



YORK COUNTY PLANNING COMMISSION

28 EAST MARKET STREET, YORK, PENNSYLVANIA 17401-1580
TELEPHONE: (717) 771-9870 FAX: (717) 771-9511

YAMPO TECHNICAL COMMITTEE

The next scheduled meeting of the York Area Metropolitan Planning Organization Technical Committee will be held on **January 8, 2009 at 9:00 A.M.** The meeting will be held in the **rabbittransit building, 1230 Roosevelt Ave.**

AGENDA

1. **Call to Order** - Chairman, Rich Farr, rabbittransit
2. **Minutes of the November 6, 2008 Technical Committee Meeting** - *Approval Requested* (pages 1 - 5)
3. **2009-2012 TIP Modifications** - Walt Panko, PennDOT Central Office
 - A. **Actions:**
 1. Highway *Informational* (pages 6 - 9)
4. **Smart Transportation-**
 - A. **Presentation** Brian Hare, PennDOT Central Office
 - B. **Status of Pennsylvania Communities Transportation Initiative (PCTI) Applications**
Will Clark, YCPC
5. **Unified Planning Work Program (UPWP)-** Felicia Dell, YCPC
 - A. Extension of 2008-2009 Contract *Action Requested* (pages 10 -11)
 - B. 2009-2010 UPWP *Action Requested* (pages 12 - 18)
6. **Safety Line Item on 2009 TIP-** Heather Bitner, YCPC (pages 19 - 22)
7. **Delta Borough Hometown Street Project** - *Action Requested* Will Clark, YCPC

TERRY L. DUNLAP, CHAIRMAN • WALTER A. KUHL, VICE CHAIRMAN • MARY E. COBLE, SECRETARY • MARY KAY REED, TREASURER
BRIAN BRENNEMAN • JEFF PROPPS • SCOTT SIMONDS • RANDY MEYERHOFF • MICHAEL RODKEY
FELICIA S. DELL, DIRECTOR • JEFFREY L. REHMEYER II, SOLICITOR

EQUAL OPPORTUNITY EMPLOYER

8. **2009-2035 Long Range Transportation Plan** - Will Clark, YCPC

A. **Selection Criteria** *Discussion* (pages 23 - 39)

B. **Future Work Elements** *Discussion* (pages 40 - 42)

9. **Other Business**

- a. Status of Safe Route to School Recommendation to PennDOT
- b. Country Club Road Study Update
- c. Eisenhower Drive Project, Adams County
- d. Northern York Comprehensive Plan Update
- e. Federal Earmarks (pages 43 - 44)
- f. Susquehanna Trail and Clearview Drive - Shrewsbury Borough

Next Meeting

- Coordinating Committee - January 22, 2009
- Technical Committee - April 2, 2009

10. **Adjournment**

**MPO Technical Committee
Meeting Summary
November 6, 2008**

1. **Call to Order** - Secretary, Felicia Dell, opened the meeting at 9:03 am. Chairman, Rich Farr, rabbittransit, had other commitments and is not able to attend today's meeting.

2. **Minutes of the September 4, 2008 Technical Committee Meeting**

Ms. Dimpsey noted that she was missed on the attendance sheet for this meeting. That correction will be made. *With that change, Representative Saylor made a motion to approve the minutes as presented. Ms. Gunnet seconded the motion. The motion was voted on and passed as presented.*

3. **2009-2012 TIP Modifications** - Mr. Panko, PennDOT Central Office, briefly reviewed the various amendments to the 2009-2012 TIP. A brief discussion ensued regarding the carry-over projects, earmarked projects and specifics of the language in the earmarked projects. These are for information only, no action is needed.

4. **Bridges** - Mr. Patil, CS Davidson, gave an update on the West Gay Street bridge in Windsor Borough. This project has been delayed because the reimbursement agreement has still not been completed. Mr. Sloand stated he would check on the status of the agreement. Representative Saylor requested documentation from PennDOT on the reason this agreement is taking so long.

There was a brief discussion on the status of Bowers Bridge and Bair's Mill Bridge. Ms. Dell noted that this is information only, no action is needed.

5. **Susquehanna Regional Transportation Partnership (SRTP)** - Brandy Heilman, SRTP, gave a brief update on the status of this program. They now have 10,000+ names in their database and expect it to reach 12,000 names soon. They have a 60% match rate in this region. The national rate is 40%. The staff continues to make efforts to outreach to additional employers. Ms. Dell noted they are still trying to arrange a meeting with County officials regarding the staff of the County Departments being involved in this program.

6. **Technical Committee Regional Membership Update** - Ms. Bitner, YCPC, noted that the Region 4 Alternate position still needs to be filled. The staff received two names, Mr. Zeiders, Dillsburg Borough and Mark Hilson of Carroll Township. The staff recommends Mr. Hilson to serve as the alternate for Michael Fleming in Region 4.

Representative Saylor made a motion to recommend approval to the Coordinating Committee of the staffs' recommendation for Mr. Hilson as the alternate for Region 4. Mr. Fleming seconded the motion. The motion was voted on and approved as presented.

Ms. Bitner mentioned that they still don't have any names for Region 7. Ms. Shovlin noted that she has calls in for two people that may be interested and qualified. She hopes to have these names at the next MPO meeting.

7. **Delta Borough Hometown Street Project** - Mr Bubb, YCPC, gave a brief background to this project. They met with borough officials October 27 to discuss the project. The Borough has concerns about coming up with their share for the project. They are \$600,000 short. We are not sure if/how we can help, but the staff feels this is an important project for Delta to pursue.

Without getting into naming names, Representative Saylor stated that there are personality conflicts in the Borough and it may cost them a very important project for the region. They will determine their interest in pursuing this project at their November board meeting. This group has to decide by January if we will continue to support this effort.

A lengthy discussion ensued on possible funding alternatives and what the MPO can do to assist. Following the discussion, Ms. Dell noted that the consensus seems to be that we press them to go forward with the enhancement project to do the sidewalks, and this group will do what we can to help with the balance of the project, paving the road. A letter should be sent to the Borough officials at their home address, stating that we will assist with the project, only with a commitment from them to pursue funding for their share. Ms. Shovlin requested that Representative Saylor and Senator Waugh be copied on that correspondence.

8. **Smart Transportation Application** - Mr. Clark, YCPC, stated that there is approximately \$60 million in funding for this category and the staff has determined projects that would qualify. There was a brief discussion about the Delta Borough project that was just discussed. If this would qualify, it would free-up that TE funding. There is a Route 30 Access Management Study in Jackson/Paradise Townships, a Park and Ride Study in conjunction with the roll-out of the Express Bus Service to Maryland, there is a signal timing project for the Philadelphia and Market Street corridors in the City, a lane reconfiguration on Route 30 and Route 116 to deal with congestion due to development in the area and an overall improvement to the corridor.

Mr. Orndorff inquired about the project on Eisenhower Drive into Adams County. Is this too much to apply for this type of funding? There was a question due to the ability to split the funds between York and Adams Counties.

Mr. Clark noted that they felt that because each of these projects concern different aspects of smart transportation, that they wouldn't be competing against each other. The applications are due December 15. There were questions regarding this category of funding and what types of projects do or do not qualify. Mr. Clark stated that he will have a rep from PennDOT come and discuss the specifics of this initiative at the January meeting.

After a brief discussion, Ms. Gunnet made a motion to recommend approval of the projects highlighted by the staff, to the Coordinating Committee. Representative Saylor seconded the motion. It was voted on and passed as presented.

9. **2009-2035 Long Range Transportation Plan Project Selection Criteria** - Mr. Clark, briefly discussed the Selection Criteria developed by the committees working on the LRTP update. A quote from PennDOT's 2007 Mobility Plan reads: “. . . project development decisions must always be made by people, not spreadsheets, weighing a range of criteria that is often subjective, not easily quantified, and adjusted for unique situations. Project prioritization is not a mechanical process. It cannot and should not be overly prescriptive or inflexible.”

These criteria will be used in the prioritization of projects for future TIP updates. Please review these pages and offer any comments you may have as soon as possible. Mr. Clark asked that they pay particular attention to the items on Page 23, the Safety Committee's selection criteria.

10. **Safety Line Item on 2009 TIP** - Ms. Bitner, YCPC, requested that prior to the January MPO meeting cycle, they would like a line-by-line cost for improvements. The cost estimates need to be more specific as well, in order to prioritize. The ranges listed are too wide to help with prioritization. Staff needs more detail on the candidate projects for the HSP line item.

Mr. Sloand mentioned that he was not aware of the issues until a few days ago. We need to get a project started now! At least one of these projects should be programmed already. We need to have better communication on this process.

A lengthy discussion ensued regarding the process and communication required during that process. Specific projects were also discussed. We need a slam-dunk project that is ready to go now and a “foul shot” project to follow it. Staff will work with PennDOT prior to the December and January MPO meetings to work out the details of this project list.

11. **Other Business:**

- Northern Region Comp Plan Amendment - Ms. Nidam noted that the consultant has been selected. Gannett-Fleming will be completing the amendment. All municipalities did sign the implementation agreement.
- Status of Safe Route to School Recommendation to PennDOT - Mr. Panko noted that they received 101 applications for \$12 million in funding. The projects are being reviewed. There will be a decision in December.
- It was noted that the Central High sidewalk project has come to a standstill. Mr. Sloand noted that he would look into it and get back to staff.
- Mr. Clark noted that there was a public meeting for the Country Club/Rathton Road Study. There was good discussion on the issues for this corridor. They are collecting data via a survey on the YCPC website and they collected 50 at the meeting.
- Ms. Dell noted that there will be a public meeting tonight at Wise Haven for the Route 124/24 corridors. That meeting is 6:00 - 8:00 pm.

- Ms. Dell noted that the Parks Department, along with the Rail Trail Authority and YCPC are working on a trail plan. This plan will concentrate on trails, but will also include other transportation modes, CDBG and Safe Routes To Schools Projects and will address funding sources.
- Ms. Dell also stated that YCPC and YCEDC are working together to develop an Economic Development Plan which will be a component of the County Comprehensive Plan. They are holding forums throughout the County. They need in put from municipal officials to assist in the development of this plan.

12. **Next Meeting Dates:**

- Coordinating Committee - December 4, 2008
- Technical Committee - January 8, 2009

13. **Adjournment:**

There being no additional Other Business, questions or comments, Ms. Dell, in Mr. Farr's absence, adjourned the meeting at 11:30 am.

Respectfully submitted,



Kelly Hildebrecht
Recording Secretary

Attendance
York Area Metropolitan Planning Organization
Technical Committee Meeting
November 6, 2008

<u>Voting Members (# of Votes)</u>		<u>Attended</u>
PennDOT (2)		
Central Office:	Vacant	
Alternates:	Walt Panko	x
	Robert Hannigan	
District 8-0 Office:	Dennis Sloand	x
Alternates:	John Kennedy	
	Mike Gillespie	
York County (2)		
York Planning Commission:	Felicia Dell, Secretary	x
Alternates:	Don Bubb	
	Joe Heffner	
YCPC Transportation:	Donald Bubb	x
Alternates:	Jeph Rebert	
	Will Clark	x
York County Transportation Authority (1)		
Transportation Authority:	Richard Farr, Chair	
Alternate:	Jenna Reedy	
Legislative Appointments (2)		
Legislator:	Representative Stan Saylor	x
Alternate:	Jo Anna Shovlin	x
Appointee:	Congressman Todd Platts	
Alternate:	Bob Reilly	
Planning Region Representatives (7)		
Region 1 - South Central York	Patricia Schaub	
Alternate:	Jason Snyder	
Region 2 - Greater York East	Jennifer Gunnet	x
Alternate:	Paul Knepper	
Region 3 - Greater York West	Kelly Palmer	
Alternate:	Madelyn Shermeyer	x
Region 4 - Northern York	Michael Fleming	x
Alternate:	Vacant	
Region 5 - South Western York	Ron Orndorff	x
Alternate:	Jeff Garvick	
Region 6 - City of York	John Brenner	
Alternates:	Jim Gross	x
	Kim Bracey	
Region 7 - South Eastern York	Vacant	
Alternate:	William Scott	
Advisory Members (0)		
Federal Highway Administration:	Kathy Dimpsey	x
FAA-Airport District Office:	Lori Ledeborn	
Federal Transit Admin:	Deborah Purnell-Butler	
PennDOT Bureau of Aviation	Edie Letherby	
Other Planning Partners (0)		
Adams County Planning	Richard Schmoyer	
Bicycle Access Council	Joe Stafford	
Capital City Airport:	David Spaulding	
Commuter Services of South Central PA	Brandy Heilman	x
Genessee & Wyoming, Inc.	Kim Smith	
Lancaster Co Planning Commission	Dave Royer	
Maryland Midland Railway	Jonathan Rudman	
Tri-County Regional Planning Commission	James Szyborski	
Other Persons Attending (0)		
Representative Saylor's Office	Mark Zerbe	x
Representative Perry's Office	Jodi Swartz	x
CS Davidson Inc.	Michelle Madzellan	x
	Jim Patil	x
PennDOT District 8-0	Chris Butler	x
York County Planning Commission	Heather Bitner	x
	Beth Nidam	x
	Joe Marczyk	x
	Kelly Hildebrecht	x

YORK MPO

FFY 2009 - 2012 TIP MODIFICATIONS FROM 11/7/08 TO 1/8/09

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Informed the Coordinating Committee:
Informed the Technical Committee: Jan. 8, 2009

Administrative Actions - Highway					Fund Type		FFY 2009			FFY 2010			FFY 2011			FFY 2012			FFY 2013	Remarks		
Item	Project Title	MPMS#	Ph	Prog	Fed	Stat	Fed	State	L/O	& Beyond												
1	2009-12 Bridge Reserve York	84440	C	Before	BOO	185	784	137	0	0	183	0	0	121	0	111	1,079	0		Add \$90,000 to the Bridge Reserve line item in FFY 2009. These funds are a result of deobligations on the US 30 PM Bridge Group (MPMS# 69139).		
				Adjust	BOO	185	90	0	0	0	0	0	0	0	0	0	0	0	0			
				After	BOO	185	874	137	0	0	183	0	0	121	0	111	1,079	0			0	
2	York City Streets 3046 (002) York	82215	C	Before			0	0	0											Add \$377,257 in federal funds & \$94,314 state App. 582 maintenance funds to the construction phase in FFY 2009 to match the low bid cost increase. Federal funds being provided from the 2009-12 Hwy. Reserve in FFY 2009. The locations to be resurfaced include Richland Ave/Country Club Rd from Market St. to Grantley Ave., Roosevelt Ave from King St. to Community Pl., Highland Ave/King St./Hoke St. from W College Ave to Bannister St. and Bannister St from Scott St. to Seward St. This project was let on 11/13/08.		
				Adjust	STP	582	377	94	0													
				After	STP	582	377	94	0	0	0	0	0	0	0	0	0	0	0		0	0
3	2009-12 Hwy Reserve York	84441	C	Before	STP	581	4,035	25	0	2	150	0	193	3,367	0	5,248	4,507	0		Add \$31,000 to the construction phase in FFY 2009 to match the current estimate. Federal funds are provided from the 2009-12 HRST reserve line item. This resurfacing project is located on PA 74, Delta Rd, from PA 851 to McKinely Road in Chanceford and Peach Bottom Twps. Est. let date is 1/8/09.		
				Adjust	STP	581	-377	0	0	0	0	0	0	0	0	0	0	0	0		0	
				After	STP	581	3,658	25	0	2	150	0	193	3,367	0	5,248	4,507	0			0	
4	Delta Rd. Resurface 74 (045) York	79758	C	Before	STP		1,144	0	0											Add \$31,000 to the construction phase in FFY 2009 to match the current estimate. Federal funds are provided from the 2009-12 HRST reserve line item. This resurfacing project is located on PA 74, Delta Rd, from PA 851 to McKinely Road in Chanceford and Peach Bottom Twps. Est. let date is 1/8/09.		
				Adjust	STP		31	0	0													
				After	STP		1,175	0	0	0	0	0	0	0	0	0	0	0	0		0	
5	2009-12 HRST Line Item York	81316	C	Before	STP		93	0	0	4,000	0	0	4,000	0	0	4,000	0	0		Add \$31,000 to the construction phase in FFY 2009 to match the current estimate. Federal funds are provided from the 2009-12 HRST reserve line item. This resurfacing project is located on PA 74, Delta Rd, from PA 851 to McKinely Road in Chanceford and Peach Bottom Twps. Est. let date is 1/8/09.		
				Adjust	STP		-31	0	0	0	0	0	0	0	0	0	0	0	0		0	
				After	STP		62	0	0	4,000	0	0	4,000	0	0	4,000	0	0	0		0	

YORK MPO

Date: 1/8/09

FFY 2009 - 2012 TIP MODIFICATIONS FROM 11/7/08 TO 1/8/09

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Administrative Actions - Highway					Fund Type		FFY 2009			FFY 2010			FFY 2011			FFY 2012			FFY 2013	Remarks				
Item	Project Title	MPMS#	Ph	Prog	Fed	Stat	Fed	State	L/O	& Beyond														
6	Bridge Street Bridge 1003 (013) York	73868	R	Before		185	0	15	0												Add \$10,000 in state App. 185 funds to the ROW phase in FFY 2009. Funding is provided from the Bridge Reserve in FFY 2009. This bridge rehabilitation project is located on SR 1003, Bridge St over the Yellow Breeches Creek in New Cumberland Boro & Fairview Twp. Est. let date is 5/7/09.			
				Adjust		185	0	10	0															
				After		185	0	25	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
7	2009-12 Bridge Reserve York	84440	C	Before	BOO	185	966	160	0	0	183	0	0	121	0	111	1,079	0						
				Adjust	BOO	185	0	-10	0	0	0	0	0	0	0	0	0	0	0	0		0		
				After	BOO	185	966	150	0	0	183	0	0	121	0	111	1,079	0	0	0		0		
8	York Road Bridge 4009 (007) York	81208	U/ R/ C	Before		916	0	452	0												Remove all phases from the TIP for the York Rd. Bridge project in FFY 2009. This project is being done by Department Force. Add \$452,400 to the 2009-12 Act 44 Reserve in FFY 2009. This bridge rehabilitation is located on York Road over Bennett Run in Newberry Twp. Est. let date is 5/21/09.			
				Adjust		916	0	-452	0															
				After			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
9	2009-12 Act 44 Reserve York	84442	C	Before		916	0	156	0	0	200	0				0	20	0						
				Adjust		916	0	452	0	0	0	0				0	0	0						
				After		916	0	608	0	0	200	0	0	0	0	0	20	0	0	0		0		
10	2009-12 Hwy Reserve York	84441	C	Before	STP	581	3,658	25	0	2	150	0	193	3,367	0	5,248	4,507	0			Transfer \$2,534,573 in state App. 581 funds from the 2009-12 Highway Reserve in FFY 2011 to FFY 2009 and transfer \$2,534,573 in state App. 581 funds from the ROW phase of the PA			
				Adjust	STP	581	0	2,534	0	0	0	0	-2,534	0	0	0	0	0	0	0		0		
				After	STP	581	3,658	2,559	0	2	150	0	193	833	0	5,248	4,507	0	0	0		0		

YORK MPO

Date: 1/8/09

FFY 2009 - 2012 TIP MODIFICATIONS FROM 11/7/08 TO 1/8/09

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Administrative Actions - Highway					Fund Type		FFY 2009			FFY 2010			FFY 2011			FFY 2012			FFY 2013	Remarks	
Item	Project Title	MPMS#	Ph	Prog	Fed	Stat	Fed	State	L/O	Fed	State	L/O	Fed	State	L/O	Fed	State	L/O	& Beyond		
11	PA 24 Improvements	61284	R	Before		581	0	2,534	0	0	1,610	0	0	616	0					24 Improvement project in FFY 2009 to FFY 2011. This project has an estimated let date of 1/15/2012. This action is being done to provide state funds for future cost increases and to keep the TIP fiscally balanced.	
	24 (011)			Adjust		581	0	-2,534	0	0	0	0	0	0	2,534	0					
	York			After		581	0	0	0	0	0	1,610	0	0	0	3,150	0	0	0		0
12	Mt. Rose/E. Prospect Rd.	61298	F	Before	STP	581	300	75	0											This project is being funded 100% state App. 581. Transfer \$300,000 in federal funds to the 2009-12 Hwy Reserve and add \$425,000 in state App. 581 funds to the final design phase in FFY 2009 with funding provided from the Hwy Reserve. This project involves safety improvements on PA 124 from Haines Rd to Edgewood Rd. in Springettsbury Twp. Est. let date is 1/6/2011.	
	124 (005)			Adjust	STP	581	-300	425	0												
	York			After		581	0	500	0	0	0	0	0	0	0	0	0	0	0		0
13	2009-12 Hwy Reserve	84441	C	Before	STP	581	3,658	2,559	0	2	150	0	193	833	0	5,248	4,507	0		Add \$509,151 in federal highway funds from the deobligation on the following: Carlisle Rd Resurfacing (con) - \$260,000, Blooming Grove Rd (con) - \$242,190 and Jefferson Rd (con) \$6,961.	
	York			Adjust	STP	581	300	-500	0	0	0	0	0	0	0	0	0	0	0		
	York			After	STP	581	3,958	2,059	0	2	150	0	193	833	0	5,248	4,507	0	0		
14	2009-12 Hwy Reserve	84441	C	Before	STP	581	3,958	2,059	0	2	150	0	193	833	0	5,248	4,507	0		Add \$509,151 in federal highway funds from the deobligation on the following: Carlisle Rd Resurfacing (con) - \$260,000, Blooming Grove Rd (con) - \$242,190 and Jefferson Rd (con) \$6,961.	
	York			Adjust	STP	581	509	0	0	0	0	0	0	0	0	0	0	0	0		
	York			After	STP	581	4,467	2,059	0	2	150	0	193	833	0	5,248	4,507	0	0		
15	Smoketown Rd. Structure	66431	C	Before		582	0	676	0											Increase the construction costs by \$282,000 for the Smoketown Road structure replacement over a tributary of the Codorus Creek in Manheim Twp. State funds are from York County's App. 582 maint. budget. Estimated let date is 1/8/09.	
	3074 (001)			Adjust		582	0	282	0												
	York			After		582	0	958	0	0	0	0	0	0	0	0	0	0	0		0

YORK MPO

Date: 1/8/09

FFY 2009 - 2012 TIP MODIFICATIONS FROM 11/7/08 TO 1/8/09

(\$000)

Administrative Actions - Highway					Fund Type		FFY 2009			FFY 2010			FFY 2011			FFY 2012			FFY 2013	Remarks			
Item	Project Title	MPMS#	Ph	Prog	Fed	Stat	Fed	State	L/O	Fed	State	L/O	Fed	State	L/O	Fed	State	L/O	& Beyond				
16	2009-12 Hwy Reserve York	84441	C	Before	STP	581	4,467	2,059	0	2	150	0	193	833	0	5,248	4,507	0		Add \$185,000 to the 2009-12 Hwy Reserve in FFY 2009. Funds are provided from the deobligation of funds on the Main/Roth/Hanover Rds. project (MPMS# 61289) which was completed in November 2007.			
				Adjust	STP	581	185	0	0	0	0	0	0	0	0	0	0	0	0		0		
				After	STP	581	4,652	2,059	0	2	150	0	193	833	0	5,248	4,507	0			0		
17	SRTP Rideshare Program York	82376	PE	Before	CAQ		224	0	0	244	0	0								Transfer CMAQ funds of \$223,843 in FFY 2009 & \$244,490 in FFY 2010 to the SRTP Rideshare Program (MPMS# 82373) on the HATS TIP. These funds are for the operation of the rideshare program in the York, Adams, Lancaster, Lebanon & Hbg. areas.			
				Adjust	CAQ		-224	0	0	-244	0	0											
				After	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
18	2009-12 Hwy Reserve York	84441	C	Before	STP	581	4,651	2,059	0	2,653	150	0	193	832	0	5,248	4,507	0		Add \$70,000 in federal funds to the 2009-12 Highway Reserve. These funds are provided from the deobligations on the Hanover Rd. project (MPMS# 69544).			
				Adjust	STP	581	70	0	0	0	0	0	0	0	0	0	0	0	0		0		
				After	STP	581	4,721	2,059	0	2,653	150	0	193	832	0	5,248	4,507	0			0		
Program Summary -Net Changes					Before FFY Totals		27,938	12,991	0	6,907	3,076	0	5,158	10,923	0	35,710	29,220	0	0	687			
					Administrative		630	301	0	-244	0	0	0	0	0	0	0	0	0		0	0	
					After FFY Totals		28,568	13,292	0	6,663	3,076	0	5,158	10,923	0	35,710	29,220	0	0		0	0	

Memo

To: MPO TECHNICAL COMMITTEE
From: Donald A Bubb, P.E., Chief Transportation/Traffic Engineering
Date: 8 January 2009
Subject: 2008-2009 Extension Request and
2009- 2010 Unified Planning Work Plan (UPWP)

Two work items that we request be extended from the 2008-2009 UPWP. We ask that the Technical Committee recommend the Coordinating Committee request extensions for the following programs to continue from the 2008-2009 UPWP: A draft letter for this request is attached.

- * Northern York County Comprehensive Plan
- * Air Quality Modeler

Also attached, is a copy of the 2009-2010 UPWP and a funding summary for your review. At the Technical Committee meeting, we will be asking for a recommendation to the Coordinating Committee that this UPWP be approved.

To ensure Transportation Improvement funding, the transportation staff of the York County Planning Commission receives guidance each year from the Department of Transportation to provide our staff both required Actions and Procedures and a budget summary.

At PennDOT's direction, we will be continuing the five primary activities from the 2008-2009 UPWP program effort through 2009-2010 fiscal year.

They include:

- * Smart transportation, linking Planning and National Environmental Policy Act (NEPA) and, right sizing
- * Plans and programs Emphasizing System Preservation
- * Planning Tools and Techniques
- * Data Collection and Analysis
- * Public Involvement and Outreach
- * Land Use and Transportation
- * Project Delivery
- * Local Technical Assistance Program

January 22, 2009

James Ritzman
Deputy Secretary for Planning
Department of Transportation
400 North St
8th Floor, Keystone
Harrisburg, PA 17120-0095

RE: Extension of 2008-2009 UPWP

Dear Mr. Ritzman,

This letter, on behalf of the York Area Metropolitan Planning Organization (YAMPO), is to request that the remaining balance from the Northern York County Region Comprehensive Plan- Transportation Amendment (NYCRCP-TA) and the Air Quality Modeler supplemental work elements be extended until June 30, 2010.

The NYCRCP-TA was approved in the 2008-2009 Unified Planning Work Program (UPWP). The kickoff meeting for this project was held on January 13, 2009 and is expected to continue for 18 months. When originally submitted as a supplement to the 2008-2010 UPWP, it was anticipated that an extension would be needed for this project.

The Air Quality Modeler work element is not anticipated to be fully expended due to no major conformities in the third and fourth quarters of the 2008-2009 UPWP. In addition, a line item is not included in the 2009-2010 UPWP and we anticipate extensive modeling requirements in 2009-2010. Modeling requirements in the 2009-2010 UPWP include conformity for the 2011 TIP, new EPA standards and evaluation of information released from the Census Bureau and American Community Survey.

If possible, we request that the remaining balance be extended until June 30, 2010. We anticipate that the remaining balance on June 30, 2009 will be at \$105,000 and \$10,000 for the NYRCP-TA and the Air Quality Modeler, respectively.

Please kindly consider this request and if you have any questions concerning this matter please contact Donald Bubb at the York County Planning Commission.

Sincerely,

Representative Stanley E. Saylor
YAMPO Chairperson

**York Area Metropolitan Planning Organization
Unified Planning Work Program
Fiscal Year 2009-2010
ACTIONS AND PROCEDURES**

I. Smart Transportation, Linking Planning & NEPA, Project Implementation, and Right-sizing

- A. Work with the Department to advance opportunities to link the planning process with the National Environmental Policy Act (NEPA), improve the efficiency of project implementation, and make the best use of available transportation funds through Right-sizing and Smart transportation philosophies of project development and programming.
- B. Provide training on Smart Transportation policy and initiatives to the region's transportation and community stakeholders.
- C. Work with the Department to implement items identified as part of the Department's Strategic Agenda for Smart Transportation .
- D. Work with the Department to implement the Linking Planning and NEPA process in future TIP updates and when adding new projects to the TIP. The amount of cooperation between the MPO/RPO and the PennDOT District Office will need to increase to ensure that implementation is successful and that right-sized projects with the best scope and cost are advanced through the TIP.
- E. Include funding requests for these special initiatives in your UPWP.

II. Plans and Programs

- A. Adopt the FY 2010-2011 Unified Planning Work program (UPWP) by February 28, 2010. Submit all documents required for contract execution by March 10, 2010, including exhibits "B" and "C" and authorizing signature resolutions. Also, identify and include transportation projects associated with land-use and supplemental / special supplemental planning funds as candidate studies.
- B. Submit progress reports and invoices to the department no later than 15 days following the reporting period.
- C. Provide technical assistance to the Department and other transportation providers as necessary
- D. Update/maintain the multi-modal and intermodal regional long range transportation plan by prioritizing/staging all major capital projects with emphasis on preservation of the infrastructure of all the major modes. The long range planning documents must be SAFETEA-LU compliant.

- E. Modify the 2009 Transportation Improvement Program (TIP) as required, and complete final documents for submission to the department/FHWA/FTA for the FFY 2011-2014 Program Update.
- F. Work with the Department and the Governor's Action Team on regional economic stimulus projects as applicable and promote public/private partnerships with developers for the projects.
- G. Align the Mobility Plan goals and objectives with regional and local long-range planning initiatives, programming, and other activities, work with the department to implement various actions developed in the Mobility Plan.

III. Planning Tools and Techniques

- A. Update /maintain the Congestion Management System (CMS) to ensure current information is available for project development and prioritization. Continue to monitor the CMS and to conduct detailed corridor/sub-area congestion management studies as you deem necessary.
- B. Maintain and update the travel demand model to ensure the integrity of the planning outputs of the model.
- C. Continue to assess the need and appropriateness of Intelligent Transportation Systems (ITS) elements through the long range plan and the Transportation Improvement Program. Look to implement any ITS projects in conjunction with your established ITS regional architecture and update the ITS architecture as required.
- D. Continue to work with the Department on sharing of Multimodal Project Management System(MPMS) data and utilization of technology to enhance this sharing.
- E. Continue to identify and implement innovative financing mechanisms for major capital Projects. Promote the Pennsylvania Infrastructure Bank (PIB) as a tool for financing transportation projects, including community reinvestment projects.

IV. Data Collection and Analysis

HPMS Data Collection

Verify and update roadway inventory and performance measures on approximately 147 Highway Performance Monitoring System (HPMS) sample sections, including any additional segments that may be required based upon revised urban boundary revisions in accordance with HPMS manual specifications.

Highway Performance Monitoring System Data Collection

- A. Collect and submit 69 traffic counts of which 30% will be classification counts in support of HPMS and the Commonwealth's Traffic Monitoring System (TMS/H), including supplemental and any additional counts. The specific numbers and type of counts (volume, machine classification, or manual classification) will be determined by PennDOT. Assigned counts should not be taken on weekends or holidays, and will be submitted to PennDOT monthly, i.e., the last workday of the month in which the counts were taken. Counts may be outsourced to a third party provider, particularly through the Commonwealth's Statewide Contract Services (DGC 9985-27). All traffic counts will be collected will be collected by December 31, 2009 and submitted by January 31, 2010.
- B. In support of A and B above, appropriate staff will attend one HPMS and one Traffic Workshop sponsored by PENNDOT.
- C. Purchase traffic counting supplies (road tube, tape, nails, etc.), needed to complete traffic counts. These supplies are available on the Commonwealth's Statewide Contract for Traffic Counters [DGS # CN00022955(990517)].
- D. Purchase safety equipment, as needed, for traffic counting requirements.
- E. Deliverables:
 - * Updated traffic counts to be used to support transportation planning and programming activities
 - * Updated traffic counts that will aid in the maintenance and enhancement of the existing transportation infrastructure in the region.
 - * Supplemental traffic counts, if taken, also used to support planning activities.
 - * Adequate level of safety equipment and supplies for traffic counting activities.

V. Public Involvement and Outreach

- A. Provide meeting notices and materials not less than five working days prior to meetings and distribute the meeting minutes within 15 working days after the meetings.
- B. Continue your environmental justice and public participation activities. Develop and implement a Title VI Compliance Plan. Update your public participation plan as needed.
- C. Continue to expand and improve your environmental justice activities to ensure that all stakeholders have an opportunity to become involved in the region's planning and programming process.

- D. Continue to develop and expand the use of your website to share planning and programming information and tenets and requirements of SAFETEA-LU with the public.

VI. Land Use and Transportation

- A. Continue to work with the Department to incorporate land use planning into the planning process. Help to initiate any changes in the process that may be necessary to accomplish this effort.
- B. Identify, if appropriate, projects that will have potential negative impacts on land use. Include candidate studies for possible funding in the planning work program under the transportation projects/land use coordination program.
- C. Coordinate all land use planning with the respective county's Comprehensive Plan. Look for opportunities to integrate land use and transportation in blighted communities or brownfields / grayfields.
- D. Strive to implement the recommendations of land use studies that were completed in conjunction with major transportation projects.
- E. Assist the Department with any training activities targeted to local governments dealing with land use issues such as, "Smart Transportation", comprehensive planning, implementation tools, access management, transit oriented design, healthy communities, street connectivity, interchange area development, transportation impact fees, etc.
- F. Utilize the transportation planning and programming process, where appropriate to support sound land use planning and sustainable development. As part of these processes, consider the Keystone Principles for growth, investment, and resource conservation.
- G. Work with PennDOT and local governments to implement access control measures in highway corridors as an alternative to future capacity improvements.

VII. Project Delivery

- A. Participate with the Department in identifying and implementing initiatives to streamline the programming, environmental, and project development processes. This may include working with the Department to identify those processes or portions of the processes which could be completed under the transportation planning process. Work with the Department to pilot the identified initiatives.
- B. Prepare and/or participate in project needs studies for transportation projects as identified by the Department. Work with the Department and the environmental resources agencies to gain acceptance for the completion of needs studies as part of the planning process.
- C. Assist the department in promoting right-of-way preservation with local governments.

- D. Assist the Department in completing various environmental analyses such as EISs, EAs, and CEs associated with major capital projects, especially trend analyses for traffic, land use, and economic development and secondary/cumulative effect analyses.
- E. Continue to administer, in conjunction with the Department, the non-traditional projects identified by YCPC and the Department.

Supplemental Special Studies: LTAP

VIII. Local Technical Assistance Program (LTAP)

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 72 municipalities within its York County region, the York Area MPO proposes to assist PennDOT with facilitating LTAP training during 2009-2010 FY.

This planning effort will be undertaken as discussed below:

A. Identify Regional Training Needs

Develop a priority training list that identifies training needs within the region based on historical data, knowledge of region, and district municipal services representatives input and incorporate into an annual training calendar. Using the priority training list/annual calendar, work with PennDOT to schedule training dates. In coordination with PennDOT Project Manager, identify training course locations. Responsibilities include, but not limited to the following: logistics, class locations, registration, room set-up, food, etc. Identify regional municipal issues (i.e. Marcellus shale issue) and provide to the PennDOT Project Manager for consideration.

B. LTAP Program Marketing and Outreach

In conjunction with PennDOT Project Manager, develop a plan to market the value of LTAP training and technical assistance in your region. Examples of marketing activities may include but not be limited to, integration of LTAP into MPO/RPO outreach programs, promotion of technical assistance through the distribution of brochures, targeting municipalities who have not taken advantage of LTAP services, etc. The plan should include action items as well as a means to evaluate results. Plan should be developed no later than September 12, 2009. Work with PennDOT Project Manager to promote upcoming LTAP activities at least six (6) weeks prior to the scheduled LTAP class sessions. Promotional activities may include but are not limited to: brochures, LTAP fax alerts, website updates, newsletters, postcards, etc. In coordination with the PennDOT Project Manager, develop a plan for LTAP outreach in your area such as equipment shows, Advisory Committee, etc for approval by PennDOT Project Manager. Outreach activities should be coordinated with PennDOT Project Manager and Municipal Services Representatives to insure there is no duplication in outreach efforts.

C. Administration and Reporting

Work with PennDOT Project Manager to develop an annual travel budget, which includes costs and justification for outreach activities, for pre-approval by PennDOT Project Manager no later than August 29, 2009. Participate in scheduled conference calls with PennDOT Project Manager. Determine a regular communication method that will work best for all parties. Submit quarterly reports detailing all LTAP project activities and expenditures to PennDOT Project Manager. First quarterly report to be delivered by October 15, 2009.

- Develop and submit annual report that details the process used to market LTAP in the region no later than July 31, 2009. The annual report should include an evaluation of training, marketing, and outreach activities, and recommendations for future activities with LTAP in the region.

**BUDGET SUMMARY
FY 2009-2010UPWP
YORK AREA TRANSPORTATION STUDY**

	TOTAL TASK	HIGHWAY			TRANSIT	
		PL 1	MLF 3	LOCAL 4	MPP 2	LOCAL 5
I - Smart Transportation Linking NEPA	\$ 97,350.00	\$ 63,879.33	\$ 9,598.58	\$ 6,371.25	\$ 14,000.67	\$ 3,500.17
II - Plans and Programs	\$ 89,777.00	\$ 58,910.06	\$ 8,851.89	\$ 5,875.62	\$ 12,911.54	\$3,227.88
III - Planning Tools & Techniques	\$ 45,016.50	\$29,539.02	\$4,438.57	\$2,946.19	\$6,474.18	\$1,618.54
IV - Data Collection Analysis	\$22,660.00	\$18,128.00	\$ 2,723.93	\$1,808.07	\$00.00	\$00.00
V - Public Involvement and Outreach	\$30,000.00	\$19,685.46	\$2,957.96	\$1,963.41	\$4,314.54	\$1,078.63
VI- Land Use and Transportation	\$24,464.00	\$16,052.84	\$ 2,412.12	\$1,601.10	\$3,518.36	\$879.59
VII – Project Delivery	\$40,000.00	\$ 26,247.28	\$3,943.95	\$2,617.87	\$5,752.72	\$1,438.18
BASE FUNDS REQUEST	\$349,268	\$232,442	\$34,927	\$23,184	\$46,972	\$11,743
SUPPLEMENTAL PL FUNDING REQUEST						
VIII- LTAP Program	\$25,000	\$25,000				
TOTAL BUDGET REQUEST	\$374,268	\$257,442	\$34,927	\$23,184	\$46,972	\$11,743

TO: YAMPO Technical Committee

FROM: Heather Bitner, Senior Transportation Planner, York County Planning Commission

DATE: January 5, 2009

RE: 2009 Highway Safety Improvement Program (HSIP) Projects

Attached is a list of cost estimates that were requested at the last YAMPO meeting concerning proposed safety projects. These projects originated from a list of the top 25 safety locations, PennDOT, FHWA, YCPC and local municipalities staff completed site reviews at 5 of the 25 locations. The site views identified different lower cost projects that are being presented to the MPO for placement on the 2009 TIP.

The total Federal Fiscal Year (FFY) 2009 line item for the HSIP projects is \$1,470,000. The estimated cost of the projects recommended to be added to 2009 TIP equals \$356,400. If all projects are added to the TIP. The 2009 FFY line item will have a remaining balance of \$1,113,600.

Since there is a balance in the FFY 2009 HSIP line item, the next list of top 25 projects were developed by PennDOT and given to the YCPC staff. Coordination will begin between the two staffs to move forward with identifying new projects to utilize the remaining balance of FFY 2009 HSIP line item.

- Consider ACS-Lite program to develop algorithms for traffic flow and make system more responsive.

Approximate cost: \$12,000 – additional loop detectors and amplifiers
 \$4,000 – ACS-Lite software/integration
 \$16,000 – Total per intersection

\$16,000 per intersection plus an additional \$3,500 for the CPU. ACS-Lite was designed for use in closed loop systems - using it on only a single intersection will not significantly improve traffic flow. Assuming six intersections (west of I-83) on S.R. 0030 system – total cost would be approximately \$99,500.

- Consider ITS devices such as cameras, roadway vehicle detection systems, or arterial message boards to improve motorist information and pre-trip planning.

Approximate cost:

- Consider connecting the signal system to the TMC.

Approximate cost:

TO: YAMPO Technical Committee

FROM: Will Clark, Senior Transportation Planner, York County Planning Commission

DATE: January 5, 2009

RE: 2009- 2035 Long Range Transportation Plan (LRTP)

Attached is a draft version of Chapter 6 of the Long Range Transportation Plan. Chapter 6 identifies the proposed selection criteria for prioritizing projects within each of the different categories of the transportation network. Starting on January 6th, this selection criteria will be placed out for public input. The information is available for review at the York County Planning Commission website. Also, on the website is an electronic survey that is requesting feedback on the selection criteria. In addition to the survey, the YAMPO Technical Committee meeting on January 8, 2009 was advertised as a public meeting to discuss the selection criteria. Please review the information and provide any comments at the meeting.

Also attached, is a list of future work task the YCPC Transportation Staff has identified through the 10 different subcommittees of the Long Range Transportation Plan and previous UPWP efforts. If approved these work elements will become Chapter 8 of the final version of the 2009-2035 LRTP and become the guiding work tasks each year when developing the annual UPWP. Please review these work elements and be prepared to identify whether they should be high medium or low priorities over the next five years. If there is a work element that has been missed please be prepared to present that at the January 8th meeting.

CHAPTER VI
Project Selection Process

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Chapter VI

Project Selection Process

One of the goals of the Long Range Transportation Plan is to develop a process that helps guide the decision makers to select projects that meet the other identified goals. Chapter II identifies the goals included in SAFETEA-LU, Keystone Principles, PennDOT Mobility Plan, Smart Transportation Principles and the other elements of the York County Comprehensive Plan. The process included in this chapter references Chapter II to identify whether the selection criterion meets the goals of that specific document.

The Selection Process

This process is designed to assist in selecting transportation projects and not be the “black box” which will select the final project. A quote from PennDOT’s 2007 Mobility Plan reads. “...project development decisions must always be made by people, not spreadsheets, weighing a range of criteria that is often subjective, not easily quantified, and adjusted for unique situations. Project prioritization is not a mechanical process. It cannot and should not be overly prescriptive or inflexible.”

The following criteria are listed under each appropriate subcommittee and the same criterion can be included in one or more subcommittee processes.

Some Subcommittees have three levels of criteria (may need a fourth level to explain where a PennDOT process or other process is looking for support). The first level is an absolute and this is the first step that a project is evaluated against. The project only moves forward if the answer to each question is “yes”. The second step is a weighted criteria that considers criteria at different values. Some weighted data is not currently collected and should be considered in the future when the information is collected. The third level is after the project is selected there may be items that the sponsor or municipality needs to complete to receive funding.

Criterion were not developed for Aviation/ Security or Air Quality since those categories were not identified with a funding allocation in Chapter IV.

The YAMPO, however, does not plan for nor program projects with the primary and/or only purpose of improving air quality. Thus, project selection criteria were not developed for transportation projects with the sole intent of improving air quality. Air quality benefits, however, must be a weighted factor in the project selection criteria for all other transportation categories, excepting Safety. No transportation candidate project should be selected that adds to York County’s air pollution levels. The only exception to this rule would be roadway safety projects.

Unique to the area of Air Quality is the Congestion Mitigation and Air Quality (CMAQ) funding source that is set-aside for Air Quality beneficial projects. These federally-allocated funds have

federal program guidelines, currently *The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the SAFETEA-LU, Interim Program Guidance, October 31, 2006*. Annually, YAMPO should evaluate the level of funding available. If any CMAQ funding is review the transportation projects that have passed through the project selection process to assess the eligibility of these projects for funding through the CMAQ program. After the eligibility determination, the projects should be rated according to the cost-effectiveness, or CMAQ-dollar to Air Quality benefit, of each project. The highest ranking project should then be promoted.

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
CAPACITY - LEVEL 1 : ABSOLUTE						
	√		√	√	1.	Is the project located within a municipality adopted growth area and consistent within the current York County Growth Management Plan ?
√	√	√			2.	Is the project on a Level II or III CMS corridor or intersection?
√	√	√	√		3.	Does the project have at least two full hours of travel time measurements operating below level of service of “c” (they do not need to be consecutive hours)?
√	√	√		√	4.	The new alignment or roadway project avoid impacts to high hazard locations or environmentally sensitive areas as identified by the York County Hazard Mitigation Plan and the York County Natural Areas Inventory respectively?
√		√		√	5.	Does the project improve the response time or access for emergency vehicles?
CAPACITY - LEVEL 2: WEIGHTED CRITERIA						
√	√	√		√	1.	Economic Development (High) - Criterion being requested to be defined in the York County Economic Development Plan
√	√	√			2.	Level of Service (High) - What is the total time of delay for hours of operation worse then LOS “C” (Multiply the volume for each movement to the time delay for each movement).
√	√	√			3.	Air Quality Benefit (Low) - Measurement from air quality modeling software.

SAFE/EA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
		√	√		4.	Cost Benefit Ratio (High) - The cost associated to YAMPO (all phases) divided by the difference in total time of delay between the build and no build scenarios of the project.
		√			5.	Coordination with other projects (High) - Can this project meet an objective of another subcommittee?
√	√	√		√	6.	Freight Movement (Subjective - Yes or No) (Medium) - Does this project reduce bottlenecks in freight movement?
√	√	√		√	7.	Environmental Benefit or Impact (Subjective - Yes or No) (Medium) - Look for guidance from the Agency Coordination Meeting (ACM)
√	√	√	√		8.	Increasing Efficiency of Existing Network (Yes or No) (High)
CAPACITY - LEVEL 2: FUTURE WEIGHTED CRITERIA						
		√			1.	Forecasted volume to capacity ratio of the 10 and 20 year build scenarios as identified by the transportation model. (Medium)
CAPACITY - LEVEL 3: FINAL ABSOLUTE NEEDS TO MEET						
√	√	√	√	√	1.	Municipality has adopted proper land use tools appropriate for protecting or reducing the cost of the transportation investment.
√	√	√	√		2.	The project must explore solutions, other than increasing roadway capacity to fix the problem.

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
ENHANCEMENTS- LEVEL 1:ABSOLUTE						
√		√			1.	For Safe Route To School Projects - Percentage of the application needs to include education through the school district at the school the project is benefitting.
		√	√		2.	For Safe Route To School Projects - The School District and school walking policy must be consistent with the location of the physical improvements.
√	√	√		√	3.	For All Projects - The project avoids impacts to high hazard locations or environmentally sensitive areas as identified by the York County Hazard Mitigation Plan and the York County Natural Areas Inventory .
	√	√	√		4.	For All Projects - All pre-construction cost are proposed by Non-YAMPO funding sources.
√		√			5.	For All Projects - The cost of yearly routine maintenance is known and the responsible party is aware.
√			√		6.	Appropriate public involvement has occurred and is current.
ENHANCEMENTS - LEVEL 2: WEIGHTED CRITERIA						
		√	√		1.	Cost/Benefit Ratio - Total YAMPO expenditure compared to the annual users. (Medium)
		√	√		2.	Will coordination of this project with other projects reduce cost. (Yes or No) (Medium)
√	√	√		√	3.	The project protects environmentally sensitive areas through the purchase of property or project development. (High)
			√		4.	The project concept is fully developed. (High)
		√			5.	Right-of-way for project is not needed. (High)
√	√	√	√	√	6.	For Mobility/Safety Projects - Project connects two types of land use to create a connection. (Yes or No)
√	√		√		7.	For Mobility/Safety Projects - Project provides connection to another mode besides the primary mode. (Yes or No) (Medium)

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
		√	√		8.	For Mobility/Safety Projects - The project is part of an overall transportation corridor improvement and identified as a piece of the solution in a separate transportation study? (Yes or No) (Medium)
	√				9.	For Beautification/Recreation/Environmental Projects - Project protects/enhances documented historic properties.
	√			√	10.	For Beautification/Recreation/Environmental Projects - Project connects to existing recreational trail
ENHANCEMENTS - LEVEL 3: FINAL ABSOLUTE NEEDS TO MEET						
		√	√		1.	Separate contract if municipal engineer of record is awarded pre-construction contract.
			√		2.	Additional scoping of the project needs to be completed prior to final approval.

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
SAFETY - LEVEL 1 ABSOLUTE						
√	√	√	√		1.	Is the Corridor/Intersection is a top 25 candidate project form PennDOT District 8-0 Highway Safety Plan or through the York County Planning Commission staff recommendation of transportation studies such as Traffic Impact/Corridor Studies or municipal submissions.*
√	√	√	√		2.	Can the crash cluster identified in the field scoping corrected by the proposed improvement solution?
SAFETY - LEVEL 2 WEIGHTED CRITERIA						
√	√	√	√		1.	Current Project (High) - Is the project located within the limits of a planed municipal or TIP project?
√	√		√		2.	Cost Benefit Ratio (High) - What is the cost associated to YAMPO (all phases) divided by the Number of crashes in movement (not overall intersection) being addressed by improvement (relative to highest project ratio)?
√	√		√		3.	Type of Crash - The type of crashes attempted to be corrected through action. Angle (Medium) Hit Fixed Object (Medium) Head-on (Low) Rear, (Low)
√	√	√			4.	Deliverability (Medium) - Does the complexity of the project allow for proper implementation?
√			√		5.	Other Plans (Low) - Is the project identified in Municipal/County plans?
	√		√		6.	Non-Reportable Crash Rate? What is the ratio of reportable to non reportable crashes?
SAFETY - LEVEL 3 FINAL ABSOLUTE NEEDS TO MEET						
			√		1.	If funding other than State or Federal is committed to the project, an MOU with the YAMPO needs to be signed.

* If “Yes”, the project’s then move onto the process of evaluating the list of total projects to have field scope completed. Five preferred locations will then be chosen using the following guidelines and proceed to Criteria #2.

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
RAIL - LEVEL 1 : ABSOLUTE						
			√		1.	Funding - Matching funds are available or funds are currently in place to proceed with the project.
√	√	√	√		2.	Project provides infrastructure to safely transport industry standard minimum weight of rail cars.
√	√		√	√	3.	Environmental - Project Avoids or mitigates high hazard locations and the project does not adversely impact environmentally sensitive areas, productive agricultural lands or significant historic sites.
RAIL - LEVEL 2 WEIGHTED CRITERIA						
	√	√	√	√	1.	Growth Management - Project contributes to the improvement of the infrastructure within designated growth area or rehabilitates/reuses existing buildings or improves/enhances community revitalization efforts. (High)
√	√	√			2.	Congestion Mitigation - Project alleviates truck traffic on roadways. (High)
√	√	√		√	3.	Economic Development - Project contributes to creating permanent jobs, producing a positive impact on local labor markets and provides suitable wages and job training. (Medium)
√	√	√			4.	Green Technology - Business or Project is energy efficient; uses energy conservation standards; produces, sells or uses renewable energy; promotes innovation in energy production and use or expands renewable energy sources or clean power. (Low)
√	√	√	√		5.	Safety - Project will contribute to reducing the risk of derailments. (Medium)

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
	√		√	√	6.	Public Support - Project has been discussed with the local government(s) and community(ies) and is supported by the local government and community(ies). (Low)
	√		√	√	7.	Project is supported by local comprehensive vision and plans. (Low)
RAIL - LEVEL 3 FINAL ABSOLUTE						
			√		1.	There is the ability to leverage additional funds to complete the project.

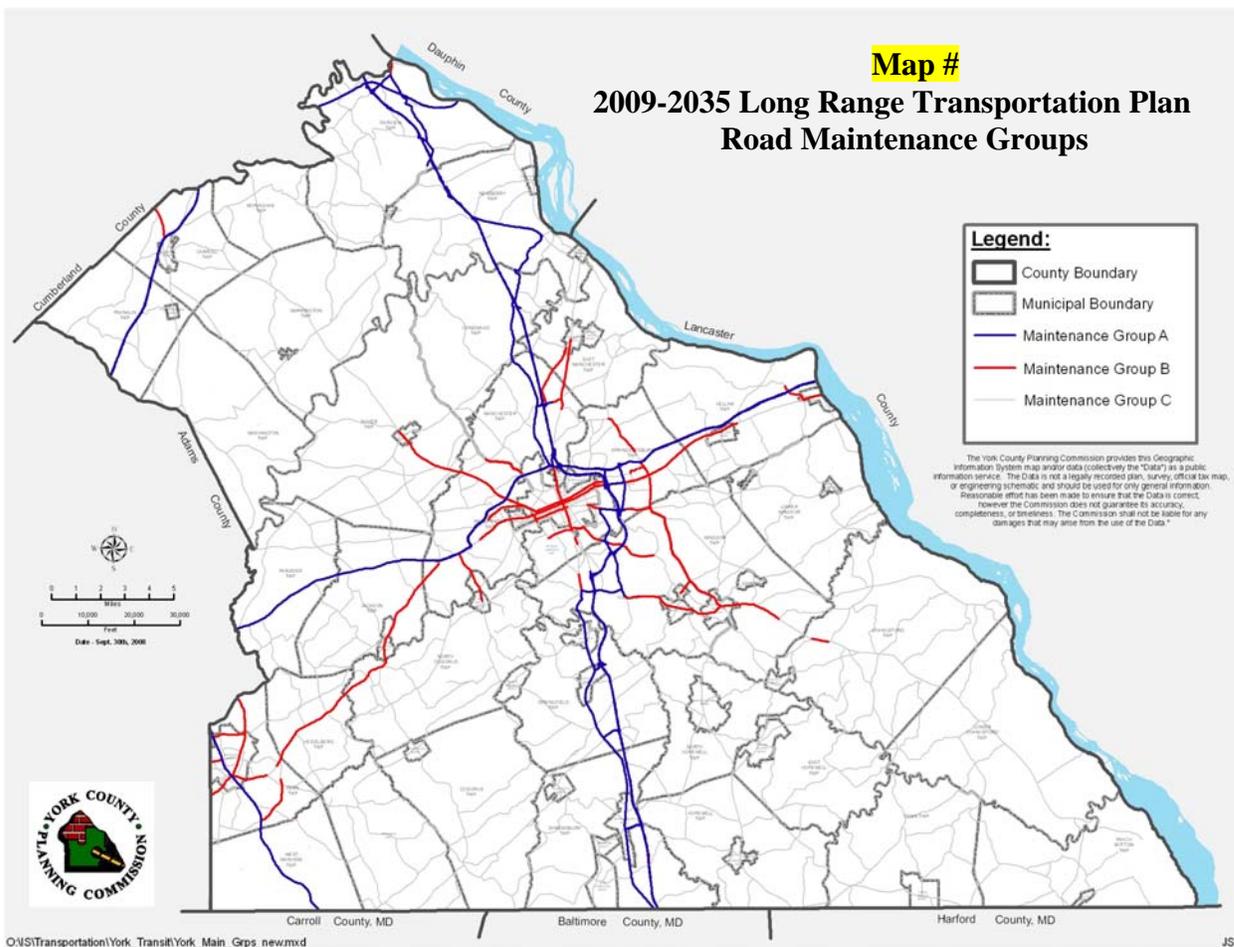
SAFE/EA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
MAINTENANCE- LEVEL 2 : WEIGHTED						
√	√	√	√	√	1.	Pavement Management Cycle (High) - Is the project in or outside the projected pavement management cycle? Relative scale.
√	√	√		√	2.	Road Function - Is the road in Group A (High), Group B (Medium) or Group C (Low)?*
√	√	√			3.	AADT (High) - What is the Annual Average Daily Traffic (AADT)?
√	√	√			4.	Current IRI (High) - What is the current International Roughness Index (IRI)?
√	√	√		√	5.	Change in IRI (High) - The current IRI numeric value - previous IRI numeric value
√	√	√	√		6.	Field View (High) - Field view of projects to provide information through observation of condition and the general area.
√	√	√	√	√	7.	Road Condition Crash (Medium) - What is the number of crashes that are attributed to pavement condition?
√	√	√	√		8.	Public Perception (Low) - What is the number of complaints about roadway conditions as reported by municipal and state elected officials, municipal managers or such?
√	√	√		√	9.	Environmental Impact Issues (Medium) - What is the number of complaints about roadway water runoff creating environmental impacts?
√	√	√	√		10.	Anticipated TIP/CDBG or HOP Projects (Yes or No) (Medium) - Is the project time sensitive to coordinate with other project?
√	√	√		√	11.	Utility Scheduling (Yes or No) (Medium) - Is the project coordinating with an utility project?
MAINTENANCE - LEVEL 3: FINAL ABSOLUTE NEEDS TO MEET						
√	√	√			1.	Fairness Factor - Equal distribution of projects around the County.

* The NHS and state roadways of York County are broken into three groups. Please see the following and [Map #](#).

Group A: The National Highway System roadways (NHS) and the red and blue detour routes for I-83. These roads are considered Priority #1. (High)

Group B: Roadways, not in Group A, with 2-digit SR#'s that are not on the NHS, 3-digit SR#'s with AADT greater than or equal to 10,000, and 4-digit SR#'s with AADT greater than or equal to 10,000. These roads are considered Priority #2. (Medium)

Group C: Roadways, not in Group A or Group B, with both 3-digit or 4-digit SR #'s with AADT less than 10,000. These roads are considered Priority #3. (Low)



SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
BRIDGES - LEVEL 1: ABSOLUTE NEEDS TO MEET						
√	√	√	√	√	1.	Is the bridge structurally deficient?
√	√	√	√		2.	For County and Local Bridges: Is the anticipated cost of replacement over one million federal dollars in year of construction?
BRIDGES - LEVEL 2: WEIGHTED CRITERIA						
√	√	√	√	√	1.	Functional Classification (High) - Is the bridge posted in such a manner that will effect the function of the roadway?
√	√	√	√	√	2.	Change in Sufficiency Rating (High) - What is the percent change in the sufficiency rating over the last five years?
√	√	√	√	√	3.	Maintenance (Medium) - Has the bridge been previously maintained regularly?
√	√	√		√	4.	Annual Average Daily Traffic (AADT) (Medium) - What is the AADT on the bridge?
√	√	√		√	5.	Flooding (Low) - Are there any flooding issues associated with the bridge?
√	√	√		√	6.	Emergency Services (Tiebreaker) - Which bridge impacts/serves the greater number of homes in regards to emergency services
BRIDGES - LEVEL 2: FUTURE CRITERIA						
√	√	√	√	√	1.	Emergency Response (Low)- Is there any emergency response issues with the bridge
BRIDGES - LEVEL 3: FINAL ABSOLUTE NEEDS TO MEET						
	√	√	√	√	1.	A resolution be completed by the governing body committing proper percentage for each phase of the project cost or 100% of preconstruction this includes PE, FD, ROW and UTL.

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
		√	√		2.	For local bridges a project time line must be completed and submitted as part of the resolution.
		√			3.	For local bridges a separate contract for the project must be entered into by the municipality and engineer.

The selection process for transit projects is unique, in that, it is divided into three distinct categories: **Transit System Maintenance**, **Mobility Need** and **Mobility Alternative**. As will be discussed below, the LRTP will treat the selection process for the last two transit project categories differently.

The maintenance of the existing transit system comprises the vast majority of the transit needs. These needs include, but are not limited to, the acquisition of buses, the acquisition of real estate, construction of buildings and the development of the Transit Development Plan approximately every five (5) years. This project funding category is vital to keep the public system/systems operating. The public transit entity procures these funds through direct application to the Federal Government and/or Commonwealth of Pennsylvania. Hence, the proposed project selection process will not apply here.

Besides maintenance, two additional project categories were employed to classify projects for selection. They are “Mobility Need,” and Mobility Alternative.” “Mobility Need” projects involve transit and related improvements required to provide service to every individual, especially low income and disabled individuals, and minority populations. “Mobility Alternative” projects involve transit and transit-related improvements outside the traditional sense. Projects can involve commuter express bus service, ridesharing, Intelligent Transportation (IT) and land use considerations.

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
TRANSIT - MOBILITY NEED: WEIGHTED						
	√		√	√	1.	Growth Management (Yes or No) (High) - The project caters to the improvement of the transportation infrastructure within designated growth areas identified in the York County Growth Management Plan .
√	√	√	√		2.	Expand Existing Service (Yes or No) (High) - The project effectively enhances/expands/complements the current service being provided for York County.
√	√	√	√		3.	Mobility Challenges (Yes or No) (Medium) - The project mitigates mobility challenges for the disabled, low income and minority populations.
√	√	√			4.	Connectivity (Yes or No) (Low) - The project enhances or promotes the connectivity of transit services and/or transportation modes in York County or regionally.
√					5.	Education (Yes or No) - The project promotes or enhances the coordination/cooperation information sharing between transit operations and/or other entities.
√	√	√		√	6.	Increase Job Markets (Yes or No) (Tie Breaker) - The project provides the essential transportation services for individuals to commute to and from a target commercial or industrial area or site.
TRANSIT - MOBILITY ALTERNATIVE: WEIGHTED						
√	√	√		√	1.	Reduce Single Occupancy Vehicles (SOVs) (High) - The project has proven to reduce the number of SOVs on the County's roadways.
	√	√			2.	Intelligent Transportation (IT) (High) - the project employs IT and IT System Architecture to improve or enhance transit or related services in York County.
	√		√	√	3.	Growth Management (Yes or No) (High) - The project caters to the improvement of the transportation infrastructure within designated growth areas identified in the York County Growth Management Plan .

SAFETEA-LU	KEYSTONE PRINCIPLES	PENNDOT MOBILITY PLAN	STATE TRANSPORTATION	COUNTY COMP PLAN	CRITERIA	
√	√	√	√		4.	Expand Existing Service (Yes or No) (High) - The project effectively enhances/expands/complements the current service being provided for York County.
√	√	√	√		5.	Connectivity (Yes or No) (Low) - The project enhances or promotes the connectivity of transit services and/or transportation modes in York County or regionally.
√					6.	Education (Yes or No) (Low) - The project promotes or enhances the coordination/cooperation information sharing between transit operations and/or other entities.
√	√	√		√	7.	Air Quality (Tie Breaker) - The project has proven to reduce the number of SOVs on the County's roadways that may lead to a positive air quality benefit.
√	√	√		√	8.	Increase Job Markets (Yes or No) (Tie Breaker) - The project provides the essential transportation services for individuals to commute to and from a target commercial or industrial area or site.

2009-2035 Future Work Elements

The last step in the Long Range Transportation Plan development process is the identification of work tasks to be completed by YAMPO and other stakeholders. These work tasks will be scheduled annually in the work plan for the YAMPO staff through the Unified Planning Work Program (UPWP). The UPWP identifies the individual work tasks that will collect the data, evaluate and analyze the information in order to accomplish the objectives and implement the policies that have been developed in the LRTP.

- Undertake a major update of the York County Functional Classification System Map.
- Evaluate current roadway “ownership” throughout York County:
 - lowest volume (AADT) roads for possible turn back to the municipality.
 - state roads currently owned by municipalities that are unable to maintain them.
 -
- Work with municipalities to develop maintenance/pavement preservation plans (5-year plans) for local roads. Explore supplemental funding options such as LUPTAP funds.
- Conduct periodic analysis/evaluation of County employee parking policies.
- Update the CMS plan with the following elements
 - Utilize forecasted Volume to Capacity levels from the transportation model as a performance measure.
 - Capture 24 hour traffic counts to determine the number of hours at an unacceptable level of service. This information is needed to utilize absolute selection criterion #3 for capacity projects.
 - Identify individual and CMS corridor intersections.
 - Determine a measure for predictability of delay.
 - Collect time delay information for Level III corridors outside the normal peak hour times.
 - Update travel demand model detail along the Level III corridors sections.
 -
- Test long term transportation alternatives employing the transportation model and rank these alternatives.
- Develop a target list of priority corridors for access management ordinance implementation.
- Promote and encourage municipalities to adopt and implement corridor access management ordinances based on the PennDOT model access management ordinance.d
- Coordinate with existing committees/groups to participate in Homeland Security initiatives.

- Coordinate with existing committees/groups to participate in incident management planning throughout the County, specifically with the County of York and the York County Office of Emergency Management.
- Accurately map and model incident management, emergency detour, and the 10-mile Emergency Planning Zone evacuation routes.
- Continue to promote safety-oriented projects for future updates of the Capital Improvement Plan (CIP).
- Complete a comprehensive study of traffic signals to check if they are up to current standards: LED lights, black plates, larger signal heads, etc.
- Study stop sign intersections with crashes for sight distance issues.
- Coordinate with police departments concerning problem intersections and/or corridors (GPS) for causal evaluation.
- Inventory sign reflectivity.
- Coordinate training opportunities for police for the uniform completion of crash reports.
- Develop an inventory and GIS map of BMS Bridges that have a historical significance.
- Develop an inventory and GIS map of bridges that could be voluntarily closed instead of repaired and/or replaced.
- Promote LTAP or other classes for municipalities to attend to better serve their needs for preventive maintenance and repair/replace bridges.
- Institute a traffic counting program for bridges.
- Coordinate a “standard” or model transportation planning and programming effort for municipal comprehensive planning projects with YCPC Long Range Planning’s municipal planning program.
- List and evaluate measures for increased transit route efficiency: queue jumpers, bus ways and HOV lanes, bus cuts along tight corridors, etc.
- Evaluate potential ridership/demand for Express Bus Service East and West.
- Evaluate potential ridership/demand for transit service for Country Club Rd/Rathton Rd corridor serving York College, York Hospital, Penn State, and 550 lofts.
- Complete a study to identify the need for the unquantifiable enhancement projects.

- Develop model ordinance for pedestrian/ bicycle access in commercial areas.
- Identify a prioritization of sidewalks/ trails within school districts by developing a pedestrian master plan.
- Identify a prioritization of sidewalks/ trails within 1/4 mile of the fixed route transit service with attention paid to ADA requirements.
- Pedestrian/ bicycle crash location analysis.
- Educational resources for community organizations, school districts and municipalities to use in teaching, newsletters and websites.
- Develop best practices booklet for the implementation of TE/SR2S projects within York County.
- Update the County bicycle master plan with focus on mobility.
- Develop a special annual MPO meeting with “ACM” type organizations for York County to exchange current information, projects, and concerns in order to promote more coordinated efforts toward similar goals.
- Identify rail rights of way and former sidings sites for preservation for future use.
- Work with municipalities in identifying appropriate locations for railroad operations and work with those municipalities in developing plans and ordinances that consider railroad operations.
- Conduct a scenario evaluation of the rail corridor along the Heritage Rail Trail to ascertain the economic and land use implications of the rail becoming an active rail line, including initial investment requirements and customer base requirements for a viable entity, examples and policies for the co-existence of commercial rail alongside in-line park, etc.
- Develop a GIS map showing pipeline-utility lines and their hazard areas.
- Develop a 10-year Capital Improvement Plan for County-owned bridges.
- Implement schedule for continued collection of data from Park N Ride areas around the County.
- Continue to support PennDOT in collection of HPMS sample sections and traffic count collection.
- Formalize the annual report cards for MPO actions and projects.

York Earmarks

<i>County</i>	<i>District</i>	<i>SR/Sec</i>	<i>Project Title</i>	<i>MPMS</i>	<i>FPN</i>	<i>Earmark Federal Total</i>	<i>Program Code</i>	<i>Obligations to Date</i>	<i>Available Balance</i>	<i>PA ID #</i>	<i>Legislation</i>
York	8	83/025	Conduct PE on the relocation of exits 4 & 5 on I-83 in York County	21205	0312-101	\$1,537,648	Q920	\$1,500,004	\$37,644	101	TEA-21
York	8		Improve ramp junctions at intersection of S.R. 114 and I-83, or other projects selected by York MPO. (NEW SAFETEA-LU Language)	21207	0800-101	\$3,075,299	Q920	\$0	\$3,075,299	149	TEA-21
York	8		Improve Route 94 Corridor through Hanover to MD State Line	21202, 58122	1164-101	\$6,150,596	Q920	\$4,065,840	\$2,084,756	178	TEA-21
York	8		PA 24 & 124 in York County, design, construct intersection and other upgrades	61284	0240-2XX	\$2,400,000	HY10 LY10	\$0 \$0	\$160,000 \$481,180	318	SAFETEA-LU
York	8		Project stricken 2008 Corrections Bill	72873	0248-2XX	\$0	HY10 LY10	\$0 \$0	\$0 \$0	319	SAFETEA-LU
York	8		Design and construct interchange and related impro	70091	0401-2XX	\$2,800,000	HY10 LY10	\$0 \$0	\$560,000 \$1,684,130	327	SAFETEA-LU
York	8		Design, const. widening of PA 94 from York-Adams County line to Elm Street in Hanover	58123	1180-2XX	\$2,400,000	HY10 LY10	\$0 \$0	\$480,000 \$1,443,540	382	SAFETEA-LU
York	8		I-83 Exit 19-design and construct interchange & related improvements	62880	1456-2XX	\$4,800,000	HY10 LY10	\$0 \$0	\$960,000 \$2,887,080	394	SAFETEA-LU
York	8		Construct the realignment of Cool Creek Road in York County	49052	1615-2XX	\$800,000	HY10 LY10	\$0 \$0	\$160,000 \$481,180	402	SAFETEA-LU
York	8		I-83 Exit 18 - design & construct interchange & related improvements	62880	2096-2XX	\$5,217,600	HY10 LY10	\$0 \$0	\$960,000 \$2,887,080	426	SAFETEA-LU

<i>County</i>	<i>District</i>	<i>SR/Sec</i>	<i>Project Title</i>	<i>MPMS</i>	<i>FPN</i>	<i>Earmark Federal Total</i>	<i>Program Code</i>	<i>Obligations to Date</i>	<i>Available Balance</i>	<i>PA ID #</i>	<i>Legislation</i>
York	8		York City NW Triangle-road & pedestrian improvements and realignment through construction	75027	3255-2XX	\$1,200,000	HY10 LY10	\$0 \$0	\$240,000 \$721,770	510	SAFETEA-LU
York	8		Concord Road Extension, Springettsbury Township	49051	4779-2XX	\$500,000	HY20 LY20	\$100,000 \$300,738	\$0 \$0	589	SAFETEA-LU
York	8		I-83 Exit 19-design and construct interchange improvements including sound barriers (or other projects designated by York MPO)	62880	4823-2XX	\$1,000,000	HY20 LY20	\$0 \$0	\$200,000 \$601,475	633	SAFETEA-LU