

Capital Improvement Plan



2015-2019



BOROUGH OF STATE COLLEGE

243 South Allen Street, State College, PA 16801-4806

July 22, 2014

James Rosenberger, President of Council
Borough of State College

Dear Mr. Rosenberger:

As required by Section 907 of the Home Rule Charter, I am transmitting herewith, the adopted Capital Improvement Plan for 2015-2019. The Plan recommends capital projects that total \$52,229,543 over the five-year program, with \$10,221,437 recommended for 2015. Capital Projects include those items that have a value of \$25,000 or higher and a useful life of six or more years. The Plan requires General Fund contributions of \$2.2M in 2015, \$1.3M in 2016, \$1.6M in 2017, \$1.1M in 2018 and \$860,480 in 2019.

Sincerely,

Thomas J. Fountaine, II
Borough Manager

cc: Elizabeth A. Goreham, Mayor



BOROUGH OF STATE COLLEGE

243 South Allen Street, State College, PA 16801-4806

May 5, 2014

James Rosenberger, President of Council
Borough of State College

Dear Mr. Rosenberger:

As required by Section 907 of the Home Rule Charter, I am transmitting herewith, the proposed Capital Improvement Plan for 2015-2019. The Plan recommends capital projects that total \$52,229,543 over the five-year program, with \$10,221,437 recommended for 2015. Capital Projects include those items that have a value of \$25,000 or higher and a useful life of six or more years. The Plan requires General Fund contributions of \$2.2M in 2015, \$1.3M in 2016, \$1.6M in 2017, \$1.1M in 2018 and \$860,480 in 2019.

The Capital Improvement Plan is built to provide adequate investment to protect and extend the life of existing assets. First and foremost, projects that are required to maintain infrastructure of the Borough have been included in the CIP. A reasonable level of annual funding for maintaining the infrastructure is critical to the operations and the long-term financial stability. While the Plan tries to balance the costs to maintain infrastructure over the full five years, unforeseen conditions sometimes necessitate modifications to the schedule that result in fluctuations in annual budgeted amounts.

Over the next few weeks, Council is asked to review the proposed Plan. A public hearing is scheduled for June 2, 2014, and it is recommended that Council adopt the Plan on June 16, 2014, including any changes that are made during the review period.

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Sincerely,

Thomas J. Fountaine, II
Borough Manager

cc: Elizabeth A. Goreham, Mayor

Borough of State College

Capital Improvements Plan 2015-2019 Summary



	2015	2016	2017	2018	2019	
BEGINNING UNRESERVED FUND BALANCE	\$ 500,000	\$ 458,000	\$ 316,000	\$ 461,000	\$ 519,000	
REVENUES						Totals
In-Lieu Payment - PSU	\$ 625,000	\$ 637,500	\$ 650,250	\$ 663,255	\$ 676,520	\$ 3,252,525
General Fund	\$ 2,246,659	\$ 1,331,500	\$ 1,558,750	\$ 1,081,745	\$ 860,480	\$ 7,079,134
Interest Earnings	\$ 25,000	\$ 25,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 140,000
Fund Balance - Capital Projects Fund	\$ -	\$ -	\$ 106,500	\$ -	\$ -	\$ 106,500
Designated Reserve - Capital Projects Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Asset Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Debt Proceeds	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000
Future Debt Proceeds	\$ 420,000	\$ 3,756,500	\$ 1,851,400	\$ 2,540,150	\$ -	\$ 8,568,050
Future Debt Proceeds - Parking Fund	\$ -	\$ -	\$ 22,000,000	\$ -	\$ -	\$ 22,000,000
CDBG	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000
Other Contributions (Agency, Civic, etc.)	\$ -	\$ 10,000	\$ -	\$ 25,000	\$ -	\$ 35,000
Special Assessment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Grant(s)	\$ 275,000	\$ 50,000	\$ 1,250,000	\$ 50,000	\$ 250,000	\$ 1,875,000
Federal Grant(s)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Grant(s)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sanitary Sewer Fund	\$ 825,000	\$ 955,000	\$ 680,000	\$ 515,000	\$ 525,000	\$ 3,500,000
Refuse Collection Fund	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ 210,000
Compost Operations Fund	\$ 7,778	\$ -	\$ 27,778	\$ -	\$ 27,778	\$ 63,334
Parking Fund	\$ 885,000	\$ 2,060,000	\$ 40,000	\$ -	\$ -	\$ 2,985,000
TOTAL REVENUES	\$ 5,769,437	\$ 9,075,500	\$ 29,244,678	\$ 5,155,150	\$ 2,619,778	\$ 51,864,543
EXPENDITURES						
Buildings	\$ 401,659	\$ 108,000	\$ 119,000	\$ 128,000	\$ 138,000	\$ 894,659
Parks	\$ 103,000	\$ 87,500	\$ 50,000	\$ 142,500	\$ 70,000	\$ 453,000
Enterprise Funds	\$ 1,327,778	\$ 3,115,000	\$ 22,997,778	\$ 515,000	\$ 802,778	\$ 28,758,334
Regional and Other Projects	\$ 745,000	\$ 4,091,500	\$ 1,926,400	\$ 2,665,150	\$ 75,000	\$ 9,503,050
Information Technology	\$ 1,358,000	\$ 86,500	\$ 96,000	\$ 105,500	\$ 50,000	\$ 1,696,000
Streets	\$ 1,511,000	\$ 1,654,000	\$ 3,795,500	\$ 1,491,000	\$ 1,818,000	\$ 10,269,500
Storm Water	\$ 365,000	\$ 75,000	\$ 115,000	\$ 50,000	\$ 50,000	\$ 655,000
RESERVE for Future Project Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENDITURES	\$ 5,811,437	\$ 9,217,500	\$ 29,099,678	\$ 5,097,150	\$ 3,003,778	\$ 52,229,543
Revenues less Expenditures	\$ (42,000)	\$ (142,000)	\$ 145,000	\$ 58,000	\$ (384,000)	
ENDING UNRESERVED FUND BALANCE	\$ 458,000	\$ 316,000	\$ 461,000	\$ 519,000	\$ 135,000	



Capital Improvement Plan

2015-2019 All Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
BD015	Municipal Building and Service Building Maintenance Reserve	\$95,000	\$108,000	\$119,000	\$128,000	\$138,000
BD131	Municipal Building Improvements	\$306,659	\$0	\$0	\$0	\$0
IT260	Storage Area Network (SAN) Expansion/Recovery	\$63,000	\$0	\$0	\$0	\$0
IT280	High-Speed Internet Infrastructure	\$105,000	\$86,500	\$96,000	\$105,500	\$50,000
IT300	Records Management System/Mobile Computer (RMS/MC)	\$140,000	\$0	\$0	\$0	\$0
IT-PF139	PARCS Software System Replacement	\$750,000	\$0	\$0	\$0	\$0
IT-PF142	Parking Meter Upgrade	\$300,000	\$0	\$0	\$0	\$0
OP053a	West End Transportation Infrastructure Improvements	\$70,000	\$96,500	\$381,400	\$470,650	\$0
OP053d	West End Redevelopment	\$0	\$100,000	\$1,000,000	\$0	\$0

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
OP121	Energy Savings Project	\$175,000	\$75,000	\$75,000	\$75,000	\$75,000
OP123	Business Support Revolving Loan Program	\$0	\$0	\$0	\$50,000	\$0
OP141	Strategic Plan Update	\$0	\$50,000	\$0	\$0	\$0
OP142	Downtown Master Plan Infrastructure Improvements	\$350,000	\$3,570,000	\$470,000	\$2,069,500	\$0
OP254	Zoning and Land Development Ordinance Rewrite	\$0	\$200,000	\$0	\$0	\$0
OP340	SCCLT - Affordable Housing Design/Build	\$150,000	\$0	\$0	\$0	\$0
PF086	Pugh Garage Condition Appraisal	\$0	\$0	\$40,000	\$0	\$0
PF137	Fraser Street Garage/MLK Plaza/Fraser Public Space Renovations	\$0	\$1,710,000	\$0	\$0	\$0
PF151	Fraser/McAllister Maintenance	\$35,000	\$450,000	\$0	\$0	\$0
PF152	Pugh Parking Garage Replacement	\$0	\$0	\$22,000,000	\$0	\$0
PK001	Parks Maintenance Reserve	\$49,000	\$37,500	\$40,000	\$42,500	\$45,000

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
PK084	High Point Park Trail Construction	\$54,000	\$0	\$0	\$0	\$0
PK200	Park Land Acquisition/Improvements	\$0	\$50,000	\$10,000	\$100,000	\$25,000
RF122	Recycling Grants	\$277,778	\$0	\$277,778	\$0	\$277,778
RF320	CNG Brush Truck	\$190,000	\$0	\$0	\$0	\$0
SS-1	Sanitary Sewer Rehabilitation/Replacement	\$450,000	\$580,000	\$380,000	\$390,000	\$400,000
SS-2	Sanitary Sewer Inflow & Infiltration Reduction	\$375,000	\$375,000	\$300,000	\$125,000	\$125,000
ST001	Street Reconstruction	\$675,000	\$750,000	\$500,000	\$555,000	\$1,040,000
ST002	Street & Alley Resurfacing/Curb Replacement/ADA Ramps	\$453,000	\$428,000	\$436,000	\$453,000	\$410,000
ST021	Central Business District Streetlights	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
ST022	Traffic Signal & Intersection Safety Improvements	\$65,000	\$105,000	\$360,000	\$140,000	\$25,000
ST115	ADA Compliance Project	\$68,000	\$68,000	\$68,000	\$68,000	\$68,000

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
ST121	Atherton Corridor Improvement Project	\$0	\$0	\$2,156,500	\$0	\$0
ST941	Bicycle Facility Improvements	\$0	\$53,000	\$25,000	\$25,000	\$25,000
SW031	Memorial Field Drainage	\$250,000	\$0	\$0	\$0	\$0
SW111	Stormwater Projects	\$115,000	\$75,000	\$115,000	\$50,000	\$50,000
		\$5,811,437	\$9,217,500	\$29,099,678	\$5,097,150	\$3,003,778



2015-2019 Capital Improvement Plan



Introduction

The five-year Capital Improvement Plan (CIP) is a collection of projects that meet the threshold of cost and scope established for the Capital Budget. Generally, the CIP includes only those items having a value of \$25,000 or higher and an estimated life of six years or longer. Eligible items include:

- Acquisition of property
- Purchase of new equipment (not covered by depreciation previously set aside and funded by the Asset Replacement Fund)
- Major rehabilitation or replacement of existing facilities or new construction
- Consulting fees for special one-time projects with a cost in excess of \$25,000

The CIP is a reasonable and practical list of projects. All of the projects included in the 2015-2019 CIP should be considered, limited only by the Borough's ability to commit funding.

First and foremost, projects that are required to maintain the infrastructure of the Borough have been included. A reasonable level of annual funding for maintaining the infrastructure is critical to the operations and the long term financial stability. While the CIP tries to balance the costs to maintain the investment in infrastructure over the full five years of the plan, unforeseen conditions at times necessitate modifications to the schedule that result in fluctuations in the CIP budget. Failure to plan and budget adequately for these maintenance projects will likely result in higher costs and more extensive repairs in the future.

A second category of projects include new projects that will address an existing problem or condition. These projects may also address a situation that is mandated by the state or federal governments.

Others fit into the category of new projects that will improve the quality of life in the community or improve business operations. These projects are desirable when funding is available or when the benefits of the project warrant funding. These projects often involve innovative approaches to service delivery and/or enhance the quality of life in the community.

Finally, the Borough receives requests from other groups for projects that will benefit the community. These are worthwhile community endeavors and often deserve support if funding is available and when the benefits justify the cost of the project.

The 2015 Budget will be presented for consideration by Council before the end

of the year and will include the funding for the first year of the CIP. Modifications to the approved CIP may be made as part of the operating budget adoption.

SCHEDULE

May 5 th	----	Council receives Capital Improvement Plan
May 12 th	----	Buildings and Parks, Enterprise Fund
May 19 th	----	Regional & Other, Information Technology
June 2 nd	----	Public Hearing followed by Streets and Storm Water
June 9 th	----	Wrap-up and Final Review
June 16 th	----	Adoption



Capital Improvement Plan

Prioritization Categories

MUST DO

- Meets legal mandate or moves Borough closer into compliance
- Eliminates or reduces hazards

SHOULD DO

- Advances strategic goals
- Improves efficiency or productivity
- Maintains a standard of service
- Supports economic development

COULD DO

- Improves service
- Facilitates new services
- Improves quality of life or aesthetic values
- Offers convenience

CIP PROJECT SCORING

Project Number Project Title Division Change from Previous CIP

Criteria	Possible Scores			Project Manager Scoring	CIP Committee Scoring
	0	1	2		
Consistency	Project is not based upon a Comprehensive Plan or does nothing to advance the Borough's strategic goals	Project is consistent with a Comprehensive Plan but does little to advance the Borough's near-term strategic goals	Project is directly consistent with a Comprehensive Plan and advances the Borough's near-term strategic goals	<input type="text"/>	<input type="text"/>
Coordination	Project will not be conducted in conjunction with another project		Project will be conducted in conjunction with another project	<input type="text"/>	<input type="text"/>
Maximum Benefit (Cost/Benefit or other Analysis)	Analysis submitted is open to questioning and/or the Project will result in slight benefits	Analysis submitted is credible, and the Project will result in moderate benefits	Analysis submitted is credible, and the Project will result in maximum benefits	<input type="text"/>	<input type="text"/>
Health and Safety	Project would have no impact on existing public health and/or safety	Project would increase public health and/or safety but is not an urgent, continual need or hazard	Project addresses an immediate, continual safety hazard or public health and/or safety need	<input type="text"/>	<input type="text"/>
Legally Required	Project is not mandated or otherwise required by court order, judgment or agreement	Project would address anticipated mandates, other legal requirements or agreements	Project required by federal, state or local mandate, court order, judgment or agreement	<input type="text"/>	<input type="text"/>
Preservation of Existing Assets	Project does not involve an existing asset	Project will deter future capital or operating expenditure in an existing asset	Project is critical to save the integrity of an existing asset	<input type="text"/>	<input type="text"/>
Availability of Financing	No External Funding Sources currently exist	External Funding Sources have been identified but not yet committed for 50% or more of project funds	Project is 50% or more funded from External Funding Sources	<input type="text"/>	<input type="text"/>
Opportunity Cost	If deferred, the increase in project costs would be less than the rate of inflation	If deferred, the increase in project costs would be equal to inflation	If deferred, the increase in project costs would be greater than the rate of inflation	<input type="text"/>	<input type="text"/>
Feasibility	Project is unable to proceed due to obstacles	Minor obstacles exist, project is not entirely ready to proceed	Project is entirely ready to proceed, no obstacles exist	<input type="text"/>	<input type="text"/>
Extent of Benefit	Project would benefit only a small percentage of citizens or particular neighborhood or area	Project would benefit a large percentage of citizens of the Borough	Project would benefit all of the citizens of the Borough	<input type="text"/>	<input type="text"/>
Operating Budget Impact	Project would significantly increase debt service, personnel or other operating costs; or decrease revenues	Project would neither increase or decrease debt service, personnel or other operating costs or revenues	Project would decrease debt service, personnel or other operating costs; or increase revenues	<input type="text"/>	<input type="text"/>

CIP PROJECT SCORING



	Possible Scores			Project Manager Scoring	CIP Committee Scoring
Conservation	Project will not result in any conservation or pollution reduction	Project will result in minimal conservation or pollution reduction, or there is no substantiation to the claims of conservation	Project will result in substantiated conservation or pollution reduction		
Environmental Impact	Project would have a negative effect on the environmental quality of the Borough	Project would not affect the environmental quality of the Borough	Project would improve the environmental quality of the Borough		
Neighborhood Impact	Project would have negative impact on the surrounding neighborhood	Project would have no impact on the surrounding neighborhood	Project would have positive impact on the surrounding neighborhood		
Economic Development Impact	Project would discourage or directly prevent capital investment, decrease the tax base, decrease assessed valuation or decrease job opportunities	Project would have no impact on capital investment, the tax base, assessed valuation or job opportunities	Project would directly result in capital investment, increased tax base, increased assessed valuation or improved job opportunities		
Total:					



Capital Improvement Plan

2015-2019 Buildings Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
BD015	Municipal Building and Service Building Maintenance Reserve	\$95,000	\$108,000	\$119,000	\$128,000	\$138,000
BD131	Municipal Building Improvements	\$306,659	\$0	\$0	\$0	\$0
		\$401,659	\$108,000	\$119,000	\$128,000	\$138,000



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
BD015	Revised Submission	Should Do

Project Title

Municipal Building and Service Building Maintenance Reserve

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	243 S. Allen St. and 330 S. Osmond St.
<i>Department</i>	<i>Division</i>
Public Works	Government Buildings

Project Description

This reserve was established for the replacement of components of the Municipal Building as they wear out and require replacement. Annual allocations are revised to incorporate replacement of building components from the Service Facility. Components are depreciated between 10 and 50 years.

Statement of Need

Building maintenance reserves are used to fund major or unusual building repairs, including portions of remodeling, alteration and renovation projects which cannot be capitalized. A major or unusual repair is one of a significant dollar amount for which funds would not normally be available within the operating budget, and which would not be expected to recur within four years. Some examples of projects where charging expenses to building maintenance reserves may be appropriate are re-roofing, re-plumbing, replacement of roof-top HVAC equipment and interior alterations of a non-capital nature. If, however, value is being added to the building, the expenditure would be capitalized and reserve funds would not normally be utilized.

In order to fund annual depreciation of the major building infrastructure, \$128,000 per year should be added to the reserve. This project reflects a steady increase in the reserve to meet the higher level required by the construction of the new Service Facility.

Project Alternatives

Request approval of significant unbudgeted expenditures when equipment failures occur, or delay significant repairs to consider such projects in operating budget deliberations.



Capital Improvement Project Summary

Project Title

Municipal Building and Service Building Maintenance Reserve

Impact on Operating Budget & Departments - Narrative

The reserve levels out expenditures for the replacement of major building maintenance or systems replacement. As the buildings age, significant components will reach the end of their predicted useful lives and wear out. Replacement can be addressed with a funding mechanism in place much as the Asset Replacement Fund which acts as a funding source for vehicle replacements. A steady increase in the annual appropriation is necessary to bring the appropriation closer to the annual depreciation of building systems by the end of this 5-year CIP cycle.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact
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Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$95,000	General	\$108,000	General	\$119,000	General	\$128,000	General	\$138,000

\$95,000

\$108,000

\$119,000

\$128,000

\$138,000

Construction:

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment: **\$588,000**

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$588,000

Estimated Start

Estimated Completion

Estimated Useful Life

1/1/2015

12/31/2019

10 to 50 years, depending on specific building component.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
BD131	Revised Submission	Should Do

<i>Project Title</i>
Municipal Building Improvements

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	243 South Allen Street
<i>Department</i>	<i>Division</i>
Public Works	Government Buildings

<i>Project Description</i>
<p>This project consolidates multiple previously approved CIP projects under a single umbrella project. Additional requested improvements prompted staff to delay the construction under this project until 2015, with design to occur in 2014.</p>

<i>Statement of Need</i>
<p>The motorcycle unit and bicycles used by Police patrol officers are parked in the Sallyport, which was designed as a completely enclosed and secure area for transport of people in Police custody. A separate area would improve the security of the operation while providing a segregated space for these special patrol vehicles. Modifying the door to the existing sallyport would allow entry to the secure area by taller vehicles, including a specialty vehicle proposed for use by the Detectives unit. Fire protection for the Technology Server room requires a non-liquid fire suppression system which would not destroy the electronic components in the room upon activation. HVAC upgrades are needed to maintain proper operating temperatures for the servers. Changes to partitions in Police and Finance lobby areas would improve security. Power door operators and keyless access for elevators are ADA improvements to provide access for the public and/or employees with mobility impairments. The obsolescence of the primary breaker became apparent in January 2013. Replacement equipment is available now on a limited basis but will grow increasingly difficult to find. Designing and installing replacement equipment for the current switchgear is recommended to minimize the chance of long-term power failures in the future.</p>

<i>Project Alternatives</i>
<p>Continue to use the sallyport for both parking and secure custody area, exposing the vehicles and officers to potential harm. Risk water destruction of server equipment and continue to struggle to maintain proper operating temperatures with existing HVAC equipment in the Technology Server room. Make no changes in the security or accessibility of the lobby areas or elevators. Make no changes in the switchgear and risk days-long power failures in the future if existing equipment fails.</p>



Capital Improvement Plan

2015-2019 Parks Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
PK001	Parks Maintenance Reserve	\$49,000	\$37,500	\$40,000	\$42,500	\$45,000
PK084	High Point Park Trail Construction	\$54,000	\$0	\$0	\$0	\$0
PK200	Park Land Acquisition/Improvements	\$0	\$50,000	\$10,000	\$100,000	\$25,000
		\$103,000	\$87,500	\$50,000	\$142,500	\$70,000



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PK001	Revised Submission	Should Do

<i>Project Title</i>
Parks Maintenance Reserve

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various Parks
<i>Department</i>	<i>Division</i>
Public Works	Parks

<i>Project Description</i>
<p>This project is an umbrella project from which to manage annual maintenance projects for Borough parks. Such projects include replacing outdated and deteriorated play equipment, rehabilitation of play courts, restroom buildings and pavilions, parking lot maintenance, lighting and electrical projects.</p>

<i>Statement of Need</i>
<p>Replace outdated or unsafe play equipment as well as improve playing surface.</p> <p>Paved park parking lots have less traffic than most Borough streets and will typically last longer if properly maintained. Applying sealcoating to the pavement should significantly increase the life of the pavement.</p> <p>Regular maintenance of restroom and pavilion structures.</p>

<i>Project Alternatives</i>
<p>Budget smaller projects and request funding annually in the operating budget.</p>



Capital Improvement Project Summary

Project Title

Parks Maintenance Reserve

Impact on Operating Budget & Departments - Narrative

Public Work's labor force will be required to prepare play pits for the installation of new equipment and repair parking lot surfaces in advance of sealcoating.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$49,000	General	\$37,500	General	\$40,000	General	\$42,500	General	\$45,000
\$49,000		\$37,500		\$40,000		\$42,500		\$45,000	

Construction: **\$110,000**

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment: **\$104,000**

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$214,000

Estimated Start

1/1/2015

Estimated Completion

12/31/2019

Estimated Useful Life

10 to 25 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PK084	Revised Submission	Must Do

<i>Project Title</i>
High Point Park Trail Construction

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	High Point Park
<i>Department</i>	<i>Division</i>
Public Works	Parks

<i>Project Description</i>
<p>High Point Park has several features including a paved parking lot, baseball field, basketball court and tennis court. However, no official trails currently exist in the park that link all of these facilities. It is proposed to construct a ADA compatible surfaced, quarter mile loop trail that links the parking lot to all or most of the park facilities. Spur trails are also proposed to connect the loop trail to the public walk along Stratford Drive and also improve access to the planned regional park along Whitehall Road.</p>

<i>Statement of Need</i>
<p>High Point Park does not currently have an accessible path from the parking lot or from Stratford Drive to the various park features.</p>

<i>Project Alternatives</i>
N/A



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PK200	Previously Authorized - In Progress	Could Do

Project Title

Park Land Acquisition/Improvements

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various Parks & Facilities
<i>Department</i>	<i>Division</i>
Public Works	Parks

Project Description

This appropriation is included to provide funds for parkland acquisition and/or improvements as the need is determined. Without these funds, we may not be able to take advantage of state/federal grants which require a local match. As future projects are identified, they will be brought to Council for approval.

In 2016, staff proposes to implement facility improvements to Holmes-Foster Park as identified in the Holmes-Foster Park Master Plan completed in 2014.

In 2017, staff recommends designing an Action Skate/Bicycle Park that would be located in one of the existing Borough Parks followed by construction of the Action Park in 2018.

Statement of Need

Used as a match for various grants and to provide funds for regional projects and facilities.

Project Alternatives

N/A



Capital Improvement Plan

2015-2019 Enterprise Funds Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
PF086	Pugh Garage Condition Appraisal (only if PF152 is not applicable)	\$0	\$0	\$40,000	\$0	\$0
PF137	Fraser Street Garage/MLK Plaza/Fraser Public Space Renovations	\$0	\$1,710,000	\$0	\$0	\$0
PF151	Fraser/McAllister Maintenance	\$35,000	\$450,000	\$0	\$0	\$0
PF152	Pugh Parking Garage Replacement	\$0	\$0	\$22,000,000	\$0	\$0
RF122	Recycling Grants	\$277,778	\$0	\$277,778	\$0	\$277,778
RF320	CNG Brush Truck	\$190,000	\$0	\$0	\$0	\$0
SS-1	Sanitary Sewer Rehabilitation/Replacement	\$450,000	\$580,000	\$380,000	\$390,000	\$400,000
SS-2	Sanitary Sewer Inflow & Infiltration Reduction	\$375,000	\$375,000	\$300,000	\$125,000	\$125,000
		\$1,327,778	\$3,115,000	\$22,997,778	\$515,000	\$802,778



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PF086	Previously Authorized - Pending	Should Do

<i>Project Title</i>
Pugh Garage Condition Appraisal

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	Pugh Street Parking Garage
<i>Department</i>	<i>Division</i>
Public Works	Parking Facilities

<i>Project Description</i>
A Condition Appraisal of the garage is scheduled for 2017.

<i>Statement of Need</i>
<p>Parking industry experts recommend various routine maintenance items be completed every 5 to 7 years. Such maintenance items include routing and sealing of cracks, repairing delaminated concrete floor slabs, sealing concrete floors to prevent chlorides from penetrating the slabs and rusting embedded reinforcing steel and tensioning tendons, and re-stripping the facilities. The most recent Condition Appraisal was performed at the Pugh Street Garage in 2011. As this facility ages, the frequency of detailed inspections may increase. Each cycle, the cost/benefit analysis should examine the anticipated remaining useful life of the structure and project the ultimate replacement of this parking asset.</p>

<i>Project Alternatives</i>
Opt to not repair the structure, acquire land, construct a replacement parking asset and sell the Pugh Garage property.



Capital Improvement Project Summary

Project Title

Pugh Garage Condition Appraisal

Impact on Operating Budget & Departments - Narrative

Regular maintenance extends the life of the structure, defers the need for major repairs and decreases the likelihood of premature failure of the structure.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

2015 Funding		2016 Funding		2017 Funding		2018 Funding		2019 Funding	
				Parking	\$40,000				

\$0

\$0

\$40,000

\$0

\$0

Construction:

Construction Contingency:

Design, Engineering & Consultant Costs: \$40,000

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$40,000

Estimated Start

Estimated Completion

Estimated Useful Life

1/1/2017

8/25/2018

6 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PF137	Revised Submission	Should Do

Project Title

Fraser Street Garage/MLK Plaza/Fraser Public Space Renovations

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	131-141 South Fraser Street
<i>Department</i>	<i>Division</i>
Public Works	Parking Facilities

Project Description

This project combines two formerly approved projects: PF137 Fraser Garage Renovations and PK141 Fraser/MLK Plaza Public Space. The parking garage renovation project is an architectural/customer service update of the parking structure focusing on elevator replacement, aesthetic improvements and resolution of the canopy over the plaza area. Additionally, the project includes a reconstruction of the Martin Luther King Plaza. The existing brick plaza is in need of replacement due to deterioration. In addition, it is recommended the area be redesigned and consideration be given to removing the concrete canopy, retaining walls and benches. New brick paving, landscaping, seating, awnings and lighting should be included in the plan.

When the 100 block of Fraser Street was reconstructed in 2011, the alignment at Beaver Avenue was changed to eliminate the offset intersection. The realignment created a significant public space on the northeast corner of the intersection. A landscape architect was hired to develop a concept plan to determine the best use for this space. After gathering public input through a design charrette approach, the landscape architect created a concept design for a raised plaza suited for seating and outdoor events. Space accommodations for art or sculptures were also included.

It is proposed to finalize the design in early 2015, develop construction documents and place the project out for bid for completion in 2015, unless coordination with the Fraser Centre construction necessitates moving the project into 2016.

Statement of Need

Public gathering spaces and park-like settings are limited in the Downtown. Providing pedestrian scale amenities will encourage best use of the space. The proposal is supported by recommendations in the Downtown Master Plan.

The Fraser Plaza Garage is 28 years old. Regular garage structural maintenance has proceeded as scheduled, but architectural elements require updates. Brick lintels should be sanded and painted and the brick facade requires repointing. A permanent solution for the canopy over the plaza should also be addressed. Serious consideration should be given to construction of a new elevator tower with high-speed elevators. The existing hydraulic elevators are slow and provide a very low level of service to structures above five (5) floors.

Project Alternatives

Maintain hydraulic elevators, but provide funding for a full rehabilitation of the elevators.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PF151	Previously Authorized - Pending	Should Do

<i>Project Title</i>
Fraser/McAllister Maintenance

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	Fraser Garage and McAllister Deck
<i>Department</i>	<i>Division</i>
Public Works	Parking Facilities

<i>Project Description</i>
<p>The most recent Condition Appraisal was performed at the Fraser Street Garage and McAllister Deck in 2009. Maintenance was performed in 2010. The next routine Condition Appraisal of these structures should be performed in 2015 with a maintenance project in 2016.</p>

<i>Statement of Need</i>
<p>Parking industry experts recommend various routine maintenance items be completed every 5 to 7 years. Such maintenance items include routing and sealing of cracks, repairing delaminated concrete floor slabs, sealing concrete floors to prevent chlorides from penetrating the slabs and rusting embedded reinforcing steel and tensioning tendons, and re-striping the facilities. Every six years, a condition appraisal is performed in each facility, and follow the report, generally the next construction season, with a maintenance project to correct deficiencies.</p>

<i>Project Alternatives</i>
<p>None. Failure to maintain parking structures will lead to premature failure of the structure and the loss of vital parking facilities in the Central Business District.</p>



Capital Improvement Project Summary

Project Title

Fraser/McAllister Maintenance

Impact on Operating Budget & Departments - Narrative

Regular maintenance extends the life of the structure, defers the need for major repairs and decreases the likelihood of premature failure of the structure.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

\$35,000

\$450,000

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

	2015	2016	2017	2018	2019
Parking	\$35,000	\$450,000			

\$35,000

\$450,000

\$0

\$0

\$0

Construction: \$380,000

Construction Contingency: \$35,000

Design, Engineering & Consultant Costs: \$70,000

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$485,000

Estimated Start

Estimated Completion

Estimated Useful Life

2/1/2015

8/25/2016

6 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
PF152	Previously Authorized - Pending	Must Do

<i>Project Title</i>
Pugh Parking Garage Replacement

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Central Business District
<i>Department</i>	<i>Division</i>
Administration	Parking Facilities

<i>Project Description</i>
The Pugh Street Parking Garage will be at the end of its useful life in 2018. This project is for the purchase of land, design and construction of a new parking garage in the Downtown.

<i>Statement of Need</i>
The Pugh Street Garage will be at the end of its useful life in 2018. The cost of maintaining the structure is not fiscally responsible given its age. Having a new garage built prior to the abandonment of the Pugh Street Garage is necessary to maintain sufficient public parking.

<i>Project Alternatives</i>
None



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
RF122	Revised Submission	Should Do

Project Title

Recycling Grants

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	Borough-wide
<i>Department</i>	<i>Division</i>
Public Works	Refuse, Compost Operations

Project Description

This project is an umbrella project for future refuse and organics recycling projects which qualify for reimbursement under Act 101 Section 902 Recycling grants.

Statement of Need

This source of funding is currently available every other year for qualifying projects, with a maximum of \$250,000 contribution by the state on a 90%-10% grant program.

A 2013 application under this grant program seeks reimbursement for a portion of the cost of kitchen collector pails and the CNG truck dedicated to organics recycling. If this application is approved, the Borough will again be eligible in 2015. Projects envisioned in 2015 are reimbursement for the cost of organics recycling carts purchased in 2013 and paving improvements for the compost facility.

Additional project opportunities would be reviewed for 2017 and beyond.

Project Alternatives

None. Internal funding can be dramatically stretched via the state grant program.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
RF320	New	Should Do

<i>Project Title</i>
CNG Brush Truck

<i>Change from Previous CIP</i>	<i>Project Location</i>
New Project	330 S. Osmond Street
<i>Department</i>	<i>Division</i>
Public Works	Refuse, Streets

<i>Project Description</i>
Purchase a CNG-powered brush and limb grapple loader to be used in Refuse and Shade Tree operations.

<i>Statement of Need</i>
Manual collection of brush continues to be a source of frequent worker's compensation claims. Weekly curbside brush collection as well as collection of material cleared by shade tree crews in tree pruning and tree removal operations is proposed to be managed by a truck mounted grapple boom with a dump body. This equipment could also be used for bulk item collection.

<i>Project Alternatives</i>
Continue to manage brush collection and tree maintenance clean up manually with public works staff feeding brush into chippers.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
SS-1	Revised Submission	Should Do

Project Title

Sanitary Sewer Rehabilitation/Replacement

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various
<i>Department</i>	<i>Division</i>
Public Works	Sanitary Sewer

Project Description

This project includes the rehabilitation or replacement of sanitary sewers, manholes and/or the laterals within the street right-of-way. An annual review of video is conducted to determine the need for rehabilitation, repair or replacement. On average, \$380,000 is spent each year to replace sewers that are associated with streets that are either reconstructed or resurfaced. On occasion, other areas that require immediate attention are discovered. \$150,000 is requested for this task.

2015 - \$450,000 is requested for sewer/manhole/lateral work associated with the 2015 street resurfacing and reconstruction list.

2016 - \$580,000

2017- \$380,000

2018 - \$390,000

2019 - \$400,000

Statement of Need

Sanitary sewers are repaired or replaced as needed to prevent backups and address emergency situations. Sewers and manholes are routinely inspected on those streets that are scheduled for resurfacing or reconstruction and a determination is made on what is needed before the street is completed. There are three methods by which sewers in disrepair are handled: dig and replace, slip-line, or pipe bursting. Manholes are usually replaced with pre-cast concrete, but can be lined to prevent infiltration of groundwater. The portion of the lateral within the street right-of-way is from the cleanout to the mainline and often times must be replaced due to age, infiltration of tree roots or offset joints.

Project Alternatives

Slip-lining - This involves the rehabilitation of sewer lines that are structurally sound by relining the host pipe with a high density polyurethane liner. A similar process can be used on brick manholes.

Pipe Bursting - This method of line replacement allows for pipe replacement without excessive street excavation.



Capital Improvement Project Summary

Project Title

Sanitary Sewer Rehabilitation/Replacement

Impact on Operating Budget & Departments - Narrative

Reducing inflow/infiltration reduces treatment costs.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact
\$450,000	\$580,000	\$380,000	\$390,000	\$400,000

Operating Budget under Impact: **Sanitary Sewer**

2015 Funding		2016 Funding		2017 Funding		2018 Funding		2019 Funding	
Sanitary Sewer	\$450,000	Sanitary Sewer	\$580,000	Sanitary Sewer	\$380,000	Sanitary Sewer	\$390,000	Sanitary Sewer	\$400,000
\$450,000		\$580,000		\$380,000		\$390,000		\$400,000	

Construction:	\$2,200,000
Construction Contingency:	
Design, Engineering & Consultant Costs:	
Equipment:	
Demolition:	
Software:	
Other:	
Land Acquisition:	

Total Project Costs

\$2,200,000

<i>Estimated Start</i>	<i>Estimated Completion</i>	<i>Estimated Useful Life</i>
1/1/2011	12/28/2019	75 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
SS-2	New	Must Do

Project Title

Sanitary Sewer Inflow & Infiltration Reduction

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Borough-wide
<i>Department</i>	<i>Division</i>
Public Works	Sanitary Sewer

Project Description

In 2012, a project was started to identify the sources and amount of inflow of surface water and infiltration of groundwater into the sanitary sewer system. Meters were installed in various manholes to measure flow and compare against the water use records. It is anticipated that the metering project will continue through 2016, and \$75,000 per year is requested for this task.

As the meters provide data and sources of inflow and infiltration are located, it will be necessary to either rehabilitate or replace the sewer pipe and/or manholes. For years 2015-2017 a major construction project will be necessary to acheive this goal and construction funding of \$300,000 each year is requested. With the larger problem areas complete, it is anticipated that smaller projects would be identified for years 2018 and 2019 (\$125,000 each year).

Statement of Need

This project is needed in order to reduce the amount of treatment costs based upon the metered flow.

Project Alternatives

Do nothing and continue to pay the treatment costs for non-sewage flow. Ultimately, DEP could impose a "no build" moratorium on State College until the percentage of inflow and infiltration is reduced to acceptable levels.



Capital Improvement Project Summary

Project Title

Sanitary Sewer Inflow & Infiltration Reduction

Impact on Operating Budget & Departments - Narrative

Projects should result in reduced sewage treatment cost expenses in the Sanitary Sewer Fund.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

Sanitary Sewer	\$375,000	Sanitary Sewer	\$375,000	Sanitary Sewer	\$300,000	Sanitary Sewer	\$125,000	Sanitary Sewer	\$125,000

\$375,000

\$375,000

\$300,000

\$125,000

\$125,000

Construction: **\$1,150,000**

Construction Contingency:

Design, Engineering & Consultant Costs: **\$150,000**

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$1,300,000

Estimated Start

3/29/2013

Estimated Completion

3/29/2018

Estimated Useful Life

50 years



Capital Improvement Plan

2015-2019 Regional and Other Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
OP053a	West End Transportation Infrastructure Improvements	\$70,000	\$96,500	\$381,400	\$470,650	\$0
OP053d	West End Redevelopment	\$0	\$100,000	\$1,000,000	\$0	\$0
OP121	Energy Savings Project	\$175,000	\$75,000	\$75,000	\$75,000	\$75,000
OP123	Business Support Revolving Loan Program	\$0	\$0	\$0	\$50,000	\$0
OP141	Strategic Plan Update	\$0	\$50,000	\$0	\$0	\$0
OP142	Downtown Master Plan Infrastructure Improvements	\$350,000	\$3,570,000	\$470,000	\$2,069,500	\$0
OP254	Zoning and Land Development Ordinance Rewrite	\$0	\$200,000	\$0	\$0	\$0
OP340	SCCLT - Affordable Housing Design/Build	\$150,000	\$0	\$0	\$0	\$0
		\$745,000	\$4,091,500	\$1,926,400	\$2,665,150	\$75,000



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP053a	Revised Submission	Should Do

Project Title

West End Transportation Infrastructure Improvements

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	West End
<i>Department</i>	<i>Division</i>
Planning, Housing and Development, Public Works	Engineering, Planning

Project Description

This project includes a phased approach to implementing streetscape, bike and pedestrian infrastructure, as described below:

2015: Design and engineering for 2016 & 2017 projects.

2016: Bike and pedestrian connection(s) between the Borough and West Campus located along Railroad Alley in the vicinity of the intersections with N. Gill Street and/or N. Sparks Street, both of which are designated as bicycle routes. Connection(s) could include: sidewalk/ramp repair, replacement or construction; shrub/tree removal or relocation; directional signage to assist with connectivity to existing bike/pedestrian routes; and/or pedestrian lighting.

2017: West College Avenue Streetscape improvements on the north side of street. This could include: pedestrian-scale lighting fixtures that match the context sensitive poles in Downtown; painted crosswalks at key intersections with College Avenue; tree plantings/replacement; and/or trash cans. Engineering/traffic study for proposed W. College Ave road diet project. Design and engineering for West End Wayfinding signage.

2018: Limited streetscape improvements to the 100 north block of Sparks or Gill Street, depending on final location of bike and pedestrian connection(s). These improvements could include expanded bicycle route signage, sidewalk repairs/replacement, pedestrian lighting, and/or tree plantings/replacement. Install Wayfinding signage for West College and West Beaver Avenues. (See recommendations from Sustainable Communities Collaborative.) Design and engineering for W College Avenue road diet projects.

Statement of Need

In 2012-2013, the Borough conducted downtown and neighborhood planning processes that identified the need for streetscape, bike and pedestrian improvements along West College and West Beaver Avenue corridors as well as throughout the West End area. Input from many stakeholders deemphasized the importance of gateway elements, banners and other identity elements and indicated that priority should be given to improving sidewalk conditions, incorporating a bike and pedestrian connection between the West End and West Campus and installing basic streetscape infrastructure. Penn State Office of Physical Plant planners are willing to partner with the Borough to plan for the location of the bike and pedestrian connection(s) to West Campus and other infrastructure improvements that could support this connection. Public infrastructure improvements to this area of the Borough can be a catalyst for encouraging private property improvements and making the area attractive for redevelopment activity. Historically, the Downtown, West End, West Campus and Ferguson Township areas have developed independent of each other. These projects aim to elevate the appearance and functionality of the West End as a gateway and increase connectivity among these areas of the larger community.

Project Alternatives

This project request is part of several planning documents, including the Downtown Master Plan, the draft State College Neighborhood Plan and the West End Plan. Alternatives for these projects have been identified in these plans.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP053d	Revised Submission	Should Do

Project Title

West End Redevelopment

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	West End
<i>Department</i>	<i>Division</i>
Planning, Housing and Development	Planning

Project Description

This project includes leveraging a public-private partnership to advance community and economic development goals and recommendations of the 2008 West End Revitalization Plan and the 2013 Downtown Master Plan. Potential sites could include the current location of the Sparks Street parking lot or others that could be identified through the Downtown Master Plan. 2016: Advance a collaboration among the Borough Council, Planning Commission, Redevelopment Authority, CBICC and other public and/or private partners to determine a site and program for a redevelopment project using the Borough's certified redevelopment areas. Design and engineering for a catalyst redevelopment project in the West End area, and property acquisitions if required. 2017: Construction of a mixed-use redevelopment project on a site with a certified redevelopment area to be selected.

Statement of Need

In 2012-2013 the Borough conducted Downtown and Neighborhood Planning initiatives that identified the need for more coordinated effort regarding improvements to the West End and the need for more timely action on the goals of these plans. A partnership among public and private entities will advance many community and economic development goals and build upon momentum in the community regarding redevelopment and diversification of housing and commercial opportunities. Redevelopment of this area should happen in a coordinated effort, in keeping with established community plans, and in a way that is sensitive to the West End's context and character.

Project Alternatives

Several alternatives for redevelopment activity were presented in the 2008 West End Revitalization Plan and the 2013 Downtown Master Plan.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP121	Revised Submission	Should Do

<i>Project Title</i>
Energy Savings Project

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various
<i>Department</i>	<i>Division</i>
Public Works	Other Projects

<i>Project Description</i>
The project reflects use of a reserve to provide a systematic funding mechanism for energy conservation and energy efficiency projects.

<i>Statement of Need</i>
In 2012, State College Borough opted to focus on pursuing energy efficiency projects over time rather than hiring a consultant to oversee a larger project that would consolidate a number of energy saving projects into a Guaranteed Energy Savings Act project. This CIP project is proposed to fund these projects over a period of years, focusing first on a lighting conversion project in parking facilities, then providing a regular funding mechanism for other projects, including street light conversions, fleet conversion to LNG or CNG and energy efficiency projects in other facilities, including Bellaire Court.

<i>Project Alternatives</i>
Do nothing, and continue to pay higher usage costs for energy, water consumption and fuel.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP123	Previously Authorized - Pending	Should Do

Project Title

Business Support Revolving Loan Program

<i>Change from Previous CIP</i>	<i>Project Location</i>
Previously Deferred	Borough-wide
<i>Department</i>	<i>Division</i>
Planning, Housing and Development	Redevelopment

Project Description

The program is being developed in 2014. The continuation of this project in the CIP is to recapitalize the loan funds in future years.

The program will be structured as a matching program where the level of public funding committed would match the level of private funding in the partnership. The specific details have not been finalized, however the following program elements are common in revolving loan programs:

- identify types of businesses or a business cluster that are eligible;
- identify the types of activities that are eligible;
- establish maximum amounts for loans and loan guarantees;
- establish minimum private equity amounts;
- develop underwriting criteria;
- define other terms and conditions;
- prepare loan documents;
- establish and review process;
- establish a loan servicing model and process.
-

Statement of Need

Revolving loan programs are frequently used by redevelopment authorities that operate business assistance programs. Communities of all sizes across Pennsylvania operate revolving loan programs to encourage business development, assist with capital infrastructure and encourage sustainability including Pittsburgh, Hermitage, Carlisle and Lock Haven.

The most common revolving loan programs in the Centre Region are focused on manufacturing-type businesses. The CDICC and SEDA-COG both operate programs that focus mainly on manufacturing.

This program could become a partnership between local lending institutions, the Redevelopment Authority, CBICC, Downtown State College and other economic development entities and private sector organizations.

Project Alternatives

N/A



Capital Improvement Project Summary

Project Title

Business Support Revolving Loan Program

Impact on Operating Budget & Departments - Narrative

In 2015, there are start-up costs related to the preparation of materials needed to operate the program and establish operations, similar in some respects to the process the Borough established to operate homebuyer programs. Annual operating costs depend upon the final program design, but anticipated staffing demands are 0.1 FTE.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

2015 Funding		2016 Funding		2017 Funding		2018 Funding		2019 Funding	
						General	\$50,000		

\$0

\$0

\$0

\$50,000

\$0

Construction:

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment:

Demolition:

Software:

Other:

\$50,000

Land Acquisition:

Total Project Costs

\$50,000

Estimated Start

Estimated Completion

Estimated Useful Life

9/1/2018

9/1/2019

Perpetual revolving fund



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP141	Revised Submission	Should Do

<i>Project Title</i>
Strategic Plan Update

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	Borough-wide
<i>Department</i>	<i>Division</i>
Administration	Other Projects

<i>Project Description</i>
The Borough's Strategic Plan was adopted in 2009. Given that it has been 5 years since adoption, it is recommended that the Strategic Plan be updated.

<i>Statement of Need</i>
Strategic plans should be updated every 5 years.

<i>Project Alternatives</i>
N/A



Capital Improvement Project Summary

Project Title

Strategic Plan Update

Impact on Operating Budget & Departments - Narrative

N/A

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

		General							
		\$50,000							

\$0

\$50,000

\$0

\$0

\$0

Construction:

Construction Contingency:

Design, Engineering & Consultant Costs: **\$50,000**

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$50,000

Estimated Start

Estimated Completion

Estimated Useful Life

1/1/2016

12/31/2016

5 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP142	Previously Authorized - In Progress	Should Do
<i>Project Title</i>		
Downtown Master Plan Infrastructure Improvements		
<i>Change from Previous CIP</i>	<i>Project Location</i>	
Increase in Amount or Scope	Central Business District	
<i>Department</i>	<i>Division</i>	
Public Works, Planning, Housing and Development	Engineering, Parking Facilities, Streets, Planning	
<i>Project Description</i>		
<p>Based on the recommendations of the Downtown Master Plan, new or additional public infrastructure may be completed in a phased manner within the Downtown. Anticipated improvements include new traffic signal poles, pedestrian nodes, sidewalk, crosswalk and roadway treatments, signage, on-street parking improvements, branding and marketing, etc. According to the Master Plan, it is recommended that the following projects take place within the time frames listed: 2015: Design and engineering for 2016 projects. 2016: Undertake a catalyst project to initiate physical improvements. The plan indicates treatments for the noted sections of roadways including: new traffic signal poles and light poles where applicable; sidewalk, crosswalk, roadway and intersection paving treatments; expanded pedestrian nodes at key intersections identified in the Pedestrian and Traffic Safety study; bollards for pedestrian safety; new bicycle racks and covers; street trees and other streetscape plantings; and amendments to the curbs and ADA accessible ramps at College and Allen Street intersection. This could include Beaver Avenue block faces between Fraser and Pugh (not already completed with brick) and Calder Way between Burrowes Street and Heister Street. 2017: Begin negotiations with PennDOT regarding future design improvements to College and Beaver Avenues between Atherton Street and High Street. Design and engineering for the 100 block of S.Allen Street and the Allen Street & College Avenue Intersection. Additional engineering for second phase wayfinding. 2018: Implement streetscape and roadway improvements to 100 block os S.Allen Street and Allen Street & College Avenue intersection. Complete second phase of pedestrian and vehicular wayfinding signage that was initiated in 2014 to expand the visibility, usefulness and placement of directional, parking and informational signs. Design and engineering for 2019.</p>		
<i>Statement of Need</i>		
<p>In the past, many of the improvements in the Downtown have been completed without consideration for how they relate to other aspects of the Downtown as a whole. The Downtown Master Plan creates an identity for Downtown and a template for public and private improvements. Development based on this plan will be more efficient, thoughtful and recognizable. From a physical perspective, the goal of these improvements is to improve vehicular safety, reduce congestion, improve aesthetics and make Downtown State College a destination. In terms of improving the overall quality of life in downtown, these improvements will help “jump start” reinvestment by showcasing downtown as a viable place worthy of investment and redevelopment. These improvements will help make downtown an attractive place for greater diversity of residents including young professionals. Additionally, these improvements will help downtown market its competitiveness as a regional destination, for more than just the student population, as the Centre Region grows and develops.</p>		
<i>Project Alternatives</i>		
N/A		



Capital Improvement Project Summary

Project Title

Downtown Master Plan Infrastructure Improvements

Impact on Operating Budget & Departments - Narrative

Improvements anticipated to increase revenue from metered parking. Phasing improvements and completed in association with other projects will minimize cost of improvements.

Debt service for the projected \$6,459,500 assumed at \$497,000 annually (4.5% over 20 years).

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact
				\$497,000

				\$497,000
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Operating Budget under Impact: **General**

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

Future Debt	2015 Funding	Future Debt	2016 Funding	Future Debt	2017 Funding	Future Debt	2018 Funding	2019 Funding	2020 Funding
	\$350,000		\$3,570,000		\$470,000		\$2,069,500		

\$350,000

\$3,570,000

\$470,000

\$2,069,500

\$0

Construction: \$5,639,500

Construction Contingency:

Design, Engineering & Consultant Costs: \$820,000

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$6,459,500

Estimated Start

1/1/2015

Estimated Completion

12/31/2019

Estimated Useful Life

30 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP254	Revised Submission	Should Do

Project Title

Zoning and Land Development Ordinance Rewrite

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	State College
<i>Department</i>	<i>Division</i>
Planning, Housing and Development	Other Projects

Project Description

State College has not comprehensively rewritten its zoning and land development regulations since the mid-1970s, following the adoption of the 1976 Comprehensive Plan. At that time, the zoning map was redrawn and several new zoning districts were added. However, even with this redraft, much of the ordinance is based on Ordinance 559 adopted in 1959. This project proposes that a consultant be retained to work with State College on the preparation of a new zoning and land development ordinance. The initial step in this process is for Council, the Planning Commission and staff to update the land use goals and land use plan. This process was started through the State College Area Land Plan process and the 2013 Comprehensive Plan update. In addition, an update of the Master Plan for Downtown will be completed by mid-2013 and a new Neighborhood Plan will be in place by the end of 2014. Following the completion of these planning processes, a scope of work will be prepared for the ordinance rewrite. State College will investigate funding opportunities for the zoning ordinance re-write through the Pennsylvania Department of Community and Economic Development.

Statement of Need

The current zoning is a mixture of standard Euclidian zoning techniques and performance zoning techniques with no overall theme as to how State College approaches land use regulations. It does not incorporate current performance and form-based standards in any systematic way. Since 1959 the zoning ordinance has been amended over 200 times. This large number of amendments has resulted in inconsistencies and internal conflicts in the ordinance. In addition, the existing ordinances are confusing and difficult for the general public and developers to interpret. The number of amendments, inconsistencies and conflicts as well as lack of clarity are indicative of the need for a comprehensive rewrite of the land development regulations.

Project Alternatives

Retain and continue to "tweak" the current ordinances.



Capital Improvement Project Summary

Project Title

Zoning and Land Development Ordinance Rewrite

Impact on Operating Budget & Departments - Narrative

Impacts on operating budgets will primarily be limited to staff time devoted to working with the consultants, Council, the Planning Commission and the community on the drafting and adoption of the new zoning ordinance. There will also be a cost in staff time learning to administer the new regulations. Some new forms and maps will need to be prepared by staff.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

	2015	2016	2017	2018	2019
General		\$150,000			
State Grant		\$50,000			

\$0

\$200,000

\$0

\$0

\$0

Construction:

Construction Contingency:

Design, Engineering & Consultant Costs: **\$200,000**

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$200,000

Estimated Start

Estimated Completion

Estimated Useful Life

7/1/2014

7/31/2016

20 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
OP340	New	Should Do

Project Title

SCCLT - Affordable Housing Design/Build

<i>Change from Previous CIP</i>	<i>Project Location</i>
New Project	1394 University Drive
<i>Department</i>	<i>Division</i>
Administration	Housing

Project Description

The State College Community Land Trust (SCCLT), in partnership with State College Borough and Penn State's College of Arts and Architecture, plans to design and build a moderately priced, owner-occupied duplex utilizing advanced and long-term cost-effective green technology. The SCCLT is seeking funding for the acquisition of the land for this project. The land cost will be between \$130,000 and \$150,000. This project furthers the Borough's commitment to developing sustainability projects "using best practices to create lasting environmental, economic, community and organizational vitality." Although building a home would be a new experience for the SCCLT, it is not an usual activity for community land trusts. Recently, Union County has developed a similar project in Lewisburg, PA. The project was a collaboration of several Union County housing organizations as well as Penn State's Department of Architecture. In exploring the successes of the Union County project, Associate Professor Lisa Lulo has expressed a strong interest in partnering with SCCLT as part of her Department's works in creating sustainable housing.

Statement of Need

Lassie McDonald, a local realtor and property owner, has contacted the SCCLT and offered to sell a vacant lot (1394 University Drive) to the SCCLT. Ms. McDonald has offered this lot because she expressed her desire to have owner-occupied housing on the site, which is contiguous to the property of her current residence. The lot is approximately 20,400 sq ft and would accommodate a duplex on the site. The SCCLT wishes to purchase this site, build a duplex and sell the property as perpetual owner-occupied housing by utilizing Land Trust model.

Project Alternatives

N/A



Capital Improvement Plan

2015-2019 Information Technology Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
IT260	Storage Area Network (SAN) Expansion/Recovery	\$63,000	\$0	\$0	\$0	\$0
IT280	High-Speed Internet Infrastructure	\$105,000	\$86,500	\$96,000	\$105,500	\$50,000
IT300	Records Management System/Mobile Computer (RMS/MC)	\$140,000	\$0	\$0	\$0	\$0
IT-PF139	PARCS Software System Replacement	\$750,000	\$0	\$0	\$0	\$0
IT-PF142	Parking Meter Upgrade	\$300,000	\$0	\$0	\$0	\$0
		\$1,358,000	\$86,500	\$96,000	\$105,500	\$50,000



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
IT260	Previously Authorized - Pending	Should Do

Project Title

Storage Area Network (SAN) Expansion/Recovery

<i>Change from Previous CIP</i>	<i>Project Location</i>
New Project	Borough Municipal and Service Buildings
<i>Department</i>	<i>Division</i>
Administration	Information Technology

Project Description

The Borough's files, images and applications are stored in a Storage Area Network (SAN). The current configuration saves files across two servers.

Statement of Need

Two storage devices were purchased to create a large storage area on the network to house shared drives as well as data from the diverse set of applications the Borough uses on a daily basis. Data and applications include Parking, Tax, and Finance. Because of the amount of data and the number of times it is accessed, the current configuration was implemented to focus on performance. The speed encourages saving data on the network -- rather than locally on desktops where files may not be recoverable. The increase in performance, however, created a configuration where loss of one server could result in data loss. During an outage in 2012, our accounting system (PIMS) was unavailable for a period of time. To date, we are unsure what caused the failure. The project seeks to redesign our storage to maintain/improve performance but also allow for faster recovery and provide redundancy. Adding another SAN would also allow us to improve replication, file archival and retention.

Project Alternatives

If a third storage device is not funded, Information Technology may be able to recover data from the backup system. However, the contrast is replication which reduces downtime to a few hours while a backup restore could take up to a week, leaving State College without access to some applications (PIMS, Tax, ...), system files and data.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
IT280	New	Should Do

<i>Project Title</i>
High-Speed Internet Infrastructure

<i>Change from Previous CIP</i>	<i>Project Location</i>
New Project	Borough-wide
<i>Department</i>	<i>Division</i>
Administration	Information Technology

Project Description

This project is a phased implementation to create and extend high speed network connectivity throughout State College. The first phase will take advantage of existing physical (conduit) capacity in high density residential and commercial areas, in partnership with Penn State and local Internet providers, and progress in a coordinated effort for future expansion. The subsequent phases will work in step with the Borough corridor and revitalization programs in order to leverage project costs, extend reach and enhance public-private partnerships.

Statement of Need

In their current form, everything from Regional Public Safety to public consumption of information is requiring an increase in bandwidth to access the Internet. The current growth is only addressing what exists in the area and not what a concerted effort to create a high speed infrastructure can do for economic development. The Borough will need to undertake an Internet access initiative similar to the 2012-2013 Downtown and Neighborhood Planning. Needs and recommendations identified from other Borough initiatives, coupled with research and case studies from other municipalities, provide information that will assist in the technology aspect to "advance community and economic development." Communities that employ similar networks are supplementing the attraction offered to live and work in their area. A more connected community makes room for development of new enterprises, innovations, and a local workforce capable of telecommuting while enjoying life in the Borough. Borough residents benefit in other ways in that their services provided are improved as staff is afforded real-time access to information required to fulfill their responsibilities as members of Patrol, Parking, Zoning, Public Works, etc.

Project Alternatives

N/A



Capital Improvement Project Summary

Project Title

High-Speed Internet Infrastructure

Impact on Operating Budget & Departments - Narrative

It is expected that maintenance agreements and asset replacement will become part of the operational budget. There is potential to realize secondary revenue streams by appropriately sizing the infrastructure.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$105,000	General	\$86,500	General	\$96,000	General	\$105,500	General	\$50,000

\$105,000

\$86,500

\$96,000

\$105,500

\$50,000

Construction:

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment: **\$395,000**

Demolition:

Software: **\$48,000**

Other:

Land Acquisition:

Total Project Costs

\$443,000

Estimated Start

Estimated Completion

Estimated Useful Life

3/1/2015

12/31/2018

10 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
IT300	New	Must Do

<i>Project Title</i>
Records Management System/Mobile Computer (RMS/MC)

<i>Change from Previous CIP</i>	<i>Project Location</i>
New Project	Police Department
<i>Department</i>	<i>Division</i>
Police	Information Technology, Patrol

<i>Project Description</i>
<p>The current RMS/Mobile Computer was purchased in 2008 and will no longer be supported by the vendor effective June 2015.</p>

<i>Statement of Need</i>
<p>The Police Department uses an electronic RMS/Mobile Computer that is jointly owned by 4 entites: State College, Penn State, Ferguson and Patton Townships. Currently, there is 20 years worth of data and police records in the system, which is widely used by officers in the field to complete all report documentation from the police cars.</p> <p>The current system will soon be outdated and no longer supported by the vendor. Additionally, the current system operates on Windows XP and is unable to operate on Windows 7 or newer Windows versions. For security reasons, the federal and state government will be prohibiting the use of Windows XP for these systems in the near future.</p>

<i>Project Alternatives</i>
<p>Upgrade the current version of software or solicit proposals for a new product and installation.</p>



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
IT-PF139	Previously Authorized - Pending	Should Do

<i>Project Title</i>
PARCS Software System Replacement

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	Parking Garages
<i>Department</i>	<i>Division</i>
Administration	Parking Facilities

<i>Project Description</i>
Replacement of the current revenue control PARCS system in the parking structures. This includes paystations and entry/exit gates.

<i>Statement of Need</i>
The old PARCS system is antiquated and unreliable from many different aspects, and it precludes State College from maintaining desired customer service levels. The paystations are not able to provide an acceptable audit trail and revenue control is a high priority. New technology will allow better service to the users of the facilities.

<i>Project Alternatives</i>
Continue with the old system.



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
IT-PF142	Previously Authorized - Pending	Should Do

<i>Project Title</i>
Parking Meter Upgrade

<i>Change from Previous CIP</i>	<i>Project Location</i>
New Project	Downtown
<i>Department</i>	<i>Division</i>
Administration	Parking Enforcement

<i>Project Description</i>
Convert current parking meters to have the ability to accept credit cards.

<i>Statement of Need</i>
Current parking meters only accept coins. The growing trend is to have the meters accept credit cards because this payment is becoming a standard expectation by consumers.

<i>Project Alternatives</i>
Leave the old meters in place.



Capital Improvement Plan

2015-2019 Streets Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
ST001	Street Reconstruction	\$675,000	\$750,000	\$500,000	\$555,000	\$1,040,000
ST002	Street & Alley Resurfacing/Curb Replacement/ADA Ramps	\$453,000	\$428,000	\$436,000	\$453,000	\$410,000
ST021	Central Business District Streetlights	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
ST022	Traffic Signal & Intersection Safety Improvements	\$65,000	\$105,000	\$360,000	\$140,000	\$25,000
ST115	ADA Compliance Project	\$68,000	\$68,000	\$68,000	\$68,000	\$68,000
ST121	Atherton Corridor Improvement Project	\$0	\$0	\$2,156,500	\$0	\$0
ST941	Bicycle Facility Improvements	\$0	\$53,000	\$25,000	\$25,000	\$25,000
		\$1,511,000	\$1,654,000	\$3,795,500	\$1,491,000	\$1,818,000



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST001	Revised Submission	Should Do

Project Title

Street Reconstruction

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various
<i>Department</i>	<i>Division</i>
Public Works	Streets

Project Description

Street reconstruction is an ongoing program to upgrade deteriorated streets in which sub-base or pavement structure failures require reconstruction (see attached list). Each project will improve drainage, provide an adequate pavement structure for present and reasonable future vehicle loads, install pedestrian ramps with detectable warning devices, improve safety and reduce annual maintenance costs. Type I reconstruction costs range from approximately \$400 to \$500 per foot depending on the width of pavement, scope of drainage, improvements and other conditions. Type II reconstruction, which requires limited pavement sub-base repair, costs range from approximately \$250 to \$275 per foot. The ranges includes mobilization and all project costs, which vary depending on the scope of the project.

The following streets are recommended for reconstruction using General Fund monies:

- 2015 - Bellaire Avenue from University Drive to dead end, \$675,000
- 2016 - Smithfield Street from Easterly Parkway to Nimitz Avenue, \$750,000
- 2017 O'Bryan Lane from Westerly Parkway to Waupelani Drive, \$490,000
- 2018 - Oneida Street from Westerly Parkway to Waupelani Drive, \$550,000
- 2019 - Easterly Parkway from Allen Street to Garner Street, \$1,040,000

Statement of Need

The selection of streets to be reconstructed or resurfaced is based on a Pavement Management Evaluation System which is completed every two years. The rating system consists of several elements, such as cracking, curb condition, rutting, potholes, drainage, patching, ride quality and traffic volume. The sum of these elements establishes the PCI (Pavement Condition Index), and this score then forms the basis for future maintenance. The worst street sections receive a more in-depth review as to need for curb work, utility work or "in fact" whether the street can be salvaged by resurfacing. Once identified, streets rated "serious", "very poor" or "poor" are recommended for improvement(s). The amount of work recommended is limited to the number of street sections that the budget can afford. Street reconstruction is completed to upgrade deteriorated streets in which sub-base or pavement structure failures require reconstruction which generally adds value to adjacent properties, and eliminates the need for extensive maintenance for approximately 25 years.

Project Alternatives

NONE



Capital Improvement Project Summary

Project Title

Street Reconstruction

Impact on Operating Budget & Departments - Narrative

Reduced street maintenance.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$600,000								
	\$600,000								

Construction: **\$3,520,000**

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$3,520,000

Estimated Start

Estimated Completion

Estimated Useful Life

5/11/2015

9/1/2019

25 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST002	Revised Submission	Should Do

Project Title

Street & Alley Resurfacing/Curb Replacement/ADA Ramps

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various
<i>Department</i>	<i>Division</i>
Public Works	Streets

Project Description

State College maintains approximately 48 miles of streets and 10 miles of alleys. An on-going maintenance program of crack sealing and sealcoating helps extend the life of the pavement, on average for 20-25 years. Actual life cycles vary between 10 and 30 years depending upon traffic volumes and the weight of vehicles using the roadway. The current cost of street and alley resurfacing is approximately \$20/sq. yd.

Prior to a street being resurfaced, curb and gutter repairs are completed on an as-needed basis by State College Public Works crews and/or by contract. Handicapped ramps are installed at intersections in compliance with ADA requirements under the Department of Justice. Crews and/or contractor will also replace or repair any sanitary sewer, storm sewer, storm sewer inlet or junction box or sanitary sewer manhole prior to resurfacing. Finally, handicapped ramps are also reconstructed at intersections. Cost to complete these improvements is estimated at \$10 per square yard of pavement area. Cost for these ancillary items are included in this project budget.

Statement of Need

Street and alley resurfacing and curb replacement is routine maintenance of pavement infrastructure.

Project Alternatives

N/A



Capital Improvement Project Summary

Project Title

Street & Alley Resurfacing/Curb Replacement/ADA Ramps

Impact on Operating Budget & Departments - Narrative

Decrease annual "patch" and emergency repair costs and achieve maximum efficiency of public funds for roadway maintenance.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$436,000								
	\$436,000								

Construction:	\$2,180,000
Construction Contingency:	
Design, Engineering & Consultant Costs:	
Equipment:	
Demolition:	
Software:	
Other:	
Land Acquisition:	

Total Project Costs
\$2,180,000

<i>Estimated Start</i>	<i>Estimated Completion</i>	<i>Estimated Useful Life</i>
6/17/2015	11/16/2019	20 - 25 years

RESURFACING							
Street	From	To	Last Improvement	Sq. Yds. Pvmt Area	L.F. of Curb	Length of Pipe	Inlets/ Manholes
2014							
Buckhout Street	Beaver Ave	Foster Avenue	1987	2069	387	63	4
Ridge Avenue	Sunset Road	Glenn Road	1995	4118	644	1481	6
Edgewood Circle	Saxton Drive	Cul-de-sac	1996	2523	358	717	7
Sunset Road	Ridge Aveue	Hillcrest Avenue	1994	1880	340	838	9
Ferguson Avenue	McKee Street	Dead End	1986	1165	210	529	4
South Sparks Street	Prospect Avenue	Westerly Parkway	1992	2931	648	1589	16
Hamilton Ave	Fraser St.	Allen Street	1986	2698	779	1387	14
Fry Drive	Whitehall Road	Norma Street	1993	2333	919	1512	8
Total				19717	4283	8116	68
2015							
E. Fairmount Ave	Hetzel Street	Glenn Alley	1989	526	108	179	2
E. Foster Avenue	Locust Lane	Keller Street	1983	5393	876	850	11
Hetzel Street	Foster Avenue	Hamilton Avenue	1982	2960	438	1259	11
High Street	Foster Avenue	Holly Alley	1985	397	58	228	2
Jackson Circle	Mitchell Avenue	Cul-de-sac	1953	701	96	0	0
Hillcrest Ave	Atherton Street	Allen Street	1987	3300	2006	1488	11
North Allen Street	Hartswick Avenue	September Alley	1980	1523	1160	1082	5
New Alley	Miller Alley	Burrowes Street	1989	315	88	160	3
Total				15115	4830	5246	45
2016							
S. Gill Street	W. Foster Avenue	W. Nittany Ave.	1984	1284	378	58	2
Barnard Street	W. Nittany Ave.	W. Fairmount Ave	1984	894	284	84	2
McCormick Avenue	Pugh Street	University Drive	1996	8741	3200	3291	24
Prospect Avenue	Atherton Street	Gill Street	1966	3359	935	1551	13
Total				14278	4135	4842	37
2017							
Marylyn Avenue	University Drive	Tusseyview Park	2000	4704	630	1415	9
Allen Street	Atherton Street	Doris Avenue	1994	7833	2180	2306	17
Old Boalsburg Rd	Atherton Street	Whitehall Road	1995	2029	581	1174	7
Total				14566	3391	4895	33
2018							
Science Street	Atherton Street	Marylyn Avenue	2005	1483	168	1329	15
Garner Street	Easterly Parkway	Nimitz Avenue	1994	5921	1149	2184	14
North Sparks Street	College Avenue	PSU Line	1984	1685	436	508	4
Sowers Street	College Avenue	Beaver Avenue	2001	1189	204	397	8
Smithfield Circle	Smithfield Street	Smithfield Street	1974	4824	698	3155	22
Total				15102	2655	7573	63
2019							
Pugh Street	Beaver Avenue	Easterly Parkway	1988	11190	1788	4994	46
Nittany Avenue	Atherton Street	Fraser Street	1988	2497	328	620	12
Total				13687	2116	5614	58



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST021	Revised Submission	Should Do

Project Title

Central Business District Streetlights

<i>Change from Previous CIP</i>	<i>Project Location</i>
No Change	Downtown
<i>Department</i>	<i>Division</i>
Public Works	Streets

Project Description

The average life expectancy of context sensitive street lights is 25-30 years. Because most of the street lights in the Downtown were installed in the early to mid-1980s, the street light extension/replacement project addresses the need to replace those fixtures, as well as add new fixtures where needs are identified. Reconstruction of handicapped ramps to meet the new ADA guidelines will also be included with the project.

2015 \$250,000 - Install handicap ramps and replace streetlight poles, fixtures, and foundations on Beaver Avenue between "H" Alley and Burrowes Street;

2016 \$250,000 - Install handicap ramps and replace streetlight poles, fixtures, and foundations on College Avenue from Atherton to Fraser Street and from Garner to High Street;

2017 \$250,000 - Install handicap ramps and replace streetlight poles, fixtures and foundations on Beaver Avenue from Allen to McAllister;

2018 \$250,000 - Install handicap ramps and replace streetlight poles, fixtures and foundations on Pugh Street from Beaver Avenue to Nittany Avenue and on East Foster Avenue from Allen Street to Pugh Street.

2019 \$250,000 - Install handicap ramps and replace streetlight poles, fixtures and foundations on Burrowes Street, McAllister Street, Locust Lane and Heister Street between Beaver and College Avenues.

Statement of Need

Street lighting enhances the safety and ambience of the Downtown.

Project Alternatives

N/A



Capital Improvement Project Summary

Project Title

Central Business District Streetlights

Impact on Operating Budget & Departments - Narrative

Street light replacements will reduce energy costs and maintenance expenses. The induction fluorescent bulbs use 15% less electricity and last 12 years in comparison to high pressure sodium which lasts about 5 years.

Each additional street light will require approximately \$10 per year for maintenance and approximately \$36 per year in energy costs.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

CDBG	\$250,000								

\$250,000

\$250,000

\$250,000

\$250,000

\$250,000

Construction: **\$875,000**

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment: **\$375,000**

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$1,250,000

Estimated Start

6/16/2004

Estimated Completion

11/16/2018

Estimated Useful Life

25 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST022	Revised Submission	Must Do

Project Title

Traffic Signal & Intersection Safety Improvements

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various locations
<i>Department</i>	<i>Division</i>
Public Works	Streets

Project Description

This project is a compilation of the 2008 Comprehensive Pedestrian and Bicycle Program and the 2010 Planned Intersection Safety Improvement Plan, which recommends safety improvements at signalized and non-signalized intersections.

The study continued in 2014 with the evaluation of the next 6 intersections and it is expected that recommendations from that study will be implemented in 2016.

2015 - Complete pedestrian crossing improvements at Beaver/Hiester which includes handicap ramps, alterations to storm inlet and relocation of streetlight (\$65,000);

2016 - Implement recommendations of next 6 intersections (\$80,000), continue with the study of the next 5 intersections (\$25,000);

2017 - Install pedestrian nodes on the west side of Burrowes Street at College Avenue and replacement of traffic signal poles and foundations. The project will be completed in conjunction with the streetlight replacement and handicap ramp improvements (\$360,000).

2018 - Implement recommendations from study of next 5 intersections (\$75,000). Complete pedestrian crossing improvements at Beaver/McAllister which includes handicap ramps, alterations to storm inlet and relocation of street lights (\$65,000).

Statement of Need

This project allows State College to address and budget for needed safety improvements at intersections identified by the transportation consultant in a systematic way. Due to the high level of pedestrian crossings, a high number of bicyclists, and the high number of vehicles in State College, a comprehensive program will assist in outlining needs for improvements. Additionally, State College is responsible for the installation, maintenance, operation and replacement of traffic signals, when warranted by PennDOT. Intersections in need of upgrades are determined by age of the signal, crash history, intersection deficiencies, lighting, pedestrian and bicycle amenities, including handicapped ramps, pedestrian signals, etc. When appropriate, grant money or other funding sources including Transportation Improvement Plan, Metropolitan Planning and PennDOT will be used.

Project Alternatives

Traffic signal mast arms have a life expectancy of 40 years. Signals have a life expectancy of 20 years and controllers have a life expectancy of 10 years.



Capital Improvement Project Summary

Project Title

Traffic Signal & Intersection Safety Improvements

Impact on Operating Budget & Departments - Narrative

Each new signal adds approximately \$300 per year in additional maintenance costs and \$500 per year in energy costs.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$65,000	General	\$105,000	General	\$360,000	General	\$140,000	General	\$25,000

\$65,000

\$105,000

\$360,000

\$140,000

\$25,000

Construction: **\$590,000**

Construction Contingency: **\$30,000**

Design, Engineering & Consultant Costs: **\$75,000**

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$695,000

Estimated Start

Estimated Completion

Estimated Useful Life

6/16/2009

12/16/2019

40 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST115	Revised Submission	Must Do

Project Title

ADA Compliance Project

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	All of State College
<i>Department</i>	<i>Division</i>
Public Works	Engineering, Streets

Project Description

In an effort to make all intersections within the Borough compliant with the latest ADA standards, several handicap curb ramps are replaced each year. Curb ramps are replaced as part of the yearly reconstruction and resurfacing projects. Additionally, in conjunction with the Downtown Master Plan, handicap ramps will be upgraded as projects within the downtown are developed, such as Pugh Street, Allen Street and College and Beaver Avenue.

Yearly funding of \$68,000 is requested to continue to establish compliance at other intersections that are not a part of some other project. Drainage inlets and other existing features are design hurdles and each intersection will need a detailed survey and design to determine the extent of improvement needed to comply. Engineering estimates range between \$5,000 and \$8,500 per corner, which results in costs for the intersection ranging between \$20,000 and \$34,000.

In 2015, it is recommended that the handicap ramps at Allen/Fairmount and at Allen/Prospect be replaced.

Statement of Need

In order to comply with the most recently released standards for handicap accessibility at intersections, it will be necessary to upgrade nearly every intersection within State College. As it is not feasible to upgrade all intersections at one time, a plan has been developed to systematically work through State College until all intersections have been addressed. Many of the Central Business District intersections will be addressed with the streetlight replacement projects. The project is needed in order to comply with the latest standards for handicapped accessibility at intersections.

Project Alternatives

None



Capital Improvement Project Summary

Project Title

ADA Compliance Project

Impact on Operating Budget & Departments - Narrative

N/A

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact
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\$68,000	\$68,000	\$68,000	\$68,000	\$68,000
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Operating Budget under Impact: **General**

2015 Funding		2016 Funding		2017 Funding		2018 Funding		2019 Funding	
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General	\$68,000								
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\$68,000	\$68,000	\$68,000	\$68,000	\$68,000	\$68,000
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Construction: \$323,000

Construction Contingency: \$17,000

Design, Engineering & Consultant Costs:

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$340,000

<i>Estimated Start</i>	<i>Estimated Completion</i>	<i>Estimated Useful Life</i>
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3/15/2011	11/15/2026	25
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Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST121	Revised Submission	Should Do

<i>Project Title</i>
Atherton Corridor Improvement Project

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Atherton Street between Highland Alley and the Bus Station
<i>Department</i>	<i>Division</i>
Public Works	Engineering, Streets

<i>Project Description</i>
<p>Many improvements are planned for Atherton Street under separate projects, and this project combines all aspects into one project. The improvements include:</p> <ol style="list-style-type: none"> 1. Street lighting from Highland Alley to Beaver Avenue and from College Avenue to the Bus Station; 2. New decorative traffic signal poles (including new luminaires) at the intersections of Beaver Avenue, College Avenue and the Bus Station; 3. New decorative traffic signal poles and mast arms for pre-emption signal at Highland Alley; 4. New handicapped ramps at the intersections of Beaver Avenue, Calder Way, College Avenue, the Bus Station, Highland Alley, Clay Lane and Railroad Avenue; 5. Pedestrian fence, widened sidewalks, and landscaping between Beaver and College Avenues, and Clay Lane and the IST Building; 6. New decorative poles and mast arms that hold directional signs both south of Beaver Avenue and north of College Avenue. 7.

<i>Statement of Need</i>
<p>The Comprehensive Pedestrian and Bicycle Safety Study completed in 2008 and the 2010 Intersection Safety Improvement Plan both identified safety needs in this corridor. The project will address many of the safety needs as well as provide a new streetscape with benches, lighting, fencing, decorative poles, etc.</p>

<i>Project Alternatives</i>
<p>Complete as separate projects.</p>



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
ST941	Revised Submission	Should Do

Project Title

Bicycle Facility Improvements

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various
<i>Department</i>	<i>Division</i>
Public Works	Streets

Project Description

The Borough has been installing bike paths and/or bike lanes at several locations throughout State College for the last 25 years. The paths and lanes provide both transportation links and recreational opportunities and make vital connections to other facilities within the Borough, on campus and within the Centre Region. However, maintenance of the existing off-street paths has been virtually non-existent. As a result of a Bike Path Inventory Report, maintenance projects have been identified and prioritized, as follows:

2016 - Surface improvements and sign replacement for the Orchard Park Bike Path and the Blue/White Path (\$28,000). Stormwater improvements south of Edgewood Circle (\$25,000).

2017 - \$25,000 for future identified maintenance

2018 - \$25,000 for future identified maintenance

2019 - \$25,000 for future identified maintenance

Ancillary projects such as covered bike racks will be located at approved locations.

Statement of Need

Bicycling is an important mode of transportation in State College, and rising fuel costs are only expected to increase bicycle use. Installation and maintenance of bike paths, lanes and amenities will be needed to meet the demands of those who choose to bike as a main means of transportation. The recently completed Downtown Master Plan also emphasizes the need for additional bicycle infrastructure.

Project Alternatives

N/A



Capital Improvement Project Summary

Project Title

Bicycle Facility Improvements

Impact on Operating Budget & Departments - Narrative

Maintenance of bicycle facilities has been minimal and it is recognized that more effort is needed to maintain a desirable riding surface, ensure proper signage and trim back vegetation on a regular basis. Bicycle amenities have a limited amount of annual maintenance. Annual painting of bike lanes will cost about \$100 per mile. Snow removal for off-street paths cost about \$50 per mile per event.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

2015		2016		2017		2018		2019	
Category	Amount								
General	\$53,000	General	\$25,000	General	\$25,000	General	\$25,000	General	\$25,000

\$0

\$53,000

\$25,000

\$25,000

\$25,000

Construction: \$128,000

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$128,000

Estimated Start

Estimated Completion

Estimated Useful Life

4/1/2011

12/28/2019

25 years



Capital Improvement Plan

2015-2019 Storm Water Projects

Project Number	Project Title	2015 Total Expenses	2016 Total Expenses	2017 Total Expenses	2018 Total Expenses	2019 Total Expenses
SW031	Memorial Field Drainage	\$250,000	\$0	\$0	\$0	\$0
SW111	Stormwater Projects	\$115,000	\$75,000	\$115,000	\$50,000	\$50,000
		\$365,000	\$75,000	\$115,000	\$50,000	\$50,000



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
SW031	Previously Authorized - In Progress	Should Do

<i>Project Title</i>
Memorial Field Drainage

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Foster/"D" Alley
<i>Department</i>	<i>Division</i>
Public Works	Storm Sewers, Engineering

<i>Project Description</i>
<p>Storm water from approximately 50 acres of State College drains into the sinkhole, and State College has completed several projects to filter and clean stormwater.</p> <p>For 2015, it is recommended that funds (\$250,000) be designated for permanent storm filtering improvements to the final inlets at Foster/"D" Alley, Hole Alley and at Nittany "D" Alley.</p>

<i>Statement of Need</i>
<p>Because storm water is directly injected into a sinkhole, the storm filtering project will remove debris and other impurities from the storm water, thereby cleaning the water and helping keep the sinkhole clean and clear. An additional need is identified for the partnership between State College and SCASD to manage the stormwater that drains to Memorial Field.</p>

<i>Project Alternatives</i>
N/A



Capital Improvement Project Summary

Project Title

Memorial Field Drainage

Impact on Operating Budget & Departments - Narrative

Reduced sinkhole maintenance.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	2015 Funding	2016 Funding	2017 Funding	2018 Funding	2019 Funding
	\$250,000				

\$250,000

\$0

\$0

\$0

\$0

Construction: \$250,000

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$250,000

Estimated Start

Estimated Completion

Estimated Useful Life

6/13/2012

11/13/2015

50 years



Capital Improvement Project Summary

<i>Project Number</i>	<i>Request Type</i>	<i>Priority</i>
SW111	Revised Submission	Should Do

Project Title

Stormwater Projects

<i>Change from Previous CIP</i>	<i>Project Location</i>
Increase in Amount or Scope	Various Locations throughout State College
<i>Department</i>	<i>Division</i>
Public Works	Engineering, Storm Sewers

Project Description

Funding for the following projects is requested:

2015 - Woodland/Mitchell cross-lot replacement (\$115,000).
2016 - Edgewood Sinkhole - construct reverse filter (\$40,000), Westerly Parkway Reservoir/Wetlands - install debris rack (\$35,000);
2017 - Orchard Park Basin Pipe Replacement - (\$65,000), Various Pipe replacement to be identified (\$50,000);
2018 - Various Pipe replacement to be identified (\$50,000);
2019 - Various Pipe replacement to be identified (\$50,000).

Additionally, it is suggested that \$50,000 be programmed in 2017, 2018 and 2019 in order to address recommendations of the report.

Statement of Need

In 2011, State College began evaluating its storm sewer pipes once it was discovered that the system was starting to fail as it was reaching the end of its design life, especially for corrugated metal pipe. The evaluation has revealed that the larger diameter pipes are in good condition; however, the smaller diameter pipes vary from good to severe.

As a way to prioritize a replacement strategy, staff is focusing on those pipes that are located outside of a street right-of-way. These pipes cross private lots and although located in an easement often times property owners build and/or plant over the easement making it very difficult to access the pipe. In areas where conventional "dig & replace" is not possible, staff will be looking to use trenchless technology such as slip-lining.

Project Alternatives

Do nothing with the knowledge that nuisance flooding of uninhabited structures may still occur, or that depressions/sinkholes may form in the Orchard Park basin.



Capital Improvement Project Summary

Project Title

Stormwater Projects

Impact on Operating Budget & Departments - Narrative

After completion of the projects there will be a decrease in maintenance required for the replaced pipe.

2015 Operating Impact	2016 Operating Impact	2017 Operating Impact	2018 Operating Impact	2019 Operating Impact

Operating Budget under Impact:

2015 Funding

2016 Funding

2017 Funding

2018 Funding

2019 Funding

General	\$115,000	General	\$75,000	General	\$115,000	General	\$50,000	General	\$50,000

\$115,000

\$75,000

\$115,000

\$50,000

\$50,000

Construction: **\$405,000**

Construction Contingency:

Design, Engineering & Consultant Costs:

Equipment:

Demolition:

Software:

Other:

Land Acquisition:

Total Project Costs

\$405,000

Estimated Start

Estimated Completion

Estimated Useful Life

3/15/2011

10/15/2019

50 years

Borough of State College

2015 - 2019 Capital Improvement Plan Review Comments

#	Date	Comment	Project No.	Response	Council Disposition
1.	05/12/2014	<i>Is there an established procedure for neighborhoods to get on the list for a parkland acquisition?</i>	PK200 (Page 21)	Neighborhood members make requests and staff then works to bring a proposal to Council. If there is grant money available we can apply for funding for parkland acquisition.	No further action required.
2.	05/12/2014	<i>Clarification is requested for information under Municipal Building improvements as to why there is a need for keyless access for the public to the building elevators.</i>	BD131 (Page 15)	Elevators for general public use are shut down after regular operating hours; however, the Borough has tenants that may need the use of elevators after hours such as C-NET and the New Leaf Initiative. There is also an interest in also greater accessibility for staff with mobility issues that may need to access offices after hours or on weekends.	No further action required.
3.	05/12/2014	<i>Why is the priority for High Point Park a "Must Do" in 2015 and does the High Point Park project as currently described best address the needs of the neighborhood.</i>	PK084 (Page 19)	The High Point Park project is listed as a "Must Do," because the Borough received grant funding from DCNR for this project with the timeline submitted to DCNR as was described in last year's CIP. This project received overwhelming support from DCNR for providing ADA accessibility to current park features. Based on the CIP and the grant timeline submitted to DCNR, the project was planned for design in 2014 and implementation in 2015.	No further action required.
4.	05/12/2014	<i>If in the past the Borough has always put money into the Park Land Acquisition revolving loan fund, why is PK200 listed as a "could do" and not a "should do?"</i>	PK200 (Page 21)	The guidelines for establishing categories for the prioritization of projects in the CIP are described on page 8. Staff chose the classification based upon their best judgment, but these guidelines can change if Council desires.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
5.	05/12/2014	<i>Please, when you make the final version of the parking fund projects, PF086 should say underneath is, "Only if PF152 is not applicable."</i>	PF086 (Page 25)	The final version of the CIP will be changed to reflect this comment.	No further action required.
6.	05/12/2014	<i>Is there an update on the new organics program?</i>	NA	Out of a total of 18 stops on commercial routes, three of the stops are in the downtown (a consortium of restaurants on the same block). In three weeks, a ton and a half of organic material has been pulled out of the three downtown stops, which represents about \$100 in tipping fees.	No further action required.
7.	05/12/2014	<i>Concerns were raised about the level and quality of service with the use of new equipment that uses automation to allow for the crew to remain in the refuse truck. Information should be provided in the CIP to ensure that the same level of service will be provided. Additionally concerns were noted for providing adequate service to residents with mobility issues.</i>	RF320 (Page 35)	<p>There are times when there are small amounts of brush that do not require automation. The grapple hook brush truck is recommended to assist workers with the collection of large, heavy brush. In these instances manual brush collection has a high potential to cause workplace hazards. Brush and refuse collection is one of the highest risk occupations.</p> <p>Only the collection method is being changed. Nothing different is being asked of residents in preparing brush for collection, nor is it staff's interest in degrading the level of service. Our goal is to maintain or improve the level of service, not require additional work for homeowners in presenting materials for collection, and to improve the safety of work completed by staff during collection.</p>	No further action required.
8.	05/12/2014	<i>Is organics collection being provided to the fraternities?</i>	RF320 (Page 35)	The program is currently constrained by the amount of staff available to do a site assessment for the placement of containers. There is work underway to add organics collection to the fraternities and a pilot project has been started. This and the following question are in regard to Borough operations and would be best addressed during discussion of the 2015 Budget.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
9.	05/12/2014	<i>Are we trying to do anything to improve recycling of corrugated cardboard?</i>	RF122 (Page 33)	Staff has been working with IFC to create cluster cans for multiple fraternities to share a cardboard container in close proximity. In much of the downtown, cardboard containers have replaced waste containers in many locations. Last week, the first cardboard dumpster was installed at a fraternity. The question is will someone need to give up a parking space or is there adequate clearance for the overhead dumping into the truck?	No further action required.
10.	05/12/2014	<i>Why is staff proposing new elevators in a new addition to the building rather than upgrading the existing elevator in the current elevator shaft?</i>	PF137 (Page 26)	<p>Staff is proposing the installation of a traction elevator rather than a hydraulic elevator to improve the speed and quality of service of the elevators in the Fraser Street Garage.</p> <p>The existing hydraulic elevators have reached the end of useful life and will need to be replaced. Replacing the hydraulic elevators with high speed traction elevators will require a new tower to be constructed since the existing towers were not built for the structural loading requirement of a traction elevator. Traction elevators are not only faster, but they are also more energy efficient, are less costly to maintain and not susceptible to poor service in cold temperatures. A memo is attached with more information.</p> <p>Elevator construction and modernization experts indicate the cost of a typical modernization of a hydraulic elevator can range from 50% (\$450,000) to 80% (\$720,000) of the cost of new elevators.</p> <p>When reviewing the costs, please note that the elevator replacement (\$900,000) is just one component of the overall Martin Luther King Plaza upgrade and will be integrated to enhance the entire area.</p>	No further action required.
11.	05/12/2014	<i>What work will be done in terms of resurfacing after sanitary sewer projects are finished?</i>	SS-1 (Page 37)	Projects are generally scheduled so that resurfacing is scheduled for the same year or where scheduled resurfacing will occur in the next year.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
12.	5/19/2014	<i>When the Fraser Street Project is built along Calder Way, will the utilities be placed underground? Wouldn't it be more cost-effective and aesthetically appealing to place the utilities underground while the street is under construction?</i>	OP142 (Page 52)	The Downtown Master Plan did look at whether it was feasible to bury the utilities, but did not suggest this option. The Borough would have to acquire additional right-of-way or and the utilities would have to be stacked vertically. As for Fraser Centre, a portion of the overhead electric will be buried under the property owner's sidewalk along Calder, but communication lines are not proposed to be buried.	No further action required.
13.	5/19/2014	<i>For the 100 block Allen Street, there was some talk about turning it into a temporary or permanent closing of Allen Street as a pedestrian mall.</i>	OP142 (Page 52)	There could be a component of feasibility that could be studied; however, the Downtown Master Plan did not recommend closing the 100 block of Allen Street permanently as a pedestrian mall. Staff will look at a flexible design treatment to allow the 100 block of Allen Street to be used as a public plaza on special occasions throughout the year.	No further action required.
14.	5/19/2014	<i>Funding in 2015 has \$350,000 for only planning, design and engineering work. Council should be able to see what this design work will entail. Council should be given more information on the scope of the project before being asked to approve spending at the recommended amount. A list of what the consultants should design for us would be acceptable.</i>	OP142 (Page 53)	Attached to this matrix is a memo from the Planning Department and attachments with additional information as requested by Council. More extensive information would be provided during the budget. The pages provided are used as guidance documents for staff when describing the scope or work and the deliverables for the project. Professional services typically cost between 7% (\$324,765) and 10% (\$463,950) of total construction costs. In the first year, staff should hire a consultant to layout the plan to give to designers and contractors better identifying what the projects would entail. The consultant should be hired to work with staff in order to better define the projects over the next five years.	No further action required.
15.	5/19/2014	<i>An error was noted on page 53 of the CIP.</i>	OP142 (Page 53)	Page 53 contained an incorrect computer-generated formula in the field. This will be updated and presented to Council.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
16.	5/19/2014	<i>For the West End Transportation project the description talks about the connection to the Ferguson Township component. How would you characterize staff conversations with the Township to coordinate projects?</i>	OP053a/d OP142 (Page 42)	The Planning Department has met with Ferguson Township's new Planning Director to make sure that they are up-to-date. A meeting will be scheduled during the summer to continue conversations on agreed upon objectives and ways to work together on these projects.	No further action required.
17.	5/19/2014	<i>The Zoning and Land Development Ordinance Rewrite is an important project to address issues with the convoluted nature of the current zoning and land development ordinances. Interested was noted in pursuing this project earlier than in 2016.</i>	OP254 (Page 54)	Due to financial constraints in 2015 and recent staffing changes in Planning it is unlikely that the zoning revision project would require the expenditure of Borough funds before 2016. However, significant work can begin prior to June 2015 in order to advance the project. Primarily, staff will pursue potential outside funding sources to obtain the \$50,000 match identified in the CIP. Staff will also work with the appropriate stakeholders and decision makers to build consensus on the work scope of the project and begin the consultant selection process when appropriate.	No further action required.
18.	5/19/2014	<i>Is OP254 a project to improve the consistency, clarity and consolidation of the current ordinances or is it to create new zoning and land development ordinances?</i>	OP254 (Page 54)	The Neighborhood Plan and the Downtown Master Plan have laid the foundation for the re-write, and the Planning Commission is reviewing the current ordinances in preparation for the hiring of a consultant to assist in this work. The exact scope for that work will be defined over the next year to ensure that when a consultant is hired, the project will be well-defined and that the confusion and contradictions within the current ordinances are well addressed.	No further action required.
19.	5/19/2014	<i>What is the process for monitoring the cost savings of the energy efficiency projects?</i>	OP121 (Page 46)	In general, staff looks at utility bills and sewage treatment costs. For example, the Borough is looking at meter rates through the Inflow and Infiltration project. A 4- to 5-year payback is expected on lighting projects.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
20.	5/19/2014	<i>Does the Borough have a policy for digital record retention?</i>	IT260 (Page 59)	Digital records follow our same policies for paper records. For general records, the retention policy is seven years, for police records, 20 years.	No further action required.
21.	5/19/2014	<i>A concern was expressed regarding residents' and staff's access to their own personal data if the cloud is used to retain records and ensuring redundancy. Additional concern was raised about actual destruction of records. Are there ways for the Borough to address these issues?</i>	IT260 (Page 59)	The IT Department reviews policies, security, and Service Level Agreements for all IT solutions and their providers, whether the service is hosted in-house or elsewhere (cloud). As needed, we may require assistance of our legal counsel prior to moving forward with the project. This is an operations question that is best addressed during the budget process.	No further action required.
22.	5/19/2014	<i>The PSE committee reviewed a proposal for bringing very high-speed internet to the area. Is this idea still part of the discussion?</i>	IT280 (Page 61)	This project is not directly related; however, it did highlight that the Borough does not yet have the infrastructure to support initiatives like the one presented to PSE (Gig.U). The initiative has support and will build on those partnerships. There is also another program to install fiber for universities throughout Pennsylvania that may dovetail into this project.	No further action required.
23.	5/19/2014	<i>Let's figure out what it would cost to lay the fiber and make sure that we have an idea of what would we attach it to and how would it be used before funding IT280.</i>	IT280 (Page 61)	We currently have operations in Borough departments that can use data in the field, including Police, GIS, Public Works and Health. The budgetary numbers are based on estimates from providers and government best practices in relation to areas that have capacity or in areas that could leverage current construction to decrease the cost of installing the fiber. There will be unexpected costs, but research was conducted to come up with the best cost estimate.	No further action required.
24.	5/19/2014	<i>Will the PARCS replacement also include the Pugh Street Garage?</i>	IT-PF139 (Page 65)	Two provisions will be explored. Install new equipment in Pugh and move it when needed or continue with the current pay stations and exit gates. The latter requires our staff to run outdated hardware and software in tandem for one garage. Also, there are likely more issues with education and operation of two systems for customers, than in relocating equipment.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
25.	5/19/2014	<i>Does the return on investment (ROI) support the implementation of new parking meters?</i>	IT-PF142 (Page 67)	It is expected that the return will follow the success of the kiosks currently installed in the Borough parking lots and decks. The kiosks ROI was less than one-year, despite the project estimate of 3- to 4-years.	No further action required.
26.	5/19/2014	<i>What are the fees for credit card vendors?</i>	IT-PF142 (Page 67)	<p>The fees will change as the Borough will choose an enterprise-wide credit card vendor. Currently, the fee is off-set by the decreased labor costs of collecting cash and coins. In addition, that saved staff time is used for other essential tasks, including enforcement. While it is not reflected as a direct change in parking staff costs, it does recognize real savings.</p> <p>Staff has compiled a summary of the Borough's payments to credit card vendors:</p> <ul style="list-style-type: none"> • Fees to Official Payment from 6/30/12 to 3/1/14 totals \$8,849 (average of \$421/month), based on a service fee of 2.5% of the cost of the transaction. • Fees to Chase Payment Tech (from parking garages and lot revenue) for a 12-month period totals \$74,089 on revenues of \$1,030,605 (7.2% of revenues generated). • Future payments for using Tyler Cashiering (MUNIS) will be similar to Official Payment, ranging from 2.25% to 2.5% per transaction. 	No further action required.
27.	6/2/2014	<i>Multiple Council members reinforced the need to begin the Zoning and Land Development Ordinance Rewrite earlier than 2016. If not in January of 2015, could the project begin by June of 2015? The suggested edit to the CIP would reflect "Something must be being done by June of 2015."</i>	OP254 (Page 55)	The response to this question was captured in item number 17 of this matrix in reference to comments made at the May 19 Council meeting.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
28.	6/2/2014	<i>Traffic signal improvements are mentioned for locations that are very close together, for example at Beaver at McAllister and at Heister. Clarification is requested regarding the number of traffic signals to be employed and the types of safety devices proposed for these projects at these different locations.</i>	ST022 (Page 77)	The projects that are described do not include traffic signals. Many of these projects are geared toward improving handicap accessibility, addressing stormwater issues, fixing street lights and adding bump outs (pedestrian nodes) to improve safety.	No further action required.
29.	6/2/2014	<i>A number of projects are focused on completing ADA accessible ramps, which increase the costs of these projects substantially. Please provide additional information as to why the Borough must make improvements to what appear to be adequate ramps.</i>	NA	The guidelines set forth for any type of ADA accessible ramps are set by the Department of Justice. The Department creates the criteria by which the Borough must review any project where greater than 10% of the area is being reconstructed for additional handicap improvements that may be made. If the Borough makes an improvement to a street, the policy has been to improve the ramps to make sure that the Borough is following that criterion. Failure to follow this criterion could result in legal cases against the Borough.	No further action required.
30.	6/2/2014	<i>What are the benefits of having the Atherton Corridor Project as one contract?</i>	ST121 (Page 81)	A number of the improvements that the Borough had proposed for that project, including required handicap ramps, will now be done as part of the PennDOT project. The Borough will be doing the sidewalk improvements, street lights and items to meet traffic signal standards. Anything between the curbs will be completed by PennDOT. Additionally, new grant monies are available that could assist the Borough in completing our portion of the project. Having more than one contractor at a project location can cause possible conflicts and delays.	No further action required.

#	Date	Comment	Project No.	Response	Council Disposition
31.	6/2/2014	<p><i>Regarding the O'Bryan Lane street reconstruction slated for 2017, will the school project be finished by the time the street reconstruction project is finished?</i></p> <p><i>What affect will the school project have on the timeline and how can we best balance the need for improvements on this street and the best use of Borough resources.</i></p>	ST001 (Page 70)	<p>Completion of the School may not be until 2018. The timeline for the construction of the school may change, which streets are completed first, but it will not change the amount of funding allocated for each year in the CIP.</p> <p>The street in most need for reconstruction is Bellaire Avenue. The street reconstruction report also shows the need for the reconstruction of O'Bryan Lane. If we were to put a thin coat of asphalt on it in the meantime, the cost would be approximately \$30,000, but the handicap ramps and other safety improvements would be required at the same time.</p> <p>Staff will keep Council apprised of the construction schedule in reference to the school project. The final schedule for this project can be reevaluated in 2015. If staff were to move forward with reconstruction on an earlier date, it would be important to have a definitive plan and location of curb cuts prior to reconstruction. Construction vehicles for the school project should not be a problem. The vehicles that most impact the road are buses, not construction vehicles.</p>	No further action required.
32.	6/2/2014	<p><i>A typo was located on page 87, "Increased ordinance enforcement"</i></p>	SW031 (Page 87)	Staff will take a look at the narrative and make a correction.	No further action required.
33.	6/2/2014	<p><i>Are the Borough's stormwater management projects paying off in terms of decreasing flooding?</i></p>	SW111 (Page 89)	<p>The projects described in the CIP are mostly for stormwater pipe replacements. Currently there are no reports of structural flooding. As noted in the "Project Alternative" section, the alternative of doing nothing may result in flooding of uninhabitable structures or the formation of depressions/sinkholes.</p> <p>There are some locations where there is not a large enough pipe or we cannot put in a larger pipe. For the most part, stormwater has been adequately addressed. In dealing with stormwater, the largest hurdle will be the replacement of a large amount of corrugated metal pipe that is susceptible to corrosion. The pipe that goes down Easterly and Westerly Parkway is in good shape; however, salt corrodes the bottom of the smaller metal pipes.</p>	No further action required.

STATE COLLEGE BOROUGH

MEMORANDUM

PLANNING DEPARTMENT

to: State College Borough Council
from: State College Public Works Department Staff
subject: Elevator Comparison between Traction and Hydraulic Options
date: 6/2/2014

The following information regarding elevator options at the Fraser Street Garage was provided by Public Services Manager Ed Holmes for your review:

- Elevator industry standards call for hydraulic elevators only up to 45' rise, with exceptions to 60' principally in residential applications, and hydraulics should not be used in exterior applications. (see Elevator World article at <http://www.elevator-world.com/Extras/GreenArticles/March%2089.pdf>).
- University of Michigan and University of Kentucky post their design standards online. Both design standards stipulate that hydraulic elevators shall not be installed in parking structures. (see Michigan design standards at <http://www.umaec.umich.edu/desguide/tech/14/14000.pdf> and Kentucky design standards at http://www.uky.edu/Facilities/CPMD/standards/div14/14200S02_elevator.pdf).
- Elevator "Level of Service" evaluations review the up-peak round trip time and design systems that result in departures from the lobby every 30 second intervals for other than residential applications. (Parking Structures: Planning, Design, Construction, Maintenance, and Repair, Chrest, Smith, Bhuyan, 3rd edition). In the single elevator situation at Fraser Garage where the elevator travels at 100 feet per minute, the maximum round trip time would be 1 minute 12 seconds, not including time to board or discharge passengers. Chrest et al states the wait times over 1 minute are acceptable in special event situations, but for Fraser garage one minute or more seems to be more the norm.
- Modern traction elevators can save as much as 75% of the energy used in a typical hydraulic elevator. This information was found at <http://www.aaceiatlanta.com/2010%20AIA%20Presentation%20-%20Elevator%20101.pdf>.
- Elevators generally have a 20 to 25 year useful life. At that point, major rehabilitation should be considered to reduce maintenance costs (numerous sources, including the Whitestone Building Maintenance and Repair Cost Reference and Facilitiesnet.com. see Facilitiesnet article "Elevators: ROI depends on building owner's "ROI" at <http://www.facilitiesnet.com/elevators/article/Elevators-ROI-depends-on-building-owners-%E2%80%98ROI%E2%80%99--1414#>).

STATE COLLEGE BOROUGH

MEMORANDUM

PLANNING DEPARTMENT

to: State College Borough Council
from: State College Planning Department Staff
subject: Scope for Streetscape Improvements for OP053A and OP142 in 2015-2019 CIP
date: 6/2/2014

During the May 19, 2014 review of the draft 2015-2019 Capital Improvements Plan, Borough Council requested additional information for the scope of the streetscape projects recommended for projects OP053a, West End Transportation Infrastructure Improvements, and OP142, Downtown Master Plan Infrastructure Improvements.

Staff indicated that at the time of preparing projects for the CIP, a detailed scope for these projects is not determined. However, general scopes are used based on planning documents in order to provide an estimate for costs. Attached to this memo are several pages from the Downtown Master Plan, adopted by Borough Council August 19, 2013, which staff consults when preparing these project requests.

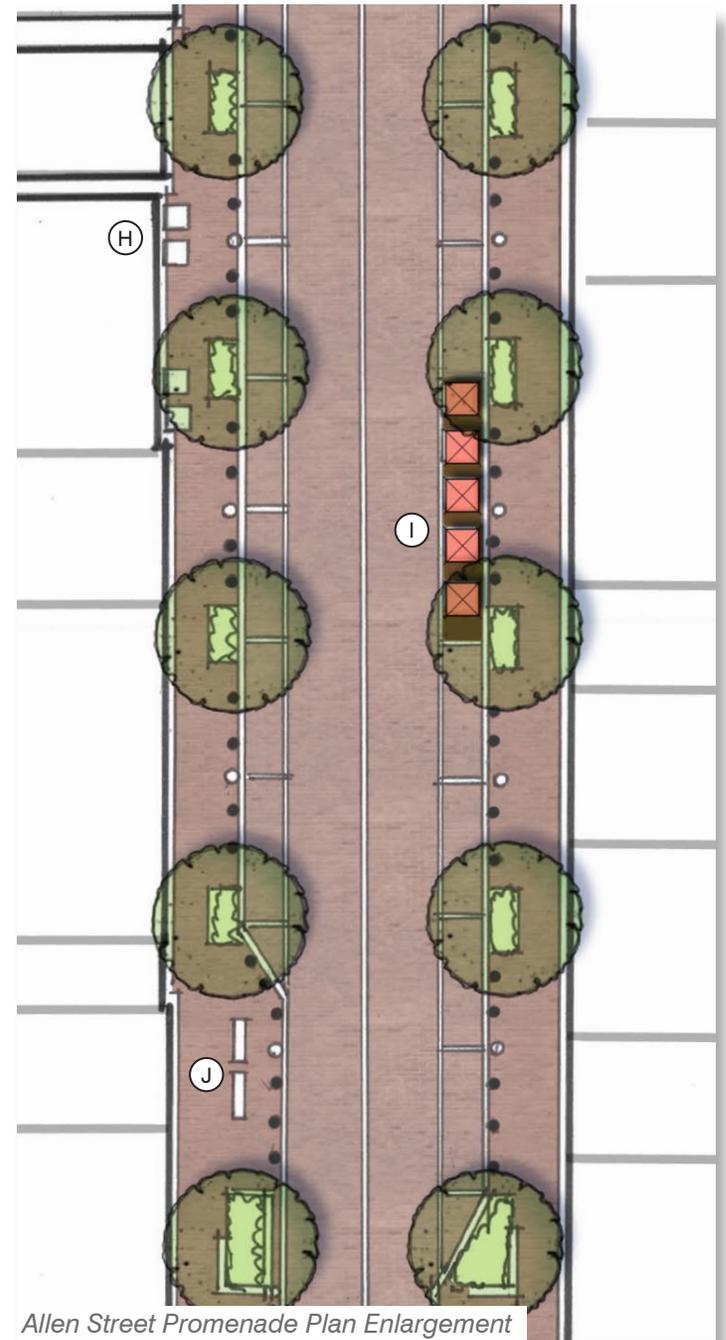
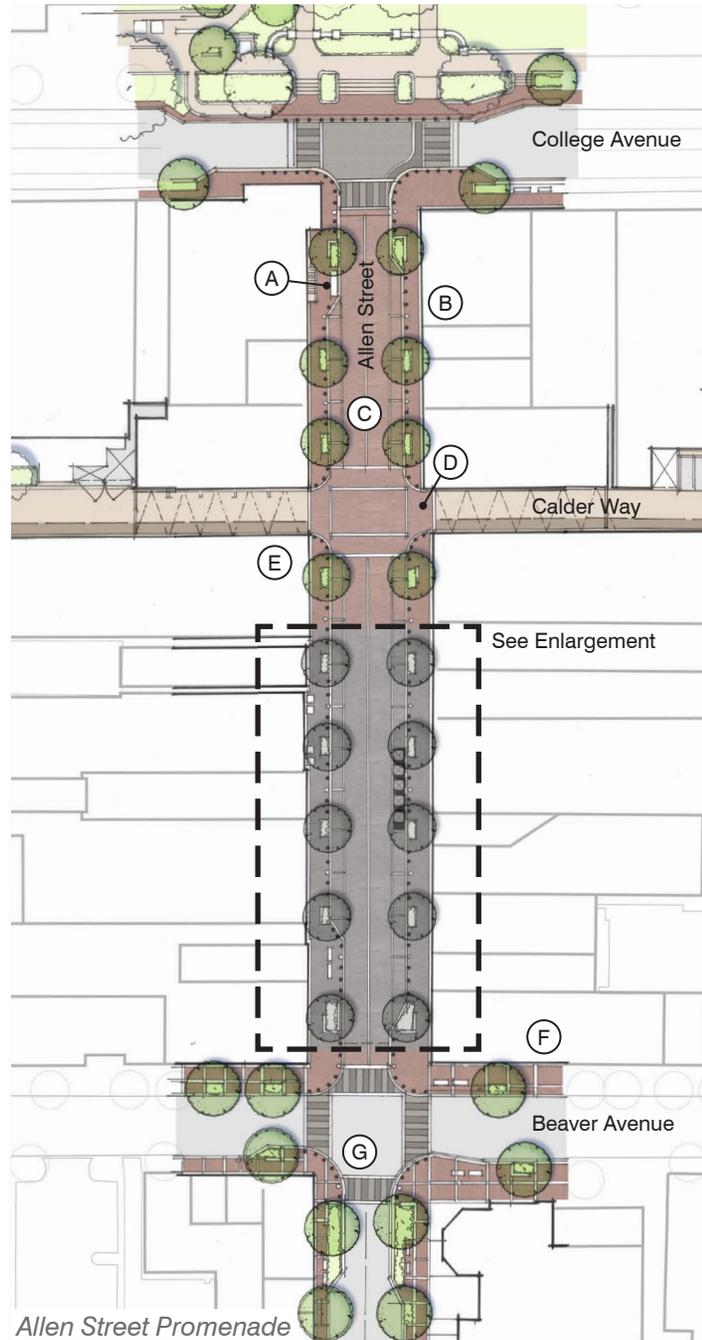
Page 240, attached, is a map of proposed Streetscape Typologies. This presents a map of roads in downtown and the West End, and assigns them a "typology" for their design and type of street furnishings. The Design Guide, which was provided as an appendix to the Plan and noted in the attached pages 237-245, thoroughly outlines the elements that would be included in these streetscapes.

The specific question was asked of staff during the May 19 review, "What would be included in a consultant's design and engineering request for project OP142 for \$350,000 in 2015?" An illustrated Plan of the 100 block of Allen Street, from the Downtown Plan, is included on the attached page 105. This illustrated Plan, the map from page 240, and the Streetscape Type A-Primary description from pages 239-240 would be provided to a consultant to put together detailed design and construction documents.

Similarly, for streetscape enhancements associated with OP053a, the map would be provided, along with the text for Streetscape Type C for West College Avenue (page 243-244 attached) and text for Streetscape Type A-Secondary (pages 241-242) for either Sparks or Gill Street.

When these projects are estimated in the CIP, staff uses these documents as a guide and removes elements that were part of recent improvements that would not need to be redone, such as curb replacements or street light installation. Then staff uses recently completed projects with a similar scope to estimate cost.

- A. *Enlarged Bulb-Out and Bicycle Storage*
- B. *Brick Sidewalks; Bollards Between Sidewalks and Street*
- C. *Brick Paving in Street; Flush with Sidewalk Grade*
- D. *Brick Crosswalks at Calder Way*
- E. *Relocated or New Street Tree, Typ.*
- F. *Brick Paving Along Beaver Avenue to Match Existing Borough Standard Adjacent to Schlow Library*
- G. *Stamped Concrete Crosswalks to Match Treatment Along College Avenue; Center of Intersection Remains Asphalt*
- H. *Outdoor Seating/ Merchandise Display Opportunities*
- I. *"Pop-Up Cafes" or "Parklets" in Parallel Parking Zone; May Be Temporary or Permanent and May Rotate Locations*



APPENDIX C: DESIGN GUIDE

Overview

This design guide provides additional design criteria relevant to the recommendations of this master plan. It is not intended to be a complete design guideline document, rather an identification of additional elements to be incorporated into the Borough's Design Guide.

Design specifics are provided for streetscapes (materials and furnishings palette and recommendations by street typology), architecture and community branding. In addition, there is a section on sustainable practices which describes best practices in sustainable development. Considerations for sustainability are also incorporated into specifics as they relate to streetscapes.

Branding Style Guide

The brand style guide includes guidance on proper usage of the identity system, color specifications in RGB, CMYK and Pantone, a copyright release allowing the Borough and Downtown Improvement District to modify and use the system as needs evolve and a simple licensing agreement should Downtown Improvement District wish to allow products with the logo to be developed and sold. In addition, a complete electronic file system with all logos, ad templates, typefaces and support graphics has been provided.

Streetscape Materials and Furnishings Palette

Following is a summary of standard streetscape elements that should be used throughout downtown. All elements will not be included on every streetscape. The streetscape typologies described following this section identify the elements that are associated with each street type. The outline below represents general descriptions; refer to Borough specifications for detailed specifications.

Ornamental Street Light Options (Existing Borough Standard)

Union Metal Corporation Nostalgia Lighting Poles

- Octaflute tapered streetlight pole (23')
- Bracket arm (6' long at 23 foot mounting height)
- Outlet mounted 6" below Luminaire arm
- Banner arm
- Black

King Luminaire

- 165 watt QL induction luminaire
- Black

Approved Equals

Ornamental Pedestrian Light Options (Existing Borough Standard)

Holophane Lighting

- Fluted straight pole (14'-5")
- Parking meter arm
- Banner arm
- Pedestrian control box provision
- 85 watt QL induction luminaire
- Post top finial
- Black

Approved Equals

Sidewalk Paving Options

Brick on concrete base with concrete banding (existing standard)

- Brick to be selected as part of Allen Street Promenade Project.
- Vehicular Thickness
- Consider matching specification used on campus (pavers by Whitacre-Greer)

Brick on concrete base with no concrete banding (proposed standard for some applications)

- Same manufacturers as above

Permeable pavers (limited applications only)

- Varies and should be determined by specific situation

Scored concrete

- Standard 5' saw cut/scoring (existing standard)
- Special scoring (proposed option for limited applications)

Alley Paving Options*Asphalt (existing standard)**Stamped concrete (proposed option for limited applications)*

- Varies and should be determined by specific design situation

Concrete Unit Pavers

- Key areas, private parking pads adjacent to alley

Crosswalk Options*“Piano Key” white thermoplastic markings (existing standard)**Color stamped concrete (proposed standard for limited applications)*

- “Cobble/stone effect,” gray color range
- Imitation brick look/color to be avoided

Tree Pits (Existing and Proposed Standards)*Tree Grate*

- 60” square “Boulevard” by Neenah Foundry (existing standard)
- 60” x 84” rectangular “Boulevard” by Neenah Foundry (proposed option)
- Cornell Structural Soil

Tree Guard

- Existing Standard (6' Ht., 16" Opening)

Planter Pots

- To be selected as part of first streetscape project
- Custom designs (select areas)

Street Furniture*Bench*

- Model 119-60, 6' by DuMor (Borough Standard)

- Black (proposed standard)
- Scarborough by Landscape Forms, Inc. (Campus side of College Avenue)
- Black

Trash Receptacles

- Concourse Series FC-12 by Victor Stanley (Borough)
- Midtown 32 by Keystone Ridge Designs, Inc.
- Black (proposed standard)

Recycle Receptacles

- Model FC-12 by Victor Stanley
- Black

BigBelly Solar Waste/recycling

- Black/Gray

Newspaper Corral

- To be selected as part of first streetscape project
- Black

Bike Facilities*Bike Racks*

- Model custom design by Spicer Welding & Fabrication
- Black
- Custom design (special locations)

Bike Hitch

- Bike Hitch by Dero, A Playcore Company
- Black
- Select locations
- Custom design (special locations)

Covered Bike Parking

- “Apex” by Duo-Gard
- Black
- Custom design (special locations)

Transit Shelter

- Penn State standard, custom design by Enseicom
- Black

Retaining and Seat Walls

- Limestone to match historic campus wall
- Brick to match campus brick, east of Garner

- Custom (to be identified during time of streetscape design)

Ornamental Pedestrian Channelization Fence

- Custom design to use Penn State post and chain post detail
- Black

Hoop Fence

- Custom design by Brooks Welding - Pleasant Gap, PA (Borough Standard)
- Black

Streetscape Typologies

Following is an outline of design specifics as they relate to each street typology. Many design specifics are determined as part of this master plan, however, some will be determined as each street is being designed.

Type-A Primary

These streets are the most important in terms of establishing the downtown public realm image and framework and receive the highest level of design treatment, going above and beyond what has already been completed downtown.

Locations

Allen Street Promenade (College to Beaver)

College Avenue Core (Atherton to Garner)

Heister Street (College to Beaver-Potential Future, similar to Allen Street Promenade)

Signal Mast Arms

Borough standard all signalized intersections

Street and Pedestrian Lighting

Borough Standard

Pavement

Brick/concrete base: South side College Avenue sidewalks and paved areas adjacent to transit stops and curb areas on north side. Allen Street, building face to building face, including crosswalks

Concrete: Shared Use path/upper walk on campus/north side

Permeable pavers: (where necessary to provide for drainage/amenity strip on south side of College Avenue)

Stamped concrete: Crosswalks on College Avenue (cobble/stone paving pattern and color) and bus pull-off zones

Tree Pits

Tree grates: College Avenue, south side and as needed on north side; Allen Street Promenade

Tree lawns: College Avenue, north side

Structural soil: College Avenue (tree grate locations); Allen Street Promenade

Planter Pots: College Avenue, both sides

Street Furnishings

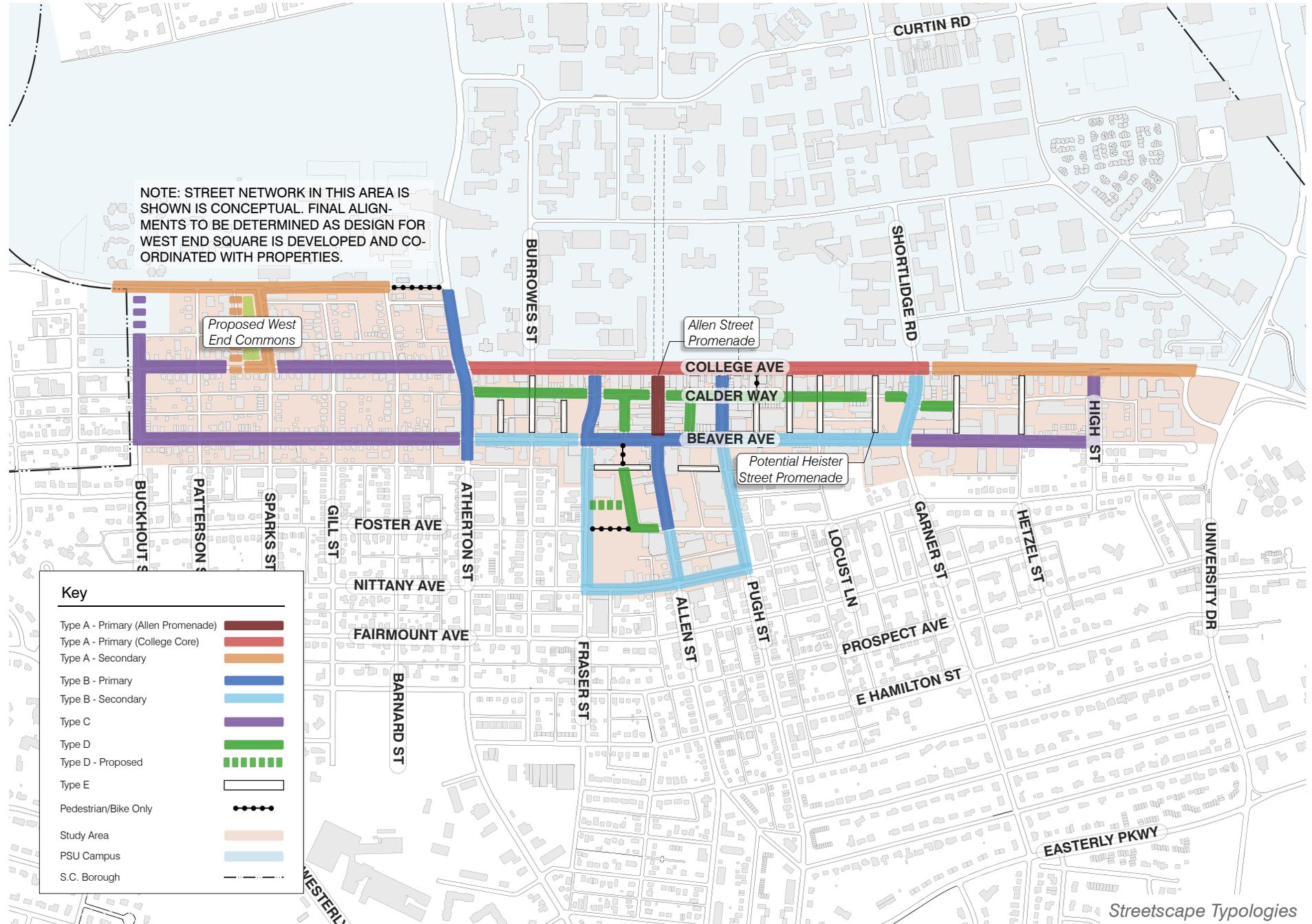
Bench, trash receptacles and recycle receptacles: Borough standard south side of College Avenue and throughout Allen Street Promenade (black); campus standard north side of College (black)

Newspaper Corrals: College Avenue and Allen Street Promenade, both sides at transit stops and intersection nodes

Bike Facilities

Bike racks: At larger intersection nodes and gathering areas along both sides of College Avenue and Allen Street Promenade near College and Beaver intersections

Bike hitch: Both sides of College Avenue and Allen Street Promenade in smaller nodes and gathering areas.



Transit Shelters

College Avenue transit stops

Stone Retaining Walls

Limestone: north side of College (west of Shortlidge intersection)

Brick: north side of College (east of Shortlidge)

Custom: South side of College Avenue and throughout Allen Street Promenade (to be determined at time of final design, if needed)

Special Considerations

BigBelly Solar Waste/Recycling: Key locations along College Avenue, both sides and Allen Street Promenade

Infiltration Planters: South side of College Avenue where needed to accommodate grade transitions in amenity strip

Rain Gardens: Key locations along College Avenue (in larger bulb-out areas on south side and within lawn areas at South Halls) and Allen Street Promenade based on feasibility with geotechnical investigations

Use of Recycled Materials: Along College Avenue and Allen Street Promenade as special accents such as stone slab “benches,” pavement inserts, etc. (to be determined at time of design)

Public Art: Various locations, particularly in gathering areas and nodes (to be determined in conjunction with public art master plan)

Type-A Secondary

These streets are also important in terms of establishing the downtown public realm image and framework and are natural extensions to Type A –Primary streets.

Locations

College Avenue (Garner to University)

West College Avenue (Segment near Sparks, associated with proposed West End Square)

West Campus Drive (Barnard Street to Buckhout Street)

Sparks (Between College and West Campus Drive)

Proposed Street (Part of street network to define proposed open space)

Signal Mast Arms

Borough standard all signalized intersections

Street and Pedestrian Lighting

Borough Standard

Pavement

Brick /concrete base: All sidewalks

Tree Pits

Tree grates: All streets

Structural soil: All streets

Street Furnishings

Bench, trash receptacles and recycle receptacles: Campus standard north side of West Campus Drive; Borough standard all other streets

Newspaper Corrals: West Campus Drive

Bike Facilities

Bike racks: At larger intersection nodes and gathering areas along all streets

Bike hitch: Along all streets in smaller nodes and gathering areas.

Transit Shelters

College Avenue transit stop near Sparks Street and any future stops along West Campus Drive

Special Considerations

BigBelly Solar Waste/Recycling: Key locations along West Campus Drive

Infiltration Planters: Consider along West Campus Drive

Rain Gardens: Consider along West Campus Drive and within proposed West End Square based on feasibility with geotechnical investigations

Use of Recycled Materials: Along key locations of West Campus Drive and streets defining proposed West End Square

Public Art: Along key locations of West Campus Drive and streets defining proposed West End Square (to be determined in conjunction with public art master plan)

Type-B Primary

These streets are important streets that define the downtown core. Some streetscapes along these streets have already been completed (portions of Allen and Fraser Streets and portions of Beaver Avenue) or are in the process of being implemented (a portion of Atherton Street and a portion of Pugh Street) and have set the materials standard for all of downtown.

Locations

Atherton Street (Between Railroad Avenue and West Highland)

Pugh Street (Between College and Beaver)

Beaver Avenue (Incomplete sections between Fraser and Pugh)

Signal Mast Arms

Borough standard all signalized intersections

Street and Pedestrian Lighting

Borough Standard

Pavement

Brick /concrete base and Concrete Banding : All streets (consider eliminating band that runs the length of the sidewalk)

Tree Pits

Tree grates: All streets

Planter Pots:

All streets where room allows

Street Furnishings

Bench, trash receptacles and recycle receptacles: Borough standard

Newspaper Corrals: All streets at larger gathering nodes and transit stops

Bike Facilities

Bike racks: At larger intersection nodes and gathering areas along all streets

Bike hitch: All streets in smaller nodes and gathering areas.

Transit Shelters

Beaver Avenue transit stop

Special Considerations

BigBelly Solar Waste/Recycling: Key locations along all streets

Rain Gardens: Key locations along Pugh Street based on feasibility with geotechnical investigations

Use of Recycled Materials: Along all streets as special accents such as stone slab “benches,” pavement inserts, etc. (to be determined at time of design)

Public Art: Along all streets, particularly in gathering areas and nodes (to be determined in conjunction with public art master plan)

Type-B Secondary

These streets complete the perimeter of the downtown core. The primary difference between these streets and Type B-Primary is that they do not utilize the brick/concrete banding paving pattern. Sidewalks are primarily concrete with some brick accent areas.

Locations

Beaver Avenue (Between Atherton and Fraser and between Pugh and Garner)

Garner Street (Between College and Beaver)

Allen Street (Between Foster and Nittany)

Nittany Avenue (Between Pugh and Fraser)

Fraser Street (Between Beaver and Nittany)

Signal Mast Arms

Borough standard all signalized intersections

Street and Pedestrian Lighting

Borough Standard

Pavement

Concrete: Most areas

Brick /concrete base accents: Intersection nodes, bulb-out areas, transit stops and other accent areas as determined during design

Tree Pits

Tree grates: Beaver Avenue, Fraser Street (Beaver to Nittany east side and Beaver to Foster, west side)

Tree lawns: All other areas

Planter Pots:

Beaver Avenue where space allows

Street Furnishings

Bench, trash receptacles and recycle receptacles: Borough standard

Newspaper Corrals: Beaver and Garner at larger gathering nodes and transit stops

Bike Facilities

Bike racks: At larger intersection nodes and gathering areas along all streets

Bike hitch: All streets in smaller nodes and gathering areas.

Bike lane and contra lane: Garner

Transit Shelters

Beaver Avenue transit stops

Special Considerations

BigBelly Solar Waste/Recycling: Key locations along Beaver Avenue

Rain Gardens: Key locations along Pugh Street and Fraser Street based on feasibility with geotechnical investigations

Use of Recycled Materials: Along all streets as special accents such as stone slab "benches," pavement inserts, etc. (to be determined at time of design)

Public Art: Along South Allen to Foster and Along Fraser to Nittany (link to Memorial Field) and Garner between Calder and College

Type-C

These streets represent the east and west extensions of College and Beaver Avenues (and the connecting portions of High and Buckhout Streets) but are outside of the downtown core and do not warrant the same level of design as Type A and B above. They should, nonetheless, be compatible in design.

Locations

Beaver Avenue (Between Garner and High)

High Street (Between College and Beaver)

West College Avenue (Between Atherton and Buckhout)

West Beaver Avenue (Between Atherton and Buckhout)

Buckhout Street (Between Beaver and College)

Signal Mast Arms

Borough standard all signalized intersections

Street and Pedestrian Lighting

Borough Standard

Pavement

Concrete: Most areas

Brick /concrete base accents: Intersection nodes, bulb-out areas, transit stops and other accent areas as determined during design

Tree Pits

Tree grates: Some areas along all streets

Tree lawns: Most areas along West Beaver and West College, High and Buckhout Streets and some areas along East Beaver

Street Furnishings

Bench, trash receptacles and recycle receptacles: Borough standard in limited areas

Bike Facilities

Bike racks: At larger intersection nodes and gathering areas along all streets

Bike hitch: All streets in smaller nodes and gathering areas.

Bike lanes: West College, West Beaver

Transit Shelters

East Beaver stops (West Beaver and College as well?)

Special Considerations

Rain Gardens: Key locations along West College and West Beaver based on feasibility with geotechnical investigations

Type-D

This street type represents alleys designed as “shared space,” with a heavy emphasis on accommodating pedestrians while also accommodating service vehicles, bicycles and limited automobile traffic.

Locations

Calder Way (Atherton to Sowers)

D Alley (West Highland to Foster and potential future extension to Beaver)

Kelly Alley (Calder to Beaver)

Foster Avenue (Allen to D Alley)

Street and Pedestrian Lighting

Borough Standard as well as custom lighting such as overhead string lights and wall-mounted lights.

Utility Poles

Ornamental pole cover/light such as “Wrap-A-Post” (minimum solution) or custom pole wraps developed with local arts community as part of public art master plan (preferred)

Pavement

Stamped Concrete: All sections with (exception of Foster Avenue) to emphasize arts

Concrete unit pavers: (where necessary to provide for drainage/amenity strip on south side of College Avenue)

Tree Pits

Tree grates or planters: Select areas as feasible to avoid conflicts with utilities and service

Planter Pots

Custom design in select areas where feasible

Street Furnishings

Bench, trash receptacles and recycle receptacles: Borough standard throughout and/or custom designs developed in coordination with local artists

Bike Facilities

Bike racks: Borough standard or custom developed in coordination with local artist at larger alcoves and gathering areas

Bike hitch: Borough standard or custom developed in coordination with local artist in smaller nodes and gathering areas.

Covered bike parking: Borough standard or custom design developed with local artists in larger alcoves or in conjunction with private property owners

Bike Contra Lane: Calder Alley

Special Considerations

BigBelly Solar Waste/Recycling: Key locations with custom stencils, branding

Rain Gardens: In select areas coordinated with private property owners based on feasibility with geotechnical investigations

Green/Living Walls: On blank building facades

Use of Recycled Materials: Throughout all sections as special accents such as stone slab “benches,” overhead structures, wall-mounted art, pavement inserts, etc. (to be determined at time of design)

Public Art: Special emphasis on public art in various locations as described above as it relates to paving,

street furniture, bicycle facilities and use of recycle materials

Type-E

This street type represents all other streets within downtown and will include base level of treatment. Sidewalk paving would be predominantly concrete, however, the Borough standards for lights, street furniture, tree grates, etc. would be used.

Locations

All other downtown streets

Signal Mast Arms

Borough standard all signalized intersections

Street and Pedestrian Lighting

Borough Standard

Pavement

Scored concrete

Tree Pits

Tree grates or tree lawns as required, depending upon space conditions

Street Furnishings

Bench, trash receptacles and recycle receptacles: Borough standard

Bike Facilities

Bike racks: Borough standard at larger intersection nodes and gathering areas along all streets

Bike hitch: Borough standard at all streets in smaller nodes and gathering areas.

STATE COLLEGE BOROUGH

Interoffice
MEMORANDUM

PUBLIC WORKS DEPARTMENT

To: Roger A. Dunlap, Assistant Borough Manager
From: State College Borough Transportation Commission
Subject: Transportation Commission Comments on 2015-19 Capital Improvement Program
Date: June 3, 2014

The Transportation Commission reviewed transportation and parking related items in the proposed 2015 - 2019 Capital Improvement Program (CIP) at their June 3, 2014 meeting and believes the projects listed are consistent with the overall goals of the Commission.

The Commission voted to forward the following comments onto Council:

ST941 – Bicycle Facility Improvements. The Commission recommended the following areas be addressed:

1. A shared use connection path along University Drive between Atherton Street and the Garner Street bike connector.
2. A shared use path along Blue Course Drive between Whitehall Road and the Orchard Park bike path
3. Consider bike lanes or shared use path along Easterly/Westerly Parkway between University Drive and Blue Course Drive

ST022 – Traffic Signals and Intersection Safety Improvements. The Commission recommended the following locations be addressed:

1. All intersections on South Atherton Street between Foster Avenue and Westerly Parkway. Consider installing traffic islands or traffic signals at various locations. Address safety concerns at the Logan/Atherton intersection.
2. University Drive intersection with College Avenue. Consider sidewalks and bike lanes (possible bridge) along University Drive between Foster Avenue and Hastings Road.

Cc: Thomas J. Fountaine II, Borough Manager
Sharon J. Ergler, Assistant Borough Secretary