

**Centre County LRTP
October 28, 2008
CCMPO Coordinating Committee Meeting
Discussion # 2**

- 1. Project Schedule**
- 2. Project Ranking Criteria**
- 3. Candidate Projects**
- 4. Update Travel Demand Model and Socioeconomic Forecast Data**
- 5. Transportation Funding**

1. Schedule

DRAFT Schedule Centre County LRTP 2010 – 2040 Schedule

<i>MPO Discussion – LRTP Schedule and Process</i>	<i>October 2008</i>
Request for Proposals for Transportation Model Update	November 2008
Update Existing Conditions and Trends Component	November 2008 – January 2009
Update Project Ranking Criteria (Subcommittee)	November 2008 – March 2009
<i>MPO Discussion - Existing Conditions/Trends and Project Ranking Criteria</i>	<i>February 2009</i>
Award Transportation Model Update Contract	February 2009
Draft Goals, Objectives, and Policy Issues	February – March 2009
Prepare Socioeconomic Data for Transportation Model and Model Analysis	February – July 2009
<i>MPO Discussion – Goals/Objectives/Policy and Project Ranking Criteria</i>	<i>April 2009</i>
Transportation Project Solicitation	April - August 2009
Public Meeting	May 2009
<i>MPO Discussion - Project Solicitation and Public Meeting Overview</i>	<i>September 2009</i>
Transportation Project Ranking Process	October 2009 – January 2010
<i>MPO Discussion – Project Ranking/Financial Plan</i>	<i>January 2010</i>
<i>MPO Discussion – Project Ranking and Draft Plan</i>	<i>February 2010</i>
<i>Approve Draft Plan</i>	<i>March 2010</i>
Air Quality Conformity Analysis	April 2010
Authorize 30-day Comment Period and Public Meeting	April 2010
30-day Comment Period Concludes	May 2010
<i>Adopt LRTP</i>	<i>June 2010</i>

Discuss the proposed LRTP schedule and provide input to staff.

2. Project Ranking Criteria

In 2004, the CCMPO appointed a Project Ranking Criteria Development Subcommittee which included MPO staff and representatives of the CCMPO Technical Committee to research and develop project ranking criteria. The MPO adopted project ranking criteria as part of the Centre County LRTP 2030 process. *The project ranking criteria are included in the agenda packet.*

There are ten (10) criteria; the first seven (7) criteria are based on the federal planning factors in SAFETEA-LU. Air quality was included as a criterion because Centre County's non-attainment status for ozone. In an effort to better coordinate land use and transportation planning, a criterion focused on Centre County community planning objectives was also developed. A criterion focused on municipal/local sponsor priority was added to award points to those projects that a local governing body or sponsor deemed to be top priorities.

In 2005, Diagnostics Plus, a market research firm performed an independent evaluation of the validity of the criteria and ranking results. The results of the analysis recommended changes in the criteria to improve the reliability and validity of the ranking process. The MPO agreed to consider the following when updating criteria:

1. Reevaluate the Centre County Community Planning Objectives criterion.
2. Add more project impact statements for Intelligent Transportation System (ITS) and Transportation Enhancement (TE) project types.
3. Use fewer raters on the Project Ranking Committee.
4. Obtain input from the raters about what items were confusing or difficult for them, and any other suggestions they would have for improving the criteria used in the procedure.
5. Require the local governing body or project sponsor to provide accurate information about each project being considered for the LRTP.

As a result of the PennDOT Bridge Risk Assessment, PennDOT requested that additional bridge projects be added to the LRTP in 2007 and 2008. Because bridge conditions are related to a technical analysis of the structure the MPO needs to evaluate the process for adding bridge projects to the LRTP.

Discuss the formation of a committee to review the project ranking criteria and determine a process for adding bridge projects to the LRTP.

3. Candidate Projects

Candidate projects for the current LRTP were identified through the following sources:

- Mobility Action Plan (MAP) 2015
- Municipal/ Organizational Input
- Public Input
- Federal Highway Administration (FHWA) Pilot Safety Review
- CATA Strategic Plan
- Travel Demand Model

Project Ranking Process:

As part of the adoption of the LRTP in 2006 all candidate projects were evaluated using the adopted project ranking criteria. In cases where a project crossed municipal boundaries each municipality was asked if they supported the project. If support was not unanimous this information was noted in the project list.

When the LRTP was updated in 2007, additional bridge and bicycle/pedestrian projects were considered for inclusion in the plan. As part of the ranking process all projects were reviewed by the municipality where the project was located.

The MPO made a decision in 2006 that if a project was on the current Transportation Improvement Program the project would be included on the LRTP.

All candidate projects were ranked by the project ranking committee and considered by the MPO for inclusion in the plan.

Discuss the process for identifying candidate projects for ranking.

4. Update Travel Demand Model and Socioeconomic Forecast Data

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.
- 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, changes in travel patterns related to the development of growth areas specified in regional and municipal comprehensive plans, and an assessment of how new or improved roadways and public transportation systems may impact communities and affect the location, type, and intensity of land uses.
- 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

Discuss the update of the travel demand model and socioeconomic forecast data.

5. Transportation Funding

The Federal Highway Administration (FHWA) provided the attached PowerPoint presentation related to the status of the Highway Trust Fund (HTF), HTF funding sources, and the Administration's proposal to replace SAFETEA-LU.

Discuss the information provided in the Power Point presentation.