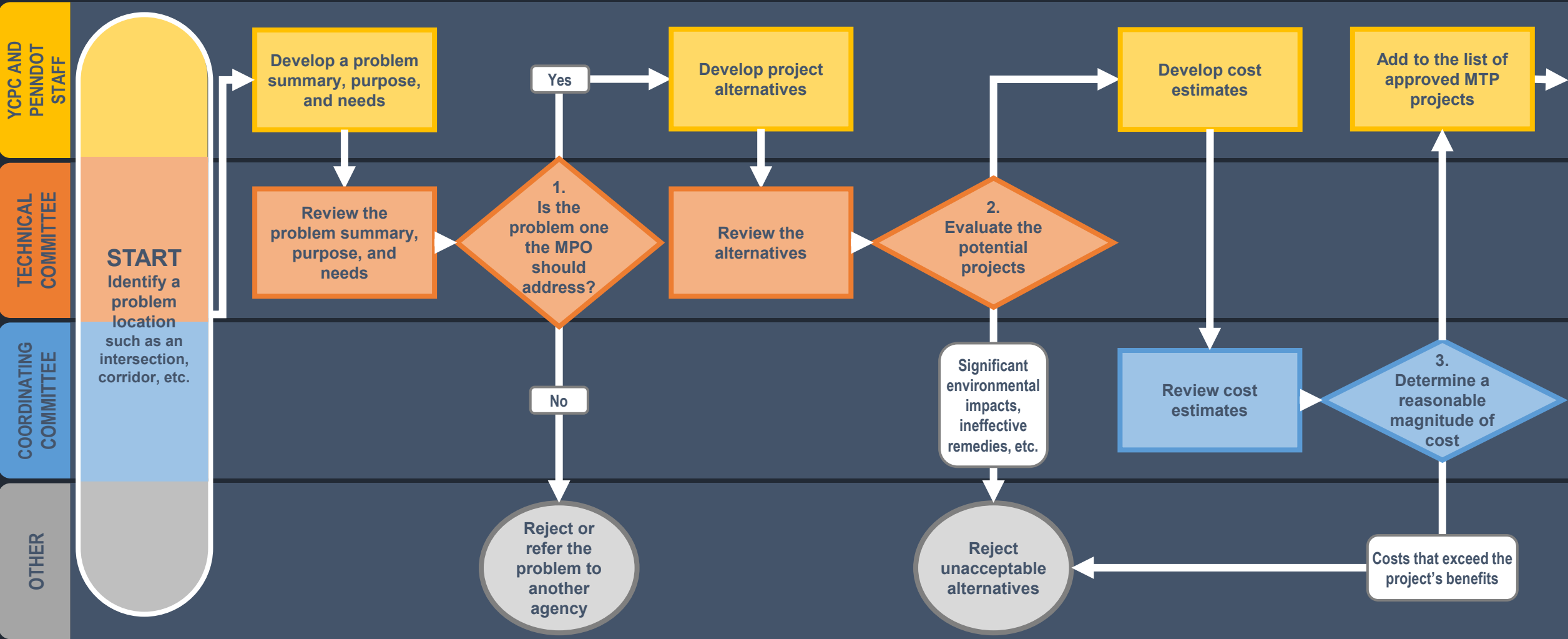


# YAMPO Project Development Process

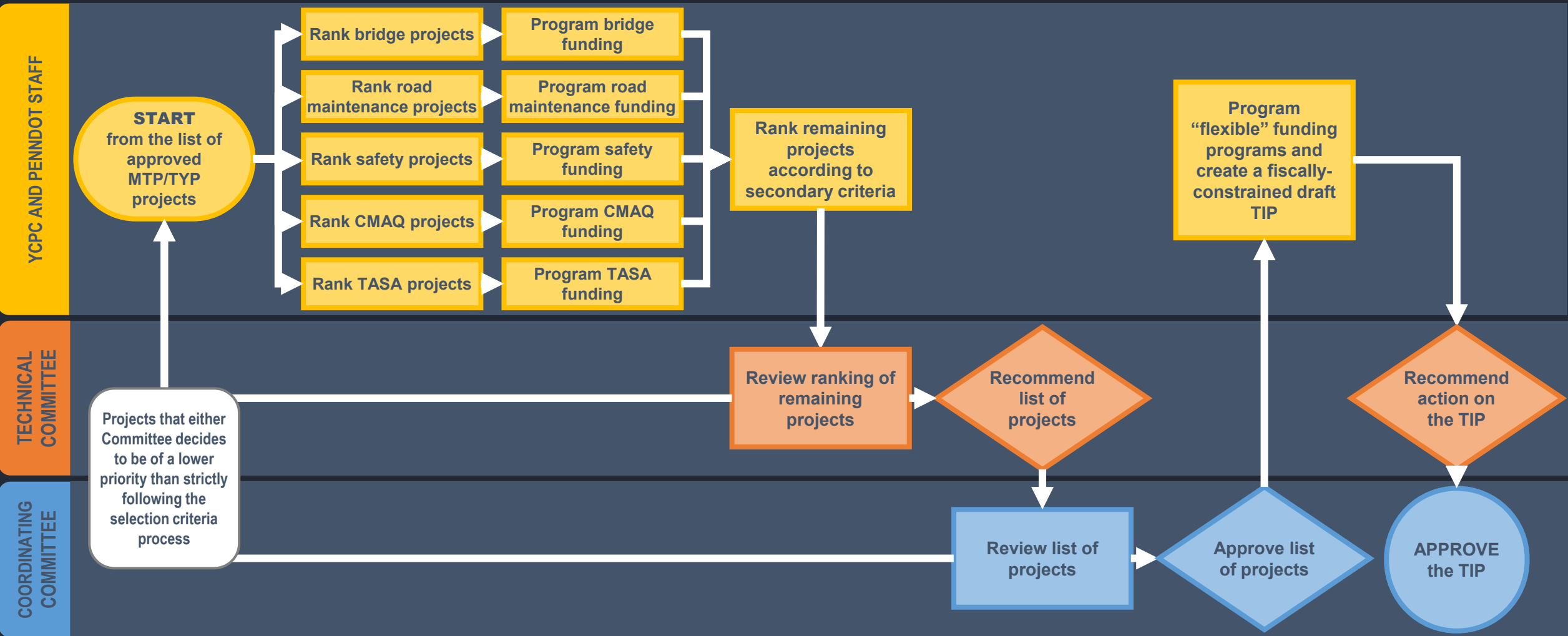
The York Area Metropolitan Planning Organization follows a three-step process to develop and review potential projects. The MPO's Technical Committee evaluates whether a project is within the purview of the MPO and determines if any project alternatives are unacceptable because of environmental impacts, ineffectiveness to remedy the identified problem, or other concerns. The Coordinating Committee is concerned with financial and budgeting matters. Therefore, they determine a reasonable magnitude of cost to fix the identified problem. YCPC and PennDOT staff support this work throughout the process. Municipal staff and officials, PennDOT, partner agencies, and the staff of the MPO can bring problem locations to the MPO's attention to begin this process.



**Legend**  Rectangles are tasks or steps  Diamonds are decision points, which occur during public meetings  Ovals are stopping points

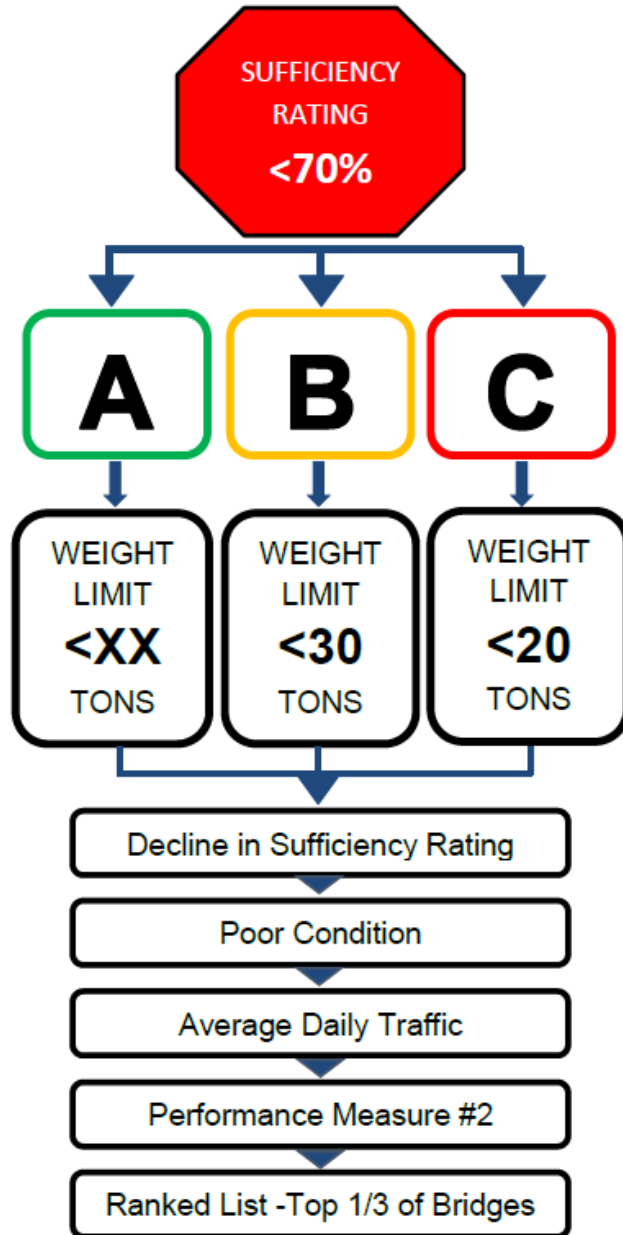
# YAMPO TIP Development Process

The York Area Metropolitan Planning Organization follows the process below to develop the TIP. Staff categorizes projects by their primary purpose and ranks them according to the project type-specific selection criteria. The highest-ranked projects are programmed in order to the capacity of project type-specific funding. Staff then ranks the remaining projects according to the secondary criteria found on the next page. The Technical Committee reviews this work and approves a recommended list to the Coordinating Committee. The Coordinating Committee refines this list and approves a final fiscally-constrained list of projects for the TIP. YAMPO then facilitates a final, formal public involvement period before the Technical and Coordinating Committees approve the TIP.



**Legend**  Rectangles are tasks or steps  Diamonds are decision points, which occur during public meetings  Ovals are stopping points

# Bridge Project Criteria



## Bridge Criteria

886 York County Bridges (State, County, and Municipal)

### Absolute

Bridges must have a sufficiency rating below 70%

### Bridge Prioritization Groups

Bridges in Group A are given **10 points**

Bridges in Group B are given **5 points**

Bridges in Group C are given **3 points**

### Bridge Prioritization Groups & Weight Restrictions

Bridges in **Group A** that are posted for any weight restriction are given **100 Points**. This automatically makes posted A bridges the top priority.

Bridges in **Group B** that are posted for less than 30 tons are given **10 points**.

Bridges in **Group C** that are posted for less than 20 tons are given **3 points**.

### Decline in Sufficiency Rating

If bridge's sufficiency rating **decreased from 2017-2019 and from 2019-2021**, the bridge is given **10 points**.

Bridges that only decreased from 2017-2019 are given **5 points**.

### Poor Condition

Poor Condition bridges are given **5 points**.

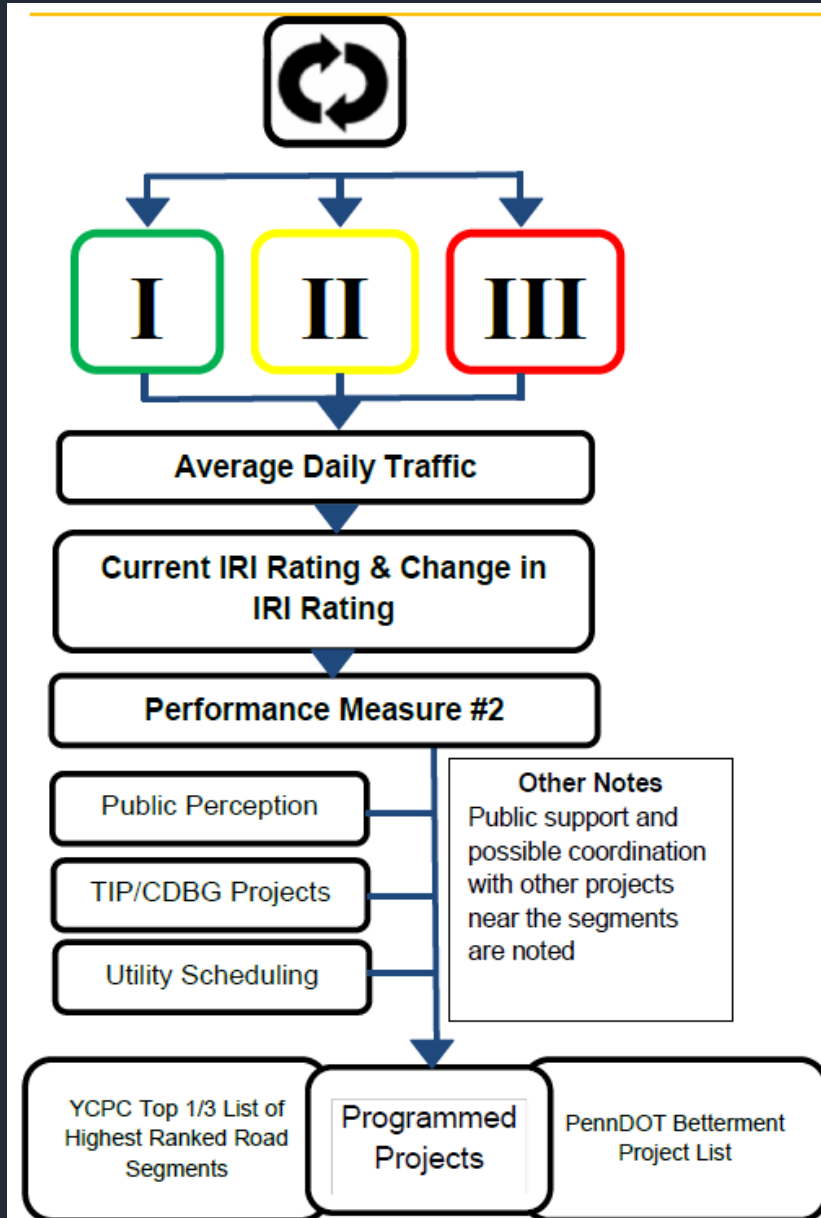
### Average Daily Traffic (ADT)

The bridges are given a number of **points between 0 and 5** based on the ratio of the **bridge's ADT** to the highest ADT in the county.

### FHWA Performance Measure #2

The targets set for PM #2 will be reviewed each TIP cycle; point totals may be modified for PM #2 by the Technical Committee to support targets that are currently not being met or focus areas.

# Road Maintenance Project Criteria



## Highway Maintenance Criteria

~ 3500 Road Segments

### Out of Maintenance Cycle

Road segments that are out of maintenance cycle are given a number of points **between 0 and 10** based on the number of years out-of-cycle, *compared to the most out-of-cycle segment.*

### Maintenance Groups

Road segments in **Group I** are given **6 points**. Road segments in **Group II** are given **4 points**. Road segments in **Group III** are given **2 points**.

### Average Daily Traffic (ADT)

Road segments are given a number of points **between 0 and 10** based on their ADT, *compared to the segment with the highest ADT.*

### International Roughness Index (IRI) & Change in IRI

Road segments are given a number of points **between 0 and 5** based on their **current IRI** *compared to the segment with the highest IRI.*  
Road segments are given a number of points **between 0 and 10** based on their **change in IRI** from the previous year's measurement, *compared to the segment with the most change.*

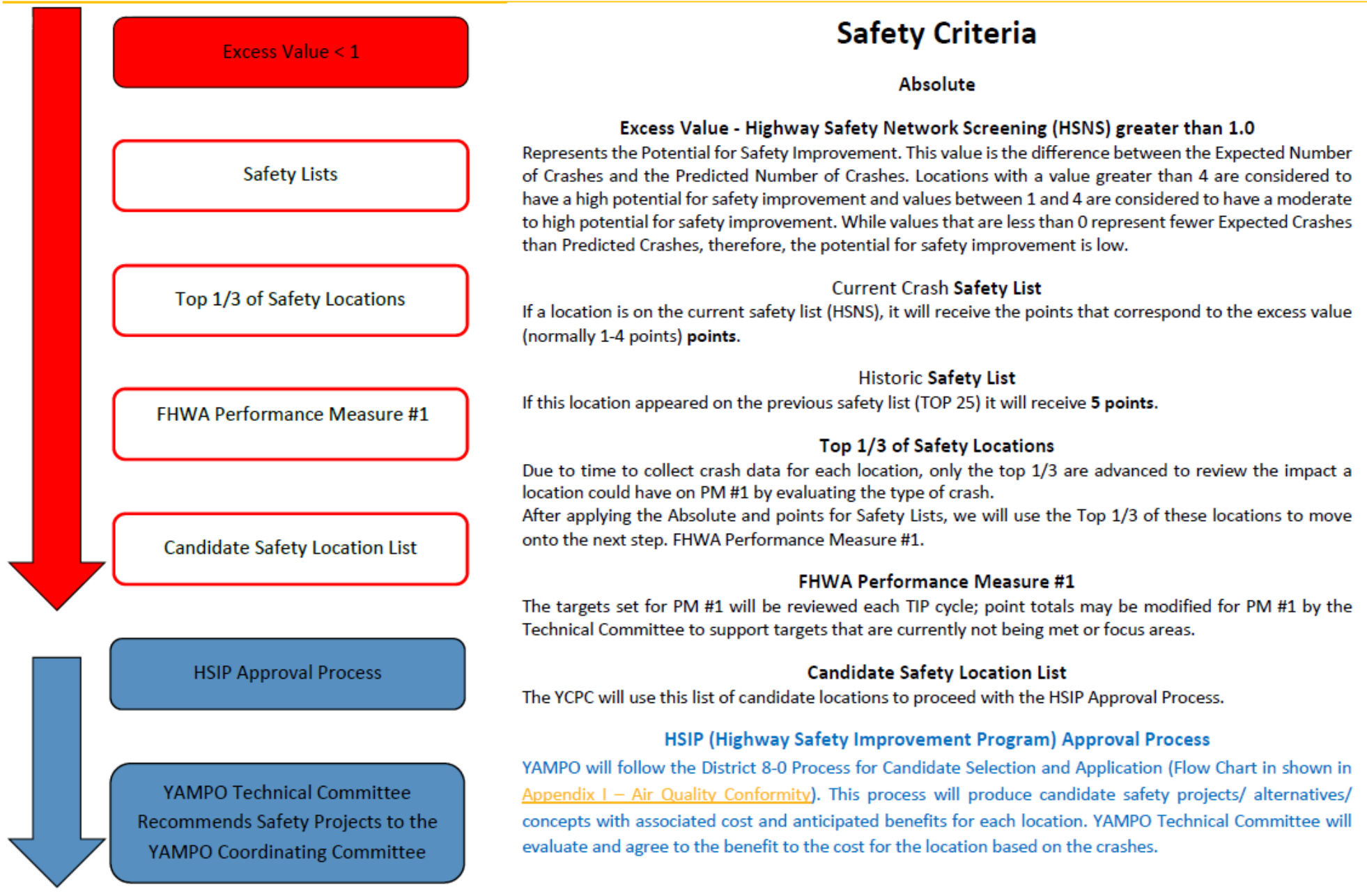
### FHWA Performance Measure #2

The targets set for PM #2 will be reviewed each TIP cycle; point totals may be modified for PM #2 by the Technical Committee to support targets that are currently not being met or focus areas.

### Coordination with PennDOT

During TIP development, PennDOT provides a list of betterment prospects. The prospective projects that are on the YCPG list are approved and funded.

# Safety Project Criteria



# CMAQ Project Criteria

Below is the prioritization of project types to utilize CMAQ funding. Generally, all projects in Priority 1 have the highest benefit cost ratio and so forth down the priorities. All projects eligible for CMAQ funding in Priority 1 will be funded prior to moving to Priority 2.

If YAMPO has an approved on-going project, the MPO can commit to the project for a maximum of 6 years. The 6-year commitment is evaluated each Transportation Improvement Program (TIP) cycle and can be extended to a total of 6 years each TIP, essentially adding 2 years (year 5 and 6 of the MTP).

- Priority 1-** **Vehicle Miles Traveled (VMT) Reduction:** Susquehanna Regional Transportation Partnership (SRTP) and the Commuter Services of Pennsylvania program – advocating for non-SOV transportation alternatives for commuters
- Priority 2-** **Cleaner Engines:** rabbittransit Fleet Replacement – in the 2013 TIP, the 2015 TIP and in the CIP, YAMPO approved approximately \$3 million every two years toward the purchase of newer vehicles in the rabbittransit fleet through 2035
- Priority 3-** **Traffic Operations/ Congestion Mitigation:** CMP Signal Timing – to address traffic signal inefficiencies of corridors and/or intersections identified through the Congestion Management Process (CMP)
- Priority 4-** **Recurring Congestion:** Improvements to address recurring congestion identified in the Report on Congestion that would increase capacity
- Priority 5-** **Non-Recurring Congestion:** Improvements to address non-recurring congestion

If a tie exists between projects in the same priority level, the following evaluation criteria will be used to provide a ranking to the MPO prior to the final selection.

## Evaluation Criteria

1	25%	Peak Hour Volume Delay (identified in the most recent Report on Congestion)	5	10%	Located inside the County growth area
2	20%	Average Daily Truck Traffic over 1,000	6	15%	Does the location have a crash rate higher than expected?
3	15%	Is the project on the National Highway System?	7	5%	Is the future (2040) Volume to Capacity of the location expected to be over .75?
4	10%	Is the location on a transit route?			

# TASA Project Criteria

The following order of importance should be used:

#1 – 12 locations identified in the York County Bicycle and Pedestrian Connectivity and Safety Inventory,

#2 – Locations within a quarter-mile from transit stops and routes,

#3 – Sidewalk gaps outside the transit area & locations identified in the Connectivity and Safety Inventory, and

#4 – Health-based and recreational use infrastructure.

## Planning, Support, and Coordination

Is the project identified...

- In a municipal Comprehensive Plan?
- As a solution in a transportation study?
- As part of the YCEA Trail Towns?
- As part of the DCNR Trail Gaps?

Is the project or will the project be coordinated with a project on the current YAMPO TIP?

Is the project or will the project be coordinated with a current municipal project or will it be part of a larger community project?

Does the project have public support in the community in which it will be constructed?

## Project Phase Status

Where in the project development process is the project?

- Initial planning stages
- Finalized to PennDOT standards; seeking funding
- Ready to begin pre-construction activities
- Pre-construction activities have begun
- Completed ROW clearance
- Completed utility clearance
- Completed environmental clearance
- Completed preliminary design
- Completed final design
- Pre-construction activities are completed

## Safety

- Does the project improve safety of pedestrian/ bicycle crossings and/or on-street bicycle facilities?
- Does the project improve safety through traffic calming techniques?

## Environmental

Does the project avoid environmental impacts to

- High hazard locations? (Per York County Hazard Mitigation Plan and York County NAI)
- Water resources? (Per York County IWRP)
- Air quality?

Does the project improve or mitigate

- Stormwater management?
- Water quality?
- Air quality?

## Project Funding

Pre-construction

- Funds are needed
- Matching funds applied for
- Costs known and funds secured
- Costs have been paid

Maintenance

- Costs have been identified; funding not secured
- Costs have been identified; funding is secured
- Responsible party for routine maintenance is known and accepts responsibility

## Mobility

Does the project connect two or more different

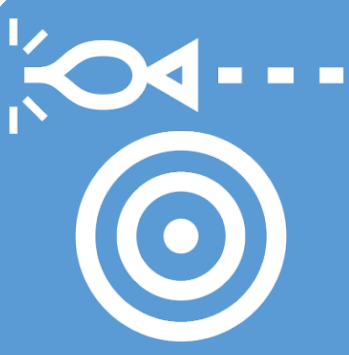
- Land uses?
- Urban areas or major employment centers?
- Modes of travel?
- Does the project result in a connection to an existing alternate means of transportation?

# Project Selection Criteria

The York County Metropolitan Transportation Plan (MTP) includes the process and criteria by which YAMPO ranks specific types of projects. This is helpful to program funds that are limited to specific project purposes, such as HSIP or TASA funds. However, STU/STP and other funding pots are often called “flexible.” In other words, the MPO can program nearly any type of transportation project with them. Therefore, to prioritize projects of varying purpose – to compare “apples to apples” – YAMPO uses the eleven criteria below.



Within a Primary Growth Area



Contributing to an **unmet** Federal PM



Contributing to an **achieved** Federal PM



Promoting an alternative mode



Benefiting an EJ population or area



Supported by the municipality



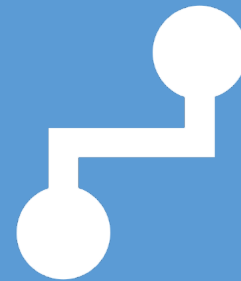
Reducing localized flooding locations



Improving a freight corridor



Significant time on the CIP/TYP



Connecting to another TIP project



Preventing future project needs