

**CCMPO FY 2008-09 UPWP
ACTIONS AND PROCEDURES**

SUPPLEMENTAL PLANNING PROGRAM / LAND USE INITIATIVE PROGRAM

Candidate projects should be selected from the following:

A. Update Travel Demand Model and Socioeconomic Forecast Data

NOTE: This project is the CCMPO staff's highest priority candidate project.

A new travel demand model was prepared for Centre County and portions of Clearfield County as part of the development of the South Central Centre County Transportation Study (SCCCTS) [canceled in March 2004] and the new Centre County Long Range Transportation Plan (LRTP) [adopted in 2006]. The travel demand model utilizes the TP-Plus modeling software, which is a new version of the MINUTP software utilized in the MPO's previous travel demand model.

Following the cancellation of SCCCTS, the model was used for the evaluation and prioritization of projects for the new Centre County LRTP. The model may also be utilized in the future for transportation corridor or subarea analyses, and could be utilized for air quality conformity purposes if additional development work and upgrades are made to the model. Over time, data inputs must be updated to reflect changes in land use that have occurred since the base model was completed in 2003, and current traffic volumes.

This work task would result in the completion of a significant update of the model and its associated data inputs. The updated model would be used for future air quality conformity determinations, for project assessment and analyses, and for the evaluation of transportation projects for the next major update of the LRTP, which is scheduled to begin in 2008 and conclude in 2010.

The work will be completed with a combination of MPO staff and outside consulting services, and would include but not be limited to:

- **Complete significant revisions to the socioeconomic input data for traffic analysis zones (TAZs), primarily focused on new forecasts of future land use conditions. The land use forecasting effort will include the preparation of a completely new parcel-based data set in database software that replaces the existing Excel spreadsheet system utilized in the 2003 forecasts. The new database is intended to be more user-friendly to facilitate future updates to the forecasts.**

The new forecast effort will include coordination activities with county and regional planning organizations, municipal planning commissions and governing bodies. The forecasts will reflect the most up-to-date land use plans in the Centre County Comprehensive Plan, the three multi-municipal comprehensive plans adopted in Centre County (which address 18 of the 35 municipalities in the County), and other land use changes approved or proposed in area or corridor plans currently being prepared. In addition, the land use forecasts can also be used for other infrastructure planning efforts.

- **Update key elements of the network and traffic analysis zone (TAZ) structure for the Centre County travel demand model, including network characteristics, trip generation equations, and mode split module.**
- **Update software and input data needed for air quality conformity purposes. The goal of this subtask is to utilize the model for air quality conformity purposes for the next major update of the LRTP, which is scheduled to be completed in 2010, and for the adoption of the 2013-2017 Transportation Improvement Program (TIP), which will occur in 2012.**
- **Recalibrate model to current year (2008 or 2009) traffic conditions.**

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- **Complete new runs of the model that can be used for the evaluation of projects for the LRTP, development of specific projects, and/or assessment of projects for land use and comprehensive planning purposes. Examples of potential uses include a system-wide analysis of travel trends (vehicle miles traveled, vehicle hours of travel, etc.), an assessment of how much traffic may be diverted from other routes by the proposed widening of State Route 3007 (Park Avenue), an update of estimated travel pattern changes related to the opening of Interstate 99 in Centre County, changes in patterns that may occur if the Route 322 Corridor O1 and South Central Centre County Transportation Studies are revisited in the future, and changes in travel patterns related to the development of growth areas specified in regional and municipal comprehensive plans.**
- **Procure and install updated software on the CCMPO’s computer system, and provide training for MPO staff.**
- **Purchase a new laptop computer capable of operating the model and GIS software, to facilitate the operation and display of land use model**

FHWA PL funds:	\$ 80,000
FTA MPP funds:	\$ 0
State funds:	\$ 0
Local funds:	\$ 20,000
TASK TOTAL:	\$100,000

Because of the length time needed to coordinate and prepare new land use forecasts, work on this task would begin in FY 2008-09 and continue through FY 2009-010, utilizing a 24-month schedule of activities.

B. Coordination of Comprehensive Land Use Planning and Transportation Planning

NOTE: This project is a continuation of a supplemental planning funds project included in the current FY 2007-08 UPWP.

Centre County government is preparing a new County Comprehensive Plan. Three of the seven planning regions in Centre County, representing approximately 80% of the County’s population, have adopted regional comprehensive plans (Centre, Nittany Valley, Penns Valley Regions).

The preparation of the regional comprehensive plans has spurred efforts to prepare more detailed land use plans for key areas or corridors. In the Centre Region, work was completed in 2005 on the Shiloh Road Area Plan, and work initiated in 2006 on the Halfmoon Township/Patton Township Area Plan and the State College Area Plan. The area plans focus on specific geographic portions of multiple municipalities, with the intent of developing strategies to implement the regional comprehensive plan(s).

In addition, numerous subdivision and land development activities have occurred in three areas of the Nittany Valley Region following the adoption of that Region’s first multi-municipal comprehensive plan 1) Near the Route 220/Route 550 Interchange in Bellefonte Borough and Spring Township; 2) In the Route 64 corridor just north of the Pleasant Gap Interchange in Walker Township; and 3) Near the Route 220/Route 150 Interchange in Benner and Spring Townships.

Given the high level of activity focused on land use planning, and changes in travel and land use patterns related to the opening of new Route 220 (Interstate 99), there are ongoing questions about the interrelationship of land use changes in certain areas with the CCMPO’s LRTP and TIP. In order to ensure that area plans, corridor plans, and development in high-growth areas are consistent with the goal, objectives, and projects in the CCMPO’s LRTP and TIP, this task involves the continuation of efforts initiated in the FY 2007-08 UPWP.

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Work would be performed with a combination of MPO staff and outside consulting services. The following work tasks are proposed:

- **From a planning perspective, assess the relationship of projects on the LRTP and TIP to the land use plans and development proposals in a particular area/corridor, focusing on current and future transportation needs and deficiencies. Recommend changes in transportation projects, policies, or land use approaches to address the needs and deficiencies, given the constrained fiscal resources available for transportation improvements.**
- **Prepare technical transportation analyses to evaluate options for transportation access in key planning areas. The options should balance the long-term demand for access to the transportation system with capacity constraints and other environmental impacts. For example, several proposed development activities in a municipality may result in transportation impacts in an adjacent municipality. The technical analyses would document the impacts, and evaluate options for providing access to an area that minimize the negative impacts while documenting opportunities to maximize positive impacts.**
- **Investigate and recommend non-traditional approaches such as transportation demand management, transportation systems operations planning, access management, and intelligent transportation systems to address needs and deficiencies.**
- **Provide staff support to the lead agency completing the area/corridor plans, prepare specific recommendations relative to transportation improvements, land use and development, and provide periodic reports to municipalities, regional planning commissions, Centre County Planning Commission, PennDOT and the MPO Committees.**

FHWA PL funds:	\$40,000
FTA MPP funds:	\$ 0
State funds:	\$ 0
Local funds:	\$10,000
TASK TOTAL:	\$50,000

Work on this task began in FY 2007-08 as a pilot program to determine the long term possibility of completing such work tasks as part of the base UPWP, or through the ongoing use of supplemental planning funds.

C. Municipal Bridge Database

The passage of Pennsylvania Act 44 of 2007 in July 2007 has significantly increased the level of state funding for highway and bridge projects. One of the focuses of the new funding is the rehabilitation or replacement of structurally deficient (SD) state bridges.

In 2007, PennDOT completed a detailed assessment of bridge conditions for the Commonwealth's state-owned bridges, which resulted in the identification of the state's highest priority bridge improvement projects. PennDOT's recent effort dramatically increased the awareness of bridge improvement needs on the state-owned transportation system. However, there are many SD bridges in the Commonwealth that are owned by counties or municipalities. In Centre County, a need exists to prepare a complete inventory of all municipal bridges (there are no county-owned bridges in Centre County). The inventory would be an important element of the CCMPO's process for prioritizing state and municipal bridge projects for the LRTP and TIP.

Along with the inventory, informational materials and outreach efforts focusing on the process for programming a municipal bridge project are needed to help municipal officials recognize and understand the options available for financing bridge improvements.

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This project includes the completion of several work tasks that would assist in the programming of municipal bridge projects on the LRTP and TIP. Work would be performed with a combination of MPO staff and outside consulting services, and would include but not be limited to:

- **Prepare a comprehensive database of all municipal bridges in Centre County, including information from bridge inspection reports, photos, location maps, weight restrictions, detour routes and lengths, and comments from municipal officials and citizens. The database would be utilized in the CCMPO's project ranking process for the LRTP, and to assist in determining priorities for the TIP.**

The database would be developed in a user-friendly format to facilitate updates, which are anticipated to occur on an ongoing basis to reflect the latest bridge inspections and the respective bridge inspection reports.

- **Coordinate closely with PennDOT to ensure that the database and prioritization process is similar to the data and process used by PennDOT to assess and prioritize state bridge projects, so that state and municipal bridges are evaluated using the same data and methods.**
- **Prepare a description of the process used to include a municipal bridge project on the LRTP and TIP, including general timelines, contact persons, etc.**
- **Develop a summary of the financing options available to municipal officials for bridge projects.**
- **Develop outreach materials and an ongoing outreach process to keep local officials informed and involved in the process of including municipal bridge projects on the LRTP and TIP, as well as the process for advancing a project once funding has been programmed on the TIP. Complete initial outreach meetings as part of this work task as a pilot test of the outreach process and materials.**
- **Complete a prioritization process for municipal bridge projects as part of the major update of the LRTP, scheduled to begin in 2008 and be completed in 2010.**

FHWA PL funds:	\$32,000
FTA MPP funds:	\$ 0
State funds:	\$ 0
Local funds:	\$ 8,000
TASK TOTAL:	\$40,000

Work on this task would begin in FY 2008-09, and would be completed in FY 2009-2010 as part of the development of the 2011-2015 TIP and a major LRTP update scheduled to conclude in 2010.