

Centre County Metropolitan Planning Organization (CCMPO)

Project Ranking Criteria

The overall purpose of the project ranking criteria is to ensure consistency in the prioritization of transportation projects that may address transportation needs in Centre County. The criteria are intended to serve as a significant factor in the process of selecting projects for funding.


Candidate transportation projects will be evaluated using criteria defined by the CCMPO. Some of the criteria are specified by Federal law and regulations, including consideration of air quality and social/environmental justice impacts. Other State and local factors are also considered.

Details about each criterion are described in the attachment, including:

- Purpose and general project characteristics
- Points assigned under that criterion
 - ⇒ If a project does not fit the purpose or characteristics, it earns zero points
 - ⇒ A project may not earn points for every criterion
 - ⇒ The number of points assigned for each project is determined by its “impact”. Specific improvements or activities are listed to define “high”, “medium”, or “low” impact projects. A project earns points according to one impact level only.
 - ⇒ Points earned are summed to give each project a total “score”
 - ⇒ Proposed projects are ranked in numerical order to indicate a preliminary priority order

The priority order will be further refined based on eligibility and availability of specific funding sources [such as National Highway System (NHS), bridge, etc.], and policy guidance determined by the CCMPO Coordinating Committee.

Suggested Ranking Process:

It is recommended that individuals completing the project ranking apply one  criterion to the entire list of projects before moving to the next criterion. Experience shows that by using this method the individual applies the criteria to the project list in a more uniform manner and that it tends to make the process more efficient overall.

TEA-21 Planning Factors

1. Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity, and efficiency.

General Project Characteristics	
<ul style="list-style-type: none"> Improves access to airport or intermodal freight facility (within corridor that provides access to foreign trade zone or urban enterprise zone) 	
<ul style="list-style-type: none"> Leads to redevelopment of brownfields** and/or improvements to distressed*** municipalities 	
<ul style="list-style-type: none"> Assists tourism/recreation travel within 5 miles of a facility 	
<ul style="list-style-type: none"> Enhances freight movement (links to rail/freight yards or industrial parks) 	
<ul style="list-style-type: none"> Improves mobility to job centers 	
<ul style="list-style-type: none"> Retain and/or attract jobs 	



Project Impacts

High Impact Projects – 10 points	
<ul style="list-style-type: none"> Improves access to existing regional activity centers * which retain jobs 	<ul style="list-style-type: none"> Improves rail or vehicular access to freight distribution facilities or major industrial districts
<ul style="list-style-type: none"> New access to regional activity centers* or brownfields** which create new jobs 	
<ul style="list-style-type: none"> On collector or arterial roads**** where heavy truck traffic is high 	<ul style="list-style-type: none"> Improves access to airports in the county
Medium Impact– 5 points	
<ul style="list-style-type: none"> On collector or arterial roads**** where heavy truck traffic is medium 	<ul style="list-style-type: none"> Transportation demand management strategies, programs and incentives*****
Low Impact Projects – 1 points	
<ul style="list-style-type: none"> Supports mobility needs of business and industry not in an activity center 	<ul style="list-style-type: none"> Rehabilitation of existing access facilities
Not applicable – 0 points	
<ul style="list-style-type: none"> Project does not meet characteristics or criteria 	



Definitions

***Regional Activity Centers** are places, regardless of size, which meet the commercial, retail, entertainment, medical, etc. needs of the populations both inside and outside of its own particular boundaries

****Brownfields** are abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.(Source: EPA website - <http://www.epa.gov/swerosps/bf/index.html#info>).

*****Distressed** municipalities are geographic areas where at least 30 percent of the residents have incomes less than the national poverty level, and the unemployment rate is at least 1.5 times greater than the national average. (Source: 12 CFR 1806.200).

******Collector and arterial roads** are defined based upon the Federal Classification System – a map will be provided for the reviewer

******* Transportation Demand Management (TDM) strategies, programs, and incentives** focus on reducing the “demand” on the transportation system by changing the mode transport, the destination, travel patterns, and travel times. Examples of TDM strategies, programs, and incentives include:

- Ridesharing (car, van, bus pooling)
- Ridematch services
- Provision of public transportation
- All forms of improvements to public transportation systems
- Parking management (restrictions, pricing, etc.)
- Pedestrian/bicycle facilities
- Trip reduction/TDM ordinances
- Adjusted work hours
- User fares for roadways

TDM does not include projects that focus on modifying the “supply” or capacity of the transportation system (e.g. signal coordination, turning lanes, reversible travel lanes, etc.)

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

General Project Characteristics
<ul style="list-style-type: none"> Improves bridges and/or roadways that are in poor condition
<ul style="list-style-type: none"> Reduces crashes
<ul style="list-style-type: none"> Improves signalization
<ul style="list-style-type: none"> Reduces vehicle speeds or traffic volumes (in areas with high potential for pedestrian and bicycle activity)
<ul style="list-style-type: none"> Improves accommodations for non-motorized travel
<ul style="list-style-type: none"> Eliminates conflicts between bike/pedestrian and other traffic

Project Impacts

High Impact Projects – 10 points	
<ul style="list-style-type: none"> Improves sight distance, intersection and/or roadway alignment issues 	<ul style="list-style-type: none"> Bridge safety improvements with sufficiency rating up to 50
<ul style="list-style-type: none"> New median barriers/guiderail 	<ul style="list-style-type: none"> Reduces frequent flooding on roadways
<ul style="list-style-type: none"> Grade separations on existing highways - Rail grade crossing improvement 	<ul style="list-style-type: none"> New bicycle/pedestrian facility within established neighborhood or activity center
<ul style="list-style-type: none"> New traffic signal where none exist 	<ul style="list-style-type: none"> Pedestrian refuge islands, bike lockers or racks
<ul style="list-style-type: none"> Reduces crashes at intersections/interchanges and/or segments with crash rates higher than the statewide average for that type of facility 	<ul style="list-style-type: none"> Traffic calming (as appropriate by roadway class) within established neighborhood or activity center
Medium Impact Projects – 5 points	
<ul style="list-style-type: none"> Traffic calming (as appropriate by roadway class) 	<ul style="list-style-type: none"> Upgrade median/guiderail
<ul style="list-style-type: none"> New bicycle/pedestrian facility 	<ul style="list-style-type: none"> Improves emergency access
<ul style="list-style-type: none"> Transit equipment for safety or security – such as transit shelters, weather and traffic-protected waiting areas 	<ul style="list-style-type: none"> Bridge safety improvements with sufficiency rating from 50.1-80
<ul style="list-style-type: none"> Improve lighting 	<ul style="list-style-type: none"> Reduces occasional flooding on roadways
<ul style="list-style-type: none"> Reduces crashes at intersections/interchanges and/or segments with crash rates at the statewide average for that type of facility 	
Low Impact Projects – 1 point	
<ul style="list-style-type: none"> Reduces crashes at intersections/interchanges and/or segments with crash rates lower than the statewide average for that type of facility 	
Not applicable – 0 points	
<ul style="list-style-type: none"> Project does not meet characteristics or criteria 	

3. Increase the accessibility and mobility options available to people and for freight.

General Project Characteristics
<ul style="list-style-type: none"> Improves bridges and/or roadways that are in poor condition
<ul style="list-style-type: none"> Relieves congestion
<ul style="list-style-type: none"> Improves information, convenience to users, intermodal linkages
<ul style="list-style-type: none"> Optimizes existing capacity
<ul style="list-style-type: none"> Increases access to public transportation and alternative modes
<ul style="list-style-type: none"> Bicycle and pedestrian facilities
<ul style="list-style-type: none"> Reduces travel time

Project Impacts

High Impact Projects – 10 points	
<ul style="list-style-type: none"> New/expanded transit infrastructure – platforms, parking and stations, freight rail lines 	<ul style="list-style-type: none"> Access to airports, freight distribution facilities, or major industrial districts
<ul style="list-style-type: none"> Air quality related new transit service, inter-city service 	<ul style="list-style-type: none"> Intelligent Transportation Systems technology
<ul style="list-style-type: none"> Dedicated transportation facilities for buses 	<ul style="list-style-type: none"> Opens bridge or removes detour
<ul style="list-style-type: none"> Upgrade/computerize signal controllers 	<ul style="list-style-type: none"> Transportation demand strategies
<ul style="list-style-type: none"> Bicycle/pedestrian facility serving primarily a transportation use (ie. not recreation) 	<ul style="list-style-type: none"> Park and ride lots, and other intermodal linkages
<ul style="list-style-type: none"> Alternative fuel vehicles and infrastructure 	<ul style="list-style-type: none"> On collector or arterial roads where truck traffic is high
<ul style="list-style-type: none"> Right of way preservation for future transportation corridor 	
<ul style="list-style-type: none"> Significant expansion (passengers) of existing transit service, increase frequency or change routes to accommodate increased ridership 	
Medium Impact Projects – 5 points	
<ul style="list-style-type: none"> Upgrade existing transit infrastructure 	<ul style="list-style-type: none"> Signing and informational systems (other than ITS)
<ul style="list-style-type: none"> On collector or arterial roads where truck traffic is medium 	<ul style="list-style-type: none"> Improvements to rural interstates, rural principal arterials, urban interstates, or urban freeway/expressway based on federal functional classification system
<ul style="list-style-type: none"> Bicycle/pedestrian facility within established neighborhood or activity center 	
Low Impact Projects – 1 point	
<ul style="list-style-type: none"> On collector or arterial roads where truck traffic is low 	
Not applicable – 0 points	
<ul style="list-style-type: none"> Project does not meet characteristics or criteria 	

4. Protect and enhance the environment, promote energy conservation, and improve quality of life.

General Project Characteristics
<ul style="list-style-type: none"> Improves air quality
<ul style="list-style-type: none"> Reduces vehicle trips – promotes bike/pedestrian and transit facilities
<ul style="list-style-type: none"> Generates positive effect on water quality (limits impervious surfaces, runoff)
<ul style="list-style-type: none"> Abates noise
<ul style="list-style-type: none"> Uses recycled materials
<ul style="list-style-type: none"> Aesthetics (context-sensitive design, landscaping, visual easements, scenic overlooks)

Project Impacts

High Impact Projects – 10 points	
<ul style="list-style-type: none"> Traffic calming (as appropriate by roadway class) within established neighborhood or activity center 	<ul style="list-style-type: none"> Preservation of wetlands Preservation of existing greenway corridors
<ul style="list-style-type: none"> Directly promotes shift from single occupancy vehicle (SOV) 	<ul style="list-style-type: none"> Bicycle/pedestrian facilities serving primarily a transportation use
<ul style="list-style-type: none"> Bus replacement for vehicles beyond useful life <ul style="list-style-type: none"> standard transit bus = 12 years or 500,000 miles vans = 4 years or 100,000 miles 	<ul style="list-style-type: none"> Significant reduction in the quantity and improvement to the quality of water runoff Clean fuel buses/vehicles - alternative fuel infrastructure
Medium Impact Projects – 5 points	
<ul style="list-style-type: none"> Traffic calming (as appropriate by roadway class) 	<ul style="list-style-type: none"> Signal updating and interconnections
<ul style="list-style-type: none"> Enhances efficiency of transit operators 	<ul style="list-style-type: none"> Wetlands banking/mitigation
<ul style="list-style-type: none"> Minimal reduction in the quantity and improvement to the quality of water runoff. 	<ul style="list-style-type: none"> Preservation of historic structures in national or state register, or of significant local interest
<ul style="list-style-type: none"> Transportation demand strategies, programs, and incentives 	<ul style="list-style-type: none"> Bicycle/pedestrian facility within established neighborhood or activity center
<ul style="list-style-type: none"> Rehabilitation or reconstruction of transit vehicles or facilities that increases ridership 	<ul style="list-style-type: none"> Intersection channelization resulting in the reduction of stop and go traffic
<ul style="list-style-type: none"> Parking management 	<ul style="list-style-type: none"> Park and ride lots
Low Impact Projects – 1 point	
<ul style="list-style-type: none"> New signal projects 	<ul style="list-style-type: none"> Noise barrier projects
<ul style="list-style-type: none"> Performance/condition improvement of transit vehicles or facilities 	<ul style="list-style-type: none"> No significant change in quantity/quality of water runoff
Not applicable – 0 points	
<ul style="list-style-type: none"> Project does not meet characteristics or criteria 	

Please note: Environmentally sensitive areas as defined in the Centre County Comprehensive Plan: Flood plains, wetlands, stream corridors, Class 1, 2 and 3 prime agricultural soils, steep slopes, and woodlands.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

General Project Characteristics
<ul style="list-style-type: none"> • Supports redevelopment, infill and mixed use development in existing activity centers
<ul style="list-style-type: none"> • Promotes intermodalism (use of alternate modes - park and ride lots, access to transit/rail, bike/pedestrian facilities, feeder service, signage)
<ul style="list-style-type: none"> • Eliminates major barrier in regional corridor; provides gap closure; links jurisdictions and connects major activity centers
<ul style="list-style-type: none"> • Provides linkages to other regional systems
<ul style="list-style-type: none"> • Removes height or weight restrictions

Project Impacts

High Impact Projects – 10 points	
<ul style="list-style-type: none"> • Encourages Right of Way preservation in major regional corridor 	<ul style="list-style-type: none"> • Park and ride lots in locations greater than 5 miles outside the urbanized area served
<ul style="list-style-type: none"> • Eliminates or overcomes major barrier in an existing major regional corridor 	<ul style="list-style-type: none"> • Bicycle/pedestrian facilities making intermodal linkages or regional connections
<ul style="list-style-type: none"> • Provides gap closure in major regional corridor 	<ul style="list-style-type: none"> • Development of intermodal transportation centers
<ul style="list-style-type: none"> • Intermodal Transfer Projects 	
Medium Impact Projects – 5 points	
<ul style="list-style-type: none"> • Encourages Right of Way preservation in minor regional corridor 	<ul style="list-style-type: none"> • Eliminates or overcomes minor barrier in an existing major regional corridor
<ul style="list-style-type: none"> • Transportation demand management strategies, program incentives 	<ul style="list-style-type: none"> • Rehabilitation of intermodal transportation centers
<ul style="list-style-type: none"> • Provides gap closure in minor regional corridor 	<ul style="list-style-type: none"> • Park and ride lots in locations up to 5 miles outside the urbanized area served
Low Impact Projects – 1 point	
<ul style="list-style-type: none"> • Eliminates or overcomes minor barrier in a minor regional corridor 	<ul style="list-style-type: none"> • Provides gap closure in local corridor
	<ul style="list-style-type: none"> • Park and ride lots located within the urbanized area served
Not applicable – 0 points	
<ul style="list-style-type: none"> • Project does not meet characteristics or criteria 	

Definitions

Major regional corridors include National Highway System (NHS) Routes (I-80, I-99, US 322) and PA 26, PA 45, PA 53, PA 64, PA 144, PA 150, PA 192, PA 350, PA 550 & SR 220 routes which connect our region with other regions.

Minor regional corridors include other state and local routes providing connectivity within our region.

Major barriers include problems such as facility closures, lengthy detours or delays, geography such as rivers and mountains, or rail rights-of-way.

Minor barriers include issues such as weight/height restrictions, poor intersection alignments.

6. Promote efficient system management and operation.

General Project Characteristics	
• Result of or establishes multi-municipal or public-private partnership	
• Supports coordination of land use and transportation systems	
• Reduces existing/prevent future congestion (improve flow, reduce travel time)	
• Reduces SOV trips and promotes transit	
• ITS applications	
• Operational improvements (signal timings, etc.)	
• Access management	

Project Impacts

High Impact Projects – 10 points	
• Increases transit service capacity / reliability	• Relieves congestion on parallel route
• Park and ride lots, vanpools	• ITS improvements
• New or improved intermodal transportation center	• Grade separations on existing highway to improve flow
• Upgrades existing intersections by improving bicycle/pedestrian access	• Bicycle/pedestrian facility within established neighborhood or activity center
• Signal interconnect of 4 or more signals	• Transportation demand management strategies, programs and incentives
• Improves roadways, corridors or intersections at Level of Service (LOS) E or F	• Bridge with sufficiency rating 0 -50
Medium Impact Projects – 5 points	
• Upgrade existing interchanges	• Signal interconnection of 2 to 3 signals
• Introduces new connections between existing street patterns	• New signal which relieves congestion
• Reduces travel time	• Median treatments
• Intersection improvements	• Left or center turn lanes
• Bridge with sufficiency rating 50.1 -80	• Improves roadways, corridors or intersections at LOS D
• Signal improvements	
Low Impact Projects – 1 point	
• Improves roadways, corridors or intersections at LOS C or better	• New interchanges on limited access highway to relieve congestion
• Bus station/stop amenities and shelters	• Traffic flow improvements
Not applicable – 0 points	
• Project does not meet characteristics or criteria	



7. Emphasize the preservation of the existing transportation system.

General Project Characteristics	
<ul style="list-style-type: none"> Preventive maintenance and accommodating heavy trucks 	
<ul style="list-style-type: none"> Facility and fleet replacement or modernization 	
<ul style="list-style-type: none"> Traffic signals and railroad grade crossings improvements 	
Project Impacts	
High Impact Projects – 10 points	
<ul style="list-style-type: none"> Interstate with IRI* > 150 NHS Routes with IRI > 170 Route over 2000 ADT with IRI > 194 	<ul style="list-style-type: none"> Existing transit facility replacement/rehab that prolongs useful life of assets (improves “substandard” or “poor” condition ratings)
<ul style="list-style-type: none"> Reconstruction or resurfacing of arterial highways 	<ul style="list-style-type: none"> Transit vehicle replacement/rehab consistent with Federal Transit Administration (FTA) standards <ul style="list-style-type: none"> standard transit bus = 12 years or 500,000 miles vans = 4 years or 100,000 miles
<ul style="list-style-type: none"> Traffic signal upgrade 	
<ul style="list-style-type: none"> Rail warning signals, grade crossings improvement/replacement 	<ul style="list-style-type: none"> Maintains/preserves bicycle and pedestrian facilities
<ul style="list-style-type: none"> Bridge sufficiency rating of less than 25 	<ul style="list-style-type: none"> Identified as a high priority bridge project by PennDOT or municipality (local bridge)**
Medium Impact Projects – 5 points	
<ul style="list-style-type: none"> Interstate with IRI* between 95 and 150 NHS Routes with IRI between 120 and 170 Route over 2000 ADT with IRI between 145 and 194 	<ul style="list-style-type: none"> Existing transit facility replacement/rehab that prolongs useful life of assets (improves adequate” condition ratings)
<ul style="list-style-type: none"> Reconstruction of collector highways 	<ul style="list-style-type: none"> Roadway and bridge support infrastructure improvements (drainage, retaining, signal)
<ul style="list-style-type: none"> Bridge sufficiency rating between 25-50 	<ul style="list-style-type: none"> Identified as a medium priority bridge project by PennDOT or municipality (local bridge) **
Low Impact Projects – 1 point	
<ul style="list-style-type: none"> Interstate with IRI* < 95 NHS Routes with IRI <120 Route over 2000 ADT with IRI < 145 	
Not applicable – 0 points	
<ul style="list-style-type: none"> Project does not meet characteristics or criteria 	

Definitions

* **IRI** – International Roughness Index is a measurement of roadway profile. It is an index based on actual measurements so there is no re-calculation whether using English or metric units. It measures suspension deflection motion divided by the distance traveled to give an index with units of slope such as meter/kilometer or inch/mile.

** **PennDOT prioritizes candidate bridges by county and classifies them into 5 subgroups:**

1. Posted Bridges - either weight posted or posted for one truck only
2. Weak Link Bridges - these bridges have a load capacity less than 110% of legal loads; if no work is done they could be posted in the near future.
3. On-Deck Bridges - these bridges have a load capacity between 110% & 120% of legal loads, if no work is done they could be posted in the near future.
4. Structurally Deficient (SD) Bridges - these bridges have poor condition ratings and are in need of replacement or rehabilitation. However, their load capacity is greater than Weak Link or On-Deck bridges.
5. Functionally Obsolete (FO) Bridges - the bridges are narrow or have underclearance problems that may restrict or affect commerce.

Other Federal Regulations

8. Air Quality – effects on air quality; US Environmental Protection Agency (EPA) standard for ozone

General Project Characteristics
<ul style="list-style-type: none"> • Improve traffic flow, but do not add lanes/capacity or relocate facilities
<ul style="list-style-type: none"> • Reduce vehicle miles traveled (VMT), discourage single occupancy vehicles (SOV)
<ul style="list-style-type: none"> • Reduce congestion, or support transit and more compact development

Project Impacts

High Impact Projects – 10 points	
<ul style="list-style-type: none"> • Mass transit and other projects that improve traffic flow but do not add capacity 	
Medium Impact Projects – 5 points	
<ul style="list-style-type: none"> • Projects that reduce Vehicle Miles Traveled (VMT) 	<ul style="list-style-type: none"> • Ride Share projects
	<ul style="list-style-type: none"> • Pedestrian and bicycle facilities
<ul style="list-style-type: none"> • Park and ride projects 	<ul style="list-style-type: none"> • Traffic signal coordination
<ul style="list-style-type: none"> • Projects that reduce congestion 	<ul style="list-style-type: none"> • Other projects that reduce Single Occupancy Vehicles (SOV)
Not applicable/low impact– 0 points	
<ul style="list-style-type: none"> • All other projects 	



Regional Factors

9. Centre County Community Planning Objectives

General Project Characteristics
<ul style="list-style-type: none"> • Serves existing and planned growth areas, and does not encourage sprawl or secondary development outside of the designated growth areas
<ul style="list-style-type: none"> • Encourages use of alternative modes of travel or travel demand management strategies to decrease dependency on private automobiles
<ul style="list-style-type: none"> • Improves transportation linkages between Centre County and major market areas of the United States
<ul style="list-style-type: none"> • Improves safe and efficient movement of travelers
<ul style="list-style-type: none"> • Maintains and improves existing transportation system
<ul style="list-style-type: none"> • Promotes access management strategies
<ul style="list-style-type: none"> • Provides new or missing links in pedestrian and trail facilities
<ul style="list-style-type: none"> • Reduces through traffic in established neighborhoods
<ul style="list-style-type: none"> • Protects/does not divide significant blocks of contiguous agricultural land

Project Impacts

High Impact Projects – 10 points
<ul style="list-style-type: none"> • Consistent with 5 or more of the general project characteristics
Medium Impact Projects – 5 points
<ul style="list-style-type: none"> • Consistent with 3-4 of the general project characteristics
Low Impact Projects – 1 point
<ul style="list-style-type: none"> • Consistent with at least 2 of the general project characteristics
No Impact or Not applicable – 0 points
<ul style="list-style-type: none"> • Project that meet only 1 of the project characteristics
<ul style="list-style-type: none"> • Project does not meet characteristics or criteria




Local Factors

10. Municipal/local sponsor priority

General Project Characteristics
<ul style="list-style-type: none"> • Priority ranking assigned by municipality/sponsor • Commitment of required non-federal share

Project Impacts

	High Impact Projects – 10 points
<ul style="list-style-type: none"> • Ranked as high (#1-2) priority by local municipality/sponsor and has commitment of required non-federal share 	
	Medium Impact Projects – 5 points
<ul style="list-style-type: none"> • Ranked as high (#1-2) priority by local municipality/sponsor and does not have commitment of required non-federal share by municipality/local sponsor 	
	Low Impact Projects – 1 point
<ul style="list-style-type: none"> • Ranked as medium (#3 - 4) priority by local municipality/sponsor with or without commitment of required non-federal share by municipality/local sponsor 	
	Not applicable – 0 points
<ul style="list-style-type: none"> • Project does not meet characteristics or criteria 	

