

MARCH 10, 2010 MEETING

ITEM 5.b.

CENTRE COUNTY LRTP 2040

Draft Technical Ranking of Candidate Projects

In May and June 2009, the CCMPO approved a process for soliciting and ranking candidate projects for the new LRTP. Revisions to the process were approved in January 2010. The process includes guiding principles and specific steps for soliciting and ranking candidate projects, including a method of assessing support for multi-municipal projects.

The CCMPO's Project Ranking Committee has completed its technical ranking of candidate projects. Staff has also completed the process of obtaining information about support for multi-municipal projects.

The initial results of the technical project ranking will be presented at the meeting.

Attached are:

- Process for Preparing a Candidate Project List
- Project Ranking Criteria
- Technical project ranking – by type of project

The Technical Committee should receive the presentation, and provide comments to staff and the Coordinating Committee about the technical project ranking.

After the financial analysis and technical project ranking are integrated, a first draft LRTP project list will be presented in April. Policy adjustments may be made by the Coordinating Committee at that time. The goal is to prepare a Final Draft LRTP project list that can be presented in June. At that time, the Coordinating Committee will consider approving a Draft LRTP for an Air Quality Conformity Analysis and public comment. The new LRTP will be presented for adoption in September.

Presented by: Mike Bloom, CCPCDO
Trish Meek, CRPA
Greg Kausch, CRPA

Action: Comments to staff and the Coordinating Committee about the LRTP technical project ranking results.

Centre County Metropolitan Planning Organization (CCMPO)
Process for Preparing a Candidate Project List
Long Range Transportation Plan (LRTP) 2040

Adopted 5/28/09
Revised 1/26/10

GUIDING PRINCIPLES:

1. Projects that are on the 2009-2012 Transportation Improvement Program (TIP) will be included in the new LRTP and will not be ranked. However, projects with only the Preliminary Engineering Phase funded on the TIP must be submitted to be ranked.
2. Project ranking criteria will be distributed to municipalities when projects are solicited.
3. A Project Request Form must be submitted for each project request.
4. Municipal support is required for projects requested by entities other than municipal governing bodies; with the exception of state bridge projects requested by PennDOT.
5. For multi-municipal projects, all affected municipalities will review the project. If all affected municipalities support the project it will be ranked. If support is not unanimous, a two-thirds majority of MPO members present is required to consider the project.
6. Allow large scale corridor projects (e.g. West College Avenue and Park Avenue Widening) to be considered as either one project or as a series of small scale projects.

PROCESS FOR PROJECT SOLICITATION:

1. Provide each municipality a list of the projects on the current LRTP in its jurisdiction.
2. Municipality identifies which projects from the current list it wants considered.
3. Municipality identifies additional projects to be considered.
4. Municipality provides a ranked list of projects.

ITEMS THAT SHOULD BE CONSIDERED BY MUNICIPALITIES:

1. Where does a municipality anticipate growth will occur?
 - a. Municipal growth forecasts from Centre County Growth Forecasting Project
 - b. Comprehensive Plan
 - c. Act 537 Sewage Facilities Plan
 - d. Water system plan
 - e. Zoning ordinance
 - f. Subdivision and land development ordinance
2. What areas does the municipality want to protect from growth?
3. Does a municipality have suggestions for non-transportation alternatives that manage travel demand?
4. Does a municipality have suggestions for alternate modes of transportation?
5. Are there transportation projects or programs that a municipality does not want to be considered for the LRTP?
6. Are candidate projects proposed by a municipality eligible for the available funding sources?

Centre County Metropolitan Planning Organization (CCMPO)
Project Ranking Criteria
Adopted June 23, 2009

Goal	Defining Objectives
1. Safety and Security	<ul style="list-style-type: none"> ▪ Reduces crash rates ▪ Reduces conflicts between motorized and non-motorized transportation modes ▪ Improves safety of intersections and roadway alignments ▪ Improves the security of the traveling public (Ex. Improves upon incident response, establishes detour/evacuation routes, implements security features on public transportation vehicles and facilities)
2. Preservation of the Existing Transportation System	<ul style="list-style-type: none"> ▪ Prolongs useful life of the existing transportation system and infrastructure through reconstruction, rehabilitation and preventative maintenance ▪ Rehabilitates and modernizes public transportation facility/fleet ▪ Improves ride quality (Ex. reduces International Roughness Index)
3. Efficient System Management and Operation	<ul style="list-style-type: none"> ▪ Reduces congestion, improves Levels of Service, reduces travel times ▪ Increases public transportation service frequency and capacity ▪ Improves system functionality (Ex. signal upgrades, ITS applications, access management)
4. Integration and Connectivity of the Transportation System	<ul style="list-style-type: none"> ▪ Eliminates/overcomes barriers (Ex. closures, detours & delays, weight restrictions) in key corridors ▪ Establishes/maintains intermodal connections ▪ Introduces new connections between existing travel patterns (Ex. street connectivity, linking bicycle/pedestrian routes, connections between transit routes and providers) ▪ Aligns residents with their destinations
5. Accessibility and Mobility Options for People and Freight	<ul style="list-style-type: none"> ▪ Improves public transportation services: routes, ride share opportunities, vanpools and park and ride lots ▪ Improves pedestrian and bicycle facilities ▪ Improves access to airports, freight distribution facilities, or major commercial/industrial districts ▪ Implements Complete Streets principles
6. Consistency with Planned Growth and Development Areas	<ul style="list-style-type: none"> ▪ Is consistent with County, Regional and Municipal Comprehensive Plans and associated documents (Ex. Official Map, Zoning Ordinances) ▪ Improves/supports the existing transportation infrastructure in existing and planned growth areas ▪ Promotes Smart Growth Principles (Ex. Establishes walkable communities, fosters distinct communities and sense of place, supports integration of mixed land uses into communities) ▪ Avoids negative impacts on communities and the environment
7. Environment and Air Quality Conformity	<ul style="list-style-type: none"> ▪ Improves air quality ▪ Avoids impacts on endangered or threatened species, key natural habitats, agricultural lands and historic and cultural resources ▪ Avoids impacts upon water resources (Ex. water recharge areas and exceptional value/high quality streams) ▪ Promotes energy conservation
8. Economic Vitality	<ul style="list-style-type: none"> ▪ Improves access and/or enhances freight movement to regional and national economic centers ▪ Encourages tourism ▪ Encourages infill development, the redevelopment of brownfield sites within reach of existing infrastructure and the overall revitalization of core communities
9. Priority	<ul style="list-style-type: none"> ▪ A project ranked as the <u>number one priority</u> by the requesting entity shall receive a half-point (0.5) bonus

DRAFT - Highway & ITS Rankings

3/4/2010

OVERALL RANK	Project Name	Description	Estimated Cost	Comments	Project ID
	Still awaiting municipal review				
	Municipal support is not unanimous				
1	I-99/I-80 Interchange and I-80 Local Access Interchange	Construction of the I-80/I-99 interchange and the local access on I-80	\$159,000,000	Marion Twp does not support	HI-01-10
2	Waddle Road Improvement Project	Reconfigure the I-99 ramps at Exit 71, replace existing Waddle Road Bridge with wider facility that can accommodate cyclists and pedestrians and modify signalization	\$16,874,183		HI-27-10
3	Park Avenue Widening & Bike Facility	Add capacity to Park Avenue by widening, adding turn lanes, installing/upgrading traffic signals, and providing bike lanes and sidewalk or a bike path.	\$37,000,000		HI-10-10
8	SR 150 & Phoenix Ave intersection	This project would implement a warranted traffic signal at this intersection and may include a left turn lane on SR 150 if feasible. Phoenix Avenue's cross section would be expanded to include one ingress lane and two egress lanes (one left turn, one right turn) and gates would be installed at the railroad crossing.	\$2,000,000		HI-02-10
17	I-99-I-80 Exit 161 High Speed Interchange	High Speed Interchange to connect I-99 to I-80 at Exit 161	\$118,000,000		HI-22-10
19	SR 350 - S-Curve Improvements, Truck Climbing Lanes	Realign the SR 350 S-curve area on the mountain between segments 60 and 70. Improvements to the mountain may also include addition of a westbound truck climbing lane if feasible.	\$40,000,000		HI-42-10
20	Betterment of SR 26 from Exit 161 to SR 150	Improvements including some widening and profile adjustments on SR 26 (Jacksonville Rd) between Exit 161 in Marion Twp and SR 150 in Howard Twp.	\$15,000,000		HI-20-10
22	SR 3022 University Drive Bridge (Segment 20) Widening	Widen the existing bridge over East College Avenue to accommodate bicycle and pedestrian movements.	\$2,234,000		HI-48-10
24	Airport Connector Road	New access linking I-99 and Penn State Innovation Park to Fox Hill Rd near the University Park Airport	\$25,000,000	Benner supports the project with the following conditions: 1. The environmental impacts need to be identified, avoided where possible or mitigated 2. The transportation model should be updated to assess the impacts to Benner Township roads College to review	HI-23-10
27	SR 144 - SR 4005 (near I-80 Interchange 147) Intersection Improvements	This intersection is difficult to negotiate and should be studied to determine if signalization is warranted and what other improvements (i.e. complete streets application, access management, paint treatments, ITS applications) could be made to improve safe and efficient traffic flow.	\$250,000	Cost estimate reflects study only	HI-43-10
29	SR 322 Improvements to Cider Press Road Intersection or Closure (K) and Improve Profile at Crest Vertical Curve at Segment 730 (L)	Improve sight distance at Cider Press Road intersection or opt to close the intersection and redirect traffic to Geary Road & Red Mill Road to US 322. Improve the profile of a Crest Vertical Curve with Insufficient Sight Distance and Crash History.	\$13,058,000	If closure of Cider Press Rd is recommended over improvements the cost estimate would be \$11,273,000	HI-35-10
31	Betterment of SR 26 from Exit 161 to Proposed Exit 163	Improvements including some widening and profile adjustments on SR 26 (Jacksonville Rd) between Exit 161 in Marion Twp and proposed Exit 163	\$6,000,000		HI-21-10
33	Corridor O-1	Four lane connector road to link Interstate 99 in Worth Township (Centre County) near Port Matilda to Interstate 80 in Graham Township (Clearfield County)	\$575,000,000	Stopped due to fiscal shortfalls in March 2004.	HI-29-10
33	South Central Centre County Transportation Study (SCCCTS)	The South Central Centre County Transportation Study (SCCCTS) is intended to identify corridor improvements in the SR 322, SR 144, SR 45 areas to alleviate some of the traffic/safety issues prevalent in this study area.	\$310,000,000	This study was evaluating possible corridor alignment alternatives when it was stopped due to fiscal shortfalls in March 2004.	HI-39-10
36	South Atherton Bridge Widening Project	Widen the bridge will allow a much longer turning lane for both intersections resulting in more efficient movement of traffic through this area. A newly designed bridge would also incorporate better pedestrian and bicycle amenities.	\$2,179,900		HI-47-10
38	SR 322 Improvements to Dogtown Intersection and Closure of Church Hill Intersection (I)	This project would consist of 2 parts: 1) Improve intersection sight distance at Dogtown Road 2) Close Church Hill Road	\$3,136,000	Being completed as part of ongoing SR 322 Safety Improvements on TIP	HI-36-10
39	SR 350 Intersection Safety Improvements	Implement safety improvements at the Glass City, Dale Road and Sleepy Hollow Road intersections with SR 350	\$5,000,000		HI-41-10
40	SR 550 (Halfmoon/Patton) Safety Improvements	This project consists of the reconstruction of horizontal curves, vertical curves, possible turning lane construction, widening and sight distance improvements at various points along the entire length of SR 0550. Also consists of the reconstruction of the intersection with SR 0322.	\$7,000,000	Halfmoon to review	HI-25-10
40	SR 322 ITS applications at SR 144 intersection (N)	The ITS vehicle detection system would alert drivers on SR 322 when a vehicle was present at the SR 144 intersection. The messages regarding weather and vehicles at the intersection would be relayed by a dynamic message sign, place 1500 feet in advance of the SR 144 intersection.	\$90,000		HI-37-10
40	Eastern Inner Loop	A new 3 lane road between University Drive/Park Avenue and Clinton Avenue would alleviate traffic congestion along the North Atherton Street Corridor and Park Avenue.	\$40,000,000	Ferguson does not support	HI-44-10
45	Atherton Street Stormwater Reconstruction Project	Replace or rehabilitate existing deteriorating storm sewers on Atherton Street, SR3014, from Valley Vista Road to Villa Crest Drive, a distance of approximately 6 1/2 miles.	\$15,000,000		HI-06-10
46	Ninth St. Signal	Signal is outdated, inefficient, and breaks down often. For the safety of motorists and pedestrians, the signal should be replaced.	\$15,000		HI-28-10
47	Tri-Municipal Park Road	This is a new road to improve access to Brush Valley Rd (SR2006) and the new 165 acre Tri-Municipal Park west of Centre Hall. The intent is to alleviate traffic in Linden Hall, along Rimmey Road, and on West Church Street in Centre Hall Borough.	\$4,300,000		HI-05-10

DRAFT - Highway & ITS Rankings

3/4/2010

OVERALL RANK	Project Name	Description	Estimated Cost	Comments	Project ID
	Still awaiting municipal review				
	Municipal support is not unanimous				
50	SR 350 - South Mountain Road Intersection	Safety improvements at the Route 350 and South Mountain Road intersection. These may include a center turning lane, no passing signs, and rumble strips.	\$1,500,000		HI-49-10
51	Valley Vista Drive Turning Lane at Bachman Lane	Construct a left turn lane on Valley Vista Drive at Bachman Lane in Ferguson Township	\$150,000		HI-15-10
52	College Avenue Flooding Mitigation	Remove existing culvert and replace with bridge or arch half culvert pipe to alleviate flooding issues.	\$900,000		HI-07-10
53	Route 45 Center Turn Lane Rocky Lane to Linden Hall Road	Installation of a turning lane on Route 45 from the intersection with Rocky Lane to the intersection with Linden Hall Road.	\$2,000,000		HI-18-10
54	Fox Hollow to Waddle Service Road	Construction of a two lane roadway between Waddle Road and Fox Hollow Road	\$6,000,000	College to review	HI-24-10
55	SR 322 Improve Profile at Crest Vertical Curve at Segment 620 (D)	Improve the profile of a crest vertical curve on 322 at segment 620 that has insufficient sight distance.	\$4,881,000	Harris to review	HI-34-10
57	Valley Vista Drive Corridor Upgrades in Patton Twp	This project would consist of the study of four Valley Vista Drive intersections (Devonshire Drive, Sandy Ridge Road, Oakley Drive and Amblewood Way) and the installation of turning lanes and/or traffic signals as warranted.	\$290,000		HI-26-10
59	Left Turn Lanes at Boal Ave, Church St, Boalsburg Pike Traffic Signal	Installation of a turning lane at the traffic signal at the Boal Avenue (Business Route 322)/Boalsburg Pike/Church Street intersection.	\$900,000		HI-16-10
60	Pine Grove Mountain - Lower Truck Escape Ramp on SR 26	This project is the continuation of safety improvements to SR26 on Pine Grove Mountain and includes the design and construction of the "lower" truck ramp and may involve the acquisition of one house and a stream relocation permit and realignment of Butternut Street, T328.	\$3,000,000		HI-13-10
61	McCartneytown/ Mt. Eagle Access Road	Construct a new two lane roadway to service McCartneytown and Mount Eagle and widen or replace the existing one lane bridge located at Curtin Village	\$7,000,000		HI-03-10
62	Pine Grove Mills Traffic Signal	A full functioning traffic signal is warranted at the intersection of SR26 and SR45 and Nixon Road T334 in the village of Pine Grove Mills located in Ferguson Township, Centre County. Currently there exists a flashing traffic signal at this location.	\$240,000		HI-12-10
63	Pike Street Traffic Calming	Construct bulb outs and raised cross walks, relocate parking, and construct sidewalks to improve pedestrian safety.	\$600,000		HI-11-10
64	SR 322 Street Lighting at SAG Curve (C&H)	Add street lighting to curve areas on 322 between segments 610 and 620 in Harris Township and between segments 690 and 700 in Potter Township.	\$60,000	Harris to review	HI-38-10
65	SR 350 - Stahl's Lane Extension Intersection	Safety improvements at the Route 350 and Stahl's Lane Extension intersection. These may include a center turning lane, no passing signs, and rumble strips.	\$1,500,000		HI-50-10
66	Permanent Message Display Boards on SR 322 between Jacks Mill Dr and Potter Twp line	Installation of permanent speed display signs along Route 322, from Jacks Mill Drive to the Potter Township line.	\$150,000		HI-17-10
67	Seven Mountains to I-80 improvements	Improvements from Seven Mountains to Interstate 80	\$10,000,000	Cost estimate reflects engineering costs only	HI-19-10
67	SR 322 Ditch Safety Improvements at Segment 640 (E)	Ditch safety improvement project to improve roadside safety.	\$93,000	Harris to review	HI-32-10
69	East Branch Road Center Turn Lane	Provide a center turn lane on East Branch Road from 200 feet northeast of Cliffside Drive to South Atherton Street, and improve vertical sight distance problem at the Cliffside Drive intersection.	\$1,000,000		HI-08-10
70	SR 322 Ditch Safety Improvements at Segment 770 (M)	Ditch safety improvement project to improve roadside safety.	\$93,000		HI-33-10
71	SR 192 Corridor Safety Improvements	Study of the SR 192 corridor to identify upgrades/options to improve the safety of the traveling public.	\$500,000		HI-31-10
72	SR 45 Wagner Road Extension, Hoot Road closure	Extend Wagner Road to form a T style intersection with SR 45. Closure of Hoot Road would be made possible with this project.	\$1,000,000		HI-40-10
73	Pine Grove Mountain Safety Improvements	This project includes safety enhancements on Pine Grove Mountain, SR26, such as centerline rumble strips, snowplowable raised pavement markers, guiderail, signs, delineators, intelligent truck runaway warning system, drainage and shoulder improvements. It excludes runaway truck ramps, a signalized intersection and roadway realignment at the bottom of the mountain in the village of Pine Grove Mills, which are separate projects.	\$1,000,000		HI-14-10
74	Engineering Study to Re-Blaze SR 26	Conduct an Engineering Traffic Study for Re-blazing Route 26 so that it does not go through downtown State College.	\$100,000	Ferguson supports Harris to review	HI-45-10
75	SR 144 Short & Bible Road Intersection	Improve the alignment of the SR 144/Short Road/Bible Road Intersection to eliminate serious sight distance deficiencies.	\$1,500,000		HI-30-10
77	Entrance Ramp onto East College Avenue (SR 26)	Extend the merge ramp from University Drive (SR 3022) onto East College Avenue (SR 0026N)	\$580,000		HI-46-10
78	Oak Hall Roundabout	Realigning the two sections of Boalsburg Road to line up better with the intersection of Linden Hall Road and Brush Valley Road, and constructing a roundabout will provide for safer traffic movements at this intersection.	\$500,000		HI-09-10

DRAFT - Bicycle/Pedestrian Rankings

3/4/2010

OVERALL RANK	Project Name	Description	Estimated Cost	Comments	Project ID
				Still awaiting municipal review	
				Municipal support is not unanimous	
18	Philipsburg Streetscape	Streetscape enhancements including pedestrian safety improvements, enhanced street lighting, utility relocation, street tree plantings, new sidewalks and curbing.	\$2,050,000		BP-12-10
23	Governors Park Bike Path/Airport Rd/Zion Rd	Connection of bike/pedestrian path along Airport Road with Bishop Street/Zion Road sidewalk path.	\$500,000		BP-02-10
25	Patton Township Bike and Pedestrian Paths	Construction of safe bike paths to key destinations throughout Patton Twp	\$633,076		BP-11-10
26	West College Avenue Bike Lanes - Pine Grove Mills to Blue Course Drive	Construction of bike lanes along SR26, West College Avenue, from Blue Course Drive to Pine Grove Mills.	\$1,150,000		BP-07-10
28	Bellefonte Central Rail Trail (BCRT)	Develop a rail-trail along the former Bellefonte Central Rail Corridor between Patton Township and Bellefonte Borough. The project would link the Waterfront area in Bellefonte Borough to the existing 1.4 miles of Bellefonte Central Rail Trail that ends at the Penn State/Toftrees property line in Patton Township.	\$8,000,000	Patton to review Benner & Spring support Phased approach encouraged and outlined in feasibility study.	BP-01-10
30	Harris Twp to Centre Hall Trail	Develop an approximately 7 mile off the road bike/pedestrian trail that would connect Harris Township to Centre Hall, possibly utilizing the abandoned rail corridor where feasible.	\$7,500,000	Harris to review	BP-13-10
35	Bike Facility Warner Blvd S. Atherton St to Oak Hall Park	Installation of a bike path from the intersection of Warner Boulevard/South Atherton Street/Shingletown Road to the Village of Oak Hall.	\$1,300,000		BP-10-10
36	SR 3014 South Atherton Street Pedestrian Improvement Study	Install pedestrian amenities along South Atherton Street between College Avenue and University Drive	\$1,000,000		BP-15-10
43	Bike Facility Route 45 Boalsburg to Linden Hall Road	Installation of a bike path along Route 45 East from Elks Club Road/Linden Hall Road to the Village of Boalsburg.	\$2,000,000		BP-09-10
44	Bike Facility Boal Avenue to Rothrock near Galbraith Gap	Installation of a bike path from Boal Avenue (Business Route 322) to Rothrock State Forest, near Galbraith Gap.	\$2,600,000		BP-08-10
48	Millbrook Marsh to PSU Bikeway	Bike path that connects PSU campus to the Puddintown Bike Path, plus extension of existing bike lanes along Orchard Road to Park Avneue.	\$2,400,000		BP-05-10
49	Comprehensive Bicycle Plan	Collect and analyze data and information to comprehensively look at a bicycle network in and around the Centre Region including existing and new routes.	\$85,000		BP-14-10
56	Lemont to South Atherton Street Bike Facility	Bike lanes and sidewalk and/or a shared use bike path from central Lemont to Hills Plaza.	\$3,000,000		BP-03-10
57	Lemont to State College Bike Facility	Bike lanes and/or bike path/sidewalk along Elmwood Street and East College Avenue to provide bicycle/pedestrian connection from Lemont to State College.	\$2,000,000		BP-04-10
76	Pine Grove Mills Streetscape/Streetlight Project	Project involves the installation of vintage style street lights in the village of Pine Grove Mills from the intersection of SR26/SR45 (flashing light) west past the Ferguson Elementary School to St Paul's Lutheran Church.	\$240,000		BP-06-10

DRAFT - Transit Rankings

3/4/2010

OVERALL RANK	Project Name	Description	Estimated Cost	Comments	Project ID
	Still awaiting municipal review				
	Municipal support is not unanimous				
4	Moshannon Valley Commuter Bus	This project will be to establish commuter bus service (two morning "inbound" trips, one mid-day bi-directional trip, and two evening "outbound" trips) linking the Moshannon Valley to the State College area.	\$700,000	\$700,000 for a three-year demonstration period, although it is expected that a significant portion of project costs will be recovered through passenger fares.	T-01-10
5	North Atherton Street Rapid Transit	The bus rapid transit corridor will include a dedicated reversible transit-only lane along these two roadways, passenger boarding platforms, and queue-jump signal upgrades for transit at current and future signalized intersections along the corridor.	\$20,000,000		T-13-10
6	Penns Valley Commuter Bus	This project will be to establish commuter bus service (two morning "inbound" trips, one mid-day bi-directional trip, and two evening "outbound" trips) linking the Penns Valley to the State College area.	\$700,000	\$700,000 for a three-year demonstration period, although it is expected that a significant portion of project costs will be recovered through passenger fares.	T-10-10
7	Transit Expansion to Milesburg	This project will be to establish local bus service (two morning "inbound" trips, one mid-day bi-directional trip, and two evening "outbound" trips) linking the Milesburg area to the State College area.	\$450,000	\$450,000 for a three-year demonstration period, although it is expected that a significant portion of project costs will be recovered through passenger fares.	T-11-10
9	Lower Bald Eagle Valley Commuter Bus	This project will be to establish commuter bus service (two morning "inbound" trips, one mid-day bi-directional trip, and two evening "outbound" trips) linking the Lock Haven area and Lower Bald Eagle Valley to the State College area.	\$935,000	\$935,000 for a three-year demonstration period, although it is expected that a significant portion of project costs will be recovered through passenger fares.	T-08-10
9	Mountaintop Region Commuter Bus	This project will be to establish commuter bus service (two morning "inbound" trips, one mid-day bi-directional trip, and two evening "outbound" trips) linking the Snow Shoe area and Mountaintop Region to the State College area.	\$700,000	\$700,000 for a three-year demonstration period, although it is expected that a significant portion of project costs will be recovered through passenger fares.	T-09-10
11	College and Beaver Avenue Transit Signal Priority	this project will implement transit signal priority along the College and Beaver Avenue corridors in State College Borough. The project will include intersections at Atherton Street, Burrows Street/Burrows Road, Fraser Street, Allen Street, Pugh Street, Garner Street/Shortlidge Road, and the ramp to University Drive.	\$200,000		T-06-10
12	Moshannon Valley Park & Ride Lot	A single (or series of) thoughtfully located park and ride lot(s) are needed in the Moshannon Valley to provide an asset to the community by accommodating an expanding population of those who commute via alternative mode, including a large number of residents who are expected to utilize commuter bus service.	\$1,000,000		T-03-10
13	Altoona-Tyrone Commuter Bus	This project will be to establish commuter bus service (two morning "inbound" trips, one mid-day bi-directional trip, and two evening "outbound" trips) linking the Altoona area to the State College area.	\$935,000	\$935,000 for a three-year demonstration period, although it is expected that a significant portion of project costs will be recovered through passenger fares.	T-05-10
13	Improve College Avenue Transit Facilities	This project will improve three existing CATA bus stops along College Avenue in State College Borough – at Heister Street, Allen Street, and University Club. These stops are served by virtually all of the fixed routes in CATA's system, and are utilized by significant numbers of both student and community-based riders.	\$1,600,000		T-07-10
15	Intermodal Transportation Center Phase I and II	Construct an Intermodal Transportation Center which will promote use of public transportation and more efficient for those transferring between modes of transportation. Provisions will be made for bicycles and a companion parking garage will facilitate the transfer from automobile to bus, whether local or intercity.	\$6,700,000		T-04-10
16	Regional Park and Ride Study	The purpose of the Regional Park and Ride Lot Study update will be to compile commuter shed data from Centre County and adjacent counties, pinpoint prevailing commute patterns, identify potential park and ride lot sites within the study area, examine the feasibility of each potential site, identify general site issues that may promote or preclude construction activities, coordinate with municipal officials and other key stakeholders to prioritize the potential sites, and discuss right(s)-of-way with the property owner(s).	\$150,000		T-14-10
21	Regional Bus Service in Moshannon Valley	Low cost public transportation option within the Moshannon Valley, which will serve to improve access to businesses and services available throughout the region.	TBD		T-02-10
32	Operations and Maintenance Facility Expansion	This project will expand and update CATA's bus maintenance, servicing and storage facilities in Ferguson Township, Centre County.	\$5,500,000		T-12-10

DRAFT - Local Bridge Rankings

3/4/2010

Local Bridge Rank	Project Name	Description	Estimated Cost	Comments	Project ID
	Still awaiting municipal review				
	Municipal support is not unanimous				
1	T-348 Ardery Hollow Road Bridge	Replace T-348 Ardery Hollow Road Bridge in Worth Twp	\$750,000	Structurally Deficient	LB-10-10
2	T-710 Kato Road Bridge	Replace T-710 Kato Road Bridge in Snow Shoe Twp	\$1,000,000	Structurally Deficient	LB-09-10
3	T-371 Krout Lane Bridge	Replace T-371 Krout Lane Bridge in Benner Twp	\$500,000	Structurally Deficient	LB-01-10
4	T-376 Trout Road Bridge Superstructure	Repair/Replace T-376 Trout Road Bridge in College Twp	\$356,000	Structurally Deficient	LB-02-10
5	T-464 Harter Road Bridge	Repair/Replace T-464 Harter Road Bridge in Gregg Twp	\$1,220,000	Structurally Deficient	LB-03-10
6	T-419 Lower Georges Valley Road Bridge	Repair/Replace T-419 Lower Georges Valley Road Bridge in Gregg Twp	\$1,220,000	Structurally Deficient	LB-04-10
7	T-1320 Mill Street Bridge	Repair/Replace T-1320 Mill Street Bridge in Howard Borough	\$500,500	Functionally Obsolete	LB-05-10
8	T-524 Brown Road Bridge	Repair/Replace T-524 Brown Road Bridge in Miles Twp	\$750,000	Functionally Obsolete	LB-06-10
9	T- 525 Wolfe's Gap Road Bridge	Repair/Replace T- 525 Wolfe's Gap Road Bridge in Miles Twp	\$750,000		LB-07-10
10	Plum Street Bridge	Repair/Replace Plum Street Bridge in Millheim Borough	\$80,000	Less than 20' span	LB-08-10