ACTPO

October 28, 2015

Staff Updates

HOP/Traffic Study/Project Meetings

- New Oxford Sheetz – NE Quadrant of US 30/PA 94 Intersection
- York Springs Dollar General – PA 94, South of US 15
- Montessori Charter School – PA 394
- Grandview Station – PA 34
- Gettysburg Tours – Baltimore Pike (SR 2035)

2016 – 2018 UPWP

UPWP Contract Years	Federal Funds	State Funds	Local Funds	Total	Average Funds Per Year
2012-2013	$78,420	$11,803	$6,553	$96,776	$96,776
2013-2014	$145,193	$17,524	$17,524	$180,241	$180,241
2014-2016	$420,000	$40,000	$62,500	$522,500	$261,250
2016-2018	$410,000	$40,000	$60,000	$510,000	$255,000

- Unified Planning Work Program's cover two state fiscal years instead of one.
- Funding amounts remain the same as the before.

Functional Classification Map

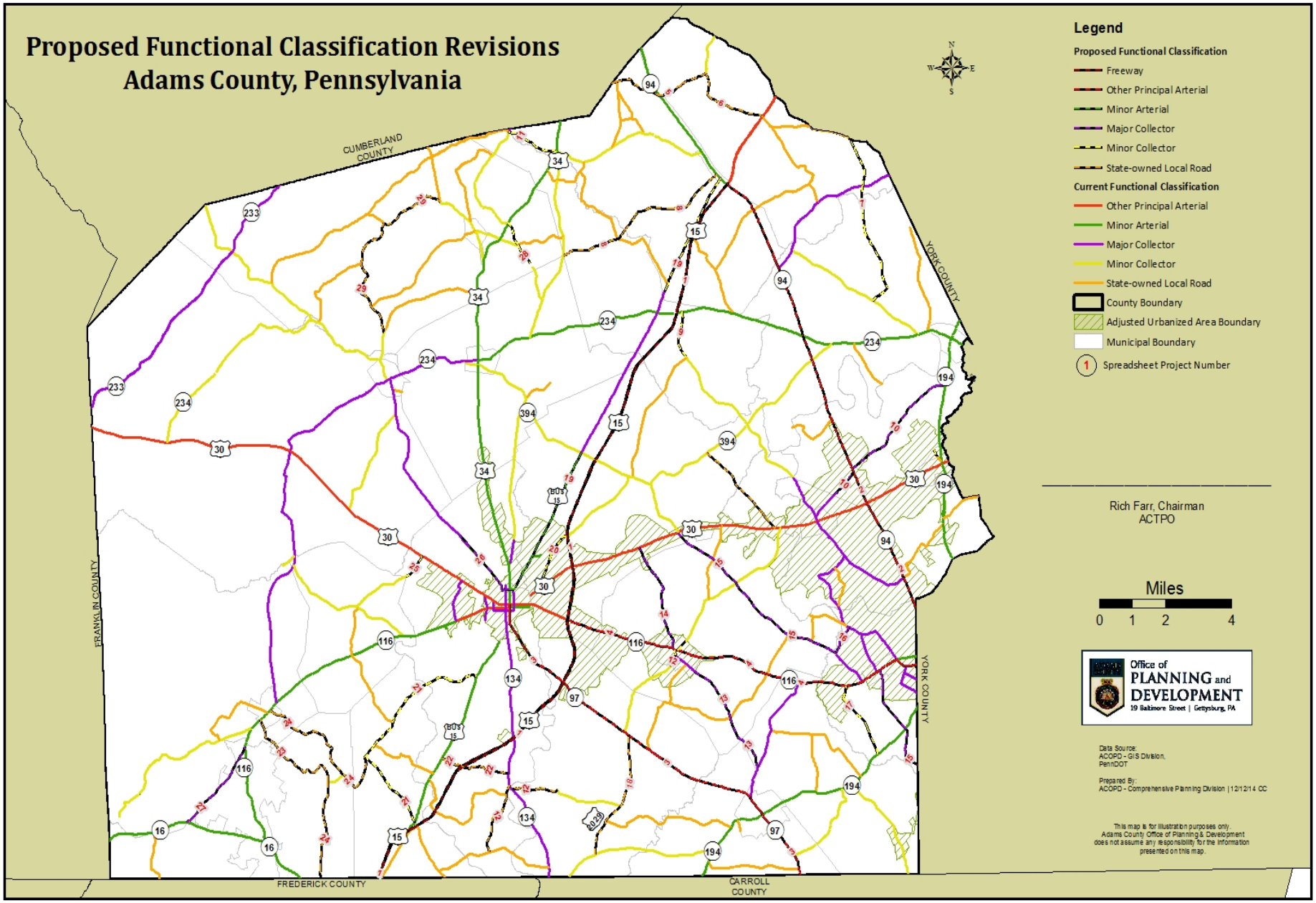
- How did we get here?
  A. Began by reviewing Principal and Minor Arterials
     1. Reviewed AADT and functionality as determining factors
     2. Other Principal Arterial → Other Freeways/Expressways
        1. US 15- Mason Dixon Line to SR 94 Interchange
     3. Minor Arterials → Other Principal Arterials
        1. SR 94- end at US 15 Interchange
        2. SR 97
        3. SR 116- From Jacks Mountain Road to York County Line
  B. Collectors and Local Roads
     1. Used similar format for reviewing

Functional Classification Map

Revised Matrix - draft

Classification Factors	Federal Aid System					Non-Federal Aid		Classification Factors
	Interstate	Other Freeways/ Expressways	Other Principal Arterials	Minor Arterials	Major Collectors	Minor Collectors	Local	
Mobility and Land Access	LEAST	→		Opportunites for entry/exit and Amount of travel friction from vehicle access/egress		→	MOST	Mobility and Land Access
Total Trip Length	LONGER			in between		SHORTER		Total Trip Length
Efficiency of Travel (non-peak hour)	MOST	←		Allowing travel to destination by the shortest route and with as little delay as possible		←	LEAST	Efficiency of Travel (non-peak hour)
Divided/ Undivided	Divided	Both	Both	Undivided	Undivided	Undivided	Undivided	Divided/ Undivided
Access Points	Fully Controlled	Both	Both	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Access Points
	Fewer points with few or no at-grade			Multiple points per mile with all at-grade				
FHWA Usage - AADT (urban)	35,000 - 129,000	13,000 - 55,000	7,000 - 27,000	3,000 - 14,000	1,100 - 6,300		80 - 700	FHWA Usage - AADT (urban)
FHWA Usage - AADT (rural)	12,000 - 34,000	4,000 - 18,500	2,000 - 8,500	1,500 - 6,000	300 - 2,600	150 - 1,110	15 - 400	FHWA Usage - AADT (rural)
YC Usage - AADT (urban)	5,000 +			3,000 - 15,000	1,300 - 9,000		< 1,500	YC Usage - AADT (urban)
YC Usage - AADT (rural)	5,000 +			3,000 - 10,000	1,300 - 6,000	600 - 3,500	< 1,000	YC Usage - AADT (rural)
Significance	National-Statewide-Regional			Regional-Countywide-Municipal		Municipal-Community		Significance
Qualitative (urban)	• Serve major activity centers, highest traffic volume corridors, longest trip demands • Carry high portion of total urban travel on minimum of mileage • Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area • Serve demand for intra-area travel between the central business district and outlying residential areas			• Interconnect with and augment the principal arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials • Distribute traffic to smaller geographic areas than those served by principal arterials • Provide more land access than principal arterials without penetrating identifiable neighborhoods • Provide urban connections for rural collectors	• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between local streets and arterials, usually over a distance of greater than ¾ of a mile	• Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between local streets and arterials, usually over a distance of less than ¾ of mile	• Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement	Qualitative (urban)
Qualitative (rural)	• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel • Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population • Provide an integrated network of continuous routes without stub connections (dead ends)			• Link cities and larger towns (and other major destinations such as resorts capable of attractive travel over long distances) and form an integrated network providing interstate and inter-county service • Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway • Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement	• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas • Link these places with nearby larger towns and cities or with arterial routes • Serve the most important intra-county travel corridors	• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a minor collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands	• Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the arterial and collector systems	Qualitative (rural)

Functional Road Classification Revisions



Functional Classification Update

- **Since the April ACTPO Meeting:**
  - Initial Submission to Penn DOT.
  - US 15 currently designated as an Other Freeway/Expressway, so it will be removed from our submission.
  - SR 94 will be added to NHS, SR 97, 2035, and 116 will not.
  - SR 97, 2035, and 116 will still be changed to principal arterials.

Changes to NHS and Federal Aid Funding

NHS	Add	
SR	Linear Ft.	Miles
94	52,922	10.02
Total	52,922	10.02

Federal Aid	Add	
SR	Linear Ft.	Miles
1019	27,077	5.13
2002	16,506	3.13
2005	16,430	3.11
2006	48,638	9.21
2009	4,454	0.84
3021	14,870	2.82
Total	127,975	24.24

Federal Aid	Remove	
SR	Linear Ft.	Miles
1020	9,168	1.74
2001	8,656	1.64
3001	18,290	3.46
3003	5,848	1.11
3013	3,992	0.76
Total	45,954	8.71

Functional Classification Map

Next Steps

- Resubmission of formal packet to PennDOT
- Submission to FHWA once approved by Penn DOT

2017-2020 TIP Update

Procedural Guidance

Dates to note:

- January 27, 2016 – First look at Draft 2017-2020 Adams County TIP
- March 23, 2016 – Approve Draft 2017-2020 Adams County TIP
- May to June 2016 – Hold 30-day public comment period on Draft TIP
- June 22, 2016 – Approve Final 2017-2020 Adams County TIP
- October 1, 2016 – 2017-2020 Adams County TIP is in effect

2017-2020 TIP Update

Financial Guidance

TIP Years Covered	Base Allocation ($000's)	Notes
2013-2016	$43,118	Adams County still an RPO; SAFETEA-LU expired, Act 44 in effect
2015-2018	$49,198	Adams County becomes an MPO; MAP-21 (full) and Act 89 (partial) in effect.
2017-2020	$45,371	Act 89 in full effect, MAP-21 expiring.

Things to note:

- 2017-2020 base allocation is up 5% from the Act 44/pre-Act 89 era.
- However, it is down 8% from the 2015-2018 TIP.
  - Federal side is down slightly, reflecting uncertainty on reauthorization of MAP-21
  - State side is down substantially, impacted by two areas.
    - Increased allocation to Department maintenance efforts
    - Increased PSP funding out of state transportation funds.

Next ACTPO Meeting

March 23, 2016

1:00 p.m.