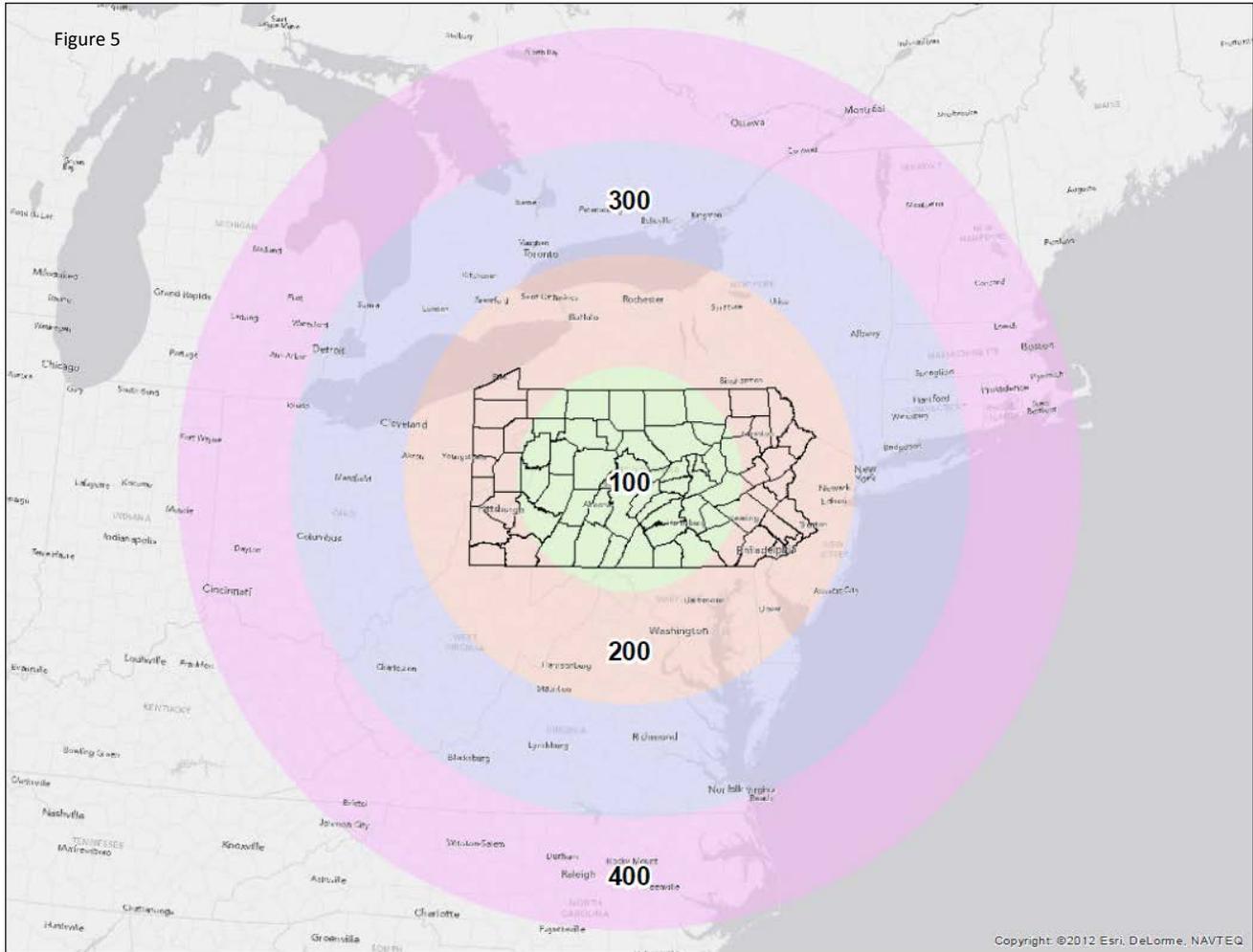


Existing Conditions

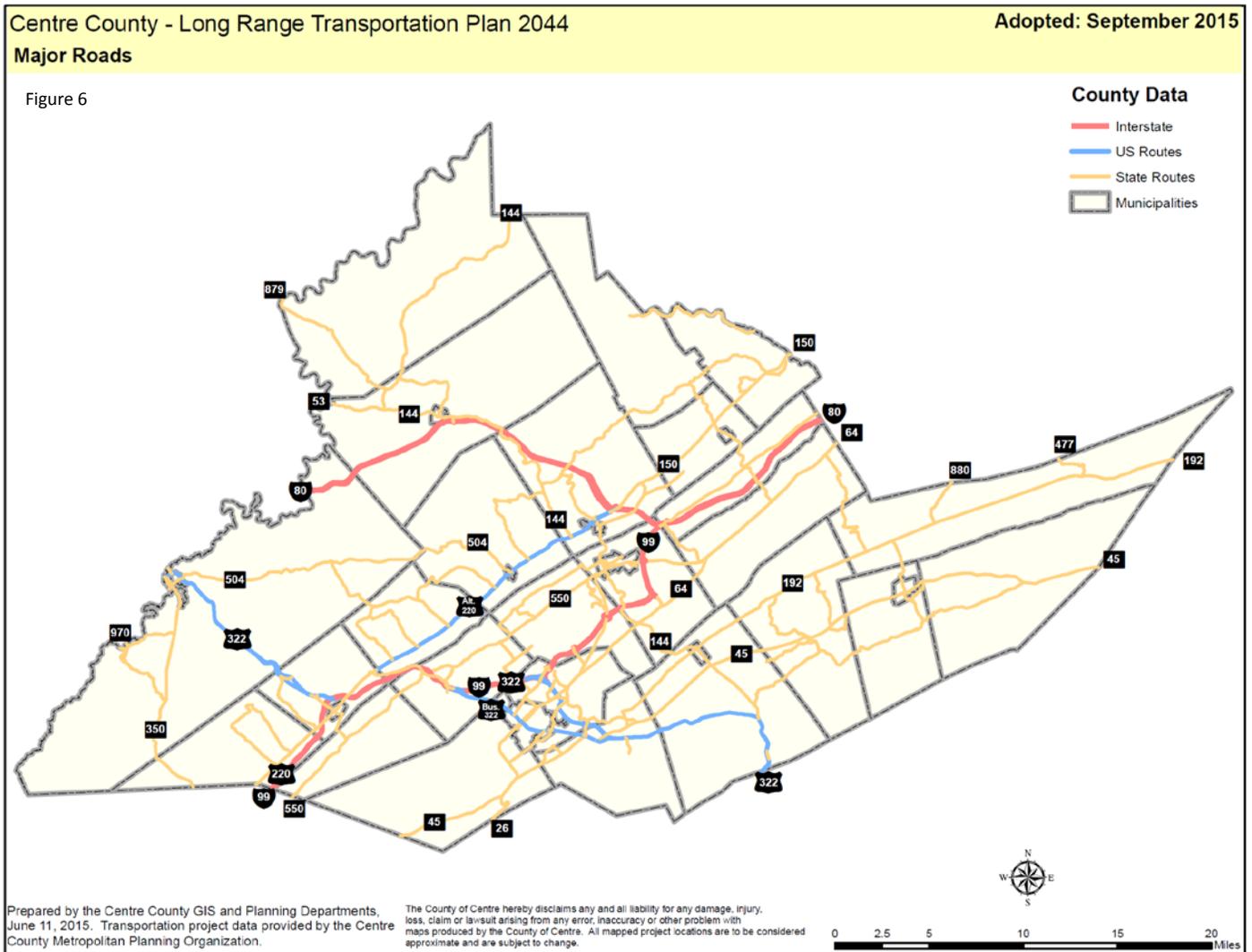
Pennsylvania is located in an important strategic position in the nation with several interstate roadways traversing the state that serve national and international trade routes. Centre County, as its name implies, is located in the geographic center of the state and is located within an 8 hour commute of roughly 15-20% of the U.S. population as shown on Figure 5.



Within Centre County, the transportation network includes a mix of modes, including roads, bridges, public transportation, rail, air and bike and pedestrian facilities.

In order to aid in understanding of Centre County's complex transportation network, this chapter includes a description of each travel mode, an evaluation of their respective conditions and a snapshot of current safety topics.

A) Highways



As Figure 6 above shows, Centre County's roadway network includes Interstate 80 and Interstate 99; US traffic routes including US Route 220, US Route 322; and state traffic routes such as PA Route 26, PA Route 350, PA Route 144, PA Route 45 and PA Route 64. This network serves major regional traffic movements and local trips.

Federal Functional Classification System

The federal functional classification system defines roadways according to the service they provide. There are seven classifications, as described below.

Interstate Highways: Interstate Highways are a series of continuous routes with trip length and volumes characteristic of substantial statewide or interstate travel. In Centre County, interstates include Interstate 80, which traverses east and west across the United States from California to New Jersey; and Interstate 99, which links the Pennsylvania Turnpike (Interstates 70/76) with Interstate 80. Interstate 99 originated as part of the Appalachian Thruway extending from Cumberland, Maryland to Corning, New York.

Other Freeways and Expressways: Freeways and expressways are divided highways with partial (freeway) or full (expressway) control of access. They serve through traffic and major circulation movements within federally defined urban areas. In Centre County, one example is the Route 322 Mount Nittany Expressway in College and Harris Townships.

Other Principal Arterial Highways: Principal arterial highways provide long distance connections. Examples of this type of highway in Centre County include Route 322, Route 220, Business Route 322, Route 26 and Route 144.

Minor Arterials: Minor arterial roads consist of routes which normally provide high travel speeds with minimum interference to through movement. Examples of minor arterials in Centre County include Route 45, Route 150, Route 350, Route 550 and Route 64.

Urban Collector or Rural Major Collectors: Urban collectors provide land access and traffic circulation within urban residential neighborhoods and commercial and industrial areas in federally designated urban areas. Rural major collectors serve travel within the County and travel distances are usually shorter than arterial roadways.

This type of road serves three important purposes:

- 1) serves county seats as well as larger towns not directly served by the higher roadway classification system;
- 2) links nearby larger towns or cities with routes of higher classification; and
- 3) serves intra-county travel corridors.

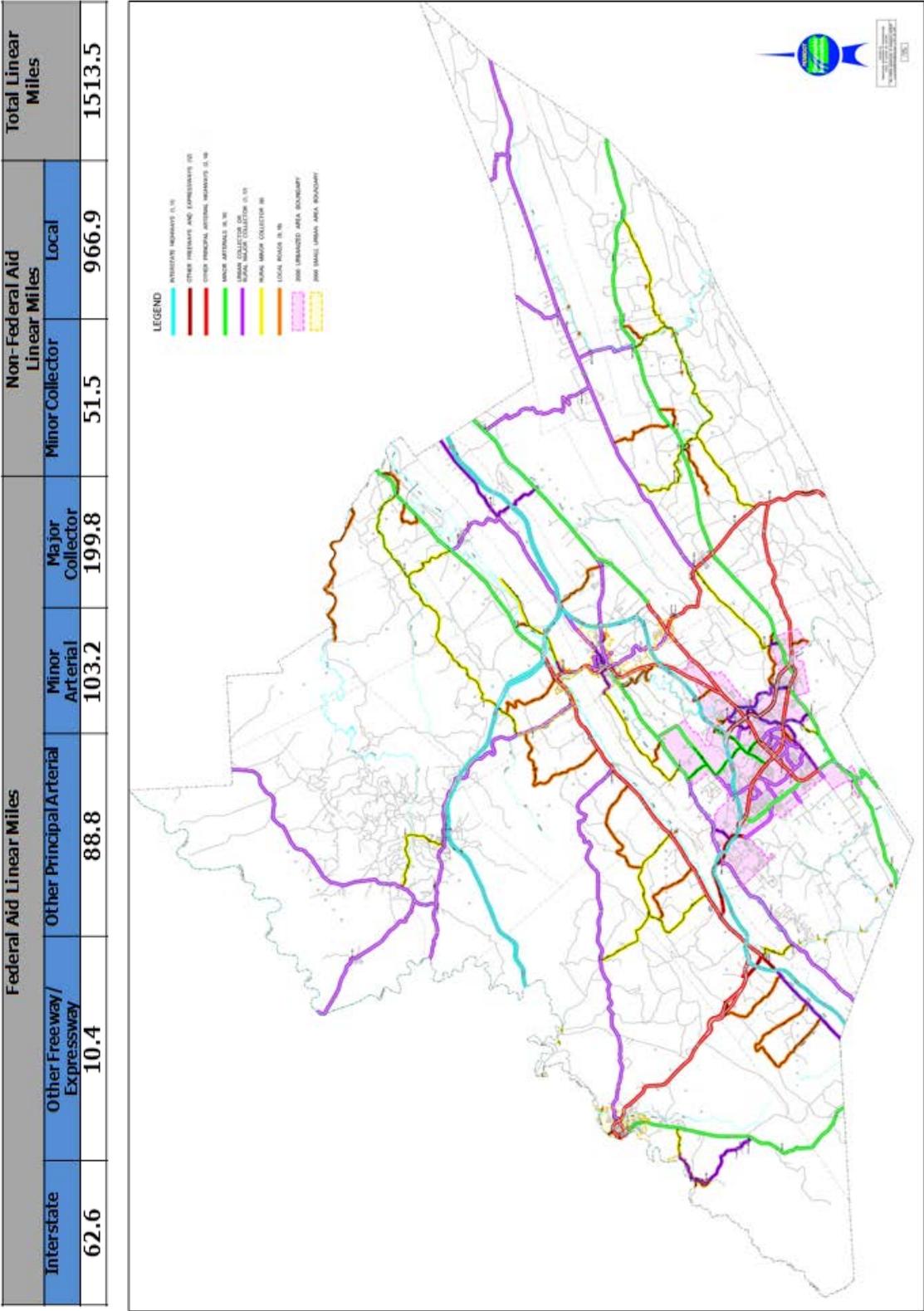
Examples of urban collector or rural major collectors in Centre County include Route 970, Route 504, Route 445, Route 192, High Street in Bellefonte Borough and Allen Street in State College Borough.

Rural Minor Collectors: Rural minor collector roads provide service to smaller communities and link locally important traffic generators with the arterial system. Examples of rural minor collector roadways can be found in various municipalities in Centre County such as Howard Divide Road in Howard and Curtin Townships, and Clarence Road in Snow Shoe Township.

Local Roads: Local roads provide access to adjacent land and generally serve shorter trips as compared to the higher classification roadways. Examples of local roads can be found in various municipalities in Centre County such as Bell Hollow Road in Taylor Township, and Chestnut Grove Road in Union Township.

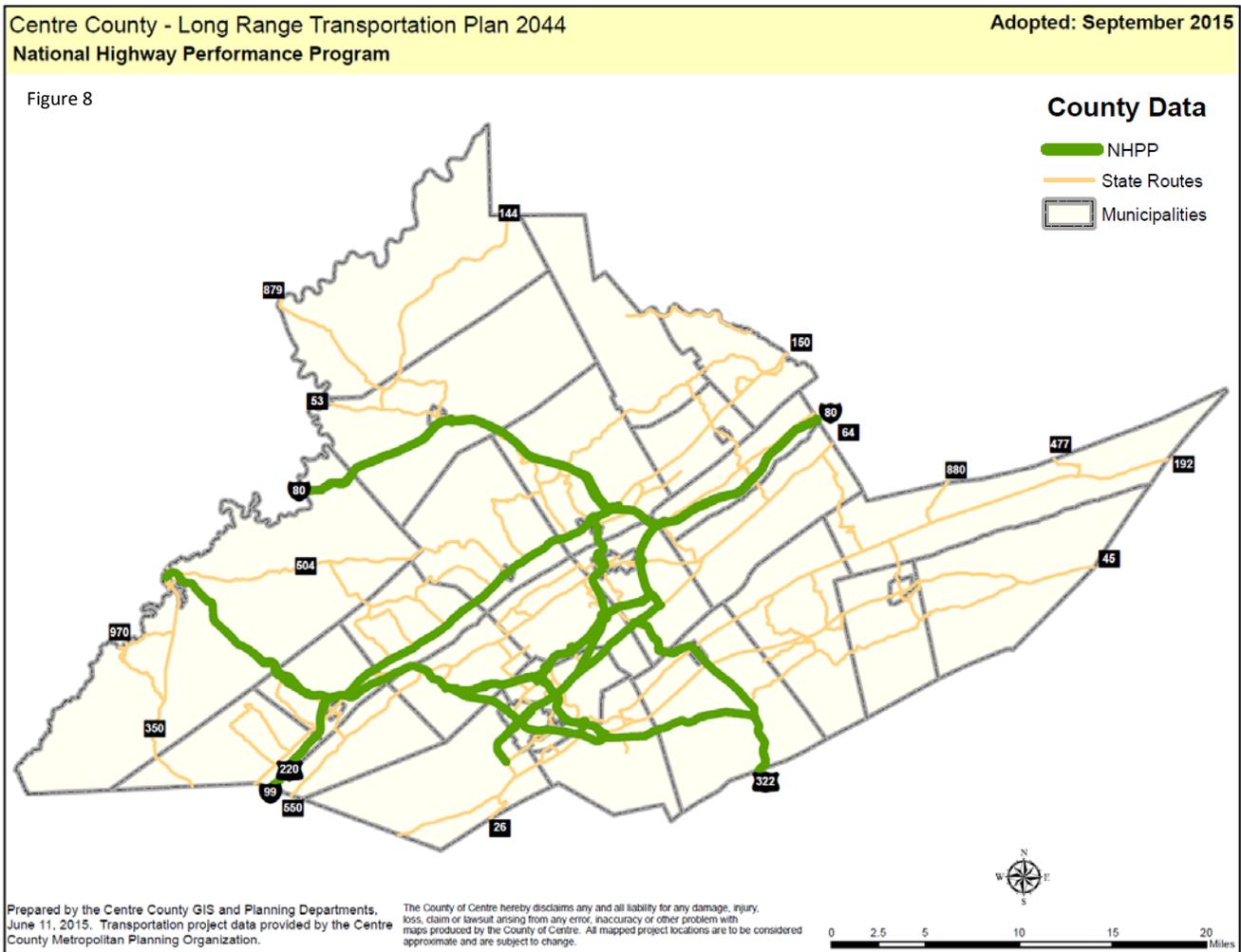
On the following page Figure 7 includes a map of the federal functional classification system for Centre County and a table outlining the number of linear miles of roadway in each classification.

Figure 7



National Highway Performance Program (National Highway System)

Provisions in the federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), significantly expanded the roadway miles previously included on the National Highway System (NHS) to form the new National Highway Performance Program (NHPP). The NHPP system now includes all principal arterial routes identified on the federal functional classification system. In Centre County, these routes include Interstate 80, Interstate 99, Route 322, Business Route 322 and sections of Routes 26, 144, 150, 504 and State Route (SR) 3040. The NHPP system in Centre County is illustrated below in Figure 8.



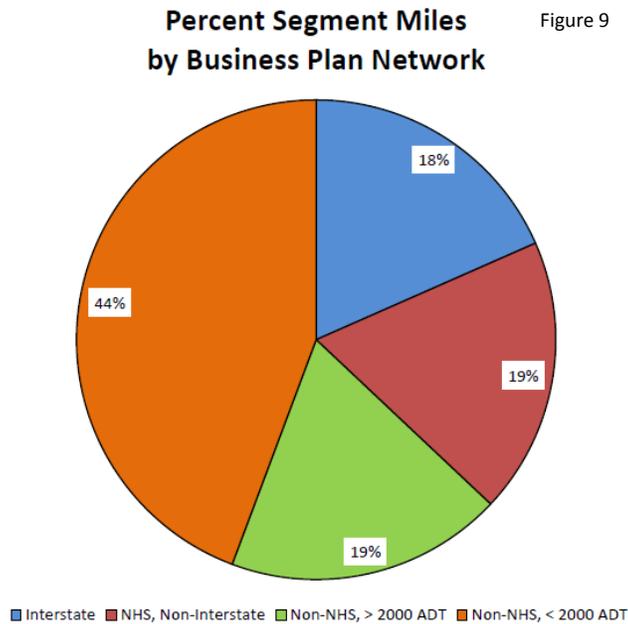
Pavement Condition

Almost all of the roads functionally classified as Interstate, Other Freeways and Expressways, Other Principal Arterials, and Minor Arterials in Centre County are owned and maintained by the Pennsylvania Department of Transportation (PennDOT). These roads typically carry the highest vehicular traffic volumes.

For investment planning, PennDOT reorders these roadway classifications into four distinct designations within its Business Plan Network:

- Interstate roadways
- NHS Non-Interstate roadways
- Non-NHS roadways > 2000 Average Daily Traffic Volume (ADT)
- Non-NHS roadways < 2000 ADT

The percentages of roadway segment miles for the Centre County Business Plan Network are depicted in Figure 9 below:



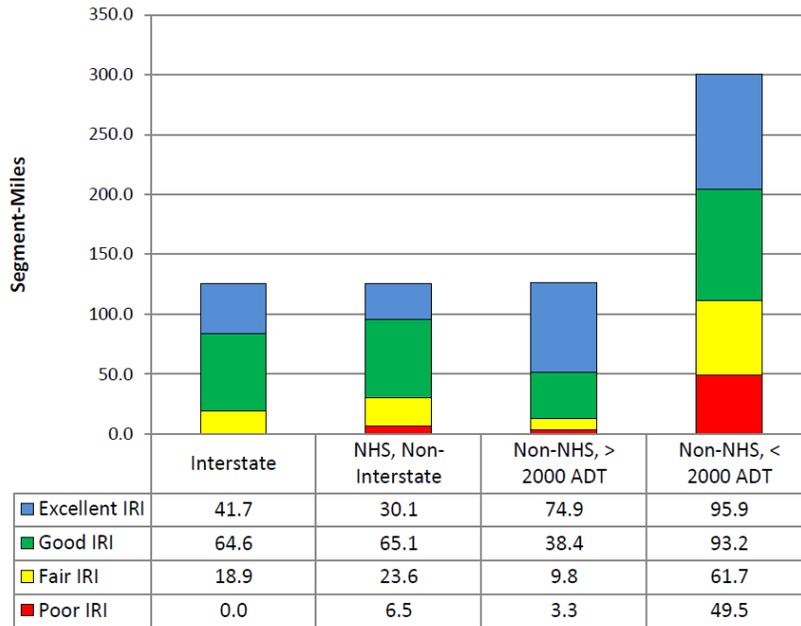
PennDOT uses two key performance measures to measure the pavement condition on the Business Plan Network:

- 1) **International Roughness Index (IRI)** - Rating used to measure the roughness of roadway pavements, commonly used for evaluating and managing the condition of roads
- 2) **Overall Pavement Index (OPI)** - Numerical rating used to indicate the general condition of a roadway pavement, used for evaluating and managing roadway maintenance

In the latest Annual Performance Measures Report prepared by PennDOT (2014), various indicators show that the majority of road segment miles in Centre County have an Excellent, Good or Fair IRI rating as shown on the next page in Figure 10.

Figure 10

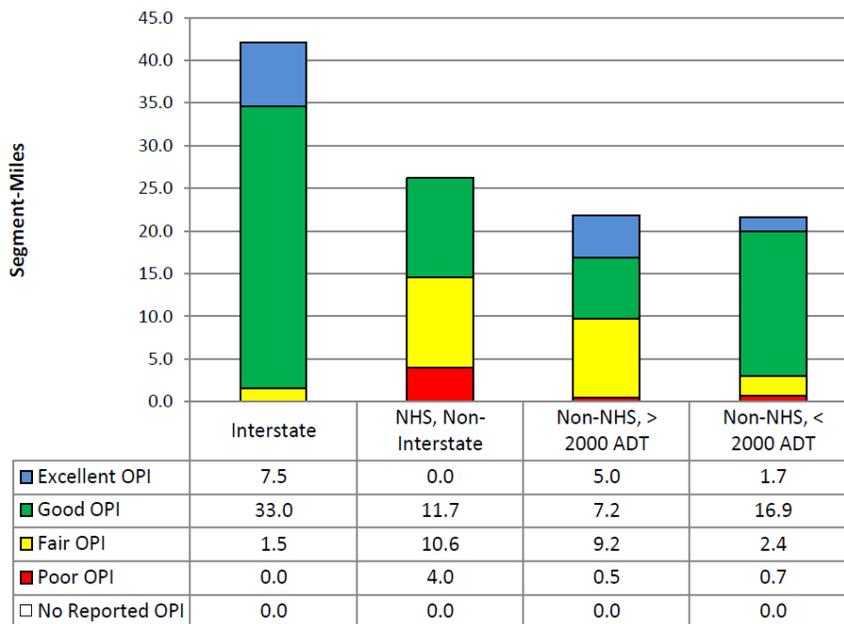
Segment Miles by Business Plan Network with IRI Ratings



PennDOT also pays close attention to segment miles where the pavement has not been repaved or replaced according to optimum established time cycles. Of the road segment miles with out-of-cycle pavement in Centre County, the majority of Interstate miles exhibit Excellent or Good OPI ratings. However, on non-Interstate roads, the majority of miles with out-of-cycle pavement exhibit Fair or Poor OPI ratings as shown on Figure 11.

Figure 11

Surface Out-of-Cycle Segment Miles by Business Plan Network with OPI Ratings



In addition to PennDOT roadways, a few roads functionally classified as Minor Arterials and Urban Collectors are owned and maintained by municipal governments. Similar to PennDOT, many of the municipalities also employ pavement condition rating systems, and plan for periodic repaving and reconstruction based on conditions and desired maintenance cycles. Planned projects are frequently identified in municipal Capital Improvement Program (CIP) documents. However, the completion of repaving and reconstruction projects for these roadways depends on the availability of funding through the municipality or the Pennsylvania liquid fuels program, both of which are limited. In many municipalities, pavement improvement projects may be deferred until sufficient funding is available.

Safety

MAP-21 identifies safety of the traveling public as one of the highest priorities on the federal level. As MAP-21 rulemaking concludes, one hallmark of this federal safety focus will be the implementation of state and local safety performance goals.

The call for improved safety is echoed in the following PennDOT vision, mission and goal statements:

Vision

Pennsylvania works continuously toward zero deaths and injuries on our roads

Mission

Our mission is to improve highway safety by developing and implementing education, enforcement, engineering and emergency medical service strategies

Goal

Reduce average fatalities and serious injuries by 50 percent over the next two decades

The CCMPO also gives high priority to safety, and has emphasized the continued need for safety improvements across all modes. The CCMPO identified safety as its highest priority criterion when evaluating and selecting future transportation infrastructure projects for inclusion on the LRTP.

The two primary safety measures monitored by the US Department of Transportation, PennDOT and the CCMPO are fatalities and serious injury crashes. PennDOT's Highway Safety Guidance Report 2014 indicates that the number of fatalities and serious injury crashes within both the state and Centre County have been trending downward for several years. Figures 12-17 on the next two pages illustrate the reduction in fatal and major injury crashes in Centre County in the past few years.

Figure 12



Figure 13

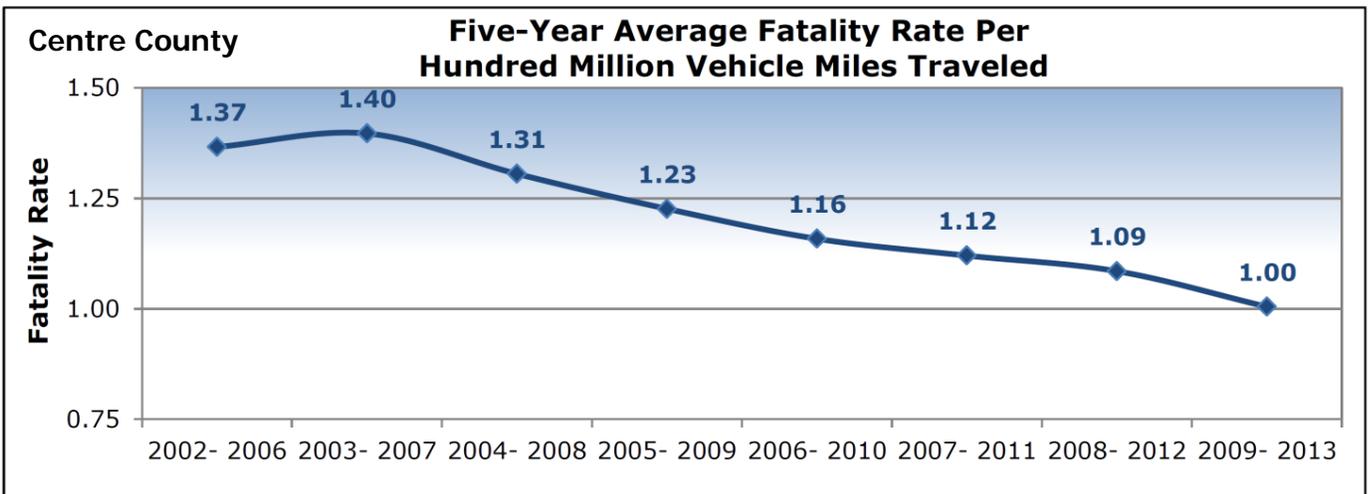


Figure 14

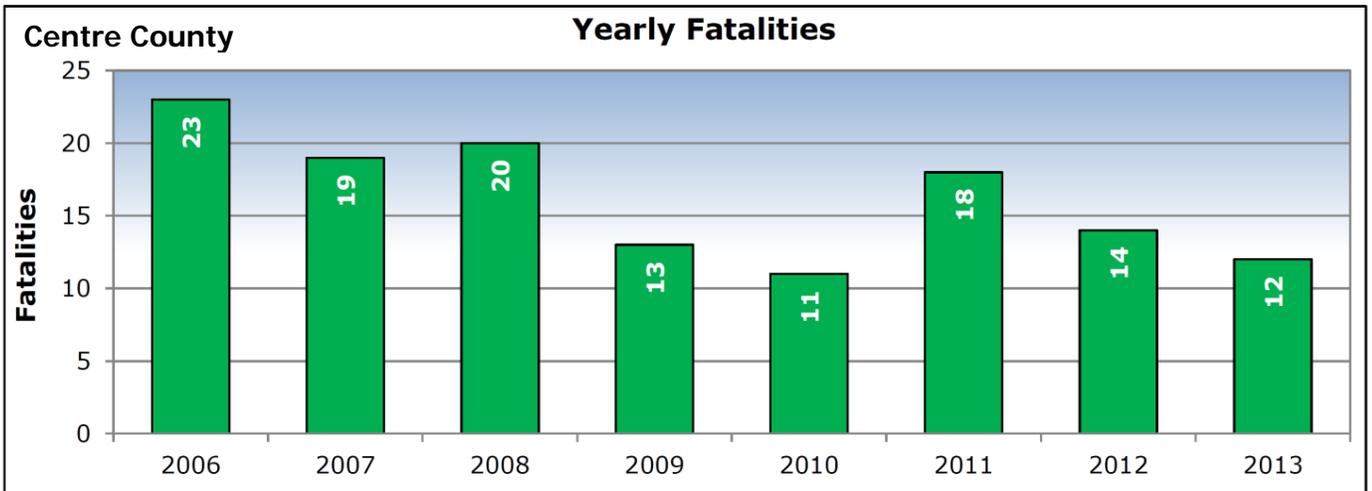


Figure 15

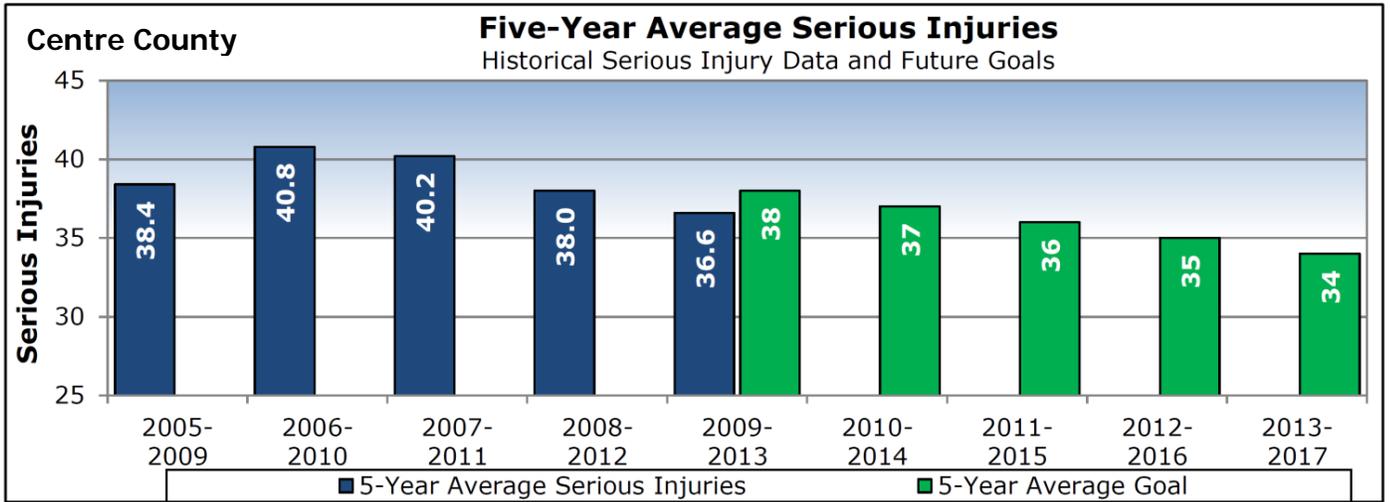


Figure 16

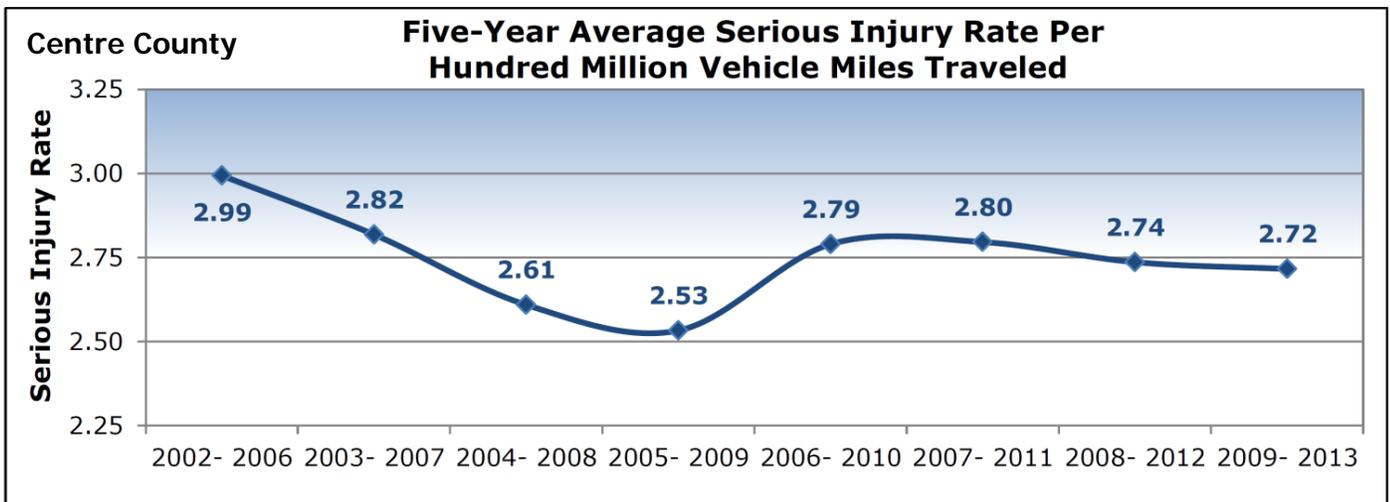
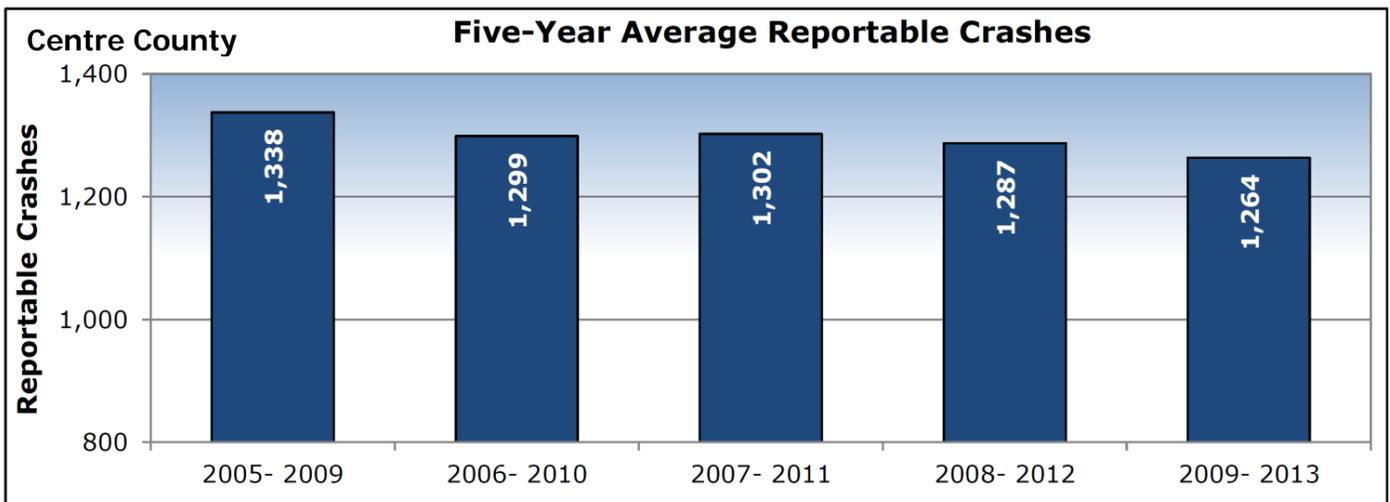


Figure 17



While the charts indicate positive safety trends, one fatality or serious injury is one too many. PennDOT is continuously documenting crash data and periodically updating the highest crash locations by county. The CCMPO and PennDOT staffs meet on an annual basis to review areas of safety concern, identify priorities for safety funding, and discuss the scope of potential improvements that could be addressed by PennDOT maintenance efforts or included on the LRTP and Centre County Transportation Improvement Program (TIP). In addition, the CCMPO and PennDOT staffs work directly with municipal officials to address safety concerns identified within their jurisdictions.

Roadway Capacity

The CCMPO and PennDOT staffs evaluate roadway capacity on an ongoing basis. Roadway capacity is often assessed during the review of proposed land development/redevelopment sites in the County. The CCMPO staff is proactively involved in the scoping and review of Traffic Impact Analyses/Studies (TIA/TIS), which typically occurs as part of the review of PennDOT Highway Occupancy Permit (HOP) requests for proposed developments. The information included in HOP/TIA/TIS documents provides details about the existing and future operating conditions of roadways, using measures such as Level of Service (LOS), volume-to-capacity ratios and vehicle delay. The analyses provide details that assess current and future roadway operating conditions, identify deficiencies in capacity, and recommend mitigation measures to maintain acceptable operating conditions.

Roadway capacity is also evaluated as part of specific road improvement projects being advanced by PennDOT and the municipalities. The analyses of current and future operating conditions completed for those projects is similar to the analyses conducted for development reviews and HOP requests. However, the future horizon year is typically longer for improvement projects.

Using information from both development reviews and improvement projects, ten key Centre County roadway corridors were identified as potentially having recurrent congestion during the time span addressed in the LRTP 2044.

The MPO relies on its travel demand model for data pertaining to congestion, particularly when projecting future year conditions. The current Centre County Travel Demand Model is developed and maintained in Cube Voyager Version 6.1.1. It includes 526 traffic analysis zones within Centre County that hold population and employment forecasts and serve as geographic origins and destinations for travel. The roadway network is comprised of 4,986 links including interstates, freeways, arterials, collectors, and local roads. Major external zones capture traffic to and from Centre County and include roadways such as I-99, I-80, and Route 322. Intersections are explicitly modeled as stop-, yield-, or signal control. Of the 9,363 nodes in the model, there are 156 signalized intersections junctions with detailed information about signal phasing and lane geometry. The model runs were summarized for base year 2010, future year 2044 No Build, and future year 2044 Build scenarios.

The information from the model indicates that in the 2010 base year several of the routes already exhibit levels of recurrent congestion during the peak hours of travel (7-9 am and 4-6 pm), the data also indicates that eight of the corridors will exhibit recurrent congestion by 2044. These findings are summarized on Table 23 on the following page:

Table 23

Routes	Corridor Name	Starting	Ending	Recurrent Congestion?		
				2010 Peak Hours	2044 No-Build	2044 Build
26 150	College/Beaver Ave./Benner Pike	Whitehall Road	Shiloh Rd.	Yes	Yes	Yes
150	Route 150 (multiple street names)	I-99 Benner Pike Interchange	I-80 Milesburg Interchange	Yes	Yes	Yes
550	Route 550 (multiple street names)	Route 150 Water St.	I-99 Route 550 Interchange	No	Yes	Yes
322	Philipsburg Bypass (multiple street names)	Country Club Rd.	Route 53	No	Yes	Yes
53/350	Centre St.	School St.	Route 322	No	Yes	Yes
3007	Park Ave.	North Atherton St.	Route 322 Expressway westbound ramps	Yes	Yes	Yes
3011	East Branch Rd.	SR 3014 Atherton St.	Route 26 College Ave.	No	Yes	Yes
3014	Atherton St. (Bus. Route 322)	I-99 Atherton St. ramps in Patton Twp	Route 322 ramps in Harris Twp	Yes	Yes	Yes
3018	Whitehall Rd./ University Dr. Extension	Route 26 College Ave.	SR 3014 Atherton St.	No	No	No
	Science Park Rd./ Valley Vista Dr.	Route 26 College Ave.	SR 3014 Atherton St.	No	No	No

LOS is often used as a critical performance measure related to roadway capacity. LOS is an indicator of congestion and is measured on a scale from A through F, with LOS A-D being acceptable in urban areas, and LOS E and F deemed as unacceptable.

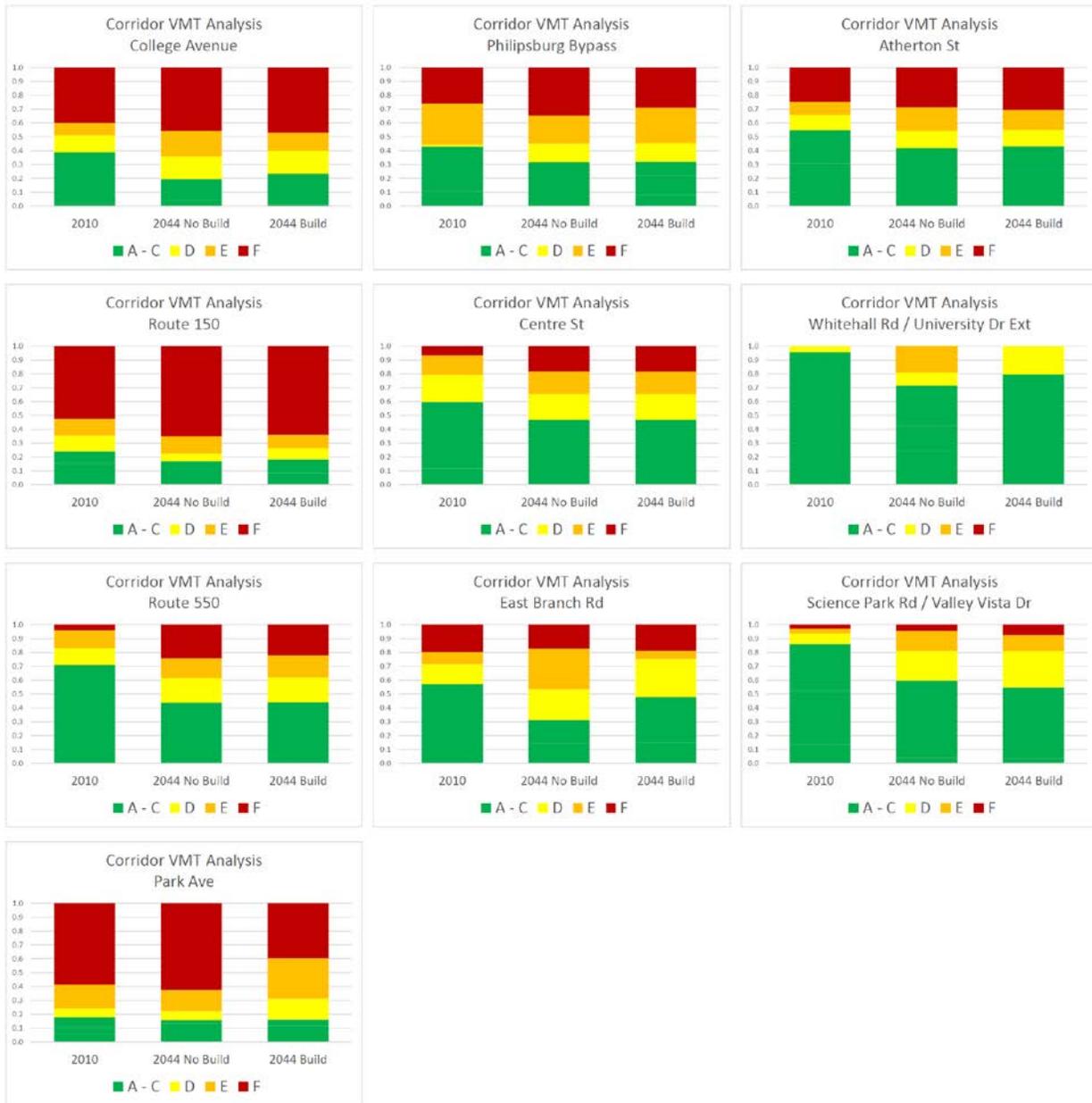
The travel demand model forecasts acceptable levels of service on Whitehall Road (SR 3018) and Science Park Road/Valley Vista Drive (local federal aid route) corridors. However, both of these corridors merit continued evaluation given that the likelihood that traffic may divert to these facilities from the College Ave (Route 26) and Atherton Street (SR 3014) corridors during congested periods of travel.

The following charts, listed as Figure 18 and 19, illustrate data generated by the travel demand model for total Annual Vehicle Miles Traveled (VMT) and total Annual Vehicle Hours Traveled (VHT) by LOS for each of the corridors. Data for each corridor is presented for three scenarios:

- 2010 base year – representing existing conditions
- 2044 future no-build – 2044 with no further roadway improvements
- 2044 future build - 2044 with roadway improvements included in the LRTP 2044

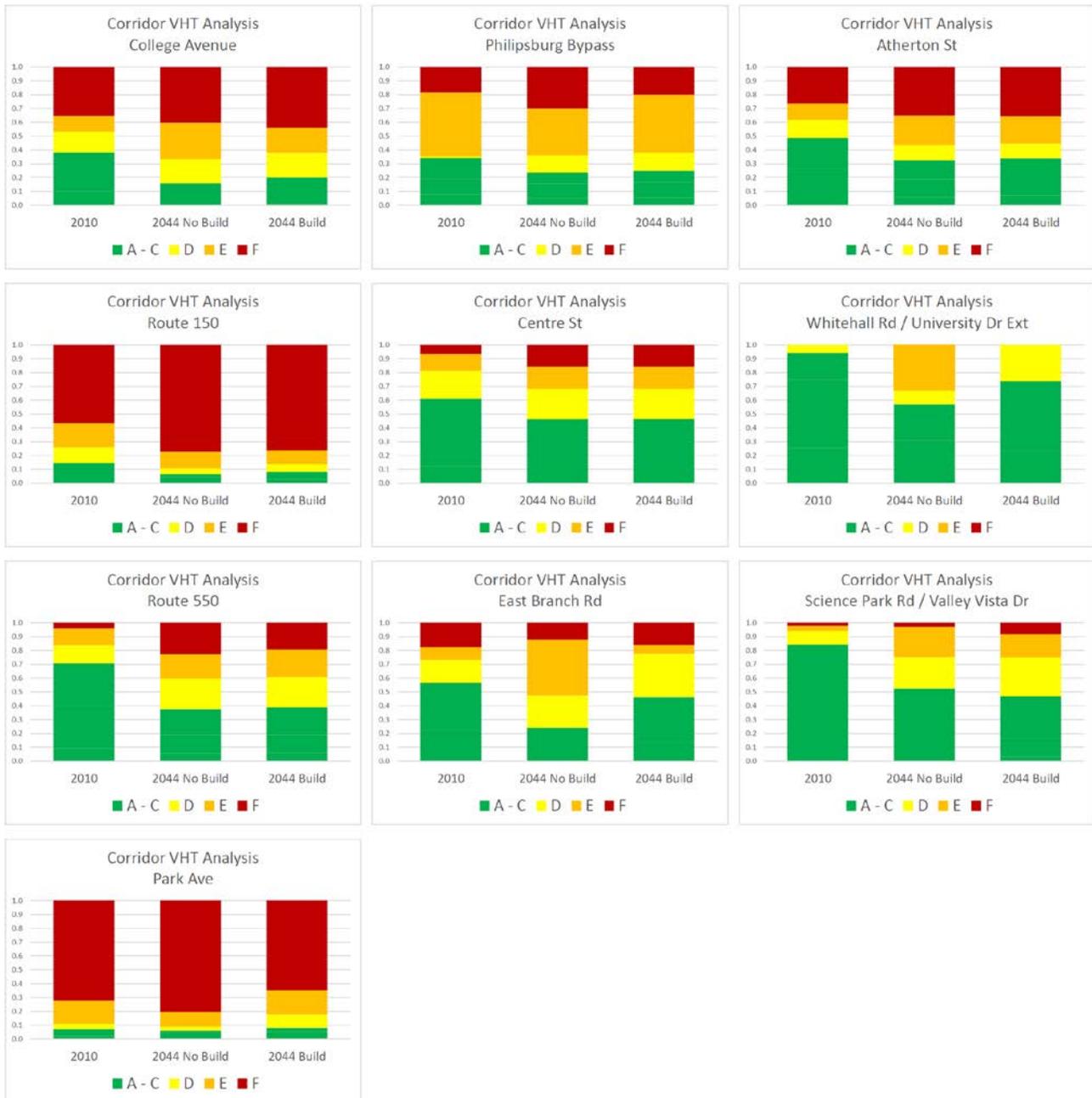
The greater amount of orange (LOS E) and red (LOS F) on the charts indicates the more miles and hours vehicles are traveling in unacceptable levels of congestion on a given corridor.

Figure 18



Source: Centre County Travel Demand Model

Figure 19



Source: Centre County Travel Demand Model

Upon a quick review of the attached LOS charts above, it is worth noting that even with the planned projects, LOS is anticipated to decline. This can be attributed to the increase in traffic growth rates anticipated over the next 30 years. In order to understand this, the 2044 No-Build Scenario reflects what happens to LOS if no improvements are made within the corridors. In general, the No-Build Scenario shows a much more significant degradation of LOS versus the Build alternative.

The Centre County travel demand model, and other analysis tools will continue to be utilized to monitor roadway capacity and help assess the feasibility of implementing improvements needed to maintain acceptable levels of service.

Scenic Roads

A 27-mile portion of Route 144 through the Sproul State Forest in Clinton and Centre Counties has been designated as a Pennsylvania Scenic Byway. The scenic route designation is part of the PA Department of Conservation and Natural Resources (DCNR) effort to plan for a larger, 125 mile scenic wildlife corridor. The Pennsylvania Scenic Byways program is managed by PennDOT and allows designated routes to qualify for federal funds to pay for improvements such as paved shoulders to accommodate bicycles, interpretative signs and scenic plantings.

B) Bridges

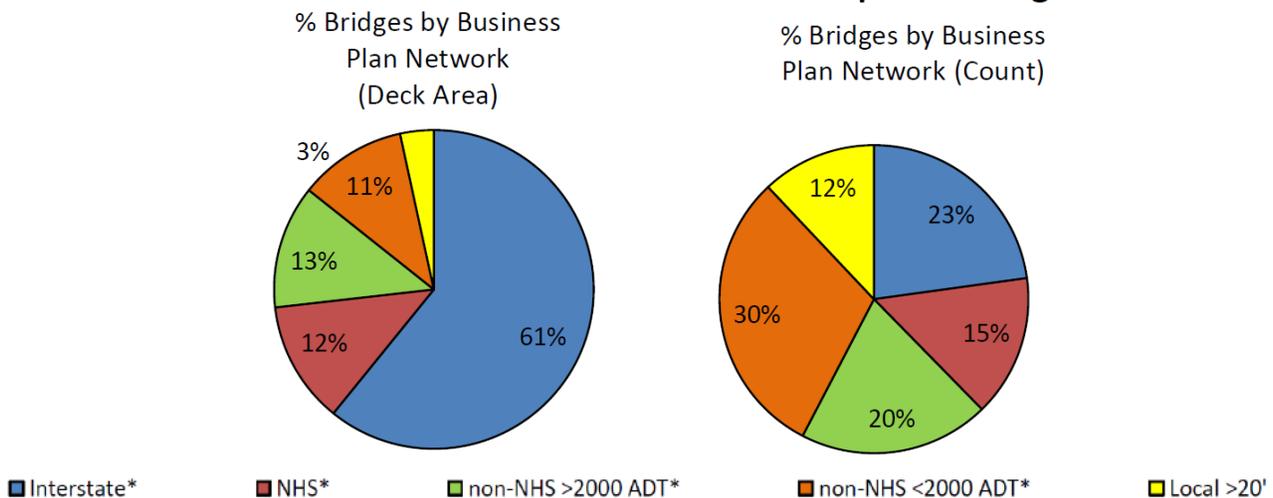
As with many forms of transportation infrastructure, bridges deteriorate over time due to normal use, overloading, harsh climatic conditions, severe flooding and erosion. Bridges must be maintained to preserve the intended load carrying capacity and to ensure the safety of the traveling public.

The National Bridge Inspection Standards (NBIS) require that all roadway bridges 20' in length and longer be inspected on a regular, periodic schedule. In addition, PennDOT also conducts a regular inspection program for all state bridges between 8' and 20' in length.

The overall inventory of roadway bridges in Centre County includes 433 state-owned structures over 8' in length, and 59 municipal-owned structures over 20' in length. Figure 20 indicates the percentage of bridge deck area (square feet) and total bridges by PennDOT Business Plan Network:

Figure 20

2014 Performance Measures Annual Report -- Bridges



State and Local NBIS Bridges

The typical national standard currently being used to describe bridge condition is "Structural Deficiency", which assesses the condition of three separate components of a bridge based on a scale from 0 (closed) to 10 (new). If the rating of any one of the three components is determined to be a 4 or less, the bridge is considered to be Structurally Deficient (SD). At the time of LRTP adoption, there were 51 SD state bridges and 18 SD local bridges in Centre County. These numbers represent a moving target as bridge conditions are ever changing and are directly impacted by PennDOT and local

rehabilitation and replacement schedules. If an SD bridge has deteriorated to a certain point, the bridge may also be posted with specific weight limits, or closed. Currently, there are eight bridges posted with weight restrictions on both the state and local system, and two closed local bridges.

Bridges that are not designated as SD, but do not meet current design standards are considered to be functionally obsolete (FO). A one-lane bridge located on a two-lane roadway is one example of a FO bridge. Within Centre County, there are nine FO bridges on the local system and 34 FO bridges on the state system.

The latest Annual Performance Measures Report prepared by PennDOT (2014) provides indicators for the number of SD bridges and the square feet of SD bridge deck area. The following tables (Tables 24 & 25) indicate the current trend for total number of SD bridges for the Business Plan Network, and the current trend in conditions by SD bridge deck area:

↑ = improving conditions
 ↓ = declining conditions

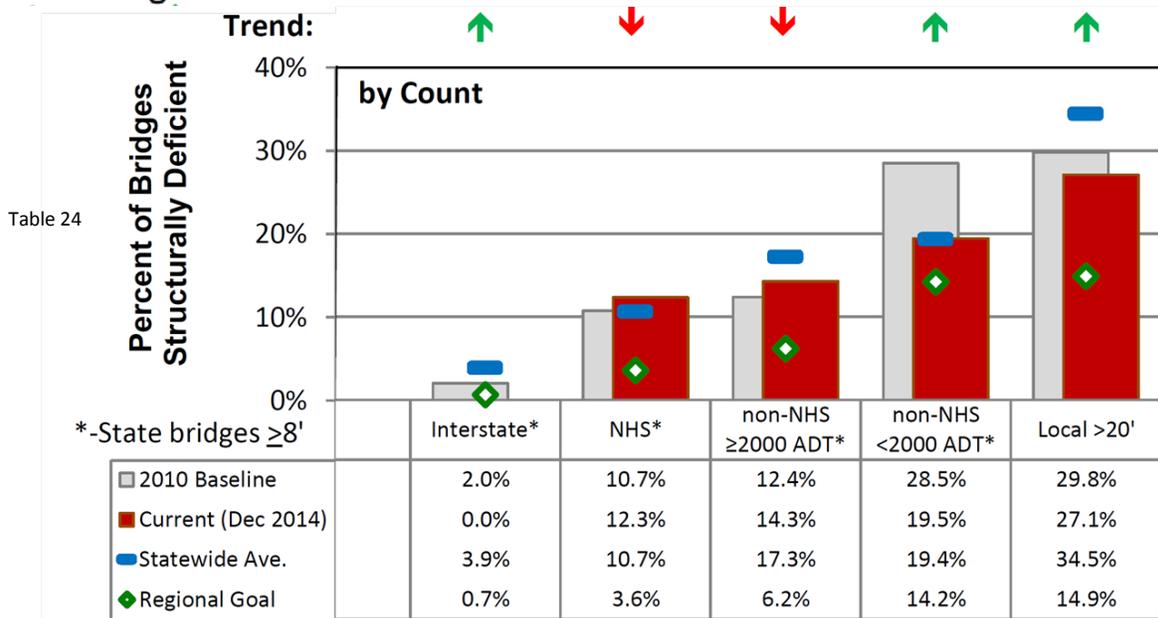
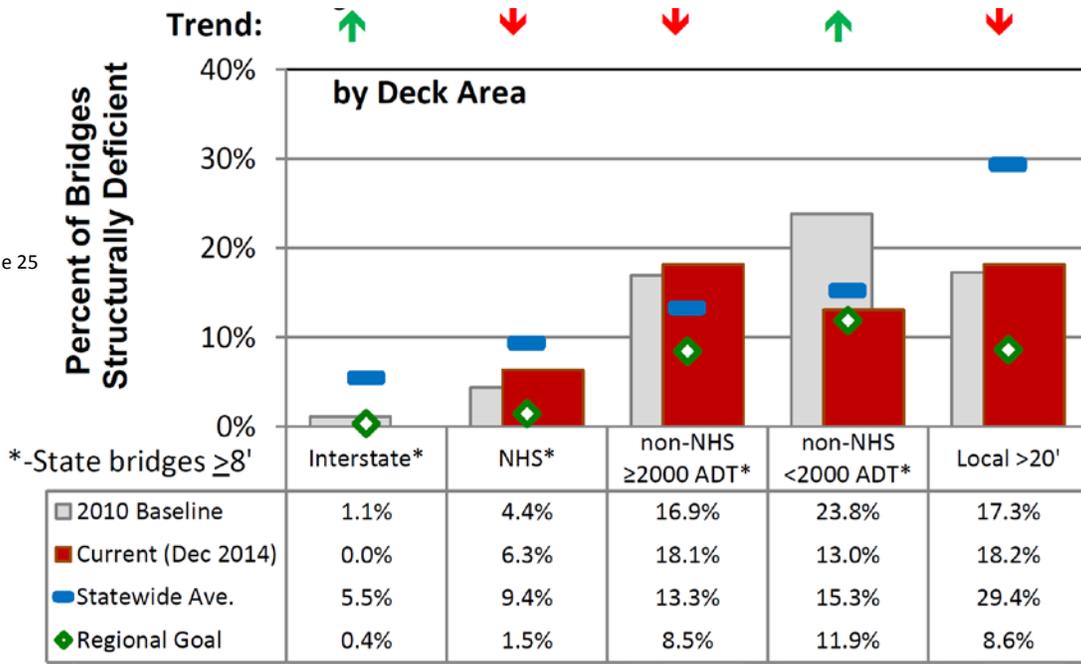


Table 25



Based on the condition data provided by the NBIS inspection process, state and local bridges are evaluated on an ongoing basis, and scheduled for routine maintenance, rehabilitation or replacement.

Local Bridges under 20 Feet

A portion of municipal-owned bridges between 8' and 20' in length are not subject to periodic NBIS inspections. Between 2013 and 2014, PennDOT provided funding to the CCMPO to conduct an inventory of these local bridges. In Centre County, there are 100 structures that meet the length parameter. The majority of these structures (76) are either PVC (heavy gauge plastic), corrugated metal or concrete culvert pipes. The remaining 24 structures are traditional bridges of varying construction type.

Field observations from the inventory indicate that a number of the 24 bridges could be classified as SD. In instances where obvious structural issues were observed, the CCMPO staff contacted the municipality to inform them of the bridge condition. The inventory and field observations do not replace engineering inspections, but did provide the CCMPO and PennDOT with data to more closely assess the condition of the local bridge network.

C) Public Transportation

Centre Area Transportation Authority (CATA)

The Centre Area Transportation Authority (CATA) is a joint municipal authority first incorporated in May 1974 under the Municipality Authorities Act of 1945, as amended. The Authority was reorganized into its current format in February 1982, and is comprised of the Borough of State College and College, Ferguson, Harris, and Patton Townships. Each member municipality appoints a single member to a five-member Board of Directors.

CATA was formed for the purpose of conducting public transportation operations within the boundaries of the participating municipalities, with one exception. The CATA Board may extend public transportation services to municipalities outside of the Centre Region on a contract basis, if the contract provides for full cost recovery of both capital and operating expenses, less user revenue, or state and federal assistance. Currently, public transportation services are provided by contract to areas in Bellefonte Borough, and Benner, Halfmoon, and Spring Townships.

CATA operates service directly (**CATABUS** fixed route service), purchases services from a subcontractor (**CATARIDE** shared ride/demand responsive service), and administers some services that use a decentralized, volunteer driver model (**CATACOMMUTE** ridesharing services).

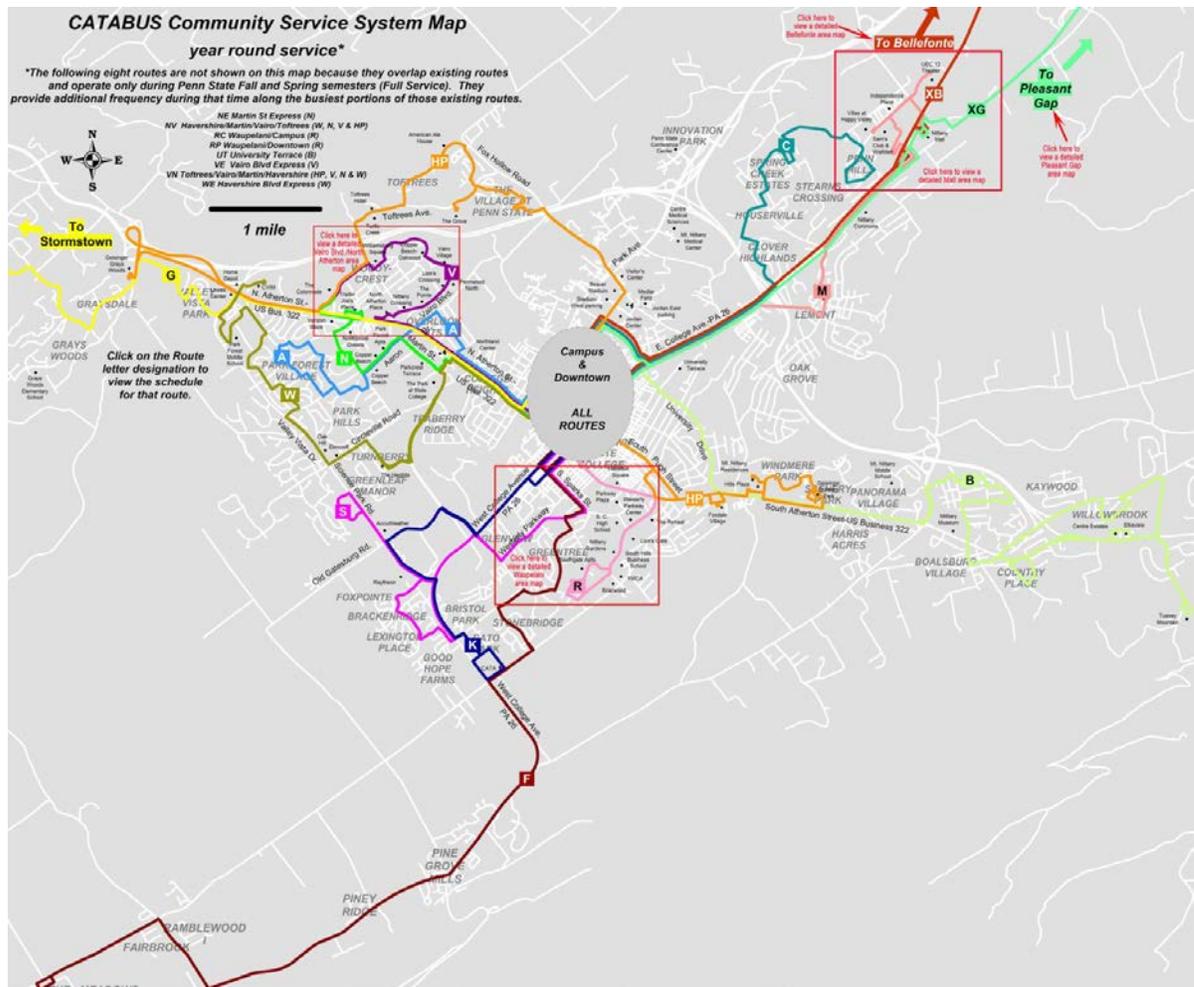
The service area for **CATABUS** fixed route service and **CATARIDE** shared ride/demand responsive service is approximately 1,035 square miles. Within this service area, the total population is about 112,000 people, or approximately 830 people per square mile. CATA also administers ridesharing services through the **CATACOMMUTE** program, which provides services to users from Centre County and multiple surrounding counties.

CATABUS Fixed Route Service

Supported by farebox revenue, federal, state, local, and private funding, CATA currently provides service on 27 fixed routes, using a total of 58 vehicles in peak service. **CATABUS** fixed route service as shown on Figure 21, accounts for an estimated annual total of 16.3 million passenger miles of service, which represents the cumulative sum of the distances ridden by each passenger while a vehicle is in revenue service.

A – Park Forest Village	NE – Martin St./Aaron Dr. Express	VN – Toftrees Ave./Vairo Blvd./Martin St.
B – Boalsburg	NV – Martin St./Vairo Blvd./Toftrees Ave.	W – Valley Vista
C – Houserville	R – Waupelani Dr.	WE – Havershire Blvd. Express
F – Pine Grove	RC – Waupelani Dr./Campus	XB – Bellefonte
G – Stormstown	RP – Waupelani Dr./Downtown	XG – Pleasant Gap
HP – Toftrees/Scenery Park	S – Science Park	Blue LOOP
K – Cato Park	UT – University Terrace	White LOOP
M – Nittany Mall	V – Vairo Boulevard	Red LINK
N – Martin St./Aaron Dr.	VE – Vairo Boulevard Express	Green LINK

Figure 21



CATABUS fixed route service is distinguished by two distinct offerings:

- **Community Service** (rebranded from Centre Line in 2009) consists of 23 different community bus routes that provide service to downtown State College, surrounding municipalities, the Penn State University Park Campus, Bellefonte Borough, the Village of Pleasant Gap, suburban shopping centers, apartment complexes, residential areas, governmental offices, and many other special points of interest. Service is primarily characterized by a “hub-and-spoke” model that connects outlying points of origin and destination with transfer opportunities in Downtown State College and on University Park Campus.
- **Campus Service** (branded as LOOP and LINK) provides fare-free campus/downtown circulator and cross-campus shuttle service limited to the Penn State University Park Campus and the downtown State College area. The service consists of four integrated routes, including the Blue LOOP, White LOOP, Red LINK, and Green LINK. The fare-free campus service is made possible by an operational and financial partnership between Penn State University and CATA, facilitated by the Penn State University Office of Transportation Services.

In Fiscal Year 2013-14, the **CATABUS** system transported approximately 7.3 million passengers. The Community Service carried a total of about 3.6 million passengers, and the Campus Service carried a total of about 3.7 million passengers.

Both Community Service and Campus Service operate according to three different levels of service: full service, reduced service, and no service. Community Service generally operates on a full service schedule during Penn State University's fall and spring semester class sessions, and in reduced service the rest of the year. No service is provided on major holidays. Campus Service generally operates on a full service schedule during the fall and spring semester class sessions, and in reduced service when classes are not in session but campus is still open (most employees still working). No campus service is provided when classes are not in session and the campus is not open (most employees not working), including major holidays, and spring and winter breaks.

CATARIDE Shared Ride / ADA Paratransit / Demand Responsive Service

Supported by farebox revenue, federal, state, local, and private funding, CATA currently provides demand responsive service within its service area, using a total of nine vehicles. All **CATARIDE** demand responsive service is operated by a subcontractor (Ride Right, LLC of St. Louis, MO). Ride Right supplements the base fleet of CATA-owned vehicles with its vehicles on an as-needed basis to accommodate spikes in demand or other special needs. **CATARIDE** services account for an estimated annual total of about 214,000 passenger miles of service, which represents the cumulative sum of the distances ridden by each passenger while a vehicle is in revenue service.

CATARIDE demand responsive service is characterized by three distinct offerings:

- **Shared Ride Program** is provided at a reduced fare to eligible individuals aged 65 and older, with financial support from the Pennsylvania Lottery via the PennDOT Bureau of Public Transportation.

- **Complementary Paratransit** is provided at a reduced fare to eligible individuals with disabilities, as required by the Americans with Disabilities Act (ADA) of 1990. By law and regulation, the fare charged may be no more than twice the comparable fixed route fare (fare-free in the **CATABUS** Campus service area). Eligible individuals are not able to use **CATABUS** fixed route services as a result of their disability.
- **General Public Service** is provided at full fare to individuals who wish to use **CATARIDE**, but do not fall into either of the above two categories.

In FY 2013-14, **CATARIDE** carried a total of approximately 39,000 passengers.

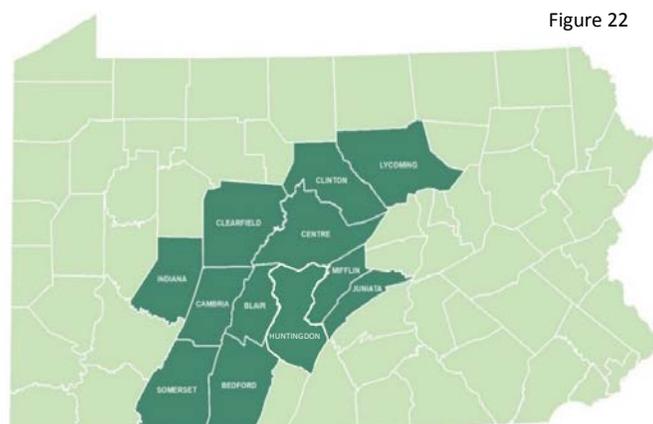
Pursuant to the requirements of the Americans with Disabilities Act (ADA), the **CATARIDE** service operates up to three-quarters of a mile in any direction from any **CATABUS** fixed route. The service area is subject to change whenever **CATABUS** fixed routes are revised. **CATARIDE** service currently operates from 4:45 am until 1:00 am on Monday through Friday, and from 7:45 am until 1:00 am on Saturdays and Sundays. A significant amount of additional late-night service is available Thursday through Saturday because of the schedule of the **CATABUS** full service. There is no service between the Centre Region and Bellefonte/Pleasant Gap or within Bellefonte or Pleasant Gap on Sundays, and no service between the Centre Region and Halfmoon Township or within Halfmoon Township on Saturdays or Sundays. No service is provided on major holidays. Hours and days of **CATARIDE** service are subject to change whenever **CATABUS** schedules are revised.

CATACOMMUTE Ridesharing Services

Supported by passenger fares, federal, state, local, and private funding, CATA offers ridesharing services to individuals whose trip either begins or ends in Centre County. Currently, individuals from an 11-county area within Central Pennsylvania use a total of 45 CATA-owned vehicles in the vanpool program, and a number of private vehicles are engaged in carpooling activities. All **CATACOMMUTE** ridesharing services employ a unique worker-driver concept, with all CATA-owned and private vehicles operated by program participants.

Ridesharing services currently operate within the following Central Pennsylvania counties:

Bedford	Huntingdon
Blair	Indiana
Cambria	Juniata
Centre	Lycoming
Clearfield	Mifflin
Clinton	Somerset



CATACOMMUTE services account for an estimated annual total of about 4.96 million passenger miles of service, which represents the cumulative sum of the distances ridden by each passenger while a vehicle is in revenue service.

CATACOMMUTE ridesharing services are characterized by four distinct offerings:

- The Vanpool Program was initiated in October 2007 with six vanpool groups, and has grown to 43 vanpool groups with approximately 556 participants.

A vanpool group generally consists of 7-12 people who share a similar commute. The vanpool travels from home (or a pre-arranged meeting place) to work, school, or other destinations. To be cost-effective, the vanpool group generally travels at least 40 miles round trip each day.

CATA provides the van, insurance coverage, maintenance, and a fleet fueling card. The fleet fueling card provides tax-free, volume-discounted fuel for the vanpool. The vanpool group shares the total cost of the operation, which is determined by a base price plus a per-mile charge. Total fares vary according to distance and the number of participants, and are billed to the driver/coordinator of the group monthly. The driver/coordinator typically rides for free in exchange for driving, collecting the money, and completing the daily log. The group also receives a credit for washing and cleaning the van monthly.

- The Carpool Program operates on a smaller and more decentralized scale, via a web-based, computerized program that matches individuals from surrounding communities who share a similar commute. When participants register online, they are asked to provide information to create a match list personalized to their schedule. Participants receive this free, custom list instantly. The participants can then create or join a carpool and/or contact other participants with questions. The individuals in the group to determine whether cash will be exchanged or whether members share the driving.

During FY 2014-15, carpool participation is projected to grow to approximately 230 persons.

- The Emergency Ride Home Program helps carpool and vanpool participants avoid being stranded in the event of certain emergency and/or unanticipated occurrences. An annual fee of \$15 covers eligible individuals up to four times per year (up to a 50-mile one-way trip in each event). Full-time Penn State employees are automatically registered for free, as the fee is paid by the University.

Use of the program is strictly limited to emergencies, and monitored by CATA. Qualifying emergencies include:

- Illness or medical emergencies (participants and/or family members)
- Catastrophic personal emergencies (flood, fire, etc.)
- Work-related emergencies such as company shut-down or unscheduled, mandatory overtime
- Participants whose carpool or vanpool driver cannot provide a ride home because of a qualifying emergency

The participant is provided with taxi service or other transportation to a hospital, home, or relative's home, as required. Arrangements to pick up a child from day care or school, and then proceed to the appropriate destination, are also permitted.

During FY 2014-15, Emergency Ride Home utilization is projected to remain steady at about 90 trips provided.

- The Park and Ride Program makes University Park Campus commuter parking lots at Jordan East, Stadium West, and Medlar Field available to eligible individuals who work in downtown State College. Park and Ride monthly tags may be purchased from CATA for \$15. Fare-free LOOP and LINK service is available for travel into downtown State College.

CATA has been recognized by the transit industry for its strong ridership growth, responsiveness to the community, transportation and land use planning, service quality, and partnerships with Penn State University and local organizations. One of the most favorably received innovations was the conversion of its fleet of buses from diesel fuel to compressed natural gas (CNG) and construction of a CNG fueling station, the product of a partnership between CATA and Columbia Gas of Pennsylvania. The conversion of the fleet was initiated in 1996, and in 2005 the entire fixed-route bus fleet was operating on CNG fuel. CATA has also experimented with alternative fuels by partnering with Penn State University's Larson Transportation Institute in an initiative aimed at researching the use of hydrogen fuels in vehicles.

CATA has developed and maintained a capital improvement program to ensure that its fleet and associated equipment is utilized efficiently by extending and maximizing the useful life of each vehicle through routine maintenance and periodic vehicle systems rehabilitation. Table 26 shows that currently the CATA bus, paratransit, and vanpool fleet includes:

Table 26

Vehicle Type	Model (total vehicles)	Model Year
Fixed Route Bus	New Flyer C40LF (2)	1996
	New Flyer C35LF (4)	1998
	New Flyer C40LF (6)	1998
	New Flyer C40LF (10)	2001
	El Dorado EZRider (4)	2004
	New Flyer XN40 (10)	2011
	New Flyer XN40 (18)	2012
	New Flyer XN40 (12)	2014
	Ford F550 (5)	2015
Total Buses	71	
Paratransit	Ford E350 (1)	2009
	Ford E450 (2)	2012
	Ford E450 (3)	2015
Total Paratransit Vehicles	6	
VanPool	GMC Savanna 3500 (5)	2006
	Ford E350 (3)	2008
	Ford E250 (10)	2009
	Ford E350 (3)	2010
	Freightliner Sprinter (10)	2010
	Ford E350 (3)	2011
	Chevrolet Express3500 (4)	2012
	Ford E350 (6)	2012
	Ford E350 (3)	2013
	Ford E350 (2)	2014
	Chevrolet Express3500 (7)	2015
Total VanPool Vehicles	56	

CATA's capital improvement program also addresses other assets and facilities. One of the most important capital improvement projects was initiated in 2014, when construction began on the expansion of CATA's Operations and Maintenance Facility in Ferguson Township. The project will provide expanded indoor bus parking, which is critical to efficient winter operations. The new facility will also include expanded maintenance and administrative facilities to accommodate CATA's growing operations and fleet. The project is scheduled to be completed in 2017.

Centre County Office of Transportation Services (CCOT)

The CCOT is an agency of Centre County Government, and operates a demand responsive bus system providing door-to-door services for senior citizens, persons with disabilities, and persons without other transportation options. An advance reservation is required for each one-way CCOT trip, including return trips and any stops along the way.

Service for CCOT riders generally operates Monday through Friday, from about 7:30 a.m. until about 5:30 p.m. CCOT services do not operate on weekends and selected holidays. Service is typically cancelled on several days during the winter months due to inclement weather.

All trips must have both an origin and destination within the CCOT service area. Generally, this includes all of Centre County, as well as selected out-of-county destinations in Altoona, Clearfield, Lewisburg, Lewistown, Huntingdon and Dubois. Group trips consisting of 8 passengers or more can be scheduled to an out-of-county destination, and in these cases service is provided directly by the CCOT. If less than 8 passengers, the CCOT may coordinate with transportation providers in a neighboring county to provide the service. Currently, about 6% of CCOT trips are estimated to cross county lines.

The predominant origin-destination pattern for CCOT services is within the Bellefonte area, and between the Bellefonte area and the Centre Region. A secondary pattern exists within the Centre Region, and between the Centre Region and the Bellefonte area. These two patterns suggest significant overlap of CCOT and CATA services. Smaller, tertiary patterns exist within the western portion of Penns Valley, and between this area and the Centre Region; within the Philipsburg area, and between this area and the Centre Region and Bellefonte areas; and within the Mountaintop area in northern Centre County. CCOT trips generally both begin and end in a relatively compact geographic area.

CCOT service is available to anyone with travel needs within the service area, but only those age 65 or over, or those eligible under the medical assistance transportation program (MATP), mental health/intellectual disabilities/early intervention – drug and alcohol (MH/ID/EI) program, or Rural Transportation for Persons with Disabilities (PwD) program may use CCOT services at reduced fares. An application must be completed and approved before a customer is eligible for the reduced fares.

Generally, the CCOT directly operates the services, accepts reservations, groups the reservations into vehicle trips, recruits and retains drivers, and houses all revenue and staff vehicles. The CCOT also provides Meals on Wheels delivery service using the staff and vehicles. Out-of-county trips for individual MATP clients is typically subcontracted to one of several private entities. Vehicle maintenance services are also purchased from a subcontractor.

Currently, the CCOT bus fleet includes the following vehicles:

- 27 lift equipped vans
- One mini lift van
- Four 15-passenger vans

The average age of the 32 vehicles is between 2.5 and 3.5 years old. The CCOT has also be proactively replacing a portion of their gas powered fleet with Compressed Natural Gas (CNG) fueled vehicles. As of September 2015, the CCOT had 8 CNG fueled vehicles with 2 more slated to join the fleet in the Spring of 2016.

Penn State University Transportation Services

Paratransit Shuttle

The Paratransit Shuttle provides transportation for students, faculty, and staff with mobility impairments to areas on campus that the Campus Shuttle and the LOOP and LINK buses do not serve. The shuttle includes a wheel chair lift. Although the shuttle service will get close to certain destinations, not all campus destinations are directly served. During the work week, the Paratransit Shuttle serves each of its stops every 20 minutes from 7:15 a.m. to 6:00 p.m.

Riders with temporary and permanent impairments are eligible to ride, and an identification card is required. There is no fee to ride the shuttle.

Campus Shuttle

The Campus Shuttle provides no-fare transportation around the University Park Campus for faculty/staff, students, and visitors. The Shuttle operates from 7:00 a.m. until 6:00 p.m. on weekdays, with service every 15 minutes but does not operate on weekends or holidays.

Hershey Shuttle

Shuttle service is provided between the University Park Campus and the College of Medicine at Hershey to enable students, faculty, and staff in residence at one campus to participate in official University research, administrative, or teaching and learning activities at another campus. The service is not available for personal transportation or medical appointments. The Hershey Shuttle operates Monday through Friday on a year-round basis, excluding holidays and during campus closures. Two daily trips are provided in each direction.

Taxi Services

Centre County is served by several taxi companies, which provide service both within and outside areas where transit service is available. Where and when transit is not available, these taxi companies provide a vital service to those needing transportation to work, school, or medical appointments, but the cost to the user is often much higher when compared to transit services. Taxicabs operating within Pennsylvania must be licensed by the Public Utility Commission (PUC), maintain adequate insurance coverage, charge fees approved by the PUC and adhere to the commission's driver and vehicle safety regulations.

Handy Delivery, Inc.

State College-based Handy Delivery, Inc. (PUC #A107326) has been providing taxi services within Centre County for over 25 years. These services operate 24 hours per day, 365 days per year. Handy Delivery, Inc. identifies their service area as State College and Bellefonte.

AA Transit, Inc.

State College-based AA Transit, Inc. has been providing taxi services within the Centre Region for about 10 years. These services operate 24 hours per day, 365 days per year. AA Transit, Inc. identifies their service area as the Centre Region and vicinity, including the University Park Airport, Penn State University, Bellefonte, Boalsburg, and Lemont.

Nittany Express, Inc.

State College-based Nittany Express, Inc. has been providing shuttle services within Centre County since October 2002. These services operate 24 hours per day, 365 days per year. Nittany Express, Inc. identifies their service area as all of Centre County. However, their services are primarily geared toward trips traveling to and coming from University Park Airport.

Happy Valley Ride

State College-based Happy Valley Ride has been providing taxi services within Centre County since 2013. These services operate 24 hours per day, 365 days per year. Happy Valley Ride identifies their service area as all of Centre County.

Vamos! Lion Chariot

Vamos! Lion Chariot is a locally-owned and operated pedal cab operation with a primary service area of downtown State College and the University Park Campus. The service is hailable, or reservations can be made in advance via phone or email. A mobile-phone application allows a potential customer to view the current location of pedal cabs within the service area.

Uber / Lyft

Uber is a ridesharing (non-hailable cab) service based in San Francisco, CA. The company receives requests for a ride through a mobile-phone application, and then dispatches drivers to complete the trips via the app. Customers use the mobile app to request rides and track the reserved vehicle's location. As of August 2014, the service was available in 45 countries and more than 200 cities worldwide.

Similar to Uber, Lyft is an American transportation network company, also based in San Francisco, CA. The company's mobile-phone application facilitates peer-to-peer ridesharing by connecting passengers who need a ride to drivers who have a car. Lyft offers three ride options: Lyft, Lyft Line, and Lyft Plus. Lyft currently operates in over 65 U.S. cities, including San Francisco, Los Angeles, and New York City, with plans to expand both domestically and internationally.

Although regulatory issues associated with the jurisdiction of the PUC initially delayed the provision of services, Uber launched service within the State College area during February 2015, with Lyft expected to initiate services in the near future.

Car-Sharing Services

Zipcar

Zipcar is a US car rental company, a subsidiary of Avis Budget Group. The company provides automobile reservations to its members, billable by the hour or day. Zipcar members pay a monthly or annual membership fee in addition to car rental charges. In July 2013, the company had more than 810,000 members and nearly 10,000 vehicles throughout the United States and worldwide.

Recent years have seen the creation of many similar car-sharing services. Traditional car rental companies have replicated Zipcar's short-term car rentals with programs including Hertz on Demand, Enterprise's WeCar, UHaul's Uhaul Car Share, and Daimler's Car2Go. Regional competitors exist as well. Currently, Zipcar is the only such service operating in the State College area and Centre County, having debuted in 2014.

D) Bicycle and Pedestrian

Bicycling and walking offer alternatives to motor vehicular use and benefits such as reducing vehicle emissions and providing recreational options. Bicycling and walking can be used as a primary travel mode instead of driving and can be linked to transit, given the opportunity and proper resources. The urbanized core area of Centre County in the vicinity of State College and Bellefonte exhibits a high level of bicycling and pedestrian activity, particularly near Penn State's University Park Campus.

Pedestrian Facilities

For almost all persons, travel begins and ends as a pedestrian. Much of the pedestrian activity is accommodated by sidewalks, which are primarily the responsibility of a municipality or property owners to maintain.

In the urban areas of Centre County, sidewalks are provided in many locations. However, in suburban and rural areas, sidewalks are not always as prevalent. Some municipalities require sidewalks to be constructed in residential, commercial and/or industrial areas when land development activities occur.

In Centre County, municipal planning departments, the Centre Regional Planning Agency (CRPA), and the Centre County Planning and Community Development Office (CCPCDO) routinely require or encourage developers to include pedestrian amenities as part of proposed land development site plans and subdivisions, in locations where the facilities are appropriate. These entities view individual facilities as integral to the development of an overall interconnected pedestrian system. The CCMPO staff is actively involved in land development plan reviews at county, regional, and municipal levels, and also works with PennDOT to include pedestrian facilities in transportation improvement projects.

An example of this successful collaboration is evident in the recently completed SR 3018 Whitehall Road/University Drive Extension roadway widening project in Ferguson and College Townships and State College Borough. The project included sidewalks and bicycle lanes, and a transit bus pull-off and other transit amenities. This type of collaborative project is representative of the tenets of the "Complete Streets" approach, which seeks to incorporate all modes travel corridors. Such efforts are envisioned to continue as part of the LRTP 2044.

Bicycle Facilities

Centre County has a growing number of bicycle facilities that are safe and accessible, link points of interest and key destinations, and offer amenities for the bicyclist. These facilities include the following:

- Off-Road Bicycle Facilities
- On-Road Bicycle Facilities
- Bike Routes

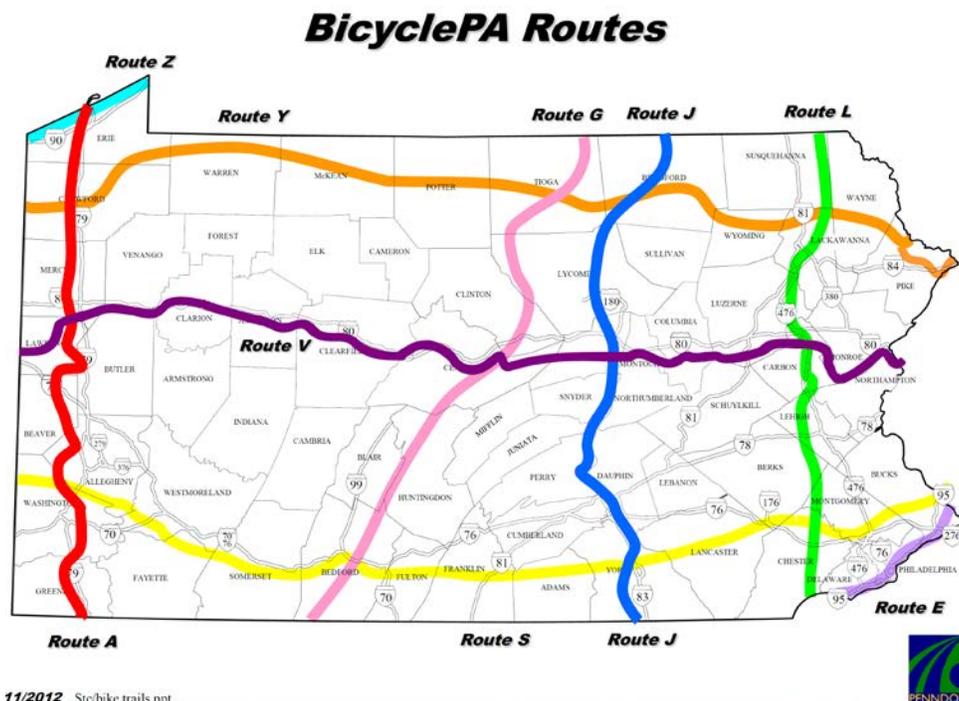
Statewide Bicycle Touring Routes

Pennsylvania has nine statewide bicycle routes which include both on-road facilities and trails that serve as bicycle touring routes for travel, tourism and recreation. As shown on Figure 23 below, the statewide bicycle routes include Route A, E, G, J, L, S, V, Y and Z. These nine routes include 2,181 miles of bicycle facilities that provide recreational opportunities, and support statewide and local ecotourism efforts. Two of the routes cross Centre County.

Route G is a north and south statewide bicycle touring route extending from New York to Maryland that traverses Centre, Bedford, Huntingdon, Blair, Lycoming, Clinton and Tioga Counties. In Centre County, Route G passes through Ferguson, Harris, College, Potter and Gregg Townships and Centre Hall Borough.

Route V is an east and west statewide bicycle touring route extending from Ohio to New Jersey that traverses Lawrence, Butler, Clarion, Jefferson, Clearfield, Centre, Union, Northumberland, Montour, Columbia, Luzerne, Carbon, Monroe, Northampton Counties. In Centre County, Route V passes through Snow Shoe, Boggs, Spring, Walker and Miles Townships and Snow Shoe, Milesburg and Bellefonte Boroughs.

Figure 23



Local Bicycle Facilities

Officials in Centre County, particularly in the Centre Region and at Penn State University, are working diligently to expand the bicycle network. These efforts were recognized by the League of American Bicyclists (LAB), a national advocacy organization that represents bicyclists in the movement to create safer roads, stronger communities, and a bicycle-friendly America. In 2012, the LAB designated the six Centre Region municipalities as a Bronze Level Bicycle Friendly Community. The LAB also designated Penn State University as a Bronze-level Bicycle Friendly University, and designated several local businesses as Bicycle Friendly Businesses.



Within the Centre Region, there has been significant progress toward developing a comprehensive and interconnected bicycle network. In 2014, the Centre Region Council of Governments, on behalf of the Centre Region municipalities, began preparing a Centre Region Bike Plan. The Bike Plan will identify future regional linkages and programs to further expand the network. The Plan is also expected to enhance the Region's application to the LAB to maintain its Bicycle Friendly Community designation, and raise the designation from the Bronze Level to a Silver and ultimately Gold designation.

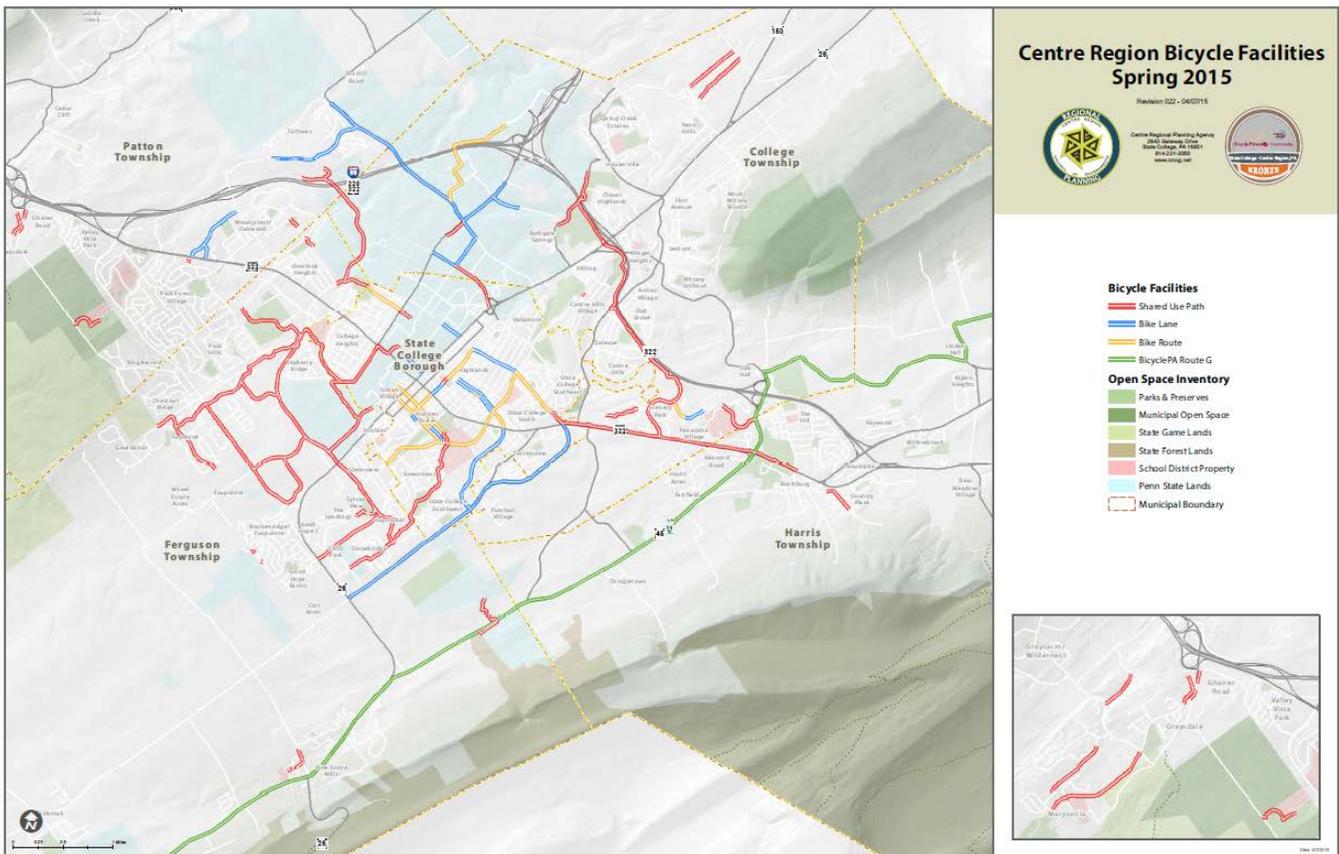
Table 27 shows that the following facilities are established in the Centre Region municipalities:

Table 27

Type	Centre Region (miles)
Shared Use Path	31
Bike Lane	12
Bike Route	7
Statewide BicyclePA Route	16

A map of the existing Centre Region facilities is shown below as Figure 24:

Figure 24



In other regions of Centre County, bicycling activity is also steadily growing, and interest in bicycle facility development is expanding. Both Howard Borough and Bellefonte Borough have implemented shared use paths to connect residents to important community activity centers, and other municipalities have expressed interest in making similar connections in the future.

Rail Trails

Rail-trails are the creation of public trails from former railroad lines and other connecting corridors. Rail-trails provide recreation opportunities for bicyclists, hikers, walkers, runners, inline skaters and cross-country skiers, and are growing in popularity. The existing Bellefonte Central Rail Trail and a portion of the existing Blue and White Trail in the Centre Region are both located on the former Bellefonte Central Railroad right of way.

The growing interest in bicycle and pedestrian facility development is evident in the completion of feasibility studies for rail-trail development. Within the past decade, three rail-trail feasibility studies were completed in Centre County:

- **Bellefonte Central Rail Trail:** This study evaluated the feasibility of constructing a shared use path on the former Bellefonte Central Railroad corridor between State College and Bellefonte. The corridor is approximately fourteen miles long.
- **Brick Town Trail:** This study evaluated the feasibility of a 24 mile trail along two principal corridors: 1) the Bald Eagle Creek Corridor, a 14 mile segment on the former Pennsylvania

Railroad between Curtin Village and Beech Creek; and 2) the Beech Creek Branch, following the former New York City Railroad line between Beech Creek and Orviston. The Howard Borough Community Trail constructed in 2013 is a spur to the proposed Bald Eagle Creek Corridor.

- Penns and Brush Valley Rail Trail: This study evaluated the feasibility of a 27 mile trail on the former Lewisburg to Tyrone rail line extending from the Union/Centre County border through the Penns and Brush Valleys and terminating in the Village of Lemont in College Township.

Centre County is also home to the Snow Shoe Rails to Trails, which was formed in 1999. The trail is comprised of 19 miles of abandon railroad bed along with 20 miles of legalized Snow Shoe Township Roads. In August 2011, DCNR connected the trail with the Bloody Skillet Trail near Orviston, opening it up to an approximately 80 mile trail system. The Snow Shoe Rails to Trails System is open year around. However, the Bloody Skillet Trail is a state system, which is closed certain times of the year.

The trail is unique in that it is open for walkers and bikers, as well as equestrians, all terrain vehicles and snowmobiles. The trail is owned, operated and maintained by volunteers through the Snow Shoe Rails to Trails Association (SSRTA) utilizing membership dues. Motorized units must be registered with the the SSRTA to ride the trail. Users must provide state registration & insurance information to register your motorized units. Dirt bikes are not registered with PA or DCNR and they are not required to carry insurance, as such, they are not allowed on the trail.

Greenways

A greenway is an open space corridor that may be in public or private ownership. Greenways can be found along old railways, canals, stream corridors, wetlands etc. Greenways have many benefits, including preservation of natural resources, conservation of historic, cultural and scenic resources, provision of recreation and educational opportunities, promotion of sustainable development and provision of alternative transportation choices.

Within Centre County, four studies that evaluated greenways have been completed:

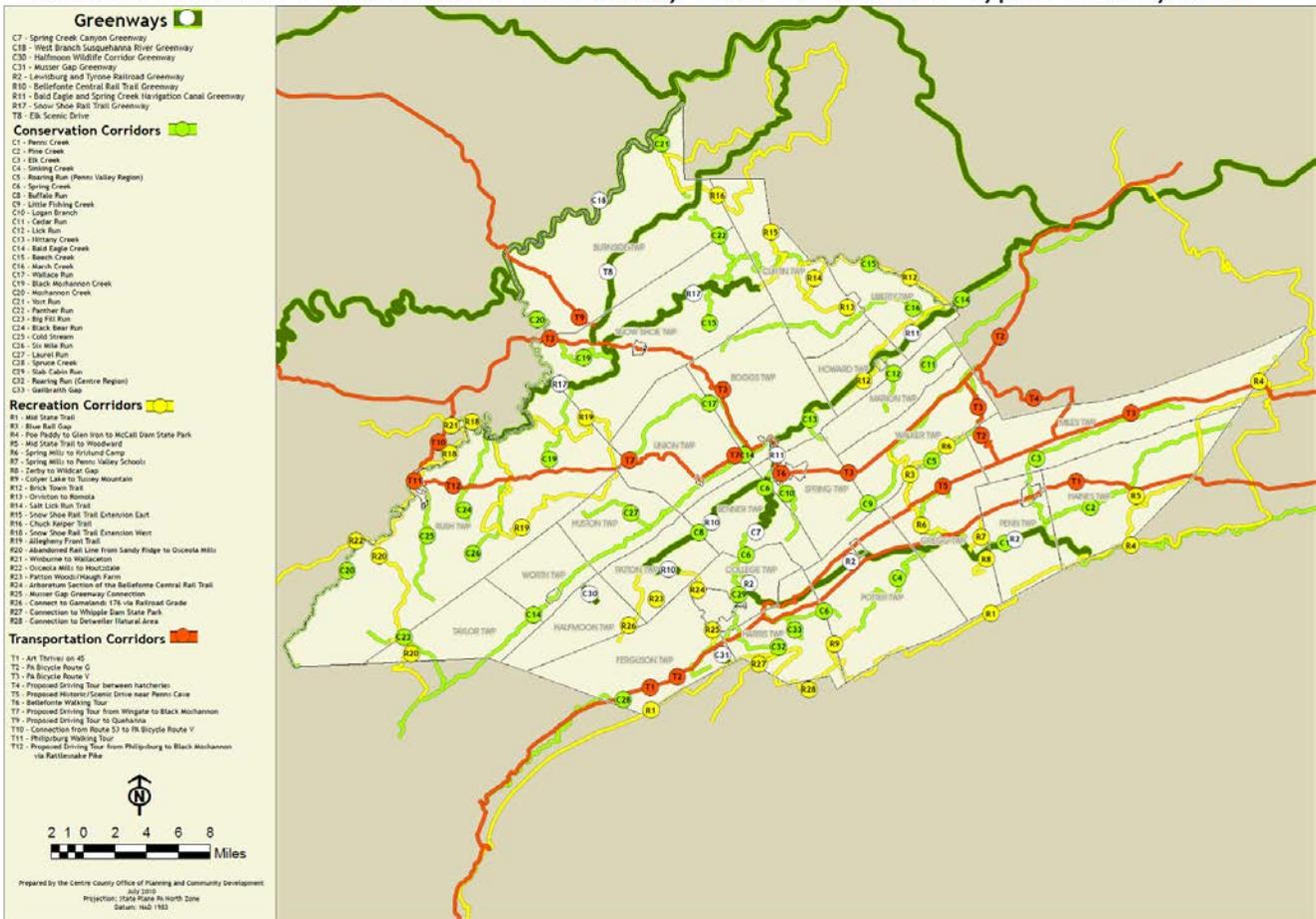
- Nittany and Bald Eagle Greenway: This study evaluated the following watershed corridors: Spring Creek, Buffalo Run, Logan Branch, and their tributaries from the headwaters to their confluence with Bald Eagle Creek at Milesburg; Bald Eagle Creek from Milesburg to Bald Eagle State Park. The study also identified a potential network of trails that would preserve natural, historic, and cultural resources, and create bikeways, greenways and watercraft routes along the scenic creeks, also known as a blueway.
- Beech Creek Greenway Plan: This plan is intended to integrate recreational, conservation and eco-educational opportunities in Centre and Clinton Counties. The core element of the plan is a biking and hiking trail system that links the proposed Centre County Greenway along the Bald Eagle Ridge with Bald Eagle State Park, the historic Curtin Village Iron Works and the former brick towns of Howard, Monument, Orviston and Beech Creek.
- Clinton County Open Space and Greenway Plan: While the majority of this plan is focused on Clinton County, element of the plan include linkages to greenways and trail systems along Bald Eagle and Spring Creeks that include Centre County municipalities as far west as Bellefonte Borough. The plan included an evaluation of a 25 mile Bald Eagle and Spring Creek

Canal trail to connect Bellefonte Borough with the City of Lock Haven in Clinton County along creeks and an historic canal alignment through the Bald Eagle Valley.

- **Centre County Recreation and Greenway Plan:** Adopted in 2010, this plan was the first comprehensive greenway plan that evaluated Centre County in its entirety. The plan identified and organized greenway and corridor opportunities into three primary types: conservation, recreation and transportation. The Plan serves as a guiding document for future greenway and trail studies.

Figure 25

CENTRE COUNTY Recreation & Greenway Plan: All Corridor Types Countywide



E) Air Service

Under the federal metropolitan transportation planning regulations, the CCMPO plays a role in ground transportation serving airports in Centre County, but does not have formal responsibilities related to the operations, maintenance and capital investments for these aviation facilities.

There are six public use aviation facilities in Centre County: University Park Airport, Mid-State Airport, Bellefonte Airport, Centre Airpark, Penns Cave Airport and Ridge Soaring Gliderport. General aviation and commercial airline passenger service is available at the University Park Airport. The remaining five airports are general aviation facilities. In addition to these public airports, there are five private use airports located within the County. These locations are shown on Figure 26.

University Park Airport

University Park Airport is located three miles north of State College in Benner Township, and is accessed via Fox Hill Road. The primary traffic routes which link the Airport to communities in Central Pennsylvania include Interstates 80 and 99, and Route 322.

The airport serves students, faculty, staff and visitors to Penn State University, as well as major employers and residents within Centre County. The airport also attracts users from other counties in Central Pennsylvania. University Park Airport is a non-hub primary commercial service airport, served by three major passenger airlines: Delta, United and US Airways. The airlines provide frequent nonstop service to major hubs at Detroit, Washington Dulles and Philadelphia. Occasional service is also available to Atlanta and Chicago O'Hare.



The airport, with the exception of the airline passenger terminal building, is owned and operated by Penn State University. The airline terminal building and related parking facilities are owned and operated by the Centre County Airport Authority.

Airport facilities include a control tower staffed by air traffic controllers under contract to the FAA, multiple T-hangar units and aircraft tie-down locations for the storage of small single engine and twin engine aircraft as well as multiple large hangar units for corporate jet aircraft.

Currently, there are two runways at the airport. The main runway, Runway 6-24, is 6,701 feet long by 150 feet wide. The taxiway system at University Park Airport consists of one full length parallel taxiway for Runway 6-24 and six exit and connector taxiways.

Table 28 reflects the enplanements and operations of University Park Airport through 2013 with estimates for 2014.

Table 28 Source: University Park Airport Master Plan

University Park Airport		Operations				Total Inbound Air Cargo	Based Aircraft
Year	Enplanements	Commercial Air Carrier	General Aviation	Military	Total		
Historical							
2000	125,659						61
2001	116,113						57
2002	120,938						57
2003	123,871						57
2004	137,066						54
2005	143,800						54
2006	132,543						44
2007	144,160						49
2008	133,777						53
2009	130,527						53
2010	143,531						62
2011	144,054					1,514,771	66
2012	138,488	14,293	25,733	863	40,889	1,445,060	59
2013	131,753	13,551	26,509	525	40,585	1,357,911	64
2014	143,191 <i>EST</i>	12,790	27,614	663	41,067	1,391,211	64

The chart indicates a fairly steady level of enplanements and other operations at the airport, which indicates that the facility is not anticipated to exhibit sharp increases or decreases in demand for services. A new Airport Master Plan is being prepared by Penn State, which will address future service demands and outline potential infrastructure improvements, such as a future runway extension and other enhancements.

Mid State Airport

The Mid-State Airport is accessed via of Route 504 near the Black Moshannon State Park in Rush Township, and is licensed and operated by the Mid-State Regional Airport Authority. The airport is currently used for general aviation services, and also serves as a forest fire attack base for the PA Department of Conservation and Natural Resources (DCNR) Bureau of Forestry.

The Airport Authority maintains five existing buildings which include: a 7,503-square-foot terminal, 3,000-square-foot private hangar, a 6,140-square-foot fixed based operator (FBO) conventional hangar/office/equipment storage building, a 27,400-square-foot conventional hangar and a 5-unit, T-hangar.

Airside facilities at the airport include two runways and five connector taxiways. Runway 16/34 is the primary runway with dimensions of 5,711 feet long and 100 feet wide and precision instrument markings. Runway 06/24 is the crosswind runway with dimensions of 5,006 feet long and 100 feet wide and non-precision instrument markings.

Bellefonte Airport

The Bellefonte Airport is a family owned and operated facility located at 225 Snowbird Lane, near Route 550, in Benner Township. Airport facilities consist of hangars and tie-down facilities, and one asphalt runway. Services at the airport include charter flights, flight instruction, aircraft rental, sales and repairs.

Centre Air Park

Centre Air Park is located on Airport Road near Centre Hall in Potter Township. Airport facilities consist of hangars and tie-down facilities, and turf runways. Services at the airport include flight instruction, aircraft rental and aerial surveying.

Penns Cave Airport

Penns Cave Airport is located along Brush Valley Road east of Centre Hall in Gregg Township. Airport facilities consist of hangars and tie-down facilities. The airport is not in operation during the winter months.

Ridge Soaring Gliderport

Ridge Soaring Gliderport is located at 3523 South Eagle Valley Road along SR 3040 in Huston Township. Airport facilities consist of hangars and tie-downs. Services at the airport include glider operations, flight instruction and aircraft rental.

Economic Development Association-Council of Governments (SEDA-COG) Joint Rail Authority (JRA) rail lines. SEDA-COG JRA is a Pennsylvania Municipal Authority that owns a 200-mile regional rail system in Central Pennsylvania serving Centre, Clinton, Columbia, Lycoming, Montour, Northumberland and Union Counties. Four other railroads operate within the SEDA-COG JRA outside of Centre County.

The purpose of the JRA partnership is to maintain service to industries which are dependent on rail through short-line operations. *(More detail about rail freight is provided in Chapter IV).*

Passenger Rail

There is no passenger rail service directly serving Centre County, however, Amtrak service through Central Pennsylvania is available in Blair, Huntingdon, and Mifflin Counties. The Pennsylvanian train provides daily daytime service between New York and Pittsburgh with station stops in Lewistown, Huntingdon, Altoona and Tyrone.

In 2014, PennDOT in cooperation with the Federal Railroad Administration (FRA), Amtrak, and Norfolk Southern, prepared the Keystone West High Speed Rail Study, which evaluated the feasibility of options to reduce passenger rail travel times and increase trip frequency the Keystone West portion (Harrisburg – Pittsburgh) of the Pennsylvanian service between New York City and Pittsburgh. The purpose and need for this study was defined as:

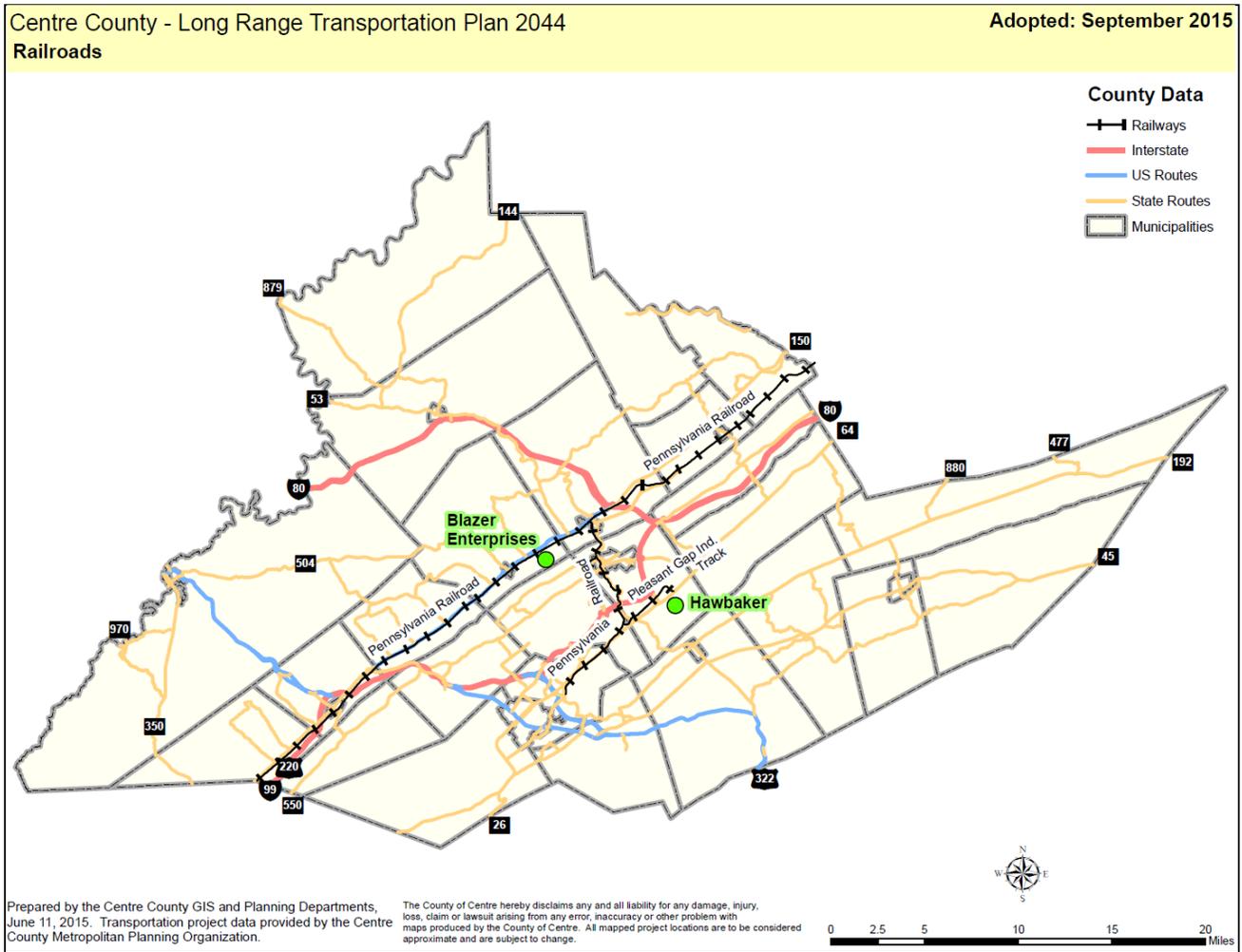
- Inconvenient, limited, once-daily passenger rail service
- Lengthy (5½-hour) travel time
- Lack of convenient multimodal travel options for underserved populations
- Lack of amenities and intermodal connections at existing stations
- No connecting service to State College in Centre County, an area of high commuter population

The study concluded that development of a Tyrone to State College passenger rail line would be “moderately difficult”, with an anticipated cost of nearly \$72 million dollars. However, a positive return on the investment was not expected to be realized. Following completion of the study, PennDOT decided that it was necessary to develop an improvement option for the Keystone West line with a cost of less than \$500 million. A direct rail connection to Centre County was not included in the lower cost option. However, proposed bus connection options to provide service between Centre County and the Tyrone and Lewistown stations was recommended.

The Bellefonte Historical Railroad Society (BHRS) has operating rights on the Nittany and Bald Eagle Railroad for the purposes of providing tourism-related special excursions. Currently the BHRS works with a private contractor and the Nittany and Bald Eagle Railroad to provide train excursions.

The active rail lines in Centre County are illustrated on Figure 27 below.

Figure 27



Existing conditions of the various modes of transportation in Centre County are in a continuous state of change. The CCMPO will continue to monitor the condition, safety and capacity of all travel modes within Centre County, and will work with other stakeholders to complete short and long-range planning efforts to proactively address the impacts of these changes.