

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

**Hybrid Meeting
Wednesday, March 19, 2025
10:00 AM**

<u>GENERAL MEETING INFORMATION</u>	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/-j9gUtAiQyGhJkqyPIGppA
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/-j9gUtAiQyGhJkqyPIGppA To attend by phone: +1 301 715 8592 Meeting ID: 827 7196 2757
In-Person Participants	COG Building, Suite 4 CRPA Conference Room 2643 Gateway Drive, State College PA 16801
Meeting Contact: email: officemanager@crcog.net 814-231-3050	
Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments, you must download them first</i>	

- The chat feature for this meeting will be disabled. A recording of the meeting will be made available on the COG website upon its conclusion.
- We ask that non-voting participants that are attending remotely remain muted with their video turned off unless recognized to speak. To reduce audio interference, please remain off of speakerphone during the meeting.
- **VOTING PROCEDURES:** Members will provide their vote by voice. Clarification will be sought by the Chair if the vote is unclear. For additional information on Voting Procedures, please click [HERE](#).
- **PUBLIC COMMENT GUIDELINES:** Members of the public may comment on any items not already on the agenda (five minutes per person). Comments relating to specific items on the agenda should be deferred until that point in the meeting. For additional information on COG public meeting guidelines, please click [HERE](#).
- To access agendas and minutes of previously held meetings, and to learn more about the CCMPO Projects Committee, please click [HERE](#).

**Centre County Metropolitan Planning Organization (CCMPO)
Projects Committee Meeting**

Wednesday, March 19, 2025

10:00 AM

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *January 30, 2025, Projects Committee meeting*
3. **Public Comments:** *For items not on the agenda.*
4. **New Agenda Items:** *Members may request that an additional item(s) be added to the agenda, following state law and exceptions for official action on items not included on the agenda.*
5. **Grant Applications Update**
No action required
6. **Project Prioritization**
 - a. **Final Scoring Results**
Review final scoring results and provide comments.
 - b. **Bridge Project Matrix – Initial Results**
Review updated bridge project matrix and initial results of scoring exercise.
 - c. **Study Projects Scoring Matrix and Initial Results**
Review study projects matrix and the initial results of the scoring exercise.
7. **Unified Planning Work Program (UPWP) Supplemental Planning Study Priorities**
Review the ranking of the UPWP Supplemental Planning Studies and recommend the top studies to move forward for supplemental planning fund requests.
8. **Member Reports**
9. **Announcements**
10. **Adjourn**

CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO) PROJECTS COMMITTEE

Minutes

Thursday, January 30, 2024

(please refer to the COG audio/video meeting file website when referring to timestamps)

Ms. Hoffman called the meeting to order at 2:00 p.m.

Members Present: Amber Concepcion; Centre County, Daryl Schafer; Outlying Planning Region Municipalities, David Rishel; CATA, Ray Forziat; Centre Region Municipalities, Mark Schultz; PennDOT District 2-0.

Others Present: Marcella Hoffman; Centre Regional Planning Agency (CRPA) Transportation Grant Specialist, Reagan Mann; CRPA Office Manager, Mike Tylka; CRPA Director, Anne Messner; CRPA Senior Planner, Jim Saylor; CRPA Principal Planner, Greg Kausch; CRPA Senior Planner.

ELECTION OF OFFICERS FOR 2025 (00:00:20)

Ms. Hoffman opened the floor for nominations for the Projects Committee Chair.

The Projects Committee nominated Commissioner Concepcion for the 2025 Projects Committee Chair and Mr. Dave Rishel for the 2025 Projects Committee Vice Chair. No other nominations were made. The motion carried unanimously.

ACTION ITEMS (00:02:12)

Approval of Minutes – October 10, 2024, Project Committee meeting.

Motion was made by Mr. Rishel and seconded by Mr. Forziat to approve the Consent Agenda as presented. Motion carried unanimously.

PUBLIC COMMENTS (00:02:35)

No public comments.

NEW AGENDA ITEMS (00:02:44)

No new agenda items were requested. The Projects Committee had a brief discussion on how to move forward with federal funding and how it is changing with the new presidential administration. Staff explained that there is a list of federal grant programs that are being placed on hold to be reviewed for consistency with the President's Executive Orders, including Safe Streets and Roads for All (SS4A), but not PROTECT or the Bridge Investment Program. Through Ms. Hoffman's FHWA contact, who is working with her on the SS4A grant, pauses like this can be common. The Projects Committee will wait for updates and continue to move forward until there is more information to make the appropriate changes. Ms. Messner added since staff are continuing work until further word on the status of the SS4A grant funding, the RFQ has been posted, and the schedule will not be adjusted.

GRANT APPLICATIONS UPDATE (00:08:54)

Ms. Hoffman presented a brief update on the grant applications listed below.

Safe Street and Roads for All (SS4A)

The final draft of the grant agreement was submitted to FHWA in December. Staff heard back in early January that there is a snag with the SAM account, which must be maintained to apply for federal grants. The finance and administration departments are currently working on this. Once this is figured out and pending the Office of Management and Budget (OMB) memo that has come out, things can move forward.

Staff have developed a Request for Qualifications (RFQ) to solicit consultant support for the completion of Centre County's Action Plan, *Centred on Safety*, using SS4A funds. Along with MPO staff, a few stakeholders will be invited to join the selection committee to assist staff with selecting the consultant(s) that will provide services to complete the SS4A grant, including the completion of plans, fieldwork, inventory work, data collection, and technical analysis. Staff anticipate that the contract will begin in early June 2025, and all work will be completed by December 31, 2026.

Bridge Investment Program (BIP)

On October 9, 2024, CCMPO staff began working with Centre County, PennDOT, and a consultant team to develop and submit a grant application for the SR 4005 Snow Shoe Bridge replacement project. The grant requested 80% of the construction costs, about \$9.1 million. On November 1, 2024, Centre County submitted the grant application on behalf of the CCMPO. Staff expect the award announcement to come mid-year 2025. If the grant funds are awarded to the project, the County will elect to have the funds "pass-through" to PennDOT via the Transportation Improvement Program (TIP), whose staff will manage the project and administer the grant.

PROTECT

The PROTECT grant program opened on October 25, 2024, and applications are due February 24, 2025. Staff are working with Michael Baker to develop a grant application for a Resilience Improvement Plan, focusing on several areas in the County that experience severe flooding issues during significant weather events. Staff proposes developing a grant application to support a three-phase approach to the Plan.

The first phase identifies locations, issues, disruptions, and overall vulnerabilities within the transportation system. The second phase prioritizes projects based on the assessments conducted in the first phase and initiates preliminary engineering for the highest-priority projects. The third phase will encompass the implementation and permitting processes. This phase will also include the creation of a funding plan to facilitate the construction of prioritized projects while ensuring coordination with relevant partners and stakeholders.

A Resilience Improvement Plan will also assist with the implementation of Centre County's Hazard Mitigation Plan, specifically mitigation action number 24, "Coordinate the performance of detailed flood studies for the County's high-hazard areas to determine a full range of flood-recurrence intervals for use in future vulnerability analyses." A Resilience Improvement Plan will also allow the MPO to pursue implementation funding through the PROTECT Program once the plan is completed.

Mr. Shultz stated that he received an email from the state regarding statewide PROTECT funds. He can submit project forms for the MPO to be included in the district submission for future interest in statewide PROTECT funds.

2025 PROJECTS COMMITTEE WORK PLAN (00:17:00)

Ms. Hoffman presented the 2025 Project Committee work plan. The CCMPO's staff will continue implementing the actions recommended in the CCMPO Strategic Plan adopted in June 2023. One implementation step directed staff to prepare work plans for the CCMPO Committees to be presented at the first meeting of each year. The work plan is a brief outline of the Committee's expected activities for the whole year; it also includes the 2025 Committee meeting schedules, expected reports, action items for each meeting, a proposed schedule of activities for the Projects Committee and the Transportation Specialist, and input opportunities on funding and planning programs. Ms. Hoffman briefly reviewed the anticipated meeting schedule for 2025. Ms. Hoffman is also planning to develop municipal state grant workshops, one in the Summer and one in the Fall. Recent feedback shows municipalities don't know what is out there. Input opportunities include the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP).

PROJECT PRIORITIZATION – INITIAL RESULTS (00:27:48)

Ms. Hoffman stated that for this meeting, her goals were to discuss the initial results of the ranking process, determine if the scoring mechanisms are working as intended to score the projects appropriately and identify any issues with the scoring mechanisms or results. The Committee members were provided with a report of the general observations for each scored category. Active Transportation projects were excluded in this scoring exercise because the high-priority locations are still being developed. Other things for discussion include considering ranking the data-oriented criterion in the Safety-Congestion project category, confirming the ranking of the data-oriented criterion in the Major Highway-Capacity Adding category, and considering ranking the criteria in the Resiliency project category.

Ms. Hoffman stated her general observations across all the project categories.

- In most project categories (except Resiliency), projects do not receive points for "Incorporates environmental protection" under the Environmental Impact criterion because of a lack of information.

- In most cases (except the Safety-Congestion project category), study projects score at a lower level than construction projects. This is due to how the “specialized” criteria (data-oriented) are written. Across most project categories, staff could only use the general criteria to score the study projects.
- Under the Economic Impact Criterion, there should be a defined area (miles) to indicate whether a project will provide improved access to employment centers, improved access to recreation/tourism, and improved freight mobility. Currently, freight mobility is defined as “within 5 miles of.”

Resiliency Initial Results

Ms. Hoffman reviewed the County-wide resiliency projects she scored. Both projects scored well, with a total possible point of 17.5. The following are the observations she made while scoring the two projects.

- The criteria in this category have not been ranked; however, staff ranked the criteria for the scoring exercise.
- Because of how the criteria are written, it was difficult to score studies. The subject-related criteria are more focused on physical construction projects.
- Both studies received points for “address a high-risk area(s) that is exposed to vulnerabilities” because the high-risk areas should be identified and addressed through analysis and assessments as part of the study phase.
- “Incorporates environmental protection” can earn points in both studies due to the projects' environmental orientation.

The Projects Committee offered the following comments for consideration:

- Given the concern of studies, there needs to be a separate scoring system across the same criteria (parallel), and it needs to be broad due to the wide range of studies.
- What is the problem, how big is the problem, and what is the cost of the study (ROI) when forming the study screening criteria?

Safety Congestion Initial Results

Ms. Hoffman reviewed the Safety Congestion results, which can score a total of 16 points. The following are the observations made on five ranked projects.

- There are limited intersections and segments in the PennDOT Network Screening tool that score above a 0.9, so the tool seems to boost projects with more serious safety issues – Benner Pike Corridor was the only project to receive points in this project category.
- Because of the scoring mechanisms, studies seem to score in a similar range as construction projects.

- The Safety Subcommittee has only reviewed a small number of safety projects, but this is expected to change. This round's sample projects did not receive any points under the Safety Subcommittee.

Major Highway-Capacity Adding Initial Results

Ms. Hoffman reviewed Highway-Capacity results, which can score a total of 11.5 points. The following are the observations on three projects ranked.

- The three data-oriented criteria are not ranked; At the October meeting, the Committee had no strong feelings about which criterion should be most important.
- To score the projects for crash information, staff looked at the crash rates on the existing roads that motorists use to travel to their destination.
 - State College Airport=Fox Hill Rd
 - Tri-Municipal Park=Brush Valley Rd/SR 45
 - I-80 in Clearfield=SR 322 and SR 53

The Projects Committee offered the following comments for staff to consider:

- Some of the projects are outdated, so staff should use their judgment to score relevant projects. Some projects are municipal-specific; staff will need to check back in with the municipalities to see if they would like to move forward or remove the project for consideration.
- Under Project Readiness, design is typically valid for 10 years, while safety data is valid for 5 years. Staff should use their judgment in evaluating a project's readiness. If no work has been done for project readiness, it should be scored as a zero.
- Economic Impact should be weighed heavier.

Transit-Rail-Aviation Initial Results

Ms. Hoffman reviewed the Transit-Rail-Aviation results, which can score a total of 23.5 points. The following are observations on the five ranked projects.

- Like the Resiliency Project Category, studies were difficult to score because of how the criteria were written.
- Staff could only use the general criteria to score the studies: Environmental/Economic Impact, Project Sponsor, Project readiness, and Equity.
- Neither study could be scored using the non-general criteria. Both studies only received a quarter of the points the construction projects received because of this.

Technology Initial Results

Ms. Hoffman reviewed the Technology results, which can score a total of 22 points. The following are observations on the two ranked projects.

- There was insufficient information to score the Cost Effectiveness/Scalability criterion for the College Ave/High St Intersection project – this project came out of the Borough’s Downtown Master Plan, but it is not listed in the Borough’s Next Gen Plan.
- The High-Injury Network for Centre County is currently being developed and should be available in the near future – this criterion received points based on whether there were a high number of fatalities for the project area.

Mr. Rishel left the meeting at 4 PM.

BRIDGE PROJECT PRIORITIZATION MATRIX (02:07:50)

Ms. Hoffman presented the Bridge Project Prioritization matrix. After speaking with PennDOT, it was determined that it was best to separate the bridge projects into different screening mechanisms, local and state bridge projects. Differing from the local bridge projects, the state bridge projects have a critical infrastructure category that will need to be defined.

The Projects Committee discussed the prioritization matrix and offered the following comments for staff to consider:

- Detours need to be considered as a criterion.
- Define critical infrastructure: separate emergency services from businesses, schools, government buildings, and routes for emergencies.
- Consider a “redundant bridge” criterion.
- Should the ability to bundle be considered, local and state, for funding purposes?
- There was a question of preservation versus rehabilitation versus replacement, all of which have different costs.

Ms. Hoffman will score bridge projects to bring back at the next meeting to show the Committee how they score.

PROJECT REQUEST FORM (02:39:37)

Ms. Hoffman stated the LRTP outreach sessions have been utilizing the project request form. Ms. Hoffman asked the Committee when project request forms should be submitted to be considered for that year. A rolling submission could result in running the matrix multiple times a year. If project submission forms are submitted once a year, it allows the work process to run smoothly. The Projects Committee directed staff to collect project request forms all year until December 31, allowing ample time for municipalities and stakeholders to submit their projects. Projects will then be scored in January and February.

MEMBER REPORTS

No member reports were made.

ANNOUNCEMENTS

Mr. Forziat volunteered to serve as the Projects Committee representative on the Selection Committee for the SS4A RFQ. Ms. Hoffman will send out a doodle poll to determine the Projects Committee's March and May meeting dates.

ADJOURN

There being no other business, the January 30, 2025, CCMPO Projects Committee Meeting was adjourned at 4:48 p.m.

Respectfully submitted,

Reagan Mann
Recording Secretary

DRAFT

ITEM 5

Grant Applications Update

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

On February 18, 2025, staff were informed that the Federal Highway Administration (FHWA) issued an update to the federal PROTECT program on February 11, 2025. The PROTECT program has been closed as of February 10, 2025, and as of this agenda development, FHWA is currently reviewing the Notice of Funding Opportunity to ensure it aligns with President Trump's Executive Orders. The notice states, "Any reopening or reposting of this opportunity will be available on grants.gov and will include any updates resulting from this review." Staff believe there is a possibility that the PROTECT program may reopen later this year to accept new applications; however, staff could not submit the original PROTECT application as initially planned.

Additionally, there was an opportunity to submit part of the grant application to PennDOT's statewide PROTECT funding program. The total funds available for the statewide PROTECT Formula Program for Fiscal Year 2025 are approximately \$61 million, with 2% allocated for planning studies, amounting to around \$1 to \$1.5 million in total. The total estimated cost of the original three-phase approach is \$1.8 million, exceeding the funding available from PennDOT. Staff submitted a scaled-down version of phase one of the original application to PennDOT's statewide program on February 28.

Staff is also considering pursuing a supplemental planning study request to PennDOT through Year 2 of the Unified Planning Work Program later this spring as an additional avenue to advance this project, which will be reviewed and prioritized by the CCMPO Projects Committee at its March meeting. Staff anticipates that the revisions to the scope for both opportunities can be completed without exceeding the amount of funding allocated in the CY 2024 budget for consulting support.

Both opportunities will allow the CCMPO to continue addressing flooding vulnerabilities in the county, albeit in a more limited capacity.

The Projects Committee should receive the report.

Presented by: Marcella Hoffman, CRPA

No action required – comments and questions are welcome.

Item 6.a.

Project Prioritization – Second Iteration Results

The Projects Committee is responsible for applying criteria to each project as part of the project prioritization process. It is recommended that this prioritization process be straightforward, repeatable, and transparent. The established criteria will be used for the current project prioritization process for federal discretionary funds and will also serve as a foundation for developing the project list for the CCMPO's Long Range Transportation Plan (LRTP).

During the meeting on January 30, staff presented the initial project prioritization results for several project categories, and the Committee provided comments for staff to consider regarding changes to the matrices. There were minor edits to the scoring mechanisms; however, the Projects Committee notably directed staff to create a separate matrix specifically for study-focused projects. Staff observed that study projects scored significantly less than construction projects, making it challenging to prioritize them. The Committee also instructed staff to review the project list and set aside projects considered "stale" or those that had not progressed in several LRTP updates.

As a result, staff have rescored several projects within the Safety-Congestion, Technology, Major Highway-Capacity Adding, and Transit-Rail-Aviation categories. Additionally, projects in the bridge and study project categories were scored based on the comments from the previous meeting. These categories will be discussed separately on the agenda. It is important to note that projects were not scored in the Resiliency or Active Transportation Project categories. After removing study projects from the other categories, no projects remained in the Resiliency Project Category to score. Active Transportation projects are still under development by staff in collaboration with municipalities, and they will be scored at a later date for review by the Projects Committee.

The Committee should review the updated scoring results to ensure that the scoring is adequate and accurate.

Attachments:

1. CCMPO March Project Ranking Result Report and scoring sheets for sample projects

The Projects Committee should review the prioritization matrix and provide comments to CCMPO staff.

Presented by: Marcella Hoffman

Action: Provide comments to staff about the updated prioritization matrix and project scores.

March Update for Prioritization Ranking Results

Safety-Congestion Project Category (Possible 19 Total Points)

The updated scoring matrix scored four projects in the Safety -Congestion Project Category. The following projects were scored and are ranked from highest-scoring to lowest-scoring:

1. Boalsburg Avenue Road Diet – 14
2. SR 3007 Park Avenue Widening – 10.5 (moved to Major Highway-Capacity Adding)
3. SR 26/45 Pine Grove Mills Intersection Realignment – 8.5
4. SR 150 Phoenix Avenue Intersection Improvements – 8.5

Observations: The Benner Pike Corridor Study was moved to the Study Project Category for scoring. Additionally, although the Park Avenue Widening project was scored in this category, staff also scored it in the Major Highway-Capacity Adding Project Category, where it will remain due to its scope and comments received from College Township. Staff ranked the criteria according to the January meeting discussion, so the max points for this category increased to 19.

The ranking for criteria is as follows:

1. Crash Data for Project Area (increased to 4 possible points)
2. PennDOT network Screening Tool (increased to 3 possible points)
3. Traffic Volume (points not adjusted – 2 possible points)
4. Safety Subcommittee Project (decreased to 1 possible point)

The Economic Impact scoring mechanism went from 0.25 to 0.5 points each, and points for Project Sponsor increased to 3 from 2 possible points. Although points were increased under this category, the ranking order of the projects stayed the same.

Under Environmental Impact, “incorporates environmental protection” was changed to “Project Impact on Environment – Benefit or Burden.” If the project scope addresses mitigation of the impacts of environmentally sensitive areas, it receives points for “Benefit”; if a project does not address mitigation of the impacts of environmentally sensitive areas, it gets no points for “Burden.” This scoring mechanism allows staff to look at the project's scope and make a subjective determination of how to score the project. Employment Centers and Recreation/Tourism under Economic Impact scored positively if the project was located within two (2) miles of those identified areas. Freight mobility is limited to within five (5) miles.

Safety - Congestion Projects Screening - Max Points 19

Project Name: Boal Avenue Road Diet
Total Score: 14

Implementation of Boal Avenue Road Diet Study - goal of improving the functionality of Boal Avenue from SR 45 interchange and Warner Blvd while providing safer access to commercial, cultural, and recreational sites along the corridor, balancing the needs of pedestrians, bicyclists, and

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
PennDOT Network Screening Tool	Screening completed by PennDOT to develop potential safety projects. The range refers to the term known as Excess Value that any thing above a 1 should be investigated	Greater than 1 HIGH	3	0	This road segment was not listed in the PennDOT Network Screening Tool.
		0.9 to 0.99 MEDIUM	2		
		Less than 0.9 LOW	0		
Crash Data for Project area	Recorded crashes in Pennsylvania's Crash Information Tool	Fatality HIGH	4	4	Fatalities have been recorded in the project area.
		Serious Injury MEDIUM	3		
		Other Crash LOW	1		
Safety Subcommittee Project	Is this a project advanced by the Safety Subcommittee but not eligible for HSIP funding?	Yes	1	0.5	The Safety Subcommittee has not reviewed this project.
		Rejected	0		
		Not reviewed	0.5		
Traffic Volume	For the road(s) in the proposed project, what is the ADT and how does it compare to the functional classification average ADT?	ADT > than AADT on functional classification? - Yes	2	2	Boal Avenue is categorized as a principal arterial (3,396,622 AADT,) and the AADT calculation comes in at 4,257,243
		ADT > than AADT on functional classification? - No	1		
		Volume not counted - local road	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	0.5	1.5	The project area is not in a federally designated economic distressed area.
		Economic Distressed Area - No	0		The project area is near Mount Nittany Middle and Elementary Schools
		Employment Centers Improved Access	0.5		The project area is immediately adjacent to the Pennsylvania Military Museum.
		Employment Centers No change/Decreased Access	0		This project is within 5 miles of South Atherton/Boal Avenue Intersection & SR 45/Earlstown Rd SR 322 Interchange.
		Recreational/Tourism Improved Access	0.5		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	0.5		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	1	The proposal of a road diet and increased alternative transportation infrastructure meets the eligibility of PennDOT's CRP.
		Eligible project under CRP - No	0		The proposal of a road diet and increased alternative transportation infrastructure would be within the confines of the current pavement and would increase pedestrian movement, reducing carbon emissions.
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, one sponsor.
		No	0		
Readiness of Project	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	2	Yes, Harris Township completed a Road Diet Study, and potential projects are in the queue after Route 322 SCAC.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	1	0	The project is not in a transportation disadvantaged census tract.
		No	0		

Safety - Congestion Projects Screening - Max Points 19

Project Name: Park Avenue Widening
Total Score: 10.5

Project includes widening, adding turn lanes, installing/upgrading traffic signals, and providing bike lanes and a sidewalk or a bike path. Project limits would be between Bigler Road and Orchard Road.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
PennDOT Network Screening Tool	Screening completed by PennDOT to develop potential safety projects. The range refers to the term known as Excess Value that any thing above a 1 should be investigated	Greater than 1 HIGH	3	0	This road segment was not listed in the PennDOT Network Screening Tool.
		0.9 to 0.99 MEDIUM	2		
		Less than 0.9 LOW	0		
Crash Data for Project area	Recorded crashes in Pennsylvania's Crash Information Tool	Fatality HIGH	4	3	Serious injury crashes have been recorded within the project limits.
		Serious Injury MEDIUM	3		
		Other Crash LOW	1		
Safety Subcommittee Project	Is this a project advanced by the Safety Subcommittee but not eligible for HSIP funding?	Yes	1	0.5	The safety subcommittee has not reviewed this project.
		Rejected	0		
		Not reviewed	0.5		
Traffic Volume	For the road(s) in the proposed project, what is the ADT and how does it compare to the functional classification average ADT?	ADT > than AADT on functional classification? - Yes	2	2	Park Avenue is categorized as a minor arterial (1,658,955 AADT,) and the AADT calculation comes in at 5,839,142
		ADT > than AADT on functional classification? - No	1		
		Volume not counted - local road	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	0.5	1.5	The project area is not in a federally designated economic distressed area.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	0.5		The project area is immediately adjacent to Penn State University.
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	0.5		The project area is near Beaver Stadium/BJC/Arboretum.
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	0.5		This project is within 5 miles of I-99 (Primary Highway Freight System)
Freight Mobility No Change/Decrease	0				
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0.5	The proposal of installing/upgrading traffic signals and providing bike lanes/path or sidewalk is eligible under PennDOT's CRP.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		While the installation of traffic signals and bike lanes/sidewalks provides a benefit to the environment, the removal of pervious surface to widen Park Ave is a burden.
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, one sponsor for the traffic signals.
		No	0		
Readiness of Project	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This is an old project that needs to have feasibility/concept plans completed again.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	1	0	This project is not in a transportation disadvantaged census tract.
		No	0		

Safety - Congestion Projects Screening - Max Points 19

Project Name: SR 26/SR 45 Pine Grove Mills Intersection
Total Score: 8.5

Realignment of the intersection and installation of a full functioning traffic signal (if warranted) at the intersection of SR26/45 & Nixon Rd (project limits) in Pine Grove Mills located in Ferguson Township. Currently, there exists a flashing traffic signal at this location.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
PennDOT Network Screening Tool	Screening completed by PennDOT to develop potential safety projects. The range refers to the term known as Excess Value that any thing above a 1 should be investigated	Greater than 1 HIGH	3	0	This road segment was not listed in the PennDOT Network Screening Tool.
		0.9 to 0.99 MEDIUM	2		
		Less than 0.9 LOW	0		
Crash Data for Project area	Recorded crashes in Pennsylvania's Crash Information Tool	Fatality HIGH	4	1	Within the project limits, minor injury and property damage crashes have been recorded.
		Serious Injury MEDIUM	3		
		Other Crash LOW	1		
Safety Subcommittee Project	Is this a project advanced by the Safety Subcommittee but not eligible for HSIP funding?	Yes	1	0.5	The safety subcommittee has not reviewed this project.
		Rejected	0		
		Not reviewed	0.5		
Traffic Volume	For the road(s) in the proposed project, what is the ADT and how does it compare to the functional classification average ADT?	ADT > than AADT on functional classification? - Yes	2	2	Pine Grove Road is categorized as a minor arterial (1,658,955 AADT,) and the AADT calculation comes in at 2,450,543.
		ADT > than AADT on functional classification? - No	1		
		Volume not counted - local road	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	0.5	1	The project area is not in a federally designated economic distressed area.
		Economic Distressed Area - No	0		The project area is near Ferguson Elementary school.
		Employment Centers Improved Access	0.5		The project area is near Rothrock State Forest.
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	0.5		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	0.5		This project is not within 5 miles of any Primary Highway Freight System or Critical Urban/Rural Freight Corridor.
Freight Mobility No Change/Decrease	0				
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0	The proposed project does not have components that are eligible under PennDOT's CRP Program.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		The scope indicates the realignment of the intersection, which means pervious surfaces will be impacted.
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, one local sponsor
		No	0		
Readiness of Project	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	1	Partially, several analyses have been completed in the past, including the Pine Grove Mills Small Area Plan that indicated this project as a priority. However, updated information is likely needed.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	1	0	This project is not in a transportation disadvantaged census tract.
		No	0		

Safety - Congestion Projects Screening - Max Points 19

Project Name: Phoenix Avenue Intersection
Total Score: 8.5

Bridge Improvement Program study phase to identify solutions for SR 150 over Logan Branch and related intersection issues paired with bridge improvement or complex program application for implementation. Project limits are from Logan Branch Bridge to just east of SR 144.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
PennDOT Network Screening Tool	Screening completed by PennDOT to develop potential safety projects. The range refers to the term known as Excess Value that any thing above a 1 should be investigated	Greater than 1 HIGH	3	0	This road segment was not listed in the PennDOT Network Screening Tool.
		0.9 to 0.99 MEDIUM	2		
		Less than 0.9 LOW	0		
Crash Data for Project area	Recorded crashes in Pennsylvania's Crash Information Tool	Fatality HIGH	4	1	Within the project limits, only property damage crashes have been recorded.
		Serious Injury MEDIUM	3		
		Other Crash LOW	1		
Safety Subcommittee Project	Is this a project advanced by the Safety Subcommittee but not eligible for HSIP funding?	Yes	1	0.5	The safety subcommittee has not reviewed this project.
		Rejected	0		
		Not reviewed	0.5		
Traffic Volume	For the road(s) in the proposed project, what is the ADT and how does it compare to the functional classification average ADT?	ADT > than AADT on functional classification? - Yes	2	1	Willowbank Street is classified as a principal arterial (3,396,622 AADT,) and the AADT calculation comes in at 3,120,064.
		ADT > than AADT on functional classification? - No	1		
		Volume not counted - local road	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	0.5	2	The project area is in a federally designated economic distressed area.
		Economic Distressed Area - No	0		The project area is immediately adjacent to Centre County Government and near Centre County Correctional Facilities.
		Employment Centers Improved Access	0.5		The project area is immediately adjacent to Spring Creek and Tallyrand Park.
		Employment Centers No change/Decreased Access	0		This project is within 5 miles of SR 150/Benner Pike to Stone Crest Dr. (Critical Urban Freight Corridor)
		Recreational/Tourism Improved Access	0.5		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	0.5		
Freight Mobility No Change/Decrease	0				
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	1	This project includes intersection improvements and possible traffic signal improvements, which are eligible under CRP.
		Eligible project under CRP - No	0		Some of the solutions for this area include impacts to local streams. The scope recognizes these sensitive areas and has considerations to mitigate environmental impacts.
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	No local sponsor.
		No	0		
Readiness of Project	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	2	Yes, several analyses have been completed, but an alternative has not been selected.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	1	1	This project is in a transportation disadvantaged census tract.
		No	0		

March Update for Prioritization Ranking Results

Technology Project Category (Possible 22.5 Total Points)

The updated scoring matrix scored three projects in the Technology Project Category. The following projects were scored and are ranked from highest-scoring to lowest-scoring:

1. SR 3014 North Atherton Street Signals – 15.5
2. College/Beaver Avenue Transit Signal Priority and ITS – 14.5
3. SR College Avenue and High Street Intersection – 9

Observations: The College and Beaver Avenue Transit Signal Priority and Intelligent Transportation System Project was moved from the Transit-Rail-Aviation Project Category to the Technology Project Category because its scope is technology-oriented, although the project would serve transit. The maximum total point possible only changed slightly, and the two previously scored projects received the same number of points.

Under Environmental Impact, “incorporates environmental protection” was changed to “Project Impact on Environment – Benefit or Burden.” If the project scope addresses mitigation of the impacts of environmentally sensitive areas, it receives points for “Benefit”; if a project does not address mitigation of the impacts of environmentally sensitive areas, it gets no points for “Burden.” This scoring mechanism allows staff to look at the project's scope and make a subjective determination of how to score the project. Employment Centers and Recreation/Tourism under Economic Impact scored positively if the project was located within two (2) miles of those identified areas. Freight mobility is limited to within five (5) miles.

Technology Projects Screening

Project Name: North Atherton Street Signals - future project

Total Score: 15.5

Improve efficiency of operations through the corridor (Valley Vista Dr to W College Ave project limits) by upgrading traffic signals with the latest technology.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety-Crash Data	Is the project located on the High-Injury Network? Recorded crashes in Pennsylvania's Crash Information Tool (high medium low)	Yes	1	3	The High Injury Network indicates that North Atherton has a high number of crashes per mile per year. One fatality and serious injuries have been recorded on the N. Atherton Street corridor.
		No	0		
		Fatality HIGH	2		
		Serious Injury MEDIUM	1		
		Other Crash LOW	0		
Integration and Connectivity	Does the project improve the integration of new and existing systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public?	High integration - both new and existing systems	5	5	The installation of new traffic calming devices would integrate new systems and promote connectivity of infrastructure and the broad traveling public.
		Medium integration - only new systems	3		
		Low integration - neither new or existing integration	0		
Cost Effectiveness/ Scalability	Does the project pilot a new technology or technique that could be expanded to additional projects and does the project provide for an opportunity for reduced operating and maintenance costs?	Pilot a new technology or technique: Yes	2	2	Not enough information as to what kind of new technology would be pursued. Scored as a yes because increased efficiency and connectivity should help reduce operating costs for all motorists.
		Pilot a new technology or technique: No	0		
		BCA value > 1 or proven to reduce operating/maint. costs - Yes	2		
		BCA value > 1 or proven to reduce operating/maint. costs - No	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	3	No, this project is not in an economic distressed area. Improved efficiency and connectivity will improve access to the many employment centers on the corridor. Tudek Park and the Penn State Arboretum are within 2 miles. Improved efficiency and connectivity will improve freight mobility - all of N Atherton is a Critical Urban Freight Corridor
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	1	Yes, this project could be considered an advanced transportation and congestion management technology project. This project could help reduce congestion and bottlenecking, which would reduce carbon emissions.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	Unclear at this time. A Green Light Go grant application was pursued years ago for this corridor. Unsure of where this stands.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	1	Partially - a similar project was completed in 2013 and there may have been some data available for the GLG application.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	Yes, a portion of N. Atherton Street near the Walmart plaza.
		No	0		

Technology Projects Screening - Max Points 22.5

Project Name: College - Beaver Avenue Transit Signal Priority (TSP) and Intelligent Transportation Systems (ITS)

Implement transit signal priority and related ITS technologies along the college and Beaver Avenue corridors in State College Borough. The project area will include intersections at Atherton Street, Burrowes Street / Road, Fraser Street, Allen Street, Pugh Street, Garner Street / Shortlidge Road, and the University Drive ramps.

Total Score: 14.5

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety-Crash Data	Is the project located on the High-Injury Network?	Yes	1	2	The High Injury network indicates this is a high crash area.
		No	0		
	Recorded crashes in Pennsylvania's Crash Information Tool (high medium low)	Fatality HIGH	2		
		Serious Injury MEDIUM	1		
		Other Crash LOW	0		
Integration and Connectivity	Does the project improve the integration of new and existing systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public?	High integration - both new and existing systems	5	5	The installation of TSP and related ITS technologies should integrate both new and existing systems.
		Medium integration - only new systems	3		
		Low integration - neither new or existing integration	0		
Cost Effectiveness/ Scalability	Does the project pilot a new technology or technique that could be expanded to additional projects and does the project provide for an opportunity for reduced operating and maintenance costs?	Pilot a new technology or technique: Yes	2	2	Not enough information as to what kind of new technology would be pursued.
		Pilot a new technology or technique: No	0		
		BCA value > 1 or proven to reduce operating/maint. costs - Yes	2		
		BCA value > 1 or proven to reduce operating/maint. costs - No	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	4	Yes, some of these intersection are in an economic distressed area.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		Improved efficiency and connectivity will improve access to the many employment centers on the corridor, mainly Penn State University.
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		Beaver Stadium, the BJC, and Medlar Field are within 2 miles.
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		Improved efficiency and connectivity will improve freight mobility -some of these intersections are on a Critical Urban Freight Corridor and the rest are within five miles of it.
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	1	Yes, this project could be considered an advanced transportation and congestion management technology.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		TSP would give priority to CATA buses when moving through the corridor, reducing idle time and carbon emissions.
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	Unsure where this fits into CATA's priorities.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This project was submitted by CATA for a previous LRTP - a new study would need to be conducted to move forward.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	Yes, this area is in a transportation disadvantaged census tract.
		No	0		

Technology Projects Screening

Project Name: SR 26 College Avenue/High Street Intersection
Total Score: 9

As proposed in the 2013 Downtown Master Plan, signalize the intersection of College Ave and High St (project limits) for traffic calming and to permit safe crossings of pedestrians; provide pedestrian and handicapped access on both the east and west side of intersection to connect to Penn State campus.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety-Crash Data	Is the project located on the High-Injury Network? Recorded crashes in Pennsylvania's Crash Information Tool (high medium low)	Yes	1	1	The High Injury Network indicates that this intersection has a high number of crashes per mile per year. Multiple property-only crashes at this intersection.
		No	0		
		Fatality HIGH	2		
		Serious Injury MEDIUM	1		
		Other Crash LOW	0		
Integration and Connectivity	Does the project improve the integration of new and existing systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public?	High integration - both new and existing systems	5	3	The installation of new traffic calming devices would integrate new systems and promote connectivity of infrastructure and the broad traveling public.
		Medium integration - only new systems	3		
		Low integration - neither new or existing integration	0		
Cost Effectiveness/ Scalability	Does the project pilot a new technology or technique that could be expanded to additional projects and does the project provide for an opportunity for reduced operating and maintenance costs?	Pilot a new technology or technique: Yes	2	0	Not enough information as to what kind of new technology would be pursued. Traffic calming measures would not reduce operating or maintenance costs because there is not an existing signal at this intersection.
		Pilot a new technology or technique: No	0		
		BCA value > 1 or proven to reduce operating/maint. costs - Yes	2		
		BCA value > 1 or proven to reduce operating/maint. costs - No	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	4	Yes, this intersection is in an economic distressed area. Improved efficiency and connectivity will improve access to the many employment centers on the corridor. Beaver Stadium, the BJC, and Medlar Field are within 2 miles Improved efficiency and connectivity will improve freight mobility -this intersection is on a Critical Urban Freight Corridor.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0.5	Yes, this project could be considered a transportation alternatives project under PennDOT's CRP. There is not enough information to determine whether this project would benefit or burden the environment.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	Unclear at this time.This project was listed in the 2013 SCB Downtown Master Plan, but is not referenced in the Next Gen Plan.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	No, unaware of any PE/study/concept plan that has been completed for this intersection.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	Yes, a portion of this intersection is in a transportation disadvantaged census tract
		No	0		

March Update for Prioritization Ranking Results

Major Highway-Capacity Adding Project Category (Possible 15 Total Points)

The updated scoring matrix scored five projects in the Major Highway-Capacity Adding Project Category. The following projects were scored and are ranked from highest-scoring to lowest-scoring:

1. Branch Road/University Drive Intersection Improvement – 12
2. Atherton Street Phase V – 9.75
3. SR 3007 Park Avenue Widening – 9.5
4. College and Beaver Avenue Pavement Restoration – 6.75
5. Airport Road Connector – 5.5

Observations: Points were added to the total possible points to accommodate the Projects Committee’s comments regarding Economic Impact's importance in the scoring mechanism. The Economic Impact scoring mechanism went from 0.25 to 1 point each, and points for Project Sponsor increased to 3 from 2 possible points. Additionally, available development capacity points increased to 0.75 from 0.5 for each scoring mechanism. Several new projects were scored as a result of municipal comments during the LRTP 2055 Update outreach process. In addition, the Park Avenue Widening Project was moved from the Safety-Congestion Project Category due to the scope of the project and related comments from College Township. In addition, the Brach Road/University Drive/Atherton Street Intersection Congestion project was added and scored to show how a project already moving forward scores compared to others. Atherton Street Phase V was added as a project because it is an asset management project that the MPO knows is coming, but the design/preliminary engineering phase does not have funding. The College and Beaver Avenue Pavement Reconstruction project is very similar to the scope of the Atherton Street Phase V project; the difference in score is due to the safety data in the project area and the identification of a project sponsor.

Under Environmental Impact, “incorporates environmental protection” was changed to “Project Impact on Environment – Benefit or Burden.” If the project scope addresses mitigation of the impacts of environmentally sensitive areas, it receives points for “Benefit”; if a project does not address mitigation of the impacts of environmentally sensitive areas, it gets no points for “Burden.” This scoring mechanism allows staff to look at the project's scope and make a subjective determination of how to score the project. Employment Centers and Recreation/Tourism under Economic Impact scored positively if the project was located within two (2) miles of those identified areas. Freight mobility is limited to within five (5) miles.

Major Highway - Capacity Adding Projects Screening - Max Points 15

Project Name: Branch Rd/University Dr Intersection Improvement

Alignment of Branch Road and Atherton Street plus improvements to University Drive and Atherton Intersection to improve consistent congestion issues.

Total score: 12

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety and Crash information	PennDOT Network Screening Tool and recorded crashes for project area using PA's Crash Information Tool	Greater than 1 HIGH	1	2	These road segments were listed in the PennDOT Network Screening tool - S Atherton/Branch Road (Urban Intersection 5.07) Fatal crashes have been recorded within the project limits.
		0.9 to 0.99 MEDIUM	0.5		
		Less than 0.9 LOW	0		
		Fatality HIGH	1		
		Serious Injury MEDIUM	0.5		
		Other Crash LOW	0		
State of good repair	Does the project extend the life of the infrastructure? Does the project restore or improve existing core infrastructure?	Addresses pavement or base infrastructure - Yes	0.5	0.5	This project as it stands now would not address pavement or base infrastructure. This project would improve the existing infrastructure.
		Addresses pavement or base infrastructure - No	0		
		Restore/improve exist. infrastructure - Yes	0.5		
		Restore/improve exist. Infrastructure - No	0		
Available Development Capacity	Is the project within an area that has available development capacity?	Yes - Capacity-adding for Economic	0.75	1.5	The proposed project is adjacent to land areas that are suitable for economic growth in College Township and State College Borough. The intersection improvement project has both congestion and safety components.
		No - Capacity-adding for Economic	0		
		Yes - Capacity-adding for Congestion/Safety	0.75		
		No - Capacity-adding for Congestion/Safety	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	3	The project area is not in a federally designated economic distressed area. The project is within two miles of Mount Nittany Elementary and Middle Schools and Geisinger Medical Center. The project is within two miles of the John Hess Softball Complex. This project is within 5 miles of the SR 45/Earlstown Road from the US 322 interchange (Critical Urban Freight Corridor)
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	1	The intersection improvement project is eligible under PennDOT's CRP program. The intersection improvement project will improve the intersections and reduce congestion. It also has safety components that will mitigate crashes in this location.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, there is a sponsor.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	1	Traffic counts at this location have been conducted, and the PE phase is underway.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0	This project is not in a transportation disadvantaged census tract.
		No	0		

Major Highway - Capacity Adding Projects Screening - Max Points 15

Project Name: Atherton Street Phase V Drainage and Reconstruction

Atherton Phase V - Branch Road to Scenery Park: Drainage improvements and highway restoration

Total score: 9.75

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety and Crash information	PennDOT Network Screening Tool and recorded crashes for project area using PA's Crash Information Tool	Greater than 1 HIGH	1	2	These road segments were listed in the PennDOT Network Screening tool - S Atherton/Branch Road (Urban Intersection 5.07) Fatal crashes have been recorded within the project limits.
		0.9 to 0.99 MEDIUM	0.5		
		Less than 0.9 LOW	0		
		Fatality HIGH	1		
		Serious Injury MEDIUM	0.5		
		Other Crash LOW	0		
State of good repair	Does the project extend the life of the infrastructure? Does the project restore or improve existing core infrastructure?	Addresses pavement or base infrastructure - Yes	0.5	1	This project would address both pavement and the base infrastructure. This project would restore and improve the existing infrastructure
		Addresses pavement or base infrastructure - No	0		
		Restore/improve exist. infrastructure - Yes	0.5		
		Restore/improve exist. Infrastructure - No	0		
Available Development Capacity	Is the project within an area that has available development capacity?	Yes - Capacity-adding for Economic	0.75	0.75	The proposed project is adjacent to land areas that are suitable for economic growth in College Township and State College Borough. The reconstruction project as it stands now does not address safety or congestion.
		No - Capacity-adding for Economic	0		
		Yes - Capacity-adding for Congestion/Safety	0.75		
		No - Capacity-adding for Congestion/Safety	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	3	The project area is not in a federally designated economic distressed area. The project is within two miles of Mount Nittany Elementary and Middle Schools and Geisinger Medical Center. The project is within two miles of the Pennsylvania Military Museum. This project is within 5 miles of the SR 45/Earlstown Road from the US 322 interchange (Critical Urban Freight Corridor)
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0	The reconstruction project as it stands does not have components that are eligible for CRP funds; however, depending on project development, it could in the future. The reconstruction project as it stands does not have components that benefit or burden the environment; however, depending on project development, this could be scored in the future.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, there is a sponsor.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This is an asset management project that the MPO knows is coming, but no PE or design has been completed.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0	This project is not in a transportation disadvantaged census tract.
		No	0		

Major Highway - Capacity Adding Projects Screening - Max Points 15

Project Name: Park Avenue Widening
Total score: 9.5

Project includes widening, adding turn lanes, installing/upgrading traffic signals, and providing bike lanes and a sidewalk or a bike path. Project limits would be between Bigler Road and Orchard Road.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety and Crash information	PennDOT Network Screening Tool and recorded crashes for project area using PA's Crash Information Tool	Greater than 1 HIGH	1	0.5	This road segment was not listed in the PennDOT Network Screening tool within the scoring mechanism definitions.
		0.9 to 0.99 MEDIUM	0.5		
		Less than 0.9 LOW	0		
		Fatality HIGH	1		
		Serious Injury MEDIUM	0.5		
		Other Crash LOW	0		
State of good repair	Does the project extend the life of the infrastructure? Does the project restore or improve existing core infrastructure?	Addresses pavement or base infrastructure - Yes	0.5	1	This project would address pavement at the least, but the scope may include base infrastructure. This project would restore and improve the existing infrastructure
		Addresses pavement or base infrastructure - No	0		
		Restore/improve exist. infrastructure - Yes	0.5		
		Restore/improve exist. Infrastructure - No	0		
Available Development Capacity	Is the project within an area that has available development capacity?	Yes - Capacity-adding for Economic	0.75	1.5	The proposed project is adjacent to land areas that are suitable for economic growth in College Township. The proposed project also addresses congestion and safety issues in the corridor.
		No - Capacity-adding for Economic	0		
		Yes - Capacity-adding for Congestion/Safety	0.75		
		No - Capacity-adding for Congestion/Safety	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	3	The project area is not in a federally designated economic distressed area. The project is immediately adjacent to Penn State University. The project is near Beaver Stadium/BJC/Arboretum This project is within 5 miles of I-99 (Primary Highway Freight System)
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0.5	The proposal of installing/upgrading traffic signals and providing bike lanes/path or sidewalk is eligible under PennDOT's CRP. While the installation of traffic signals and bike lanes/sidewalks provides a benefit to the environment, the removal of pervious surface to widen Park Ave is a burden, so the score is neutral.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, one sponsor for the traffic signals.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This is an old project that needs to have feasibility/concept plans completed again.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0	The project area is not in a transportation disadvantaged census tract.
		No	0		

Major Highway - Capacity Adding Projects Screening - Max Points 15

Project Name: SR 26 Corridor Reconstruction

Restoration of College and Beaver Avenue pavement - could include drainage improvements and utility work (similar to Atherton Street projects)

Total score: 6.75

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety and Crash information	PennDOT Network Screening Tool and recorded crashes for project area using PA's Crash Information Tool	Greater than 1 HIGH	1	0.5	These road segments were not listed in the PennDOT Network Screening tool within the scoring mechanism definitions.
		0.9 to 0.99 MEDIUM	0.5		
		Less than 0.9 LOW	0		
		Fatality HIGH	1		
		Serious Injury MEDIUM	0.5		
		Other Crash LOW	0		
State of good repair	Does the project extend the life of the infrastructure? Does the project restore or improve existing core infrastructure?	Addresses pavement or base infrastructure - Yes	0.5	1	This project would address both pavement and the base infrastructure.
		Addresses pavement or base infrastructure - No	0		
		Restore/improve exist. infrastructure - Yes	0.5		
		Restore/improve exist. Infrastructure - No	0		
Available Development Capacity	Is the project within an area that has available development capacity?	Yes - Capacity-adding for Economic	0.75	0.75	The proposed project is adjacent to land areas that are suitable for economic growth in State College Borough
		No - Capacity-adding for Economic	0		
		Yes - Capacity-adding for Congestion/Safety	0.75		
		No - Capacity-adding for Congestion/Safety	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	4	The project area is in a federally designated economic distressed area.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0	The reconstruction project as it stands does not have components that are eligible for CRP funds; however, depending on project development, it could in the future.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	No sponsor.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This is a maintenance project that the MPO knows is coming, but no PE or design has been completed.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	Portions of this project are in a transportation disadvantaged census tract.
		No	0		

Major Highway - Capacity Adding Projects Screening

Project Name: Airport Road Connector

A new road connection from I-99 to State College Regional Airport via Minute Man Lane.

Total score: 5.5

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Safety and Crash information	PennDOT Network Screening Tool and recorded crashes for project area using PA's Crash Information Tool	Greater than 1 HIGH	1	0.5	This road segment was not listed in the PennDOT Network Screening tool within the scoring mechanism definitions. There have been serious injury crashes on Fox Hill and Fox Hollow Road, the roads that motorists currently use to access the airport.
		0.9 to 0.99 MEDIUM	0.5		
		Less than 0.9 LOW	0		
		Fatality HIGH	1		
		Serious Injury MEDIUM	0.5		
		Other Crash LOW	0		
State of good repair	Does the project extend the life of the infrastructure? Does the project restore or improve existing core infrastructure?	Addresses pavement or base infrastructure - Yes	0.5	0.5	Building a new road to connect I-99 to the airport will extend the life of the current infrastructure and maintain the maintenance cycle on Fox Hill Road. This new road will not contribute to restoring/improving existing infrastructure.
		Addresses pavement or base infrastructure - No	0		
		Restore/improve exist. infrastructure - Yes	0.5		
		Restore/improve exist. Infrastructure - No	0		
Available Development Capacity	Is the project within an area that has available development capacity?	Yes - Capacity-adding for Economic	0.75	1.5	The proposed project is adjacent to land areas that are suitable for economic growth in Patton, College, and Benner. The proposed project addresses safety issues on Fox Hill and Fox Hollow Road.
		No - Capacity-adding for Economic	0		
		Yes - Capacity-adding for Congestion/Safety	0.75		
		No - Capacity-adding for Congestion/Safety	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	1	3	The project area is not in a federally designated economic distressed area. This project is near Penn State University The project is near State College Airport and Bernel Road Park. This project creates a new road to connect the airport directly to I-99, a Primary Highway Freight System.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	1		
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	1		
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	1		
		Freight Mobility No Change/Decrease	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.50	0	The proposed new road is not eligible under PennDOT's CRP. This project is located in an environmentally sensitive area that will be impacted by the construction of a new road; however, there is not enough information to score at this time.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.50		
		Project Impact on Environment - Burden	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	There is not a project sponsor at this time.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	A PEL/feasibility study needs to be completed.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0	The project area is not in a transportation disadvantaged census tract.
		No	0		

March Update for Prioritization Ranking Results

Transit-Rail-Aviation Project Category (Possible 24.5 Total Points)

The updated scoring matrix scored two projects in the Transit-Rail-Aviation Project Category. The following projects were scored and are ranked from highest-scoring to lowest-scoring:

1. Intermodal Transportation Hub – 21.5
2. College Avenue/Allen Street Transit Facilities – 19.5

Observations: As mentioned in the Technology section, the College/Beaver Avenues TSP and ITS project was moved out of this category due to the scope of the project aligning with Technology criteria. There were minimal changes to the point structure; the Economic Impact scoring mechanism went from 0.25 to 0.5 points each to accommodate the Committee’s comments regarding the importance of Economic Impact on project scoring. The Transit Stop Safety and ADA Accessibility Study was removed from the project list because CATA has pursued this study through other funding avenues. In addition, the Passenger Rail Access Study was moved to the Study Project Category. Points increased nominally for both projects due to the change in the Environmental Impact criteria and the increase in points for Economic Impact.

Under Environmental Impact, “incorporates environmental protection” was changed to “Project Impact on Environment – Benefit or Burden.” If the project scope addresses mitigation of the impacts of environmentally sensitive areas, it receives points for “Benefit”; if a project does not address mitigation of the impacts of environmentally sensitive areas, it gets no points for “Burden.” This scoring mechanism allows staff to look at the project's scope and make a subjective determination of how to score the project. Employment Centers and Recreation/Tourism under Economic Impact scored positively if the project was located within two (2) miles of those identified areas. Freight mobility is limited to within five (5) miles.

Transit-Rail-Aviation Projects Screening - Max Points 24.5

Project name: Intermodal Transportation Hub
Total score: 21.5

Construct an intermodal transportation hub to promote public transportation usage and facilitate connections between modes. This facility will serve as a central transit focal point, and will include connections to automobile parking and intercity bus service, as well as bicycle and pedestrian facilities.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Ridership Demand	Does the project meet existing ridership needs and/or future ridership demand?	Existing - Yes	2.5	5	The proposed project would meet existing needs.
		Existing - No	0		
		Future - Yes	2.5		The proposed project would meet future needs.
		Future - No	0		
Asset Management/ State of Good Repair	Does the project restore and modernize existing core infrastructure, resulting in lower maintenance costs and more consistent reliability?	Yes	2	2	The proposed project will modernize the existing core infrastructure by developing an intermodal transportation hub at the existing bus terminal.
		No	0		
Intermodal Access and Connectivity	Does the project enhance connectivity between transportation modes, and address gaps identified in the network?	Improves Connectivity btwn modes- Yes	1.5	4.5	The project proposes to include connections to automobile parking, bus service, and bicycle and pedestrian facilities to improve mode connectivity.
		Improves Connectivity btwn modes - No	0		
		Addresses gaps in network - Yes	1.5		The project proposes to implement connections to other modes of travel, which will address gaps in the network.
		Addresses gaps in network - No	0		
		Impacts to other modes - Positive	1.5		The project proposes improving connections to other modes of transportation, which will have a positive impact on other modes.
		Impacts to other modes -Negative	0		
Safety and Security	Does the project improve the safety and security of passengers/goods?	Yes	1	1	The project proposes a more seamless transition of people from mode to mode, enhancing the safety and security for passengers.
		No	0		
Service Reliability	Does the project improve or expand the dependability and consistency of service, measured through key performance indicators (KPIs)?	Yes	3	3	This project will increase on-time performance and increase the dependability and consistency of service by having seamless connections between modes.
		No	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.75	1.5	This project includes a central transit hub/depot, which is eligible under PennDOT's CRP.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.75		This project supports the reduction of carbon emissions by implementing a transit hub that increases accessibility, connectivity, and reliability - all of which increase passenger confidence in using transit.
		Project Impact on Environment - Burden	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	0.5	1.5	This project is not in an economic distressed area.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	0.5		Yes, this project facilitates service to connect to Penn State University.
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	0.5		Yes, this project facilitates service to connect to Beaver Stadium/BJC/Penn State Arboretum.
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	0.5		The proposed project is within 5 miles of North Atherton Street which is a Critical Urban Freight Corridor.
		Freight Mobility No Change/Decrease	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	3	Yes, possibly multiple.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This was a project requested by CATA for a prior Long Range Transportation Plan. No studies or PE have been completed.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0	No, this project is not in a transportation disadvantaged census tract.
		No	0		

Transit-Rail-Aviation Projects Screening - Max Points 24.5

Project name: College Ave-Allen St Transit Facilities

Improve or relocate existing CATA bus stop along College Avenue near Allen Street in State College Borough. This stop is served by the majority of CATA's fixed routes, and utilized by significant numbers of student and community-based riders. Improvements may include safe curbing area, adequate staging capacity, shelter, lighting, pedestrian and bicycle connections, dedicated right-of-way, and signal enhancements.

Total score: 19.5

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Ridership Demand	Does the project meet existing ridership needs and/or future ridership demand?	Existing - Yes	2.5	5	The proposed project would meet existing needs.
		Existing - No	0		
		Future - Yes	2.5		The proposed project would meet future ridership needs as it is improving a major bus stop that is served by the majority of CATA's fixed routes.
		Future - No	0		
Asset Management/ State of Good Repair	Does the project restore and modernize existing core infrastructure, resulting in lower maintenance costs and more consistent reliability?	Yes	2	2	The proposed project will modernize the existing core infrastructure and increase reliability by improving and updating a major bus stop that serves a majority of CATA's fixed routes.
		No	0		
Intermodal Access and Connectivity	Does the project enhance connectivity between transportation modes, and address gaps identified in the network?	Improves Connectivity btwn modes- Yes	1.5	4.5	The project proposes to create bike and pedestrian connections within the project area.
		Improves Connectivity btwn modes - No	0		
		Addresses gaps in network - Yes	1.5		The project proposes to include pedestrian and bicycle connections, which will address gaps in the network.
		Addresses gaps in network - No	0		
		Impacts to other modes - Positive	1.5		
Impacts to other modes -Negative	0	The project proposes to install safe curbing area, adequate staging capacity, shelter, lighting, pedestrian and bicycle connections, dedicated right-of-way, and signal enhancements - which positively impacts other modes.			
Safety and Security	Does the project improve the safety and security of passengers/goods?	Yes	1	1	The project proposes to create safer conditions for passengers waiting for the bus.
		No	0		
Service Reliability	Does the project improve or expand the dependability and consistency of service, measured through key performance indicators (KPIs)?	Yes	3	3	This project proposes to include signal enhancements and a dedicated transit facility where routes and modes would meet, which could improve the dependability/consistency of service.
		No	0		
Environmental Impact	Does the project contain strategies or components that are eligible under PennDOT's Carbon Reduction Program (CRP)? Does the project benefit or burden the environment?	Eligible project under CRP - Yes	0.75	1.5	Yes this project includes bus passenger shelters and staging areas, which are eligible under PennDOT's CRP.
		Eligible project under CRP - No	0		
		Project Impact on Environment - Benefit	0.75		This project supports the reduction of carbon emissions by improving a major transit hub, making transit easier and more accessible, enhancing passenger's ability to access CATA's routes.
		Project Impact on Environment - Burden	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does the project provide increased access to employment centers & job opportunities? Does this project provide increased access to Centre County regional parks, State parks, or the top five visitor destinations? Does this project improve freight mobility?	Economic Distressed Area - Yes	0.5	2	This project is in an economic distressed area.
		Economic Distressed Area - No	0		
		Employment Centers Improved Access	0.5		Yes, this project is immediately adjacent to Penn State University
		Employment Centers No change/Decreased Access	0		
		Recreational/Tourism Improved Access	0.5		Yes, this project facilitates service to connect to Beaver Stadium/BJC/Penn State Arboretum.
		Recreational/Tourism No change/Decreased Access	0		
		Freight Mobility Improves	0.5		The proposed project is within 5 miles of North Atherton Street which is a Critical Urban Freight Corridor.
		Freight Mobility No Change/Decrease	0		
Project Sponsor	Is there a project sponsor(s)?	Yes	3	0	Unsure. Not sure where this fits into CATA's current priorities.
		No	0		
Project Readiness	Are any preliminary engineering/concept plans/studies completed?	Yes - completed	2	0	This was part of a larger project to improve bus stops at Heiser Street and University Club (now defunct). It is likely that preliminary work needs to be completed to move this project forward.
		Partially completed/In progress	1		
		No - none completed	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	Yes, this project is in a transportation disadvantaged census tract.
		No	0		

Item 6.b.

Bridge Projects – Initial Scoring Results

At the meeting on January 30, the staff presented a draft matrix for bridge projects, separating the scoring for local and state projects. The Projects Committee provided several comments for both the local and state bridge matrices:

- Critical infrastructure should have two scoring mechanisms: employment centers and emergency services.
- Include a criterion for redundant bridges.
- Consider adding a criterion for bridge detour routes.

Based on the Committee's comments, staff scored five bridge projects: three local and two state bridges. Staff also took the initiative to rank (weigh) the criteria for this initial scoring exercise. The ranking for local bridges is as follows:

1. Local commitment (4 total points)
2. Bridge condition (4 total points)
3. Critical infrastructure (4 total points)
4. Design phase status (3 total points)
5. Dead-end bridge (2 total points)
6. Redundant bridge (1 total point)
7. National bridge inventory (1 total point)

For state bridges, the criteria ranking is as follows:

1. Bridge condition (4 total points)
2. Critical infrastructure (4 total points)
3. Design phase status (3 total points)
4. Detour routes (3 total points)
5. Non-bridge funding (2 total points)
6. Redundant bridge (1 total point)
7. Bridge cost (1 total point)

The Committee should review the prioritization matrix and the criteria ranking. They should confirm whether the matrix is adequate or provide comments on how the criteria should be ranked.

Attachments:

- CCMPO March Project Ranking Result Report and scoring sheets for sample projects.

The Projects Committee should review the proposed criteria matrix and the ranking for the criteria and determine whether the matrix is adequate or provide comments on the preferred ranking of the criteria.

Presented by: Marcella Hoffman, CRPA

Action: Provide comments to staff about the bridge criteria matrix project scores.

March Update for Prioritization Ranking Results

Bridge Project Category (Local 19; State 18 Possible Total Points)

The initial scoring matrix scored three local bridges and two state bridges. The following Projects were scored and are ranked from highest-scoring to lowest-scoring by ownership:

Local:

1. Eagleville Road Bridge over Bald Eagle Creek – 11
2. Hannah Lane Bridge over Bald Eagle Creek - 8
3. Kato Road over Sandy Run – 5

State:

1. SR 150/Holt Hollow Run Bridge – 15
2. SR 322 Sinking Creek Bridge – 6

Observations: Local bridges tend to receive higher scores if their condition is rated as poor and if they are considered essential for critical infrastructure, such as serving the top 25 employers and emergency services. Full points under the Condition criterion are awarded if any of the bridge components are rated as 4 or below. Half points are given if any of the components are rated as 5 or 6, indicating that the bridge is in fair condition and at risk of falling into poor condition. Bridges classified as dead-end bridges also receive a scoring boost. Staff revised the Design Phase Status criteria to allow the most prepared projects to achieve better scores. None of the bridges qualified for scoring under this criterion because they were not in or finished with the design phase. The new scoring now checks if the bridge project is in the first or second four years of the Transportation Improvement Program. This is crucial for the Bridge Investment Program (BIP) grant, which requires completed preliminary engineering for funding eligibility.

The local match criterion cannot be scored at this stage since projects are still developing. While there's no confirmed local match yet, it's likely one will be established in the future based on typical progress for local bridge projects. It is also noteworthy that rural bridges often do not serve critical infrastructure, as is the case with the Kato Road bridge. This situation might suggest a bias toward urban bridges despite the fact that the closure of rural bridges can result in significant detour times and inconveniences. That said, the redundant bridge criterion may help balance this issue.

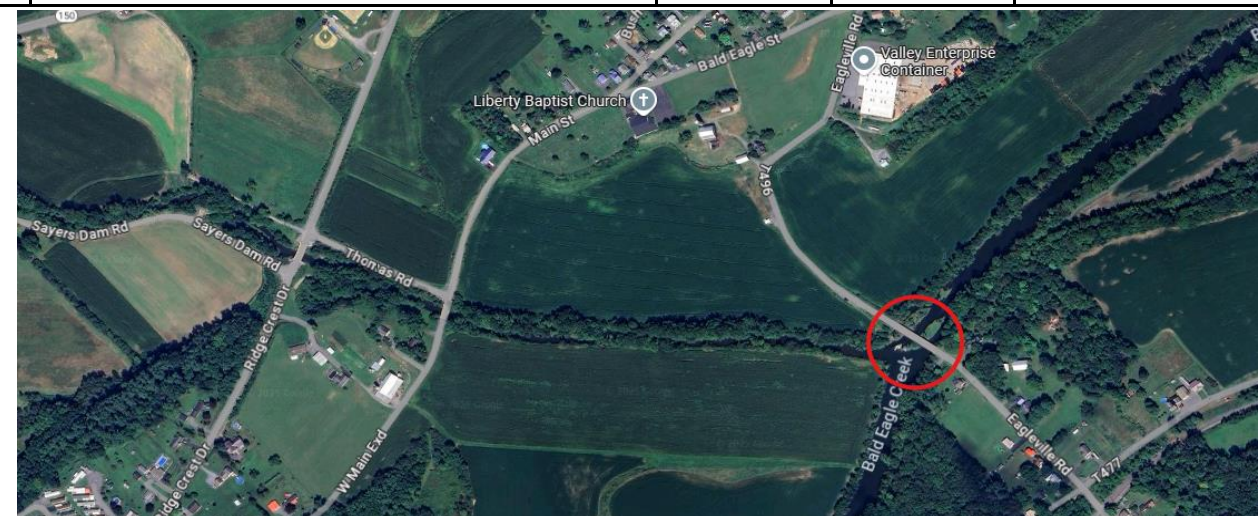
State bridges generally score adequately, but the Holt Hollow Bridge serves critical infrastructure and is rated poor, while the SR 322 Sinking Creek Bridge is fair but at risk of deteriorating and does not serve critical infrastructure. Both bridge projects cost less than \$3 million each, which may be attributed to the fact that these are improvement projects rather than replacement projects. Additionally, it is worth mentioning that SR 322 is not a designated detour route.

Local Bridge Project Screening

Project Name: T-867 Eagleville Road over Bald Eagle Creek
Total Score: 11

This is the longest local bridge in Centre County. It serves numerous homes and several businesses

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 213 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The deck is rated as a 4, and the bridge is classified as poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	0	This is not a dead-end bridge.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	1	The design phase for this bridge is funded on the second four years of the TIP.
		Yes on the second four years of the TIP	1		
		No not on the TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes - 20% or More Local Match	4	0	There is no match at this time.
		Yes - Less than 20% Local Match	3		
		No Local Match	0		
Redundant Bridge	Is the bridge a redundant bridge?	Yes - this bridge is within 2 miles of another bridge	0	1	This bridge is not redundant - travelers must travel to Mill Hall Borough in Clinton to access SR 150/ Eagleville Road - 7.41 miles.
		No - this bridge is more than 2 miles away	1		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	4	Liberty/Curtin Elementary School is less than 2 miles away.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		Beech Creek Fire Company is less than 2 miles away.
		No - more than 2 miles of emergency services	0		

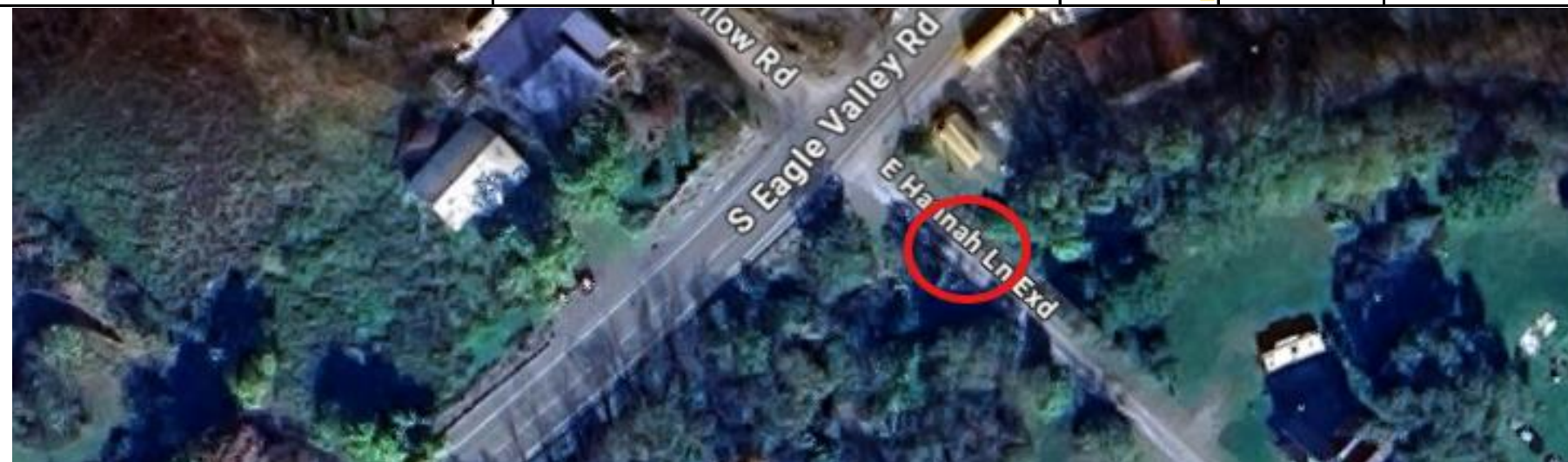


Local Bridge Project Screening

Project Name: Hannah Lane bridge over Bald Eagle Creek
Total Score: 8

This (dead end) bridge is located in Taylor Township and serves as the sole access to 1-3 homes.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 33 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The bridge condition is poor - substructure is 4 or less.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	2	This bridge serves 4 residents.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	0	There is currently no funding allocated for design on the current TIP.
		Yes on the second four years of the TIP	1		
		No not on the TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes - 20% or More Local Match	4	0	There is no match at this time.
		Yes - Less than 20% Local Match	3		
		No Local Match	0		
Redundant Bridge	Is the bridge a redundant bridge?	Yes - this bridge is within 2 miles of another bridge	0	1	This is not a redundant bridge - it is a dead-end bridge.
		No - this bridge is more than 2 miles away	1		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	0	Port Matilda Elementary school is just over 3 miles away
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		Port Matilda Fire Company is just over 3 miles away
		No - more than 2 miles of emergency services	0		



Local Bridge Project Screening

Project Name: T-710 Kato Road over Sandy Run

Total Score: 5

Located in Snow Shoe Township - concrete culvert.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
National Bridge Inventory	Is the bridge on the National Bridge Inventory? (bridges over 20 feet)	Yes - Over 20 feet	1	1	This bridge is 23 feet long.
		No - Under 20 feet	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	2	The culvert condition is fair - rated at a 5, which means it is at risk of falling into poor condition
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Dead-end Bridge	Is the bridge a dead-end bridge that serves residents or businesses?	Yes - serves residents/businesses	2	0	This is not a dead-end bridge.
		Yes - but does not serve residents or businesses	1		
		No - not a dead end	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	1	The design phase is funded on the second four years of the TIP.
		Yes on the second four years of the TIP	1		
		No not on the TIP	0		
Local Commitment	Is there local commitment (local match) for the bridge project?	Yes - 20% or More Local Match	4	0	There is no match at this time.
		Yes - Less than 20% Local Match	3		
		No Local Match	0		
Redundant Bridge	Is the bridge a redundant bridge?	Yes - this bridge is within 2 miles of another bridge	0	1	This bridge is not redundant - travelers must travel on SR 144 to Hall Road to Kato, 10+ miles.
		No - this bridge is more than 2 miles away	1		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	0	The bridge is not within 2 miles of employment center.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		The bridge is 5+ miles away from emergency services.
		No - more than 2 miles of emergency services	0		



State Bridge Project Screening

Project Name: SR 150/Holt Hollow Run bridge
Total Score: 15

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Bridge Cost	Does the total project cost over \$3 million?	Yes - \$3 million or more in cost	1	0	Total project cost is estimated at \$1.9 million
		No - Less than \$3 million in cost	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	4	The condition for all three components is 4, so the bridge is in poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Non-Bridge Funding	Is the bridge funded with mixed (non-bridge) funds on the TIP?	Yes - Fully by NHPP or STP	2	1	This bridge is expected to be funded with a mix of STP and bridge funds.
		Yes - Partially by NHPP or STP	1		
		No - Fully by bridge funds	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	2	PE is set to begin in 2026.
		Yes on the second four years of the TIP	1		
		No not on the current TIP	0		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	4	This bridge is located 2 miles away from Bald Eagle High School and 1.6 miles from Citizen's Hook and Ladder.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		
		No - more than 2 miles of emergency services	0		
Redundant Bridge	Is the bridge a redundant bridge?	Yes - this bridge is within 2 miles of another bridge	0	1	This is not a redundant bridge.
		No - this bridge is more than 2 miles away	1		
Detour Routes	Is the bridge located on an incident management detour?	Yes - this bridge is on a detour route	3	3	This bridge is on a detour route.
		No - this bridge is not on a detour route	0		



State Bridge Project Screening

Project Name: SR 322 Sinking Creek Bridge Improvement Project
Total Score: 6

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Bridge Cost	Does the total project cost over \$3 million?	Yes - \$3 million or more in cost	1	0	Total project cost is estimated at \$2.6 million
		No - Less than \$3 million in cost	0		
Bridge Condition	Is the bridge ranked four or less for deck, superstructure, substructure, or culvert condition?	Deck condition four or less	1	2	The condition score as a mix of 5 and 6, meaning the bridge is fair but at risk of falling into poor condition.
		Superstructure condition four or less	1		
		Substructure condition four or less	1		
		Culvert condition four or less	1		
Non-Bridge Funding	Is the bridge funded with mixed (non-bridge) funds on the TIP?	Yes - Fully by NHPP or STP	2	1	This bridge is expected to be funded with a mix of STP and bridge funds.
		Yes - Partially by NHPP or STP	1		
		No - Fully by bridge funds	0		
Design Phase Status	Is the design phase of the project funded on the current TIP?	Yes on the first four years of the TIP	2	2	PE is set to begin in 2026.
		Yes on the second four years of the TIP	1		
		No not on the current TIP	0		
Critical Infrastructure	Does the bridge serve critical infrastructure?	Yes - within 2 miles of employment center	2	0	This bridge is located 2+ miles away from a major employer and an emergency service.
		No - more than 2 miles of employment center	0		
		Yes - within 2 miles of emergency services	2		
		No - more than 2 miles of emergency services	0		
Redundant Bridge	Is the bridge a redundant bridge?	Yes - this bridge is within 2 miles of another bridge	0	1	This is not a redundant bridge.
		No - this bridge is more than 2 miles away	1		
Detour Routes	Is the bridge located on an incident management detour?	Yes - this bridge is on a detour route	3	0	This bridge is not on a detour route.
		No - this bridge is not on a detour route	0		



Item 6.c.

Study Projects – Matrix and Initial Scoring Results

At the January 30 Projects Committee meeting, the Committee directed staff to create a separate matrix specifically for study-focused projects. Staff observed that study projects scored significantly less than construction projects, making prioritization of them across the project categories challenging. Staff suggested that the criteria for study projects be broad so that studies across all transportation modes could be scored adequately. The Committee members provided several comments for staff to consider when developing the matrix:

- What is the problem, and how big is it (what is the return on investment)?
- What does the study cost?
- Does the study cover a single municipality versus multi-municipal
- What is the future impact of the study – does it lead to a construction project?

Staff built a project matrix and took the initiative to prioritize the criteria as follows:

1. Project area (4 total points)
2. Feasibility and implementation timeline (4 total points)
3. Study Implementation (3 total points)
4. Study support for other projects (3 total points)
5. Alignment with county priorities (2 total points)
6. Project sponsor (2 total points)
7. Readiness of project (2 total points)
8. Economic impact (1.5 total points)
9. Cost-benefit analysis (1 total point)
10. Equity (0.5 total points)

During the initial scoring exercise, all but one project received the same score, which staff felt undermined the purpose of the exercise. Staff made several changes to the criteria, parsing some out, while others had point changes. Although some of the projects still received similar points, it can be observed that study projects that are still in their conceptual phase do not score well, meaning the project sponsor (if there is one) must do additional work to move the study forward.

The Committee should review the prioritization matrix and the criteria ranking. They should confirm whether the matrix is adequate or provide comments on how the criteria should be ranked.

Attachments:

- CCMPO March Project Ranking Result Report and scoring sheets for sample projects.

The Projects Committee should review the proposed criteria matrix and ranking and determine whether the matrix is adequate or provide comments on the preferred ranking of the criteria.

Presented by: Marcella Hoffman, CRPA

Action: Provide comments to staff about the study criteria matrix project scores.

March Update for Prioritization Ranking Results

Study Project Category (Possible 24 Total Points)

The initial scoring exercise scored six study projects. The following Projects were scored and are ranked from highest-scoring to lowest-scoring (with no particular order for those that scored 16 points):

1. Sidewalk Gap Analysis (from SS4A Grant) – 17.5
2. Benner Pike Corridor Study – 17
3. County-wide Flooding Vulnerability Study – 16
4. SR 322 Moshannon Valley Safety Study – 16
5. Passenger Rail Access Study – 16
6. Retaining Wall Study – 9

Observations: During the initial scoring exercise for this project category, all but one project received the same score, which staff felt undermined the purpose of the exercise. To address this, staff separated the Project Sponsor criteria, recognizing that study projects can have sponsors in different capacities. Local sponsors who provide cash contributions receive two points because the MPO believes it is essential to have local funding (cash) support for these types of projects.

Studies that contribute to federally required plans, such as technical assistance for developing the Long Range Transportation Plan (LRTP), also earn two points. This approach reflects the notion that federal and state-required projects take precedence over other studies to fulfill the MPO's minimum duties and responsibilities.

Additionally, studies supported by the MPO, such as the county-wide flooding vulnerability study, the Sidewalk Gap Analysis study (from SS4A grant), and the Passenger Rail Access Study, receive one point each. Among these three studies, the county-wide flooding vulnerability study lacks local matching funds, as the federal discretionary program and the PennDOT state program cover 100% of planning study costs. The Sidewalk Gap Analysis study has a local match funded by MPO staff time dedicated to the project. Conversely, the Passenger Rail Access Study includes a local match from the CRCOG and Centre County Budget but does not involve any local cash contribution.

The scoring system prioritizes study projects that are ready to proceed within the next two years. In contrast, projects that are still in the conceptual phase tend to score lower.

Study Projects Screening - Max Points 24

Project Name: Sidewalk Gap Analysis study from SS4A Grant

Total Score: 17.5

The study includes a comprehensive gap analysis for the Boroughs and Borough-like areas that would include a quarter to a half-mile buffer around the specified areas to analyze where there are gaps between our urban centers to what we call our “activity” centers – parks, grocery, health, employment, municipal buildings, places of worship, etc. Gaps include both sidewalks and shared-use paths missing connections within each area. This is a result of federal actions that could possibly rescind the grant award.

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments	
Project Area	Will the study impact/encompass more than one municipality? Will the study impact more than one planning region?	More than one municipality	1	3	The study covers all of Centre County, as it would identify sidewalk and shared-used path gaps in Borough and Borough-like areas across the county.	
		More than one planning region	2			
		Covers the whole county	3			
		Multi-county study	4			
Study Implementability	Will the study lead to implementation of one or more construction projects?	Yes	3	3	Yes, an action plan will be developed to begin addressing the areas that have gaps.	
		Study has implementable components but not construction	2			
		No - study does not produce a construction project	0.5			
		Partially - additional study needs to be completed	1			
Study Support for Other Projects	Will the study support an implementation project that is on the LRTP/TIP?	Yes	3	1	This study would address new projects that are not on the LRTP.	
		Partially - a component of a project is supported	2			
		No this is a study for a new project	1			
Alignment with County Priorities	Does the study align with the broader regional or county goals?	Yes - study aligns with LRTP goal/objective	2	2	Yes this study aligns with LRTP Goals 1, 3, 4, 5	
		Partially - addresses a component of goal/objective	1			
		No - study does not address goal/objective	0			
Feasibility and Implementation Timeline	Does the study have an avenue to be funded and can the study progress in a timely manner?	Yes - a funding mechanism has been identified	3	4	Funding was awarded through SS4A. Depending on federal priorities, this project may need to be submitted for UPWP Supplemental Planning Funds.	
		Partially - funding was been pursued but was not awarded	2			
		Partially - funding identified but match not available	1			
		No - funding stream has not been identified	0		This study can progress within two years.	
		Yes - study can progress within two or less years	1			
		No - study cannot progress within two years	0			
Cost-Benefit Analysis	Does the outcome of the study include a cost benefit analysis of implementable alternatives that will support fiscally responsible consideration of the recommendations?	Yes - includes an analysis	1	1	Yes, the scope includes a CBA to prioritize projects to move forward into construction.	
		No - does not include an analysis	0			
Economic Impact	Is the project in an economic impacted/distressed area? Does implementation of the project stimulate economic growth? Does implementation of the project affect freight mobility?	Economic Distressed Area - Yes	0.5	1	Yes, some areas in the county are considered economically distressed.	
		Economic Distressed Area - No	0			
		Stimulates economic growth - Yes	0.5		Implementation of this study includes improved accessibility and mobility. Providing safer and more efficient routes for pedestrians, cyclists, and non-motorized users will increase foot traffic to economic centers.	
		Stimulates economic growth - No	0			
		Freight Mobility Improves	0.5			Freight mobility does not improve.
		Freight Mobility No Change/Decrease	0			
Project Sponsor	Is there a project sponsor(s)?	Yes - Local support with contribution	2	1	The project has been supported by the MPO.	
		Yes - MPO support but no local contribution	1			
		Yes- study supports a federally required plan	2			
		No	0			
Readiness of Project	Is there a scope for the study? Does the sponsor have a consultant/staff on hand?	Yes - Both scope and consultant/staff	2	1	The project has a scope, but not a consultant to perform the work.	
		Partially - one or the other	1			
		No - no scope or consultant/staff	0			
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	There are several transportation disadvantaged census tracts in the county.	
		No	0			

*Federal and state required plans take precedence over studies - CCMPO/CCPCDO/CATA (i.e. LRTP, County Comp Plan, CATA Title VI)

Study Projects Screening - Max Points 24

Project Name: Benner Pike Corridor Study

Study to identify cumulative impacts of commercial and residential development along and served by the SR 150 corridor east of I-99 and identify potential mitigations.

Total Score: 17

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Project Area	Will the study impact/encompass more than one municipality? Will the study impact more than one planning region?	More than one municipality	1	2	See OnTheMap charts. Those who live in the area (Spring and Benner Twp and Bellefonte Boro) but work outside of the area is approximately 81%. Those who work in the area but live elsewhere is approximately 76%. If the definition of "more than one planning region" is at least 25% of the residents traveling outside of the study area for work, and at least 25% of the workers in the area live outside of the area, then this would qualify as more than one planning region.
		More than one planning region	2		
		Covers the whole county	3		
		Multi-county study	4		
Study Implementability	Will the study lead to implementation of one or more construction projects?	Yes	3	3	Yes, based on the scope of the study, it will conduct a full build-out analysis, identify operating deficiencies, and develop measures to mitigate those deficiencies.
		Study has implementable components but not construction	2		
		No - study does not produce a construction project	0.5		
		Partially - additional study needs to be completed	1		
Study Support for Other Projects	Will the study support an implementation project that is on the LRTP/TIP?	Yes	3	1	This study would address new projects that are not on the LRTP.
		Partially - a component of a project is supported	2		
		No this is a study for a new project	1		
Alignment with County Priorities	Does the study align with the broader regional or county goals?	Yes - study aligns with LRTP goal/objective	2	2	Yes, this study aligns with Goals 1, 3, 5, 6, and 8 of the LRTP 2050.
		Partially - addresses a component of goal/objective	1		
		No - study does not address goal/objective	0		
Feasibility and Implementation Timeline	Does the study have an avenue to be funded and can the study progress in a timely manner?	Yes - a funding mechanism has been identified	3	4	Funding for this study has been pursued through supplemental planning funds through the UPWP.
		Partially - funding was been pursued but was not awarded	2		
		Partially - funding identified but match not available	1		
		No - funding stream has not been identified	0		
		Yes - study can progress within two or less years	1		This study will progress within two years.
		No - study cannot progress within two years	0		
Cost-Benefit Analysis	Does the outcome of the study include a cost benefit analysis of implementable alternatives that will support fiscally responsible consideration of the recommendations?	Yes - includes an analysis	1	1	Yes, this study involves full build-out analysis, which includes a cost-benefit analysis to evaluate the economic vitality of the mitigation measures.
		No - does not include an analysis	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does implementation of the project stimulate economic growth? Does implementation of the project affect freight mobility?	Economic Distressed Area - Yes	0.5	1	The study is not in an economically distressed area.
		Economic Distressed Area - No	0		
		Stimulates economic growth - Yes	0.5		This area of Nittany Valley has a strong economic component, which contributes to some of the safety, accessibility, and mobility issues. The mitigation measures should allow the economic center to grow without the limitations of the current infrastructure.
		Stimulates economic growth - No	0		
		Freight Mobility Improves	0.5		Benner Pike provides access to I-99 directly.
		Freight Mobility No Change/Decrease	0		
Project Sponsor	Is there a project sponsor(s)?	Yes - Local support with contribution	2	2	The project has local support and contribution.
		Yes - MPO support but no local contribution	1		
		Yes- study supports a federally required plan	2		
		No	0		
Readiness of Project	Is there a scope for the study? Does the sponsor have a consultant/staff on hand?	Yes - Both scope and consultant/staff	2	1	The project has a scope, but not a consultant to perform the work.
		Partially - one or the other	1		
		No - no scope or consultant/staff	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0	This area is not in a transportation disadvantaged census tract.
		No	0		

*Federal and state required plans take precedence over studies - CCMPO/CCPCDO/CATA (i.e. LRTP, County Comp Plan, CATA Title VI)

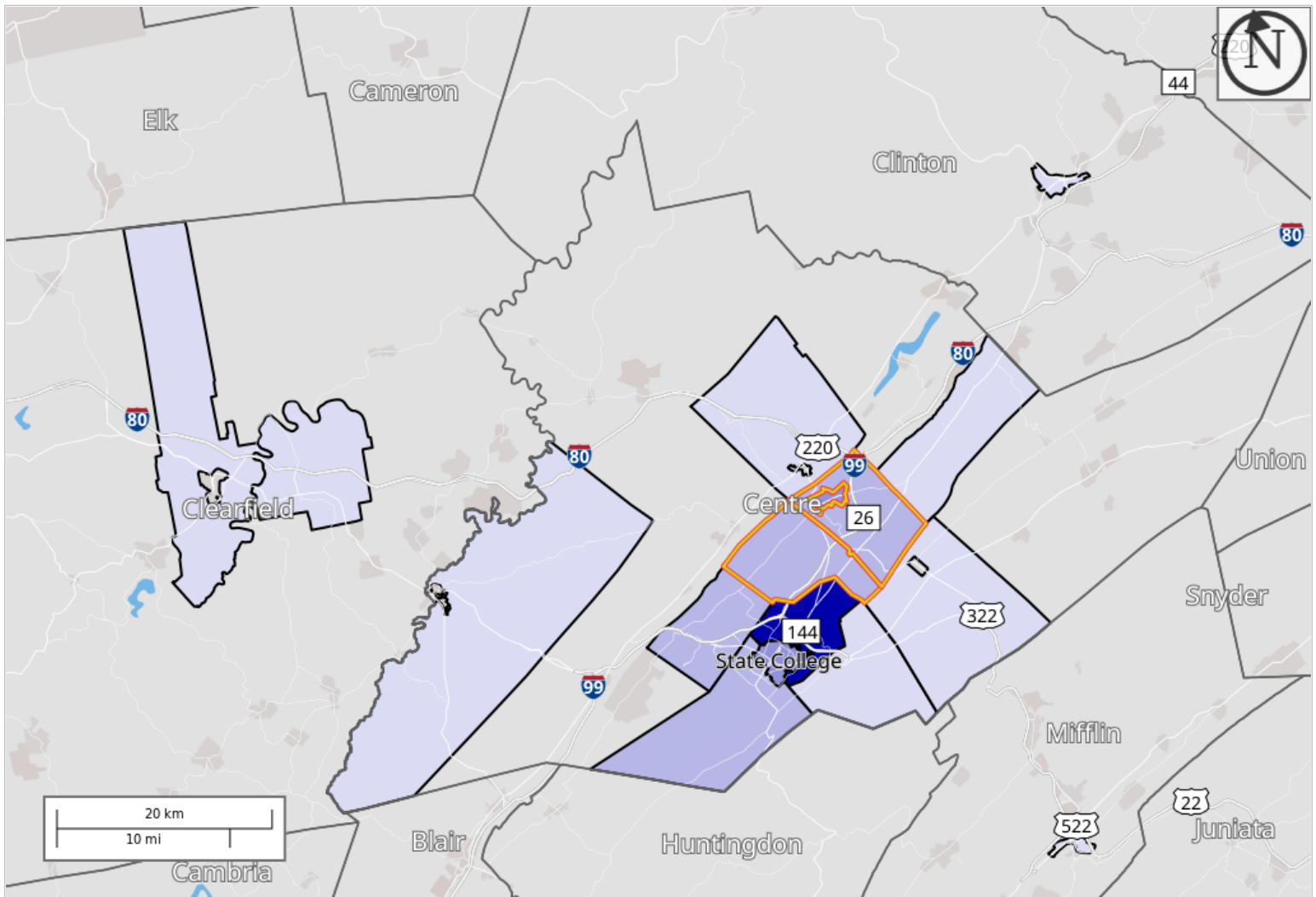
Destination Analysis

Workers: Living in the Custom Area

Showing: Employment locations grouped by County Subdivisions

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 03/04/2025

Counts of All Jobs from Home Selection Area to Work County Subdivisions in 2022 All Workers



Map Legend

Job Count

- 1,830 - 2,129
- 1,530 - 1,829
- 1,230 - 1,529
- 930 - 1,229
- 630 - 929
- 330 - 629
- 29 - 329

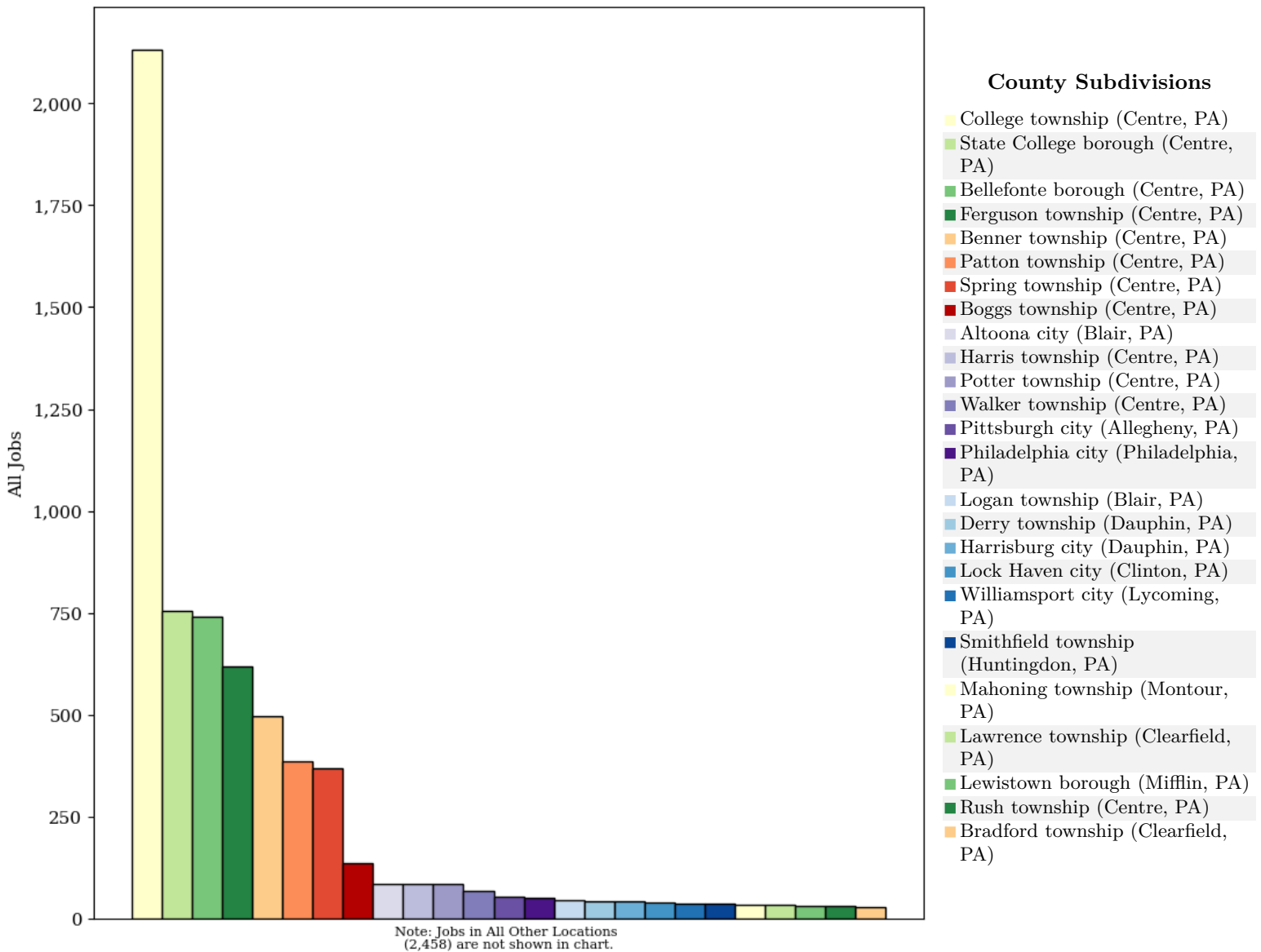
Selection Areas

- ▭ Home Area



All Jobs from Home Selection Area to Work County Subdivisions in 2022

All Workers



All Jobs from Home Selection Area to Work County Subdivisions in 2022

All Workers

County Subdivisions as Work Destination Area	2022	
	Count	Share
All County Subdivisions	8,940	100.0%
College township (Centre, PA)	2,129	23.8%
State College borough (Centre, PA)	754	8.4%
Bellefonte borough (Centre, PA)	740	8.3%
Ferguson township (Centre, PA)	618	6.9%
Benner township (Centre, PA)	496	5.5%
Patton township (Centre, PA)	386	4.3%
Spring township (Centre, PA)	369	4.1%
Boggs township (Centre, PA)	137	1.5%
Altoona city (Blair, PA)	87	1.0%
Harris township (Centre, PA)	87	1.0%
Potter township (Centre, PA)	86	1.0%

County Subdivisions as Work Destination Area	2022	
	Count	Share
Walker township (Centre, PA)	70	0.8%
Pittsburgh city (Allegheny, PA)	54	0.6%
Philadelphia city (Philadelphia, PA)	51	0.6%
Logan township (Blair, PA)	48	0.5%
Derry township (Dauphin, PA)	45	0.5%
Harrisburg city (Dauphin, PA)	44	0.5%
Lock Haven city (Clinton, PA)	41	0.5%
Williamsport city (Lycoming, PA)	39	0.4%
Smithfield township (Huntingdon, PA)	37	0.4%
Mahoning township (Montour, PA)	36	0.4%
Lawrence township (Clearfield, PA)	35	0.4%
Lewistown borough (Mifflin, PA)	32	0.4%
Rush township (Centre, PA)	32	0.4%
Bradford township (Clearfield, PA)	29	0.3%
All Other Locations	2,458	27.5%

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	County Subdivisions
Selection area as	Home
Year(s)	2022
Job Type	All Jobs
Selection Area	Bellefonte borough (Centre, PA); Benner township (Centre, PA); Spring township (Centre, PA) from County Subdivisions
Selected Census Blocks	503
Analysis Generation Date	03/04/2025 13:02 - OnTheMap 6.25.1
Code Revision	d7e653d6dda5dbfeaebf0121d6547c7bdf6e3686
LODES Data Vintage	20241022_1605

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

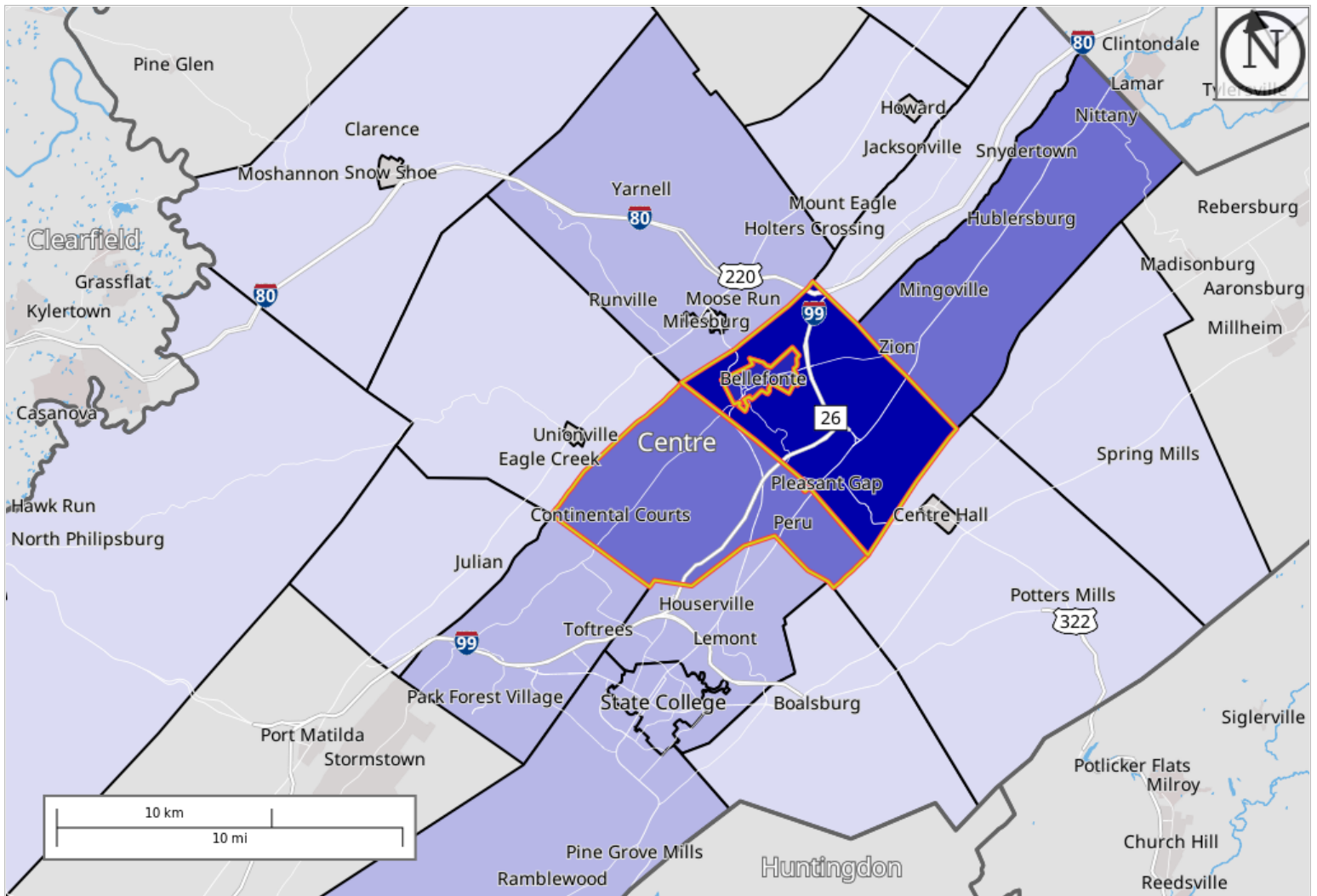
Destination Analysis

Workers: Employed in the Custom Area

Showing: Residential locations grouped by County Subdivisions

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 03/04/2025

Counts of All Jobs from Work Selection Area to Home County Subdivisions in 2022 All Workers



Map Legend

Job Count

- 605 - 696
- 513 - 604
- 422 - 512
- 330 - 421
- 239 - 329
- 147 - 238
- 55 - 146

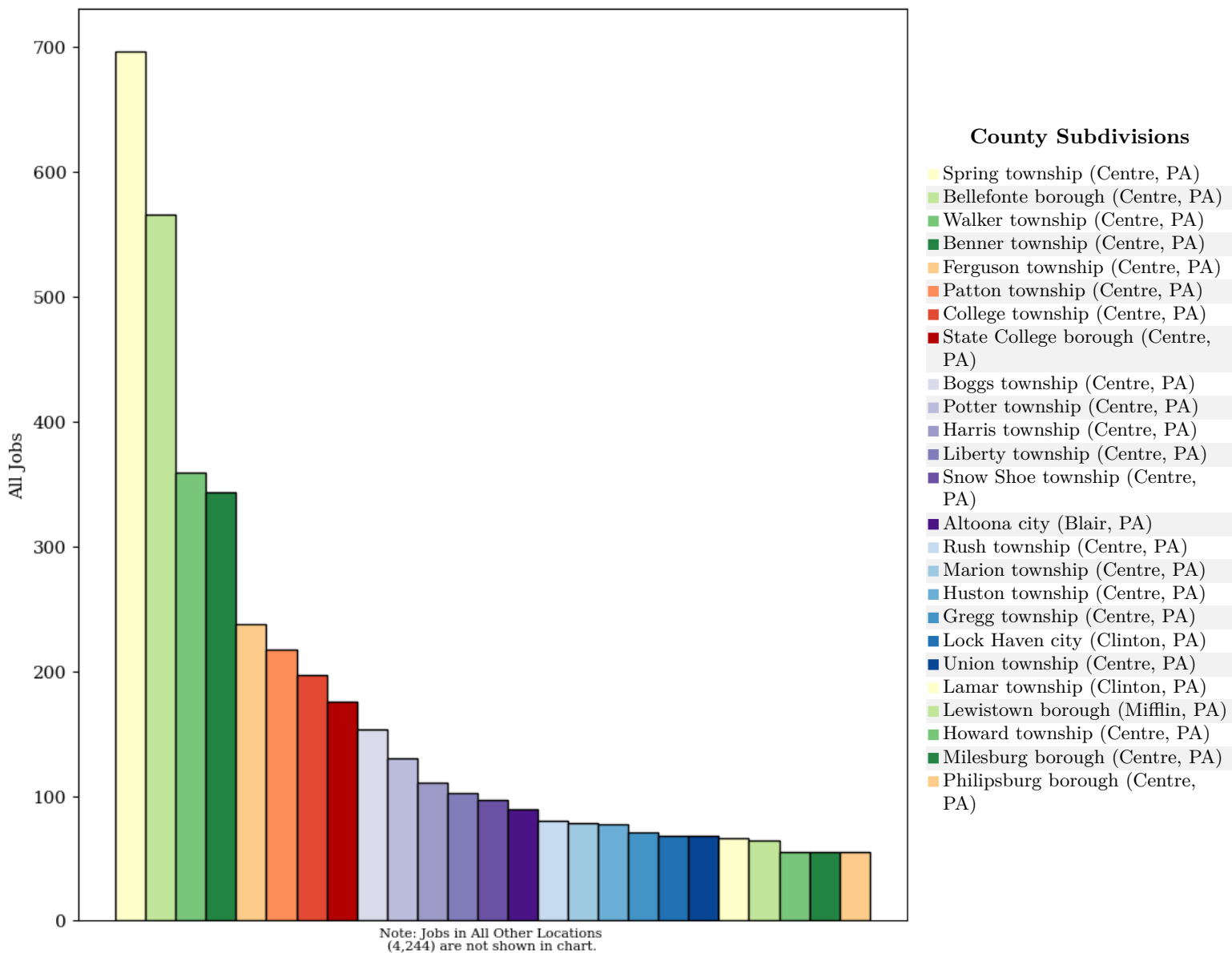
Selection Areas

- ▭ Work Area



All Jobs from Work Selection Area to Home County Subdivisions in 2022

All Workers



All Jobs from Work Selection Area to Home County Subdivisions in 2022

All Workers

County Subdivisions as Home Destination Area	2022	
	Count	Share
All County Subdivisions	8,455	100.0%
Spring township (Centre, PA)	696	8.2%
Bellefonte borough (Centre, PA)	566	6.7%
Walker township (Centre, PA)	359	4.2%
Benner township (Centre, PA)	343	4.1%
Ferguson township (Centre, PA)	238	2.8%
Patton township (Centre, PA)	217	2.6%
College township (Centre, PA)	197	2.3%
State College borough (Centre, PA)	176	2.1%
Boggs township (Centre, PA)	153	1.8%
Potter township (Centre, PA)	130	1.5%

County Subdivisions as Home Destination Area	2022	
	Count	Share
Harris township (Centre, PA)	111	1.3%
Liberty township (Centre, PA)	102	1.2%
Snow Shoe township (Centre, PA)	97	1.1%
Altoona city (Blair, PA)	89	1.1%
Rush township (Centre, PA)	80	0.9%
Marion township (Centre, PA)	78	0.9%
Huston township (Centre, PA)	77	0.9%
Gregg township (Centre, PA)	71	0.8%
Lock Haven city (Clinton, PA)	68	0.8%
Union township (Centre, PA)	68	0.8%
Lamar township (Clinton, PA)	66	0.8%
Lewistown borough (Mifflin, PA)	64	0.8%
Howard township (Centre, PA)	55	0.7%
Milesburg borough (Centre, PA)	55	0.7%
Philipsburg borough (Centre, PA)	55	0.7%
All Other Locations	4,244	50.2%

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	County Subdivisions
Selection area as	Work
Year(s)	2022
Job Type	All Jobs
Selection Area	Bellefonte borough (Centre, PA); Benner township (Centre, PA); Spring township (Centre, PA) from County Subdivisions
Selected Census Blocks	503
Analysis Generation Date	03/04/2025 12:57 - OnTheMap 6.25.1
Code Revision	d7e653d6dda5dbfeaebf0121d6547c7bdf6e3686
LODES Data Vintage	20241022_1605

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

Calculations from OnTheMap Data for Project Area Criterion under Study Projects

Project Name

	Benner Pike Corridor Study (Spring, Benner, Bellefonte)		
Number of Jobs in Home Area	8,940		
Home Area to Work Areas - Centre	2,129+754+618+386+137+87+86+32+1229=5,458/8,940= 61%		
Home to Work Areas - Other	87+54+51+48+45+44+41+39+37+36+35+32+29+1229=1,807/8,940 = 20%		
Number of Jobs in Work Area	8,455		
Work Area to Home Area - Centre	238+217+197+176+153+130+111+102+97+80+77+71+68+55+55+55+2,122=4,004/8,455 = 47%		
Work Area to Home Area - Other	89+68+66+64+2,122=2,409/8,455= 28%		
Number of people who live and work in area (planning region)	696+566+359+343+78=2,042	2,042+1,675=3,717/2= 1,849	=1,849/8,698 = 21%
	740+496+369+70=1,675	8,940+8,455=17,395/2=8,698	

	SR 322 Moshannon Safety Study (Philipsburg and Rush)		
Number of Jobs in Home Area	2,694		
Home Area to Work Areas - Centre	357+172+121+76+61+49+25+14+490=1,365/2,694= 51%		
Home to Work Areas - Other	70+69+47+47+39+38+30+28+21+19+17+16+15+13+326=795/2,694= 30%		
Number of Jobs in Work Area	2,143		
Work Area to Home Area - Centre	34+32+25+19+18+17+17+16+163=341/2,143= 16%		
Work Area to Home Area - Other	171+95+76+59+57+53+52+45+41+35+23+23+17+17+17+652=1,433/2,143= 67%		
Number of people who live and work in area (planning region)	247+122=369	2,694+2,143=2,419	
	216+153=369	369/2,419= 15%	

- 1) Home area to work area: Those that live in the selected home area that travel outside of their home area to work.
- 2) Work area to home area: Those that work in the selected area but live outside of the area.
- 3) Numbers for each project are pulled from the OnTheMap analysis - from the table that counts the number of jobs in each municipality. When calculating the percentages, staff did not include the municipalities that were part of the same planning region as the project area because the exercise calculates the percentage of workers that travel outside the project area/planning region (home) to another municipality/planning region. For example, in the Benner Pike Corridor Study, jobs from Walker and Marion Townships were not included in the Home Area to Work Area (Centre) and Work Area to Home Area (Centre) calculations.

Study Projects Screening - Max Points 24

Project Name: County-wide Flooding Vulnerability Study

A study to develop a Resilience Improvement Plan for the areas in the county that are more susceptible to flooding; includes SR 322 in Philipsburg, SR 220 in Port Matilda/Unionville, SR 1002 in Liberty/Curtin Townships, and Penns Creek Road and Coburn Road in Penn Township

Total Score: 16

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Project Area	Will the study impact/encompass more than one municipality? Will the study impact more than one planning region?	More than one municipality	1	3	This Resilience Improvement Plan will encompass the entire county, with a focus in the more vulnerable areas.
		More than one planning region	2		
		Covers the whole county	3		
		Multi-county study	4		
Study Implementability	Will the study lead to implementation of one or more construction projects?	Yes	3	1	Additional analysis of individual high-priority areas will need to be completed. Includes additional data collection such as lidar and drone exercises, prioritization of high-priority areas, and conceptual engineering for top projects.
		Study has implementable components but not construction	2		
		No - study does not produce a construction project	0.5		
		Partially - additional study needs to be completed	1		
Study Support for Other Projects	Will the study support an implementation project that is on the LRTP/TIP?	Yes	3	1	This study would address new projects that are not on the LRTP.
		Partially - a component of a project is supported	2		
		No this is a study for a new project	1		
Alignment with County Priorities	Does the study align with the broader regional or county goals?	Yes - study aligns with LRTP goal/objective	2	2	Yes this study aligns with LRTP Goal 2, 7 - Centre County HMP
		Partially - addresses a component of goal/objective	1		
		No - study does not address goal/objective	0		
Feasibility and Implementation Timeline	Does the study have an avenue to be funded and can the study progress in a timely manner?	Yes - a funding mechanism has been identified	3	4	Funding has been identified. Funding through PennDOT State-wide PROTECT Program, UPWP Supplemental Funds, or federal PROTECT Program (if available). This study can progress within two years.
		Partially - funding was pursued but was not awarded	2		
		Partially - funding identified but match not available	1		
		No - funding stream has not been identified	0		
		Yes - study can progress within two or less years	1		
		No - study cannot progress within two years	0		
Cost-Benefit Analysis	Does the outcome of the study include a cost benefit analysis of implementable alternatives that will support fiscally responsible consideration of the recommendations?	Yes - includes an analysis	1	1	Yes, part of this study will identify immediate, short-term projects and actions that will help alleviate stormwater issues through a CBA.
		No - does not include an analysis	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does implementation of the project stimulate economic growth? Does implementation of the project affect freight mobility?	Economic Distressed Area - Yes	0.5	1.5	Yes, some areas across the county are considered economically disadvantaged. Yes, flooding disrupts transportation routes, leading to delays, closures, and reduced accessibility for workers and good movement. Addressing these vulnerabilities will ensure more reliable and consistent access to economic centers. Several roads in the County that are vulnerable are Critical Rural/Urban Freight Corridors.
		Economic Distressed Area - No	0		
		Stimulates economic growth - Yes	0.5		
		Stimulates economic growth - No	0		
		Freight Mobility Improves	0.5		
		Freight Mobility No Change/Decrease	0		
Project Sponsor	Is there a project sponsor(s)?	Yes - Local support with contribution	2	1	The project has been supported by the MPO.
		Yes - MPO support but no local contribution	1		
		Yes- study supports a federally required plan	2		
		No	0		
Readiness of Project	Is there a scope for the study? Does the sponsor have a consultant/staff on hand?	Yes - Both scope and consultant/staff	2	1	The project has a scope, but not a consultant to perform the work.
		Partially - one or the other	1		
		No - no scope or consultant/staff	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	There are several transportation disadvantaged census tracts in the county.
		No	0		

*Federal and state required plans take precedence over studies - CCMPO/CCPCDO/CATA (i.e. LRTP, County Comp Plan, CATA Title VI)

Study Projects Screening - Max Points 24

Project Name: SR 322 Moshannon Safety Study

SR 322 Corridor concerns - pedestrian and safety issues. SR 322 is a major east-east corridor for commuters, travelers, and commercial traffic from I-80 in Clearfield County to points east. Keeping traffic moving on Route 322, while allowing safe pedestrian crossing has become a major concern.

Total Score: 16

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Project Area	Will the study impact/encompass more than one municipality? Will the study impact more than one planning region?	More than one municipality	1	2	See OnTheMap charts. Those who live in the area (Philipsburg Boro and Rush Township) but work outside of the area is approximately 86%. Those who work in the area but live elsewhere is approximately 83%. If the definition of "more than one planning region" is at least 25% of the residents traveling outside of the study area for work, and at least 25% of the workers in the area live outside of the area, then this would qualify as more than one planning region.
		More than one planning region	2		
		Covers the whole county	3		
		Multi-county study	4		
Study Implementability	Will the study lead to implementation of one or more construction projects?	Yes	3	3	Based on the issues presented, the study should return one or more construction projects.
		Study has implementable components but not construction	2		
		No - study does not produce a construction project	0.5		
		Partially - additional study needs to be completed	1		
Study Support for Other Projects	Will the study support an implementation project that is on the LRTP/TIP?	Yes	3	1	This study would address new projects that are not on the LRTP.
		Partially - a component of a project is supported	2		
		No this is a study for a new project	1		
Alignment with County Priorities	Does the study align with the broader regional or county goals?	Yes - study aligns with LRTP goal/objective	2	2	Yes, LRTP Goals 1, 3, 4, 5, 6, and 8
		Partially - addresses a component of goal/objective	1		
		No - study does not address goal/objective	0		
Feasibility and Implementation Timeline	Does the study have an avenue to be funded and can the study progress in a timely manner?	Yes - a funding mechanism has been identified	3	3	Funding has been identified; this is being considered for future UPWP supplemental planning funds.
		Partially - funding was been pursued but was not awarded	2		
		Partially - funding identified but match not available	1		
		No - funding stream has not been identified	0		
		Yes - study can progress within two or less years	1		
		No - study cannot progress within two years	0		
Cost-Benefit Analysis	Does the outcome of the study include a cost benefit analysis of implementable alternatives that will support fiscally responsible consideration of the recommendations?	Yes - includes an analysis	1	0	Unsure at this time.
		No - does not include an analysis	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does implementation of the project stimulate economic growth? Does implementation of the project affect freight mobility?	Economic Distressed Area - Yes	0.5	1.5	Philipsburg is considered an economic distressed area. The outcome of this study could stimulate economic growth by enhancing the efficiency and safety of goods being transported in and out of the area. It could also reduce travel time for motorists and good to reach their destinations. Yes, the study area is within 5 miles of SR 350, which is a critical rural freight corridor.
		Economic Distressed Area - No	0		
		Stimulates economic growth - Yes	0.5		
		Stimulates economic growth - No	0		
		Freight Mobility Improves	0.5		
		Freight Mobility No Change/Decrease	0		
Project Sponsor	Is there a project sponsor(s)?	Yes - Local support with contribution	2	2	Yes the project has local sponsors.
		Yes - MPO support but no local contribution	1		
		Yes- study supports a federally required plan	2		
		No	0		
Readiness of Project	Is there a scope for the study? Does the sponsor have a consultant/staff on hand?	Yes - Both scope and consultant/staff	2	1	The project has a scope, but not a consultant to perform the work.
		Partially - one or the other	1		
		No - no scope or consultant/staff	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	Yes, Philipsburg and Rush Township are considered transportation disadvantaged census tracts.
		No	0		

*Federal and state required plans take precedence over studies - CCMPO/CCPCDO/CATA (i.e. LRTP, County Comp Plan, CATA Title VI)

Destination Analysis

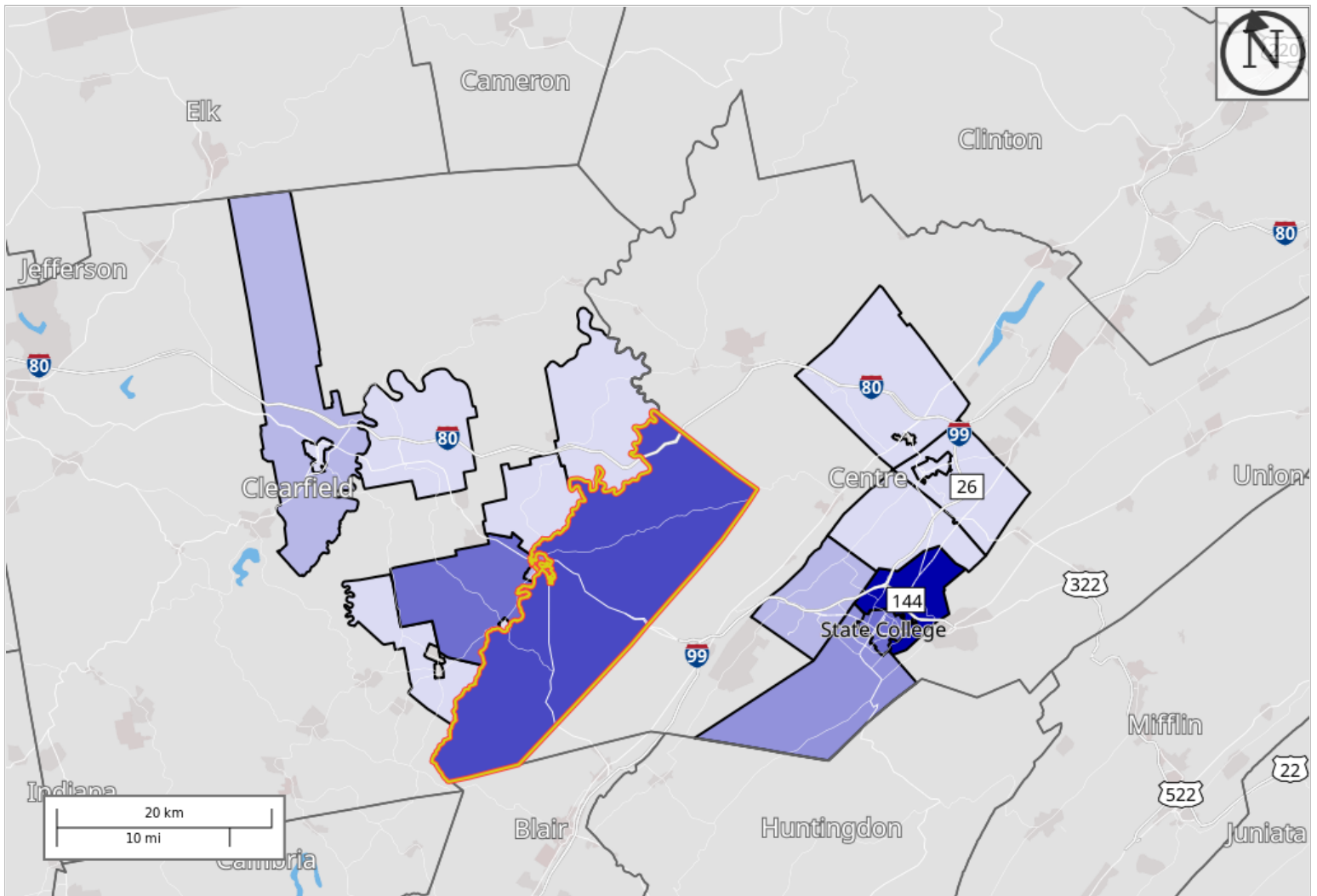
Workers: Living in the Custom Area

Showing: Employment locations grouped by County Subdivisions

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 03/04/2025

Counts of All Jobs from Home Selection Area to Work County Subdivisions in 2022

All Workers



Map Legend

Job Count

- 308 - 357
- 259 - 307
- 210 - 258
- 161 - 209
- 112 - 160
- 63 - 111
- 13 - 62

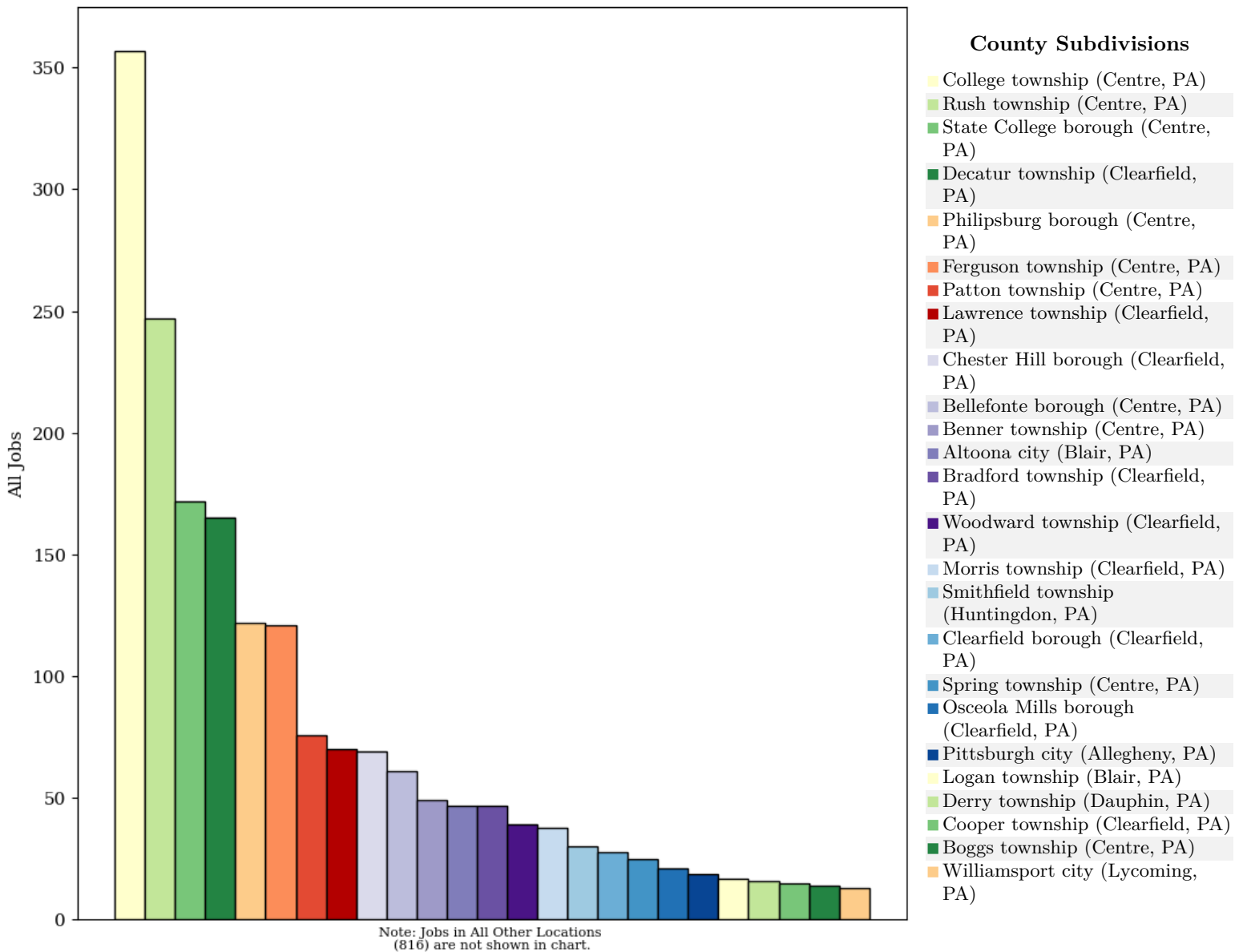
Selection Areas

- ▭ Home Area



All Jobs from Home Selection Area to Work County Subdivisions in 2022

All Workers



All Jobs from Home Selection Area to Work County Subdivisions in 2022

All Workers

County Subdivisions as Work Destination Area	2022	
	Count	Share
All County Subdivisions	2,694	100.0%
College township (Centre, PA)	357	13.3%
Rush township (Centre, PA)	247	9.2%
State College borough (Centre, PA)	172	6.4%
Decatur township (Clearfield, PA)	165	6.1%
Philipsburg borough (Centre, PA)	122	4.5%
Ferguson township (Centre, PA)	121	4.5%
Patton township (Centre, PA)	76	2.8%
Lawrence township (Clearfield, PA)	70	2.6%
Chester Hill borough (Clearfield, PA)	69	2.6%
Bellefonte borough (Centre, PA)	61	2.3%

County Subdivisions as Work Destination Area	2022	
	Count	Share
Benner township (Centre, PA)	49	1.8%
Altoona city (Blair, PA)	47	1.7%
Bradford township (Clearfield, PA)	47	1.7%
Woodward township (Clearfield, PA)	39	1.4%
Morris township (Clearfield, PA)	38	1.4%
Smithfield township (Huntingdon, PA)	30	1.1%
Clearfield borough (Clearfield, PA)	28	1.0%
Spring township (Centre, PA)	25	0.9%
Osceola Mills borough (Clearfield, PA)	21	0.8%
Pittsburgh city (Allegheny, PA)	19	0.7%
Logan township (Blair, PA)	17	0.6%
Derry township (Dauphin, PA)	16	0.6%
Cooper township (Clearfield, PA)	15	0.6%
Boggs township (Centre, PA)	14	0.5%
Williamsport city (Lycoming, PA)	13	0.5%
All Other Locations	816	30.3%

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	County Subdivisions
Selection area as	Home
Year(s)	2022
Job Type	All Jobs
Selection Area	Philipsburg borough (Centre, PA); Rush township (Centre, PA) from County Subdivisions
Selected Census Blocks	329
Analysis Generation Date	03/04/2025 14:19 - OnTheMap 6.25.1
Code Revision	d7e653d6dda5dbfeaebf0121d6547c7bdf6e3686
LODES Data Vintage	20241022_1605

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

Destination Analysis

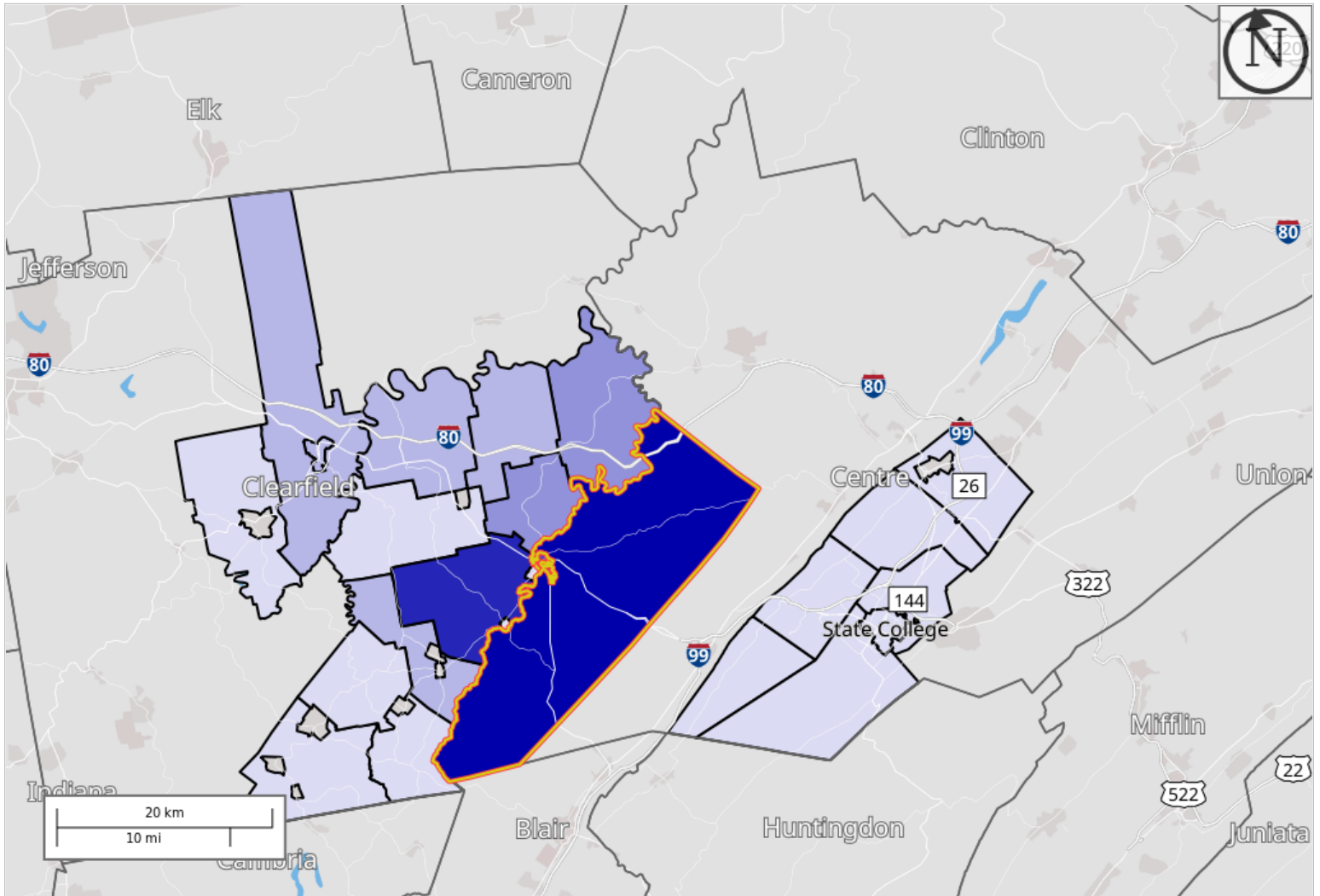
Workers: Employed in the Custom Area

Showing: Residential locations grouped by County Subdivisions

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 03/04/2025

Counts of All Jobs from Work Selection Area to Home County Subdivisions in 2022

All Workers



Map Legend

Job Count

- 188 - 216
- 159 - 187
- 131 - 158
- 102 - 130
- 74 - 101
- 45 - 73
- 16 - 44

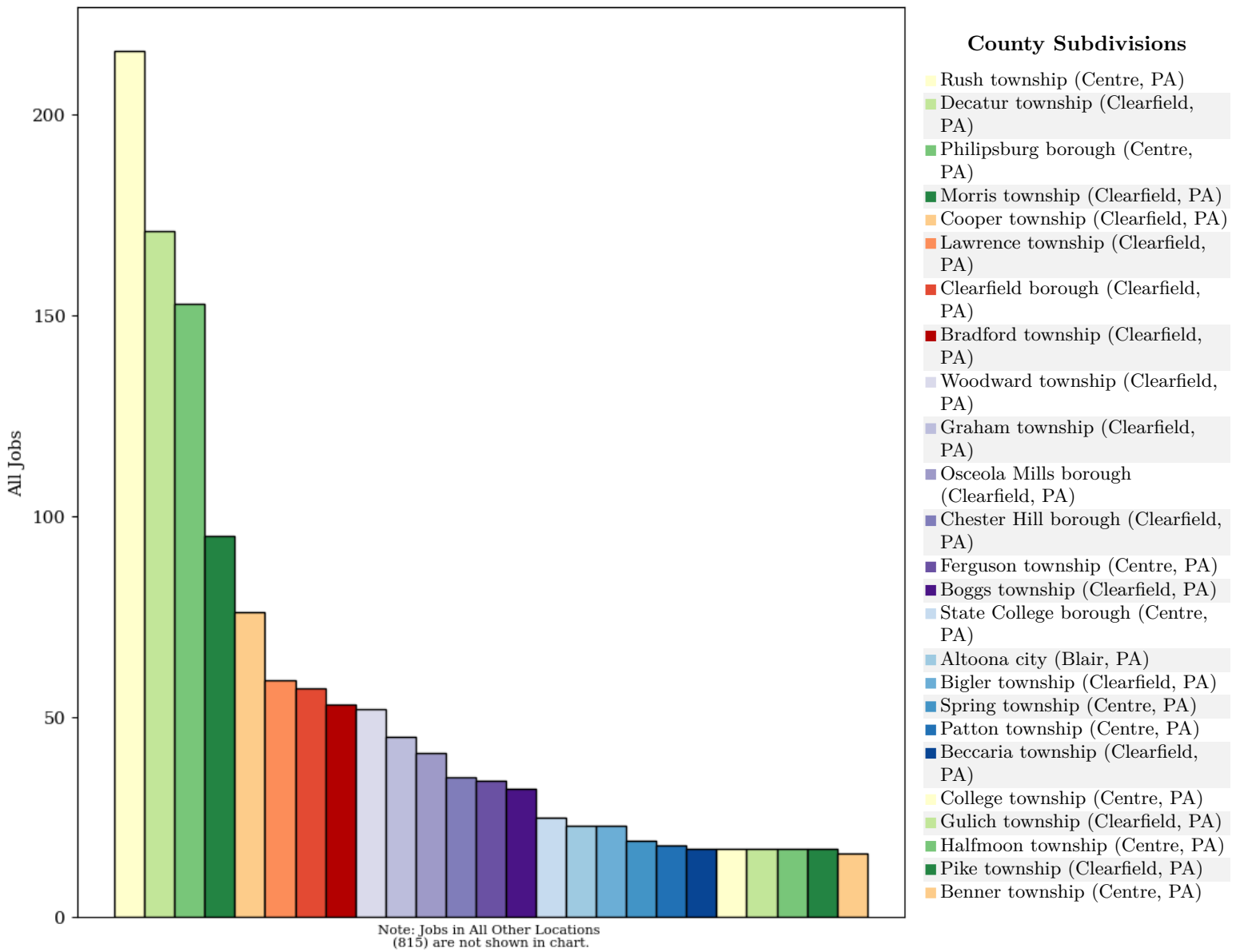
Selection Areas

- ▭ Work Area



All Jobs from Work Selection Area to Home County Subdivisions in 2022

All Workers



All Jobs from Work Selection Area to Home County Subdivisions in 2022

All Workers

County Subdivisions as Home Destination Area	2022	
	Count	Share
All County Subdivisions	2,143	100.0%
Rush township (Centre, PA)	216	10.1%
Decatur township (Clearfield, PA)	171	8.0%
Philipsburg borough (Centre, PA)	153	7.1%
Morris township (Clearfield, PA)	95	4.4%
Cooper township (Clearfield, PA)	76	3.5%
Lawrence township (Clearfield, PA)	59	2.8%
Clearfield borough (Clearfield, PA)	57	2.7%
Bradford township (Clearfield, PA)	53	2.5%
Woodward township (Clearfield, PA)	52	2.4%
Graham township (Clearfield, PA)	45	2.1%

County Subdivisions as Home Destination Area	2022	
	Count	Share
Osceola Mills borough (Clearfield, PA)	41	1.9%
Chester Hill borough (Clearfield, PA)	35	1.6%
Ferguson township (Centre, PA)	34	1.6%
Boggs township (Clearfield, PA)	32	1.5%
State College borough (Centre, PA)	25	1.2%
Altoona city (Blair, PA)	23	1.1%
Bigler township (Clearfield, PA)	23	1.1%
Spring township (Centre, PA)	19	0.9%
Patton township (Centre, PA)	18	0.8%
Beccaria township (Clearfield, PA)	17	0.8%
College township (Centre, PA)	17	0.8%
Gulich township (Clearfield, PA)	17	0.8%
Halfmoon township (Centre, PA)	17	0.8%
Pike township (Clearfield, PA)	17	0.8%
Benner township (Centre, PA)	16	0.7%
All Other Locations	815	38.0%

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	County Subdivisions
Selection area as	Work
Year(s)	2022
Job Type	All Jobs
Selection Area	Philipsburg borough (Centre, PA); Rush township (Centre, PA) from County Subdivisions
Selected Census Blocks	329
Analysis Generation Date	03/04/2025 14:21 - OnTheMap 6.25.1
Code Revision	d7e653d6dda5dbfeaebf0121d6547c7bdf6e3686
LODES Data Vintage	20241022_1605

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

Calculations from OnTheMap Data for Project Area Criterion under Study Projects

Project Name

	Benner Pike Corridor Study (Spring, Benner, Bellefonte)		
Number of Jobs in Home Area	8,940		
Home Area to Work Areas - Centre	2,129+754+618+386+137+87+86+32+1229=5,458/8,940= 61%		
Home to Work Areas - Other	87+54+51+48+45+44+41+39+37+36+35+32+29+1229=1,807/8,940 = 20%		
Number of Jobs in Work Area	8,455		
Work Area to Home Area - Centre	238+217+197+176+153+130+111+102+97+80+77+71+68+55+55+55+2,122=4,004/8,455 = 47%		
Work Area to Home Area - Other	89+68+66+64+2,122=2,409/8,455= 28%		
Number of people who live and work in area (planning region)	696+566+359+343+78=2,042	2,042+1,675=3,717/2= 1,849	=1,849/8,698 = 21%
	740+496+369+70=1,675	8,940+8,455=17,395/2=8,698	

	SR 322 Moshannon Safety Study (Philipsburg and Rush)		
Number of Jobs in Home Area	2,694		
Home Area to Work Areas - Centre	357+172+121+76+61+49+25+14+490=1,365/2,694= 51%		
Home to Work Areas - Other	70+69+47+47+39+38+30+28+21+19+17+16+15+13+326=795/2,694= 30%		
Number of Jobs in Work Area	2,143		
Work Area to Home Area - Centre	34+32+25+19+18+17+17+16+163=341/2,143= 16%		
Work Area to Home Area - Other	171+95+76+59+57+53+52+45+41+35+23+23+17+17+17+652=1,433/2,143= 67%		
Number of people who live and work in area (planning region)	247+122=369	2,694+2,143=2,419	
	216+153=369	369/2,419= 15%	

- 1) Home area to work area: Those that live in the selected home area that travel outside of their home area to work.
- 2) Work area to home area: Those that work in the selected area but live outside of the area.
- 3) Numbers for each project are pulled from the OnTheMap analysis - from the table that counts the number of jobs in each municipality. When calculating the percentages, staff did not include the municipalities that were part of the same planning region as the project area because the exercise calculates the percentage of workers that travel outside the project area/planning region (home) to another municipality/planning region. For example, in the Benner Pike Corridor Study, jobs from Walker and Marion Townships were not included in the Home Area to Work Area (Centre) and Work Area to Home Area (Centre) calculations.

Study Projects Screening - Max Points 24

Project Name: Passenger Rail Access Study

Study to further develop options for providing improved rail access via the AMTRAK Pennsylvanian

Total Score: 16

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Project Area	Will the study impact/encompass more than one municipality? Will the study impact more than one planning region?	More than one municipality	1	3	The study covers all of Centre County, as it would identify the most supportable and sustainable options for improving access to passenger rail in the county. Because the study includes the analysis of the cumulative impacts of a whole transportation mode, it is considered a county-wide study.
		More than one planning region	2		
		Covers the whole county	3		
		Multi-county study	4		
Study Implementability	Will the study lead to implementation of one or more construction projects?	Yes	3	1	The study scope describes consideration of alternatives to provide improved access for Centre County to the Keystone Corridor, including rail improvements or a daily shuttle service. Because the scope presents options for non-construction projects, additional study will most likely need to be completed.
		Study has implementable components but not construction	2		
		No - study does not produce a construction project	0.5		
		Partially - additional study needs to be completed	1		
Study Support for Other Projects	Will the study support an implementation project that is on the LRTP/TIP?	Yes	3	1	This study would address new projects that are not on the LRTP.
		Partially - a component of a project is supported	2		
		No this is a study for a new project	1		
Alignment with County Priorities	Does the study align with the broader regional or county goals?	Yes - study aligns with LRTP goal/objective	2	2	Yes this study aligns with LRTP Goals 4, 5, and 7.
		Partially - addresses a component of goal/objective	1		
		No - study does not address goal/objective	0		
Feasibility and Implementation Timeline	Does the study have an avenue to be funded and can the study progress in a timely manner?	Yes - a funding mechanism has been identified	3	4	Funding for this study has been pursued through supplemental planning funds through the UPWP.
		Partially - funding was been pursued but was not awarded	2		
		Partially - funding identified but match not available	1		
		No - funding stream has not been identified	0		This study can progress within two years.
		Yes - study can progress within two or less years	1		
		No - study cannot progress within two years	0		
Cost-Benefit Analysis	Does the outcome of the study include a cost benefit analysis of implementable alternatives that will support fiscally responsible consideration of the recommendations?	Yes - includes an analysis	1	1	The study scope includes an analysis of asset demand, evaluation of options for improving access, and an assessment of the willingness and ability of required partners to invest in improving access to service; all of which are elements of a CBA.
		No - does not include an analysis	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does implementation of the project stimulate economic growth? Does implementation of the project affect freight mobility?	Economic Distressed Area - Yes	0.5	1.5	Yes, several areas in Centre County that have existing rail are considered economically distressed.
		Economic Distressed Area - No	0		
		Stimulates economic growth - Yes	0.5		Yes, specifically related to physical improvements to the rail infrastructure - job creation, improved access to markets, and encouraging investment and development.
		Stimulates economic growth - No	0		
		Freight Mobility Improves	0.5		
Freight Mobility No Change/Decrease	0	Improves if physical improvements to rail infrastructure are the end result. These improvements could also benefit freight trains.			
Project Sponsor	Is there a project sponsor(s)?	Yes - Local support with contribution	2	1	The project has been supported by the MPO.
		Yes - MPO support but no local contribution	1		
		Yes- study supports a federally required plan	2		
		No	0		
Readiness of Project	Is there a scope for the study? Does the sponsor have a consultant/staff on hand?	Yes - Both scope and consultant/staff	2	1	The project has a scope, but not a consultant to perform the work.
		Partially - one or the other	1		
		No - no scope or consultant/staff	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	There are several transportation disadvantaged census tracts in the county.
		No	0		

*Federal and state required plans take precedence over studies - CCMPO/CCPCDO/CATA (i.e. LRTP, County Comp Plan, CATA Title VI)

Study Projects Screening - Max Points 24

Project Name: Retaining Walls Study

A study to determine retaining wall deficiencies (retaining walls that support a roadway) throughout the county - will provide insight into the conditions of these structures and help prioritize maintenance and repair efforts to ensure public safety and infrastructure integrity.

Total Score: 9

Criteria Name	Criteria Description	Scoring Mechanism	Point Value	Given Score	Comments
Project Area	Will the study impact/encompass more than one municipality? Will the study impact more than one planning region?	More than one municipality	1	3	There are many areas across the county that have retaining walls that support a roadway.
		More than one planning region	2		
		Covers the whole county	3		
		Multi-county study	4		
Study Implementability	Will the study lead to implementation of one or more construction projects?	Yes	3	3	Based on the issues presented, the study should return one or more construction projects.
		Study has implementable components but not construction	2		
		No - study does not produce a construction project	0.5		
		Partially - additional study needs to be completed	1		
Study Support for Other Projects	Will the study support an implementation project that is on the LRTP/TIP?	Yes	3	1	This study would address new projects that are not on the LRTP.
		Partially - a component of a project is supported	2		
		No this is a study for a new project	1		
Alignment with County Priorities	Does the study align with the broader regional or county goals?	Yes - study aligns with LRTP goal/objective	2	1	Yes, part of LRTP Goal 2
		Partially - addresses a component of goal/objective	1		
		No - study does not address goal/objective	0		
Feasibility and Implementation Timeline	Does the study have an avenue to be funded and can the study progress in a timely manner?	Yes - a funding mechanism has been identified	3	0	A funding mechanism has not been identified.
		Partially - funding was been pursued but was not awarded	2		
		Partially - funding identified but match not available	1		
		No - funding stream has not been identified	0		With no funding stream, this cannot progress within two years.
		Yes - study can progress within two or less years	1		
		No - study cannot progress within two years	0		
Cost-Benefit Analysis	Does the outcome of the study include a cost benefit analysis of implementable alternatives that will support fiscally responsible consideration of the recommendations?	Yes - includes an analysis	1	0	Unsure at this time.
		No - does not include an analysis	0		
Economic Impact	Is the project in an economic impacted/distressed area? Does implementation of the project stimulate economic growth? Does implementation of the project affect freight mobility?	Economic Distressed Area - Yes	0.5	0.5	There are several areas across the county that are considered economically distressed.
		Economic Distressed Area - No	0		
		Stimulates economic growth - Yes	0.5		Unsure at this time.
		Stimulates economic growth - No	0		
		Freight Mobility Improves	0.5		Unsure at this time.
		Freight Mobility No Change/Decrease	0		
Project Sponsor	Is there a project sponsor(s)?	Yes - Local support with contribution	2	0	There are no sponsors.
		Yes - MPO support but no local contribution	1		
		Yes- study supports a federally required plan	2		
		No	0		
Readiness of Project	Is there a scope for the study? Does the sponsor have a consultant/staff on hand?	Yes - Both scope and consultant/staff	2	0	The project does not have a scope or consultant/staff.
		Partially - one or the other	1		
		No - no scope or consultant/staff	0		
Equity	Is the project in a transportation disadvantaged census tract?	Yes	0.5	0.5	There are several areas across the county that are considered to be transportation disadvantaged.
		No	0		

*Federal and state required plans take precedence over studies - CCMPO/CCPCDO/CATA (i.e. LRTP, County Comp Plan, CATA Title VI)

Item 7

Unified Planning Work Program (UPWP) Supplemental Planning Study Priorities

Adopting a Unified Planning Work Program (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. Funding to complete the work tasks in the UPWP comes from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Commonwealth of Pennsylvania. The federal and state funds must be matched by local funds, which are contributed by Centre County government, the Centre Region municipalities, and organizations represented on the CCMPO. The current UPWP began July 1, 2024; the new UPWP was adopted in November 2024 and will begin July 1, 2025.

The CCMPO can request additional funds for special studies each year of the UPWP. Supplemental planning funds are a competitive program capped at \$400,000 statewide. In year one, the MPO requested supplemental planning funds for two study projects: the Benner Pike Corridor Study and the Passenger Rail Access Study. A third project was also under consideration for the SR 322 corridor related to a traffic safety and resiliency request from Philipsburg Borough and Rush Township for year two of the 2025-2027 UPWP. These projects were developed from stakeholder input. Year two requests will be revisited and presented to the CCMPO Coordinating Committee at its June 2025 meeting and submitted to PennDOT for consideration early to mid-summer. The following studies have been developed for consideration for supplemental planning funds for year two of the 2025-2027 UPWP and year one of the 2027-2029 UPWP:

- **Sidewalk Gap Analysis Study (17.5)** – This study has been brought forward from the Safe Streets and Roads for All grant that was awarded to the MPO in September 2024. Due to the pause on many federal discretionary grant programs and the uncertainty of whether the SS4A funds will be obligated, MPO staff are working to find different avenues to fund this project. This project initially had two components – a gap analysis of sidewalks and shared-use paths and a comprehensive assessment of lane departure crashes. Lane departure crashes will be addressed in a separate study request. If SS4A grant funds do not come to fruition, staff requests to submit this study for year two of the 2025-2027 UPWP. Total project cost: \$110,000; SPR Funds Requested \$88,000
- **Benner Pike Corridor Study (17)** – This study was submitted for year one of the current UPWP. Staff is bringing this forward for another opportunity to be submitted in year two in case funding is not awarded in year one. There is a local cash contribution for this study. Total project cost: \$150,000; SPR Funds requested: \$130,000
- **Passenger Rail Access Study (16)** – This study was submitted for year one of the current UPWP. Staff is bringing this forward for another opportunity to be submitted in year two in case funding is not awarded in year one. Total project cost: \$60,000; SPR Funds Requested \$48,000.
- **County-wide Flooding Vulnerability Study (16)** – This study has been brought forward from the grant application developed for the federal discretionary grant program, Promoting Resilient Operations for Transformative and Cost-Effective Transportation (PROTECT). As discussed earlier in the agenda, the PROTECT program was closed for review by the FHWA on February 10, 2025. While it is possible the federal program may reopen later in the year under

updated guidelines, staff have been searching for other opportunities to continue pursuing this project in the event the program does not reopen. This project was submitted to the PennDOT statewide PROTECT program on February 28, 2025, under a scaled-back proposal of phase one of the original project. The UPWP poses another opportunity to fund this project and move it forward, but staff consider it unlikely that they will know if the PROTECT program will reopen or if the project will be funded through the PennDOT statewide PROTECT program before the deadline for year two UPWP submissions. Total project cost: \$200,000; SPR Funds Requested: \$180,000.

- **SR 322 Moshannon Valley Safety Study (16)** – This study has been in development since late summer of 2024. Staff members have attended several meetings with elected officials from Philipsburg Borough and Rush Township to discuss pedestrian safety and flooding issues along Route 322. Both Rush Township and Philipsburg Borough submitted letters to the MPO supporting various aspects of these concerns. During the September 2024 Coordinating Committee meeting, staff presented several special studies for consideration in year one of the current UPWP. A version of this study was proposed for supplemental funding in the second year of the UPWP, focusing on Route 322 Corridor Concerns – Traffic Safety and Resiliency. Last year, while developing the Route 322 Corridor Concerns project, staff were also working on a grant application for the federal discretionary PROTECT program that included addressing the flooding issues in Philipsburg and Rush Township. The scaled-back version of the PROTECT grant application will still analyze flooding in the Moshannon Valley planning region. While the flooding issues in this area have a pathway for resolution, pedestrian safety remains a top priority. Therefore, the SR 322 Moshannon Valley Safety Study should be considered for supplemental planning funds in the second year of the current UPWP. This study also includes a municipal cash contribution. Total project cost: \$60,000; SPR Funds Requested: \$48,000.
- **Comprehensive Assessment of Lane Departure Crashes** – This study is the second component of the Safe Streets and Roads for All application that was awarded to the CCMPO in September 2024. Due to the amount of fieldwork and data collection required in the Sidewalk Gap Analysis Study and the limited funding that can be requested through UPWP supplemental funds, staff broke this component out to be considered for supplemental planning funds in year one of the 2027-2029 UPWP. Total project cost: \$25,000; SPR Funds Requested \$20,000.
- **Technical Support for CCMPO staff for model runs and RITIS training** – Through the development of the Long Range Transportation Plan, it has become apparent that it would be beneficial for staff to be able to utilize a data-driven platform for transportation analysis, monitoring, and data visualization called the Regional Integrated Transportation Information System (RITIS). Staff have access to the platform through a state-wide contract that PennDOT holds; however, it is a technical platform that requires training to use it effectively and efficiently. This platform would allow staff to utilize data to implement data-driven procedures, evaluate proposed projects, and understand and visualize travel behavior. Additionally, this funding would enable staff to access consulting support to maintain the travel demand model used in the current Long Range Transportation Plan and use it as needed to evaluate the impacts of projects included in the TIP and LRTP to further the design process. Examples of projects that might be considered at a higher level of detail include the Phoenix Avenue Project, improvements proposed as part of the Benner Pike Corridor Study, the Atherton Street and Branch Road Congestion Improvement Project, and the Airport Road Connector Project. This project is being considered for year one of the next UPWP (Years 2027-2029). Total project cost: \$20,000; SPR Funds Requested: \$16,000.

Given the limited funding and the number of study projects that need funding, it's important to prioritize projects that will provide the greatest benefits and meet the needs of the county's priorities. Investing in these studies can lead to informed decisions about future funding allocations, ensuring that resources are used efficiently to meet urgent infrastructure needs. Staff requests that the Projects Committee review the list of studies and rank the projects for staff to pursue for year two of the 2025-2027 UPWP and year one of the next 2027-2029 UPWP.

The Committee should review the studies and recommend to the Technical Committee which studies should be pursued for year two of the current UPWP and year one of the next UPWP.

Presented by: Marcella Hoffman, CRPA

Action: Recommend to the Technical Committee the prioritized list of proposed studies.

ITEM 9

ANNOUNCEMENTS

1. Future Meeting Dates

- a. Technical Committee: Wednesday, April 9, 2025, 9:30 a.m.
Zoom and in-person at the Centre Region COG Building

- b. Coordinating Committee: Tuesday, April 22, 2025, 6:00 p.m.
Zoom and in-person at the Centre Region COG Building

- c. Projects Committee May/June – TBD - Hybrid Meeting
Zoom and in-person at the Centre Region COG Building
 - Grant Applications Update
 - LRTP List of Projects
 - Project Prioritization – edits and final scoring
 - Active Transportation Project Prioritization
 - Bridge Investment Program – Snow Shoe Bridge Grant Application
 - Municipal Grant Workshop

2. **MPO 101 Session – Wednesday, March 26 at 10:30 AM.** Returning and new members are both invited to attend. The session will be held at the Centre Region COG Building, Forum Room – 2643 Gateway Drive, State College. Virtual participants will attend via Zoom. The session will provide an introduction and an overview of MPO duties, including information on what the CCMPO is, its major responsibilities, the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the duties that the MPO staff perform to support the CCMPO. Registration Link:

<https://us02web.zoom.us/meeting/register/HwX6sMMqRvSldUWfyLUwAw>

3. Upcoming Notice of Funding Opportunities (BIL):

- Bridge Investment Program – Due November 1, 2025
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Opens Spring 2025
- Bus Programs – Busses and Bus Facilities; Low or No Emissions – Opens Spring 2025
- All Stations Accessibility Program – Opens Spring 2025
- Safe Streets and Roads for All – Opens Spring 2025
- Strengthening Mobility & Revolutionizing Transportation (SMART) – Opens Summer 2025

More information: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

4. State Grant Funding Opportunities:

Program Name and Website	Application Cycle
DCED Multimodal Transportation Funds	March 1 and July 31 annually
DCED Greenways, Trails, and Recreation Program	February 1 to May 31 annually
DCNR Community Conservation Partnership Program (C2P2)	January to April annually
PennDOT Multimodal Transportation Funds	Fall of each year
PennDOT Transportation Alternatives Set-Aside Program	Spring to early fall, odd years
PennDOT Automated Red-Light Enforcement Program	June 1-30 annually

Program Name and Website	Application Cycle
PennDOT Green-Light-Go Program	December to February annually
DEP Alternative Fuels Incentive Grants	June 28 and December 20 in 2024
DCED Local Share Account	September to November annually
2025-26 PA WalkWorks Active Transportation Planning Grant	January 15 to March 21, 2025

5. PennDOT’s Local Technical Assistance Program (LTAP) provides training courses free of charge, sponsored by the SEDA-COG MPO – link: <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>

6. US DOT, FHWA and FTA continue to provide updates on programs available under the Infrastructure Investment and Jobs Act (IIJA). Members should check for new updates regularly and consider signing up for email alerts. Notable sites are included in the table below:

Description	Site
IIJA overview and assistance site	https://billaunchpad.com/
DOT Discretionary Grants Dashboard	DOT Discretionary Grants Dashboard US Department of Transportation
FHWA Fact Sheets	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/fact_sheets.cfm
FHWA Guidance and Regulations	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/guidance.cfm
US DOT IIJA Website	https://www.transportation.gov/infrastructure-investment-and-jobs-act
FTA IIJA Website	https://www.transit.dot.gov/IIJA
FHWA Newsroom	https://highways.dot.gov/newsroom

7. CCMPO staff contact information:

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