

DISTRICT 9-0 CCMPO, BCMPO, SARPO 2025 DRAFT TIP UPDATE

JANUARY 16, 2024

VINCE GREENLAND, P.E. – DISTRICT EXECUTIVE

AGENDA

1. Welcome/Introductions (Brian Hare/Mark Tobin) – 5 minutes
2. Summary of Regional TIP Development Timeline (MPO/RPO, District and/or CPDM staff) – 5 minutes
3. Summary of Project Prioritization/Selection Process Documentation including TPM Considerations (MPO/RPO, District and/or CPDM staff) – 20 minutes
 - a) Describe process for identifying and prioritizing projects, including TPM, for each of the following focus area and funding program:
 - 1) HSIP/VRU – regional and statewide set-aside – applications status (approval and amount)
 - 2) CRP/CRPU
 - 3) CMAQ
 - 4) Transit
 - 5) Asset Management
 - i. How were BAMS/PAMS tools utilized for TIP Development?
 - ii. Explain differences between asset management system treatment and funding level recommendations and the selected TIP projects.
 - b) EJ/Equity/Justice 40: Describe process for considering EJ, Equity, and/or Justice 40 as part of your project selection and prioritization process.
 - c) How were MPOs/RPOs engaged in the identification, prioritization and selection of new TIP projects?
4. Highlights of 2025 Draft Program (MPO/RPO, District and/or CPDM staff) – 20 minutes
 - a) Is the funding eligible for projects?
 - b) Is the funding 'appropriate' for projects?
 - c) Additional Project Funding – Earmarks and Discretionary Funding
 - d) Maximize opportunities and usage of CRP, PROTECT, CMAQ, HSIP/HVRU, etc?
 - e) Quality Assurance/Quality Control
5. Open Discussion – 10 minutes
 - a) Non-TIP related Hot Topics
 - 1) Title VI
 - 2) ADA
 - 3) List of Obligated Projects
 - 4) UPWP
 - b) Non-funding needs/general feedback
6. Conclusion



TIP DEVELOPMENT TIMELINE

Date	Task
March 2022 - August 2023	County/Regional Priorities Solicitation/Review and District Priorities Review
April – May 2023	Local Bridge Priorities Meetings
September 2023	District/County Draft TIP Priorities Meetings
October 2023	Review First Draft TIP
November 2023	Review 2 nd Draft TIP
December 2023	Draft TIPs were approved by all 3 planning organizations
January 2024	Central Office, District, Planning Partners draft program review discussion
March – May 2024	Air Quality Conformity Analysis Conducted
April – June 2024	TIP Public Comment Period
May - July 2024	TIP Adopted by MPO/RPO
August 2024	STC Approves TYP and STIP submitted to FHWA/FTA
September 2024	FHWA/FTA approves STIP and Air Quality Conformity
October 1, 2024	2025 TIP Begins

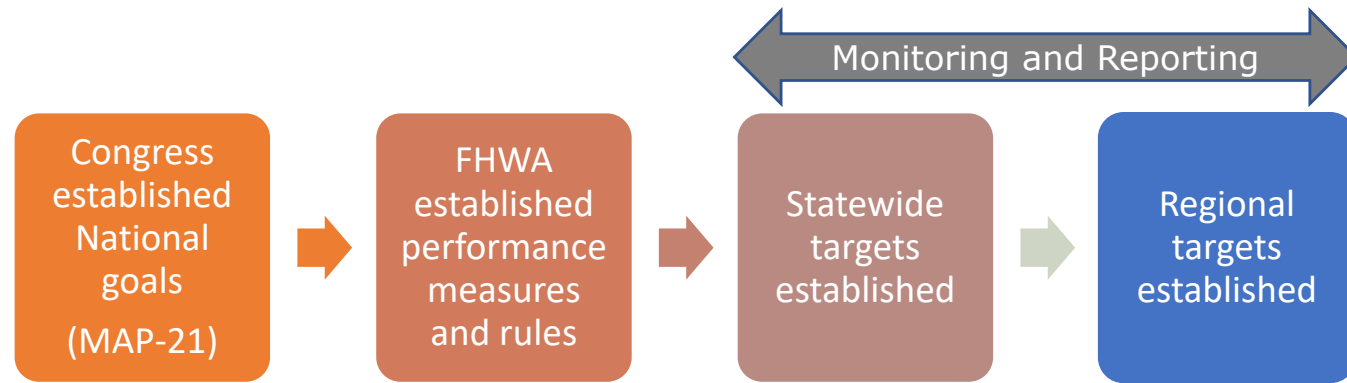


2025 TIP UPDATE PRIORITIES

- MPO/RPO and PENNDOT review the candidate list for possible inclusion in the program
 - Carryover projects
 - Transportation Asset Management Plan/Performance Management
 - Bridge
 - Roadway
 - Strategic Highway Safety Plan
 - Long Range Transportation Plan
 - County/Local Priorities
 - Other plans and studies
 - Equitable Distribution (EJ and Geography)
- Planning Partners and PENNDOT review project information and establish project priorities



TRANSPORTATION PERFORMANCE MANAGEMENT



- Transportation Performance Management
 - Federal requirement for performance based planning and programming
 - Uses system information to make investment and policy decisions to achieve national performance goals and optimize investments
- Federal Performance Measures (PM) Rules
 - PM-1 Safety
 - PM-2 Pavement and Bridge Conditions
 - PM-3 System Performance, Freight, and Congestion Management and Air-Quality (CMAQ)
- BAMS and PAMS



PERFORMANCE MANAGEMENT – PM1/HSIP

- Needs Identification
 - Pennsylvania Highway Safety Network Screening Tool
 - Comprehensive Crash Data Reviews
 - Quarterly Risk Management
 - Planning and Safety Studies
 - PennDOT Connects
- Improvement Considerations
 - Can this improvement be done quickly with Dept Forces?
 - Does the need fall within the limits of an existing project?
 - Should this be a stand-alone project?



PERFORMANCE MANAGEMENT – PM1/HSIP

- Safety Project Delivery Process
 - Safety Discussion Points
 - Scoping Field View
 - Line and Grade Submission
 - Safety Review Meeting
 - Design Field View
 - Constructability Review
 - HSIP Application (If applicable)
- HSIP Considerations
 - Goal is for high B/C ratio
 - Low Cost / High Value Improvements
 - Systemic: High Friction, Rumble Strips, etc.
 - Stand alone: Intersections, Safety Corridors, etc.



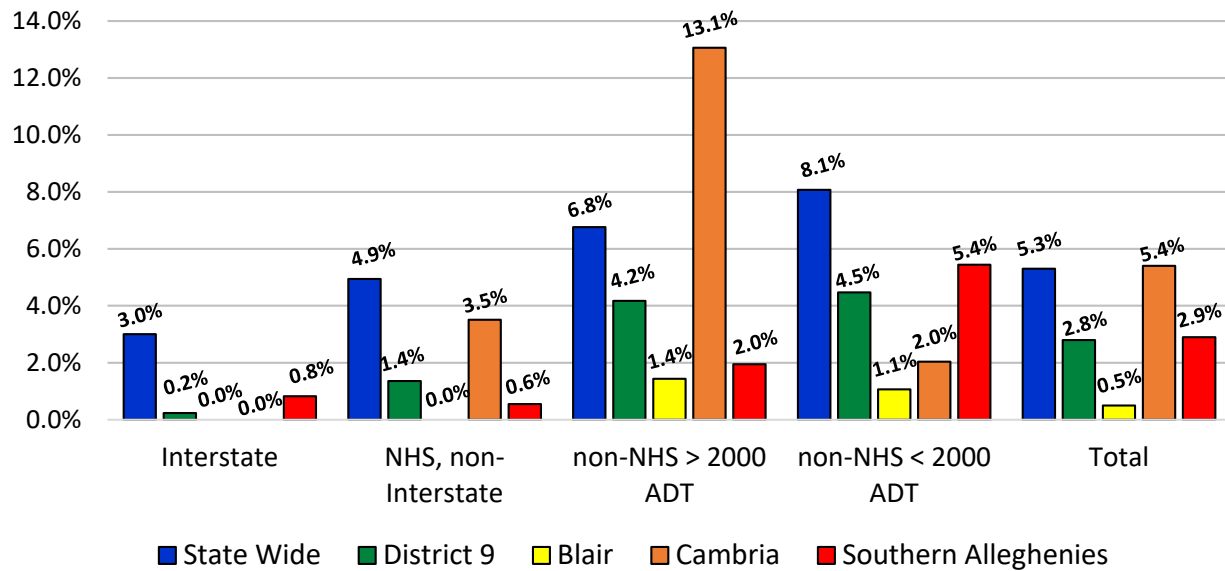
PERFORMANCE MANAGEMENT

- PM2/TAMP/BAMS/PAMS
 - High Value Asset Management Tools
 - Timing prohibited full implementation this TIP cycle
 - Increased usage in future programs as we learn the systems
 - Data driven approach and assessment criteria are consistent with our asset ranking systems
 - Spot checked routes and our asset ranking system is in line with output
- PM3/AQ
 - SR 756 Corridor Improvements Carryover Project Identified from previous study/TIP

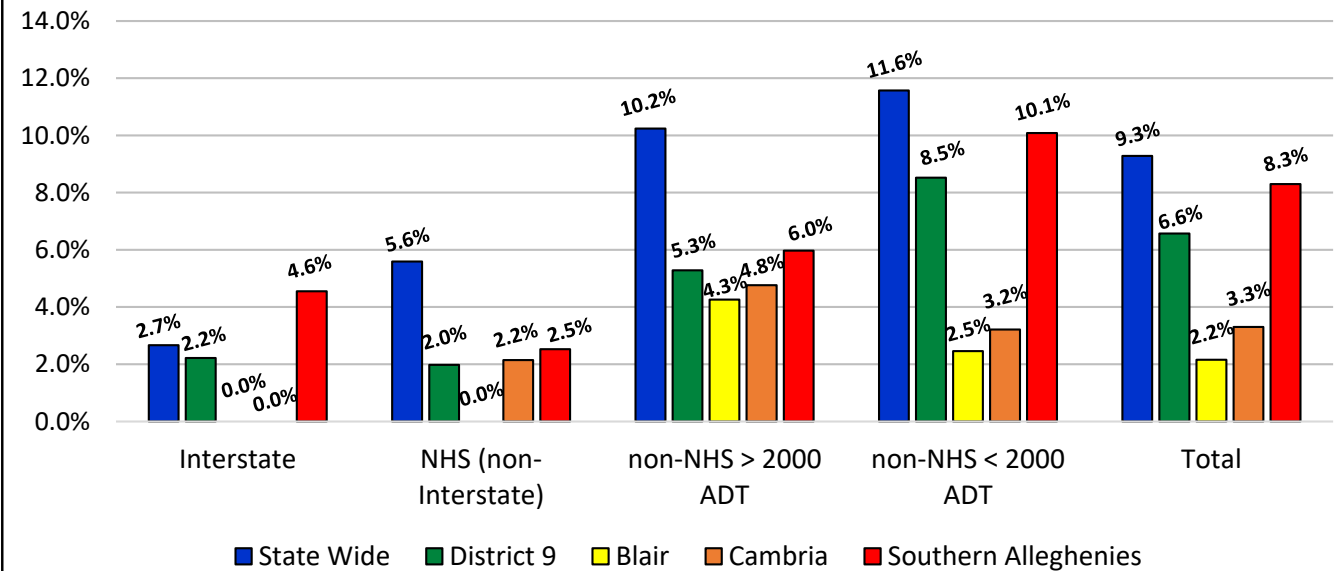


BRIDGE ASSETS

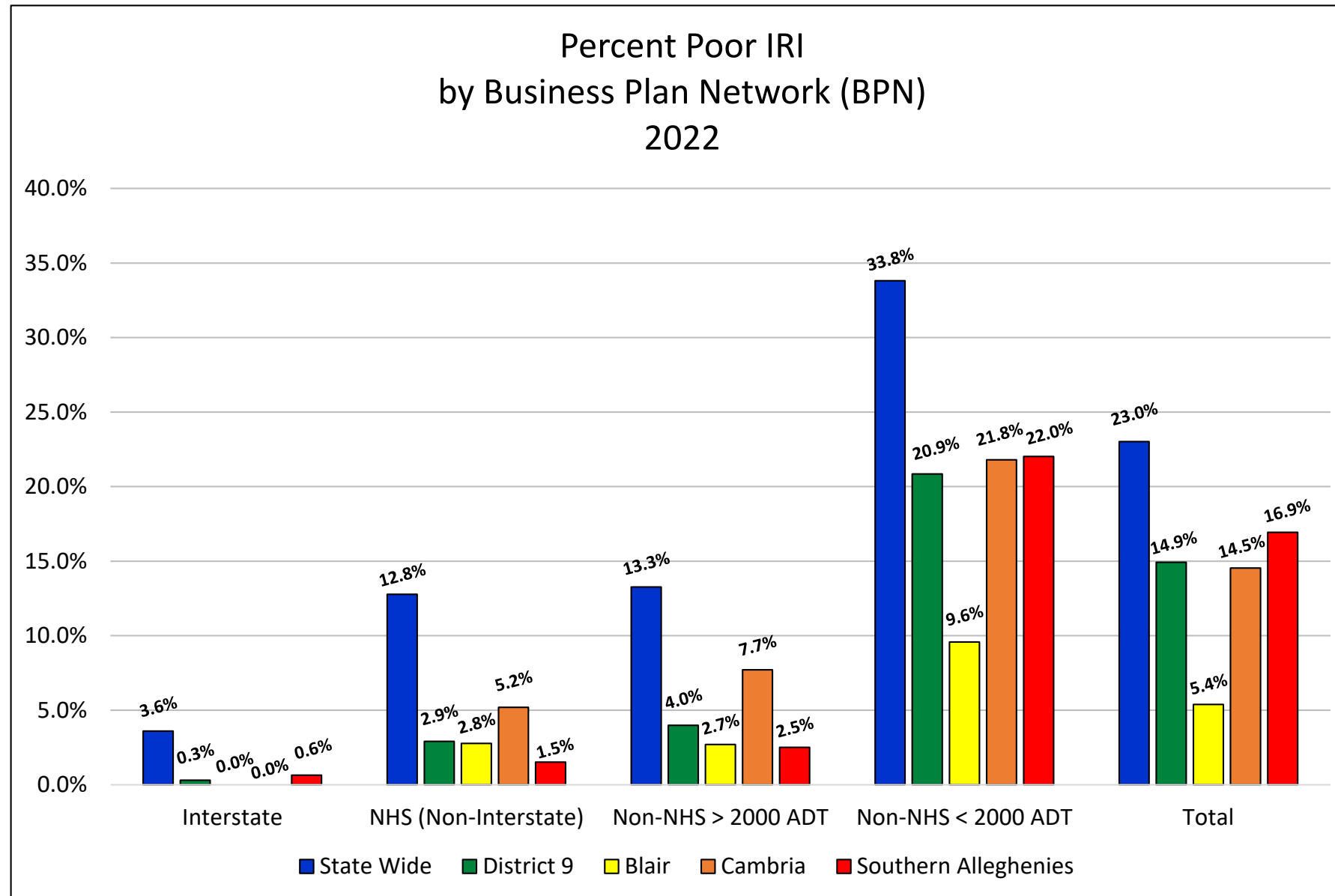
Percent Poor State Owned Bridges by Deck Area (2022)



Percent Poor State Owned Bridges by Count (2022)



ROADWAY ASSETS



LOCAL BRIDGE ASSETS

Poor Local Bridges >20'

Region	2015		Today	
	% Poor by Count	% Poor by Deck Area	% Poor by Count	% Poor by Deck Area
Blair	36.9%	24.9%	28.6% ↓	16.1% ↓
Cambria	43.7%	23.8%	17.4% ↓	9.4% ↓
Southern Alleghenies	41.5%	43.7%	31.2% ↓	26.9% ↓



PERFORMANCE MEASURES TARGETS (PM-1)

Blair MPO:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2020-2024	2020-2024	2018-2022
Number of Fatalities	11.0		9.8
Fatality Rate	1.129		0.997
Number of Serious Injuries	45.8		56.0
Serious Injury Rate	4.700		5.694
Number of Non-motorized Fatalities and Serious Injuries	5.8		7.4

*Future VMT Estimate to hold level over next few years



PERFORMANCE MEASURES TARGETS (PM-2)

Blair County		2025 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	4.00%	0.0%
NHS (Interstate)	% of segment miles in poor condition	1.00%	0.01%
	% of segment miles in good condition	77.00%	75.10%
NHS (Non-Interstate)	% of segment miles in poor condition	2.00%	0.67%
	% of segment miles in good condition	54.00%	46.70%

Pavement Rating			
Rating	Good	Fair	Poor
IRI (inches/miles)	<95	95-170	>170
Cracking Percentage (%)	<5	CRCP:5-10 Jointed:5-15 Asphalt:5-20	CRCP:>10 Jointed:>15 Asphalt:>20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4



PERFORMANCE MEASURES TARGETS (PM-1)

Cambria MPO:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2020-2024	2020-2024	2018-2022
Number of Fatalities	9.9		9.4
Fatality Rate	0.988		0.943
Number of Serious Injuries	47.8		48.0
Serious Injury Rate	4.771		4.816
Number of Non-motorized Fatalities and Serious Injuries	5.7		5.4

*Future VMT Estimate to hold level over next few years



PERFORMANCE MEASURES TARGETS (PM-2)

Cambria County		2025 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	5.00%	3.53%
NHS (Interstate)	% of segment miles in poor condition	-	-
	% of segment miles in good condition	-	-
NHS (Non-Interstate)	% of segment miles in poor condition	2.00%	1.01%
	% of segment miles in good condition	35.00%	26.12%

Pavement Rating			
Rating	Good	Fair	Poor
IRI (inches/miles)	<95	95-170	>170
Cracking Percentage (%)	<5	CRCP:5-10 Jointed:5-15 Asphalt:5-20	CRCP:>10 Jointed:>15 Asphalt:>20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4



PERFORMANCE MEASURES TARGETS (PM-1)

Southern Alleghenies RPO:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2020-2024	2020-2024	2018-2022
Number of Fatalities	29.1		31.0
Fatality Rate	1.120		1.164
Number of Serious Injuries	96.4		96.0
Serious Injury Rate	3.709		3.604
Number of Non-motorized Fatalities and Serious Injuries	6.1		5.8

*Future VMT Estimate to hold level over next few years



PERFORMANCE MEASURES TARGETS (PM-2)

Southern Alleghenies		2025 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	4.00%	1.79%
NHS (Interstate)	% of segment miles in poor condition	2.00%	0.33%
	% of segment miles in good condition	73.00%	57.48%
NHS (Non-Interstate)	% of segment miles in poor condition	2.00%	0.51%
	% of segment miles in good condition	53.00%	45.65%

Pavement Rating			
Rating	Good	Fair	Poor
IRI (inches/miles)	<95	95-170	>170
Cracking Percentage (%)	<5	CRCP:5-10 Jointed:5-15 Asphalt:5-20	CRCP:>10 Jointed:>15 Asphalt:>20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

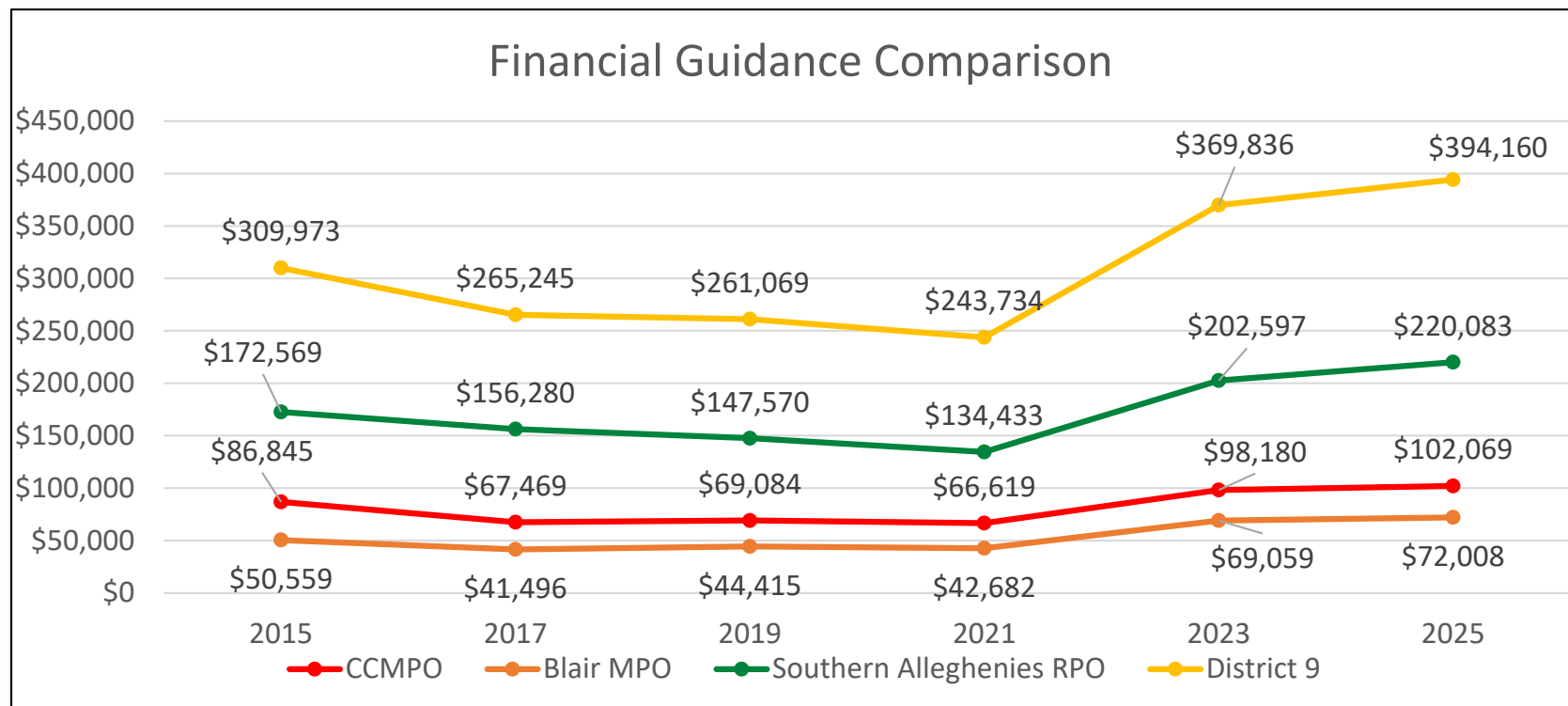


2025 Program Highlights

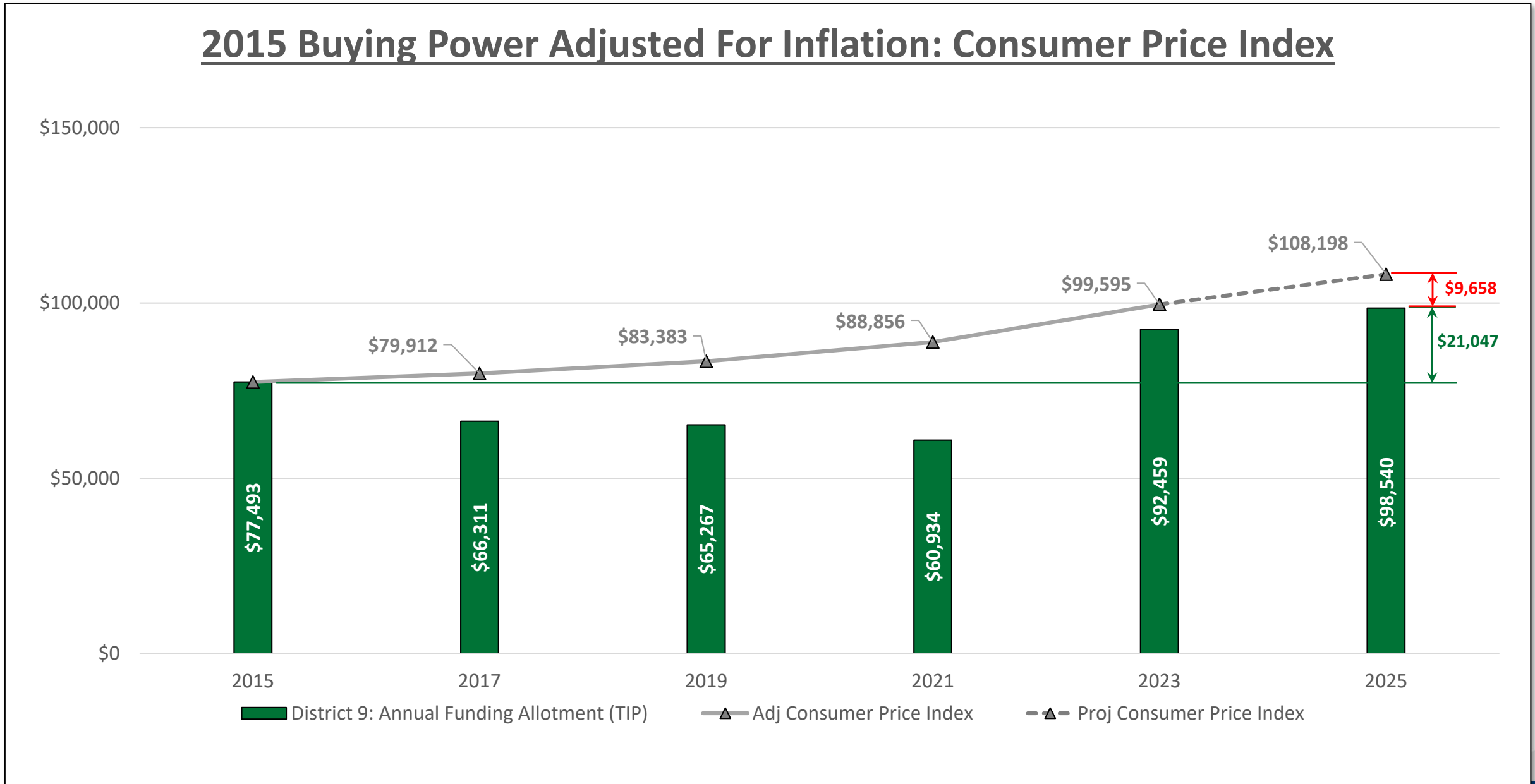


TIP FINANCIAL GUIDANCE COMPARISON

	Act 89				BIL		2023-2025 TIP Difference	
Planning Region	2015 TIP (000's)	2017 TIP (000's)	2019 TIP (000's)	2021 TIP (000's)	2023 TIP (000's)	2025 TIP (000's)	\$ (000's)	%
CCMPO	\$ 86,845	\$ 67,469	\$ 69,084	\$ 66,619	\$ 98,180	\$ 102,069	\$ 3,889	4.0%
Blair MPO	\$ 50,559	\$ 41,496	\$ 44,415	\$ 42,682	\$ 69,059	\$ 72,008	\$ 2,949	4.3%
S Alleghenies RPO	\$ 172,569	\$ 156,280	\$ 147,570	\$ 134,433	\$ 202,597	\$ 220,083	\$ 17,486	8.6%
District 9-0	\$ 309,973	\$ 265,245	\$ 261,069	\$ 243,734	\$ 369,836	\$ 394,160	\$ 24,324	6.6%



LOSS OF BUYING POWER OVER TIME

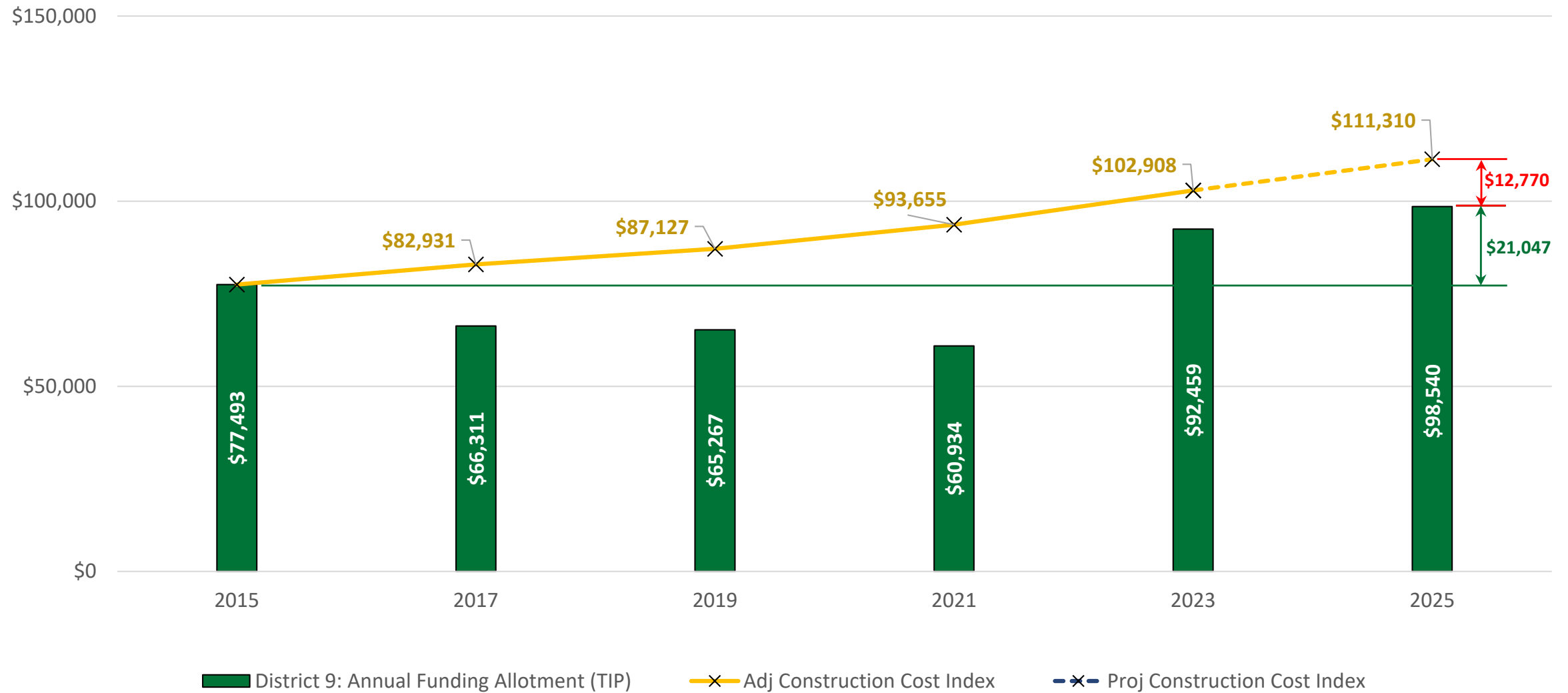


CPI - Measure of average change over time in prices paid by urban consumers for a range of goods and services



LOSS OF BUYING POWER OVER TIME

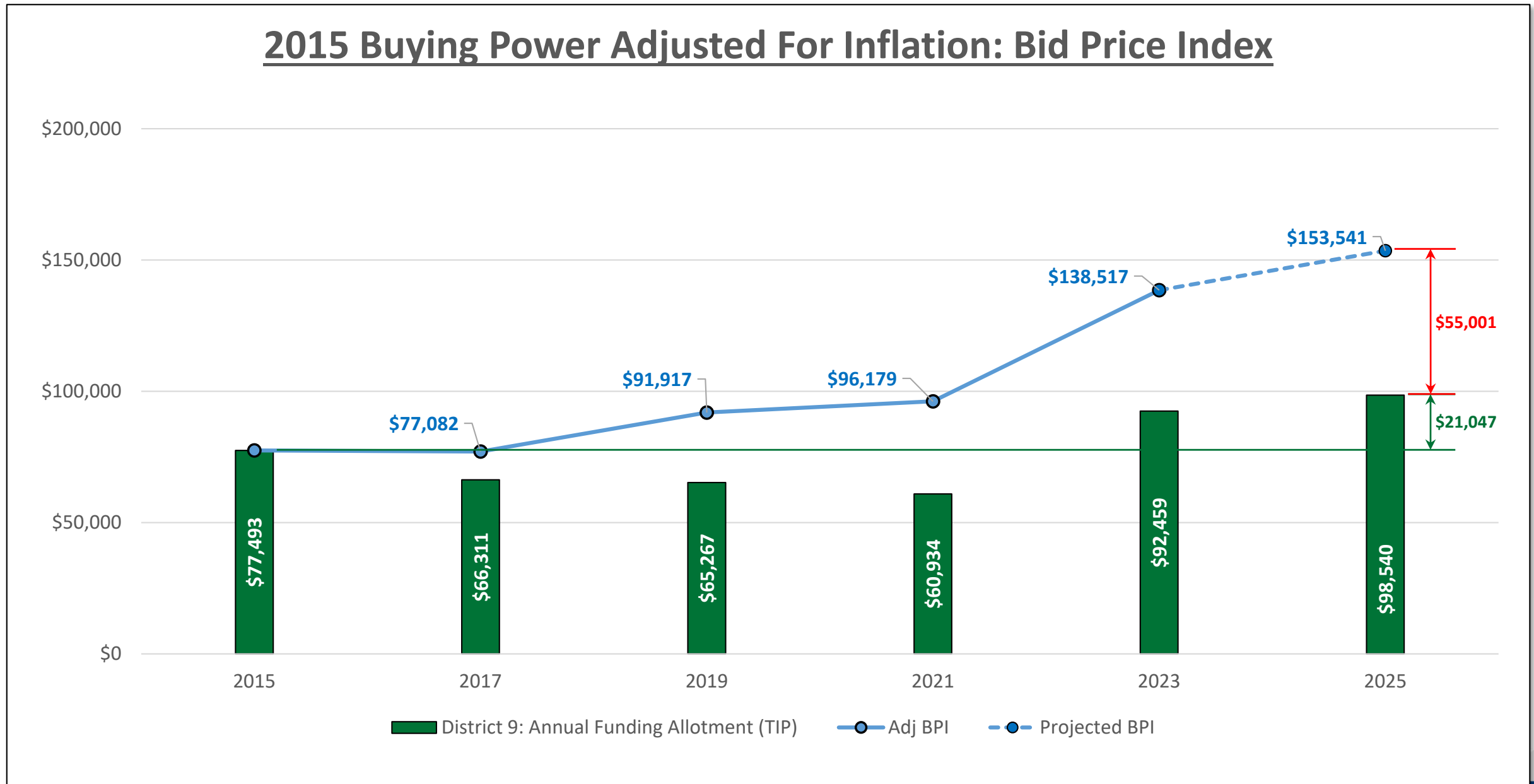
2015 Buying Power Adjusted For Inflation: Construction Cost Index



CCI - Measure of average wage and benefit rates for 20 cities as well as structural steel, bulk portland cement and lumber



LOSS OF BUYING POWER OVER TIME



BPI - Measure of annual cost trends for key PennDOT construction materials: Aggregate, Excavation, Asphalt, Structural Steel, Concrete, Re-Bars



2025 PROGRAM HIGHLIGHTS

- Corridor Improvements:
 - SR 26 – Bedford and Huntingdon Counties
 - SR 756 – Cambria County
 - US 30 Bedford and Fulton Counties
 - Route 36 – Blair County
- Limited Access Resurfacing:
 - US 219 - Cambria and Somerset Counties
 - US 22 – Blair and Cambria Counties
- Bridge Highlights:
 - BIL – Significant \$ for bridges on local network or low volume routes



BLAIR MPO CARRYOVERS

(\$000s)

Base Financial Guidance amount	\$72,008
Anticipated carryover amount	<u>-\$57,199</u>
Total funding available for new projects	\$14,809

Carryovers

Local Bridges: \$5.6 Million

State Bridges: \$20.2 Million

Roadways: \$29.0 Million

Other: \$2.3 Million



BLAIR MPO 2025 TIP SUMMARY

	(\$000s)	#
Base Financial Guidance Amount	\$72,008	55
Roadway Total	\$39,487	15
Raised Pavement Markings (\$100K/year)	\$200	2
Safety (Includes \$308K Line Item)	\$5,235	3
Highway Restoration	\$31,578	10
Environmental Monitoring (Line Item)	\$100	-
Carbon Reduction (Line Item)	\$2,374	-
Bridge Total	\$32,521	40
State Bridges	\$25,666	30
Local Bridges	\$6,855	10



CCMPO CARRYOVERS

	(\$000s)
Base Financial Guidance amount	\$102,069
Anticipated carryover amount	<u>-\$69,750</u>
Total funding available for new projects	\$32,319

Carryovers

Local Bridges: \$450k

State Bridges: \$18.9 Million

Roadways: \$47.3 Million

Other: \$3.1 Million



CCMPO 2025 TIP SUMMARY

	(\$000s)	#
Base Financial Guidance Amount	\$102,069	49
Roadway Total	\$65,924	13
Raised Pavement Markings (\$100k/year)	\$200	2
Highway Restoration	\$53,279	12
Environmental Monitoring (Line Item)	\$100	-
Special Funding – CRP, CRPU, HSIP, CMAQ (Includes Line Items)	\$12,345	1
Bridge Total	\$36,145	36
State Bridges	\$33,322	31
Local Bridges	\$2,823	5



SA RPO CARRYOVERS

	(\$000s)
Base Financial Guidance amount	\$220,083
Anticipated carryover amount	<u>- \$170,943</u>
Total funding available for new projects	\$49,140

Carryovers*

Local Bridges: \$12.9 Million

State Bridges: \$54.0 Million

Roadways: \$85.2 Million

Other: \$18.9 Million

*Totals do not include US 219 New 4-Lane



SOUTHERN ALLEGHENIES 2025 TIP SUMMARY

	(\$000s)	#
Base Financial Guidance Amount	\$220,083	156
Roadway Total	\$125,283	43
Raised Pavement Markings (\$200K/year)	\$400	2
Safety (Includes \$334K Line Item)	\$9,555	5
Highway Restoration	\$111,322	36
Environmental Monitoring (Line Item)	\$100	-
Carbon Reduction (Line Item)	\$3,906	-
Bridge Total	\$94,800	113
Bridge Preservation Line Item	\$270	-
State Bridges	\$75,156	97
Local Bridges (Includes Line Item for Bedford #1 Priority)	\$19,374	16



FUNDING ELIGIBILITY

- HSIP Applications
- Program with most restrictive funding first, based on eligibility
- Program most restrictive funding on carryovers first to ensure funds will be obligated
- QA/QC
 - Identified eligible funding in advance of programming bridge and roadway projects
 - New Team members learning MPMS while conducting QA/QC on all newly added projects
 - Project titles, narratives, locations, estimates, milestones, pavement treatment types

