, Population Based, Non-Symmetrical and Non-Geographic, and Non-Symmetrical and Mode Based. Mr. Funkhouser reviewed these committee models, which are summarized in the table:

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<b>Model</b>	<b>Description</b>	<b>Technical Committee Voting Distribution</b>	<b>Coordinating Committee Voting Distribution</b>
Current (18/18)	Historical/geographical representation and a product of historical agglomeration.	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (6)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• CRPC (1)</li> </ul>	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (6)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• CRPC (1)</li> </ul>
Regional-based (12/12)	Referred to as the “Senate Model.” This model is based on geography and each region receives one seat, which equalizes all planning regions.	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (1)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> </ul>	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (1)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> </ul>
Population-based (18/18)	Referred to as the “House Model.” This model is based on population and each region received seats per capital, which makes this model proportional.	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (6)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• CRPC (1)</li> </ul>	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (6)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• CRPC (1)</li> </ul>
Non-Symmetrical; Non-Geographic (8/18)	This model is non-symmetrical and non-geographic based. It emphasizes the input of subject matter experts for reviewing and assessing technical, project-related matters. This model would include consent agendas for the Coordinating Committee and proposes holding bi-annual joint meetings. This model would build on the “countywide identity” for the MPO.	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• Safety (1)</li> <li>• Project Development (1)</li> <li>• Active Transportation (1)</li> </ul>	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (6)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• CRPC (1)</li> </ul>
Non-Symmetrical; Mode-based (10/12)	This model is non-symmetrical and emphasizes modes for the Technical Committee. It relies on a “Senate model” for the Coordinating Committee and includes consent agendas. It also proposes holding bi-annual joint meetings and builds on a “countywide identity” for the MPO.	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> <li>• Airports (1)</li> <li>• Rail Stakeholder (1)</li> <li>• Active Transportation (1)</li> <li>• CRPC (1)</li> <li>• Other Regions (1)</li> </ul>	<ul style="list-style-type: none"> <li>• County (2)</li> <li>• Centre Region (1)</li> <li>• Other Regions (6)</li> <li>• PennDOT (2)</li> <li>• CATA (1)</li> </ul>

The Technical Committee provided several comments and questions for consideration by staff and the consultant:

- It would be helpful to further define the roles of the Committees prior to discussions regarding the MPO Committee models so that there is a clear idea of the responsibilities of the Committees.
- Regarding a mode-based approach, is there confidence that there would be participation from SEDA-COG Joint Rail Authority and the University Park Airport?

- There are representation and quorum issues for both Committees in the outlying areas and the Strategic Plan should help resolve that, not further exacerbate it; therefore, the Senate model that reduces the Centre Region representation and maintains the same number of outlying region representation would not help resolve this issue and should not be considered.
- Regarding the non-symmetrical models, non-geographic versus mode-based, the non-geographic would keep the MPO focused on the issues that it is currently dealing with including safety, capacity, and bike and pedestrians. Whereas the mode-based model would begin to focus on transportation modes that the MPO has not traditionally prioritized: rail and air transportation.
- Using a hybrid approach to the non-geographic and the mode-based models may be beneficial in reducing the size of the Technical Committee to have a committee that focuses on technical aspects of projects or programs to be able to provide technical analysis to the Coordinating Committee for the most effective decision making. There will need to be a discussion on the makeup of the Technical Committee membership as well as who appoints the members.
- There should be consideration for each Committee to follow different models to ensure that the Coordinating Committee funding partners are maintained with voting rights.
- If there is sincere consideration to include safety, project development, and active transportation voting members into the Technical Committee membership, there needs to be consideration on how to recruit those participants, and what kind of skills and knowledge these people will need to have to be effective members. These members should be chosen based on subject matter expertise rather than geographically based.

Overall, there was consensus from the Technical Committee members that the Coordinating Committee voting distribution should be similar to what it is now to maintain funding partnerships and formulas; whereas the Technical Committee could be downsized and not mirror the Coordinating Committee to include subject matter experts to focus on transportation modes and technical analyses. MPO staff and the consultant will compile the comments and discussion points that were given and provide them to the Coordinating Committee during its discussion of the Strategic Plan later in April.

## **10. Member Reports**

Mr. Hampton communicated that the Pennsylvania Department of Community and Economic Development (DCED) Multi-Modal Grant program is currently open and accepting applications until July 31. He went on to state that the Pennsylvania WalkWorks grant program is also open, with applications due on April 26. He also informed the members that the USDOT SafeStreets4All grant program is open, with the deadline for applications being 5:00 PM on July 10. Lastly, Mr. Hampton announced that the Pennsylvania Transportation Alternatives (TA) Set-Aside program application cycle will open later this summer, and he will keep everyone up to date on that application process.

## **11. Announcements**

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, June 7, 2023 at the Centre Region COG building via hybrid meeting technology.

Mr. Seybert communicated that PennDOT's 2023 Automated Red Light Enforcement (ARLE) funding program will be open from June 1 through July 1.

## **12. Adjournment**

There being no further business, the April 5, 2023 CCMPO Technical Committee meeting was adjourned at 11:41 a.m.

Respectfully submitted,

Marcella Hoffman  
Recording Secretary