

Centre County Long Range Transportation Plan Coordinating Committee Discussion 1

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**CCMPO Coordinating Committee Meeting
September 23, 2008**

1. Discussion Items

To begin the preparation of the new LRTP, a significant portion of time should be devoted to a broad discussion of issues by the Coordinating Committee. The questions below are provided to help initiate the discussion.

a. What is the goal(s) of the LRTP, and what are key objectives that should be utilized to shape the future of Centre County's transportation system in the next 20 to 40 years?

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b. What funding strategies should be used in the LRTP/TIP process to achieve the goal(s) and objectives? (e.g. inflation factors; projects vs. line items; flexing of highway funds; earmarks; small vs. large projects; etc.)

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c. What are key land use and community development factors that should be considered in the new LRTP, and how should those factors be incorporated into the process? (e.g. growth forecasts; project ranking criteria; air quality; energy policy; etc.)

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d. Should performance measures be incorporated into the LRTP? Examples include:

- Public transportation ridership
- Average age of public transportation fleet
- Percentage of population with access to public transportation
- Miles of pedestrian/bicycle facilities
- Average bridge condition
- Number of structurally deficient and functionally obsolete bridges rehabilitated/replaced
- Crash rates/reduction in injuries and fatalities
- Level of Service/travel time
- Pavement condition ratings

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2. Technical Committee Discussion (9/10/08)

A. What are some of the key objectives for the future of transportation in Centre County?

- Increase public transportation to outlying areas
- Emphasize linking land use and transportation and encourage efficient types of development
- Provide funding for projects for alternative modes – vanpools, park and ride
- Less emphasis on addition of capacity
- Focus on safety improvement projects
- Provide more bike amenities, provide for connectivity and provide winter maintenance
- Provide for intermodal connections to areas outside Centre County
- Look at options to reduce vehicle miles traveled
- Use measurable targets/goals in the plan
- Consider refocusing some funds for amenities for long distance commuters

B. What elements should constitute the transportation system in the next 20 - 40 years?

- Intermodal connections
- Provision of alternative modes
- Land use patterns

C. What are some key land use and community development factors to be considered when developing a new LRTP?

- Coordinate land use patterns
- Develop economic opportunities in outlying areas
- If tolling occurs, use revenue for large scale projects (rent payments)

D. How should climate change and energy policy be addressed in the new LRTP?

- Loan incentives for upgrades at truck stops such as electrification to reduce engine idling
- Rail freight improvements
- Diesel retrofitting of engines
- Look at carbon foot printing

E. How will fiscal constraint, Year of Expenditure (YOE), and transportation funding issues affect transportation investments?

- Re-evaluate the YOE factor
- Look at line items – “funding strategies” rather than project lists

F. Should project ranking criteria be used again?

- Needs to be updated and refined
- Current criteria are a good starting point
- Need to address the issue that it is difficult to rank dissimilar projects
- Take a look at the project list (remove, right-size, etc.)
- Need to add a criteria related to community support
- Need to consider that there will be a changes in emphasis areas

G. Should performance measures be established to gauge the effectiveness of the LRTP?

- Identify the criteria/performance measures such as vehicles, safety, congestion, etc.
- Two examples: number of projects completed/vehicles served per dollar spent
- Research performance measures from other areas

H. Who are key stakeholders that should be involved in the CCMPO’s planning process?

- Elected officials
- Parties identified in the Centre County MPO Public Participation Plan
- Reevaluate communication mechanisms
- Look at a way to more effectively distribute information to rural municipalities that are staffed part time

3. CCLRTP 2030 Goal and Objectives

Goal and Objectives

The MPO adopted the following goal and objectives on June 18, 2003 at the beginning of the long range transportation planning process:

Goal

To provide a multi-modal transportation system which includes air, bicycle, highway, pedestrian, public transportation, and rail facilities to maximize the efficient, safe, economical and convenient movement of people and goods while minimizing the adverse impact the system will have on natural and cultural resources, as well as people.

Objectives

1. To identify multi-modal transportation improvements to serve current and future development in a safe and efficient manner in accordance with adopted County, Regional and Municipal planning documents and Pennsylvania's long range transportation plan, *PennPlan*.
2. To propose and evaluate demand management strategies to decrease the County's dependency on private automobiles, mitigate the transportation impacts of current and continued growth and provide a balanced transportation system to accommodate future travel patterns in the County.
3. To encourage the utilization of alternative modes of travel especially public transportation while recognizing that most travel in the County is currently by single occupant vehicle.
4. To improve transportation linkages between Centre County and major market areas of the United States via highways, air, and rail for more safe and efficient movement of people and goods.
5. To encourage the development of well-designed and safe transportation systems which provide an aesthetic experience (accomplished by blending the transportation system into its immediate environment with a minimum of air, water, land, visual, and noise pollution) to both the user and local residents.
6. To improve regional coordination in the transportation planning process by increasing the participation of the public, municipal officials, business sector, and other groups in the development and timing of transportation improvements.
7. To identify, in a broad sense, the significant natural and cultural resources that could affect future improvements.
8. To recognize and incorporate in the planning process the benefits of technological advances to the transportation system.
9. To prepare and maintain a travel demand forecasting model that assesses future improvements that relieve congestion, and is capable of assessing the County's status on meeting air quality conformity standards.