

FFY 2020-2024

Southern Alleghenies RPO

Project Selection Process

# **Southern Alleghenies Rural Planning Organization 2021-2024 Transportation Improvement Program**

## **Project Prioritization and Selection Process**

The federal Fixing America's Surface Transportation (FAST) Act legislation and the federal Statewide and Metropolitan Transportation Planning Final Rule (Title 23 U.S.C. Section 34 and Title 49 U.S.C. Section 1607) require that local and state officials work cooperatively to maintain a continuous and comprehensive long-range transportation planning program in all urbanized areas with a population of over 50,000 persons in the United States. This Federal mandate is carried out by a formal group called a "Metropolitan Planning Organization (MPO)." The FAST Act also recognizes the designation of Regional Transportation Planning Organizations (RTPOs) to carry out these processes outside of urbanized areas. The FAST Act and the federal rule specify the primary roles and responsibilities of MPOs and RTPOs. Southern Alleghenies is the Rural Transportation Planning Organization responsible for fulfilling these federal requirements in Bedford, Fulton, Huntingdon, and Somerset Counties.

Every two years Pennsylvania's MPO and RPO Planning Partners, including Southern Alleghenies RPO, work in partnership with PennDOT, local transit providers, and area local officials to identify priority transportation needs and develop a new Transportation Improvement Program (TIP) to address these needs over the next four-year period.

The TIP details the planned expenditure of federal funds and state capital funds for specific programs and projects, within specified limits of fiscal constraint. In order to be included on the TIP, programs and projects must be included on the Southern Alleghenies 2041 Long Range Transportation Plan (LRTP) or addressed through reserve line items included on the 2041 LRTP. The TIP years are based on the federal fiscal year, which extends from October 1 to September 30.

The list of projects on the TIP coincides with the First Four Year segment of the Commonwealth of Pennsylvania's Twelve-Year Program (TYP), which is developed by PennDOT and adopted by the State Transportation Commission (STC) every two years, at the same time as the TIP.

Southern Alleghenies RPO works to educate the public on transportation programs and encourages interested citizens to participate in the STC public involvement process. The public is notified of the opportunity to provide input via the STC Twelve Year Program update outreach processes, and the Planning Partners review public feedback compiled by the STC. Southern Alleghenies RPO also regularly solicits public input on transportation priorities through public meetings, press releases, comment forms on websites, and other methods.

**Important Note:** Due to the COVID-19 pandemic, Southern Alleghenies RPO will be conducting a virtual comment period for the public involvement process.

## **Project Selection:**

Projects in the TIP address a variety of transportation modes, including improvements to roadways, bridges, transit, bicycle and pedestrian facilities, rail freight facilities and airports. In recent years, system maintenance has required a growing share of the Commonwealth of Pennsylvania's limited resources. Consequently, the TIP places high priority on projects that rehabilitate, reconstruct, and renew the existing and aging transportation infrastructure. Fiscal constraints also mean that very few new projects are typically added to the TIP during each update. Consideration for all new projects on the TIP is initiated through the PennDOT Connects municipal and public involvement processes.

The projects selected for inclusion on the 2021-2024 TIP, which were not carryovers from the previous TIP, are consistent with PennDOT's "Transportation Investment Plan." The purpose of the Transportation Investment Plan is to make ongoing assessments and to reevaluate the data associated with the transportation decision-making process by ensuring that each dollar invested is being directed in a fashion that meets a "strategic direction" and that enhances the overall "performance" of the Commonwealth's transportation system. The Investment Plan focuses on the following four priority areas:

- Bridges on the National Highway System (NHS),
- Roadway conditions on the NHS,
- Bridges on the remainder of the roadway system, and
- Roadway conditions on the remainder of the system.

In addition, projects are also programmed from the following sources:

- Project priorities and line items specified in the Southern Alleghenies 2041 LRTP;
- Recommendations in the Southern Alleghenies Coordinated Public Transit – Human Services Transportation Plan and from the regional transit providers, Somerset County Transportation System, and the Huntingdon, Bedford, Fulton Area Agency on Aging;
- RPO counties' priorities solicited from municipal and county stakeholders;
- Project priorities committed to as part of the Decade of Investment (DOI) list generated during consideration of Pennsylvania transportation legislation known as Act 89; and
- Safety needs identified by PennDOT District 9, the RPO, RPO counties, and municipal stakeholders.

Meetings are also held with PennDOT District 9 and county planning staff to review candidate lists of projects for possible inclusion in the TIP, considering previous public involvement and undertaking a consistency check with LRTPs and with local/county priorities. The project priorities and essential project information are compiled in the Draft TIP documentation made available to the public as part of a 30-day public comment period before adoption by the Southern Alleghenies RPO.

## Safety Projects

### **Southern Alleghenies RPO PM-1 Performance Targets:**

Federal safety performance measures were implemented in 2016. PennDOT established Statewide Targets in August 2017. On December 8, 2017, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets. The following shows the CY 2020 Statewide Targets established based on 2% reduction of five-year average (2016-2020) and aggregated supporting regional Southern Alleghenies RPO Targets:

<b>Safety Performance Measure</b>	<b>Baseline (2014-2018)</b>	<b>Statewide Target (2016-2020)</b>	<b>Southern Alleghenies RPO Target (2016-2020)</b>
Number of fatalities	1182.0	1171.9	<b>45.7</b>
Rate of fatalities per 100 million VMT	1.169	1.148	<b>1.215</b>
Number of serious injuries	3839.6	4400.3	<b>182.5</b>
Rate of serious injuries per 100 million VMT	3.797	4.309	<b>4.854</b>
Number of non-motorized fatalities and non-motorized serious injuries	679	781.7	<b>21.3</b>

The Southern Alleghenies 2021-2024 TIP includes roadway safety improvement projects that are intended to help improve the performance of the roadway system relative to the five federal safety performance measures. The following has helped to ensure planned HSIP projects in the Southern Alleghenies RPO achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Implementing the strategies in the 2017 Strategic Highway Safety Plan (SHSP) through a data driven safety analysis, and the utilization of low-cost safety improvements system-wide support achieving these reductions;
- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan (ISIP) and Roadway Departure Safety Implementation Plan (RDIP); and
- Conducting the PennDOT Connects process, with PennDOT District 9, for all planned projects and for candidate projects.

## Roadway Projects

### **Southern Alleghenies RPO PM-2 Performance Targets:**

Federal pavement and bridge performance measures were implemented in 2017. PennDOT established Statewide Targets in August 2017. On June 20, 2018, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Performance Measure Targets for PM-2.

#### **PM-2 Baseline and Target Values for Pavement Measures**

##### **Interstate:**

<b>Measure</b>	<b>2017 Baseline</b>	<b>2021 4-year Target</b>	<b>Southern Alleghenies RPO 2021 4-year Target</b>
Percentage in Good Condition	67.2%	60.0%	<b>60.0%</b>
Percentage in Poor Condition	0.4%	2.0%	<b>2.0%</b>

##### **NHS Non-Interstate:**

<b>Measure</b>	<b>2017 Baseline</b>	<b>2021 4-year Target</b>	<b>Southern Alleghenies RPO 2021 4-year Target</b>
Percentage in Good Condition	36.8%	33.0%	<b>33.0%</b>
Percentage in Poor Condition	2.3%	5.0%	<b>5.0%</b>

District 9 updates its roadway inventories annually, which is used to update the Roadway Management System (RMS). This information is then used to update the District's Roadway "5-Year Plan" process, where roadway needs are assessed and planned utilizing cycles that follow PennDOT's Pavement Policy Manual. Utilizing this Plan, projects are then funded on the TIP/TYP. Factors for which projects are picked from the 5-Year Plan are: projects on the Decade of Investment (DOI) plan that still need to be constructed; fulfillment of and maintaining acceptable levels on the scorecard of influence; hierarchy (Business Plan Network) of the roadway (i.e., Interstate gets more preference than a 4-digit state route); current roadway conditions; and the next needed pavement treatment cycle.

## Bridge Projects

### PM-2 Baseline and Target Values for Bridge Measures

Measure	2017 Baseline	2021 4-year Target	Southern Alleghenies RPO 2021 4-year Target
Percentage in Good Condition	25.6%	26.0%	<b>26.0%</b>
Percentage in Poor Condition	5.5%	6.0%	<b>6.0%</b>

#### Replacements:

1. The current SD population and the condition 5 population are evaluated.
2. Prioritization by Business Plan Network: Interstate top priority and Non-NHS with less than 2,000 ADT lowest priority.
3. Consider roadway projects to determine if we can combine the bridge replacements with the roadway projects.
4. Evaluate if Department Forces can possibly complete the work.

#### Rehabilitations:

Rehabilitations use the same logic as replacements but are usually on bridges where the condition ratings can be raised to a 6 or greater for all three major bridge components (substructures, superstructures and deck).

#### Preservation:

1. Rely on cycles for each preservation treatment:
  - a. 10 to 20-year cycle for deck overlays (depends on type of overlay and traffic volumes);
  - b. 10-year replacement cycle for expansion dam strip seal glands;
  - c. 15-year replacement cycle for tooth dam expansion troughs;
  - d. 50 to 75-year cycle to replace entire expansion dams;
  - e. 30 to 40-year cycle for painting steel girder bridges; and
  - f. 15 to 20-year cycle for painting steel trusses and steel through plate girders.
2. Most of the deck and joint preservations are included with roadway projects on Business Plan Networks 1 to 3.
3. Standalone group bridge preservation projects are established for:
  - a. Painting projects,
  - b. To get bridges on cycle when no roadway projects are planned,
  - c. To address Business Plan Network 4 when Department Forces cannot complete the work, and
  - d. Scour or substructure repairs.
4. Prioritize by Business Plan Network and by the highest cost assets (major river crossings).

Local Bridges: Through an RPO wide solicitation process, local bridge needs and priorities are prioritized by their respective counties. The RPO then compiles these priorities and submits them to District 9 for analysis against the Local Bridge Risk Assessment. The Rural Transportation Technical Committee’s Local Bridge Sub-Committee reviews the county priorities and then submits an RPO local bridge priority list from which District 9 programs projects in priority order, until available funds are consumed.

Other Projects

The 2021-2024 Southern Alleghenies TIP may also include funds for several projects that received funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside,
- Appalachian Regional Commission Local Access Road Program,
- Automated Red Light Enforcement and Green Light–Go Programs,
- Multimodal Transportation Fund,
- Congested Corridor Improvement Program,
- Rapid Bridge Replacement Program (P3),
- Highway-Rail Grade Crossing Safety Program (RRX), and
- Highway Safety Improvement Program (HSIP) Statewide Set-aside.

As new projects are successful in obtaining funding through these programs, Southern Alleghenies RPO will consider adding the projects to the approved TIP.

**Southern Alleghenies RPO PM-3 Performance Targets:**

Federal reliability and air quality performance measures were implemented in 2017. PennDOT established Statewide Targets in August 2017. On June 20, 2018, the Southern Alleghenies RPO adopted supporting Pennsylvania’s Statewide Safety Performance Measure Targets for PM-3.

**PM-3 Baseline and Target Values for Reliability and Peak Hour Delay Measures**

(Baseline Estimated using RITIS Data Extract from May 8, 2018)

Measure	2017 Baseline	2019 2-year Target	2021 4-year Target
Interstate Reliability ( <i>Statewide</i> )	89.8%	89.8%	89.8%
Non-Interstate Reliability ( <i>Statewide</i> )	87.4%	N/A	87.4%
Truck Reliability Index ( <i>Statewide</i> )	1.34	1.34	1.34
Annual Peak Hour Excessive Delay Hours Per Capita ( <i>Urbanized Area</i> )	<i>DVRPC</i> 16.8	N/A	17.2
	<i>SPC</i> 11.1	N/A	11.8

**PM-3 Baseline and Target Values for CMAQ Emission Measures**

Measure	MPO	Emissions (kg/day)	
		2019 2-year Target*	2021 4-year Target
VOC Emissions	Statewide	109.460	201.730
	DVRPC (PA only)	37.610	69.310
	SPC	58.060	107.000
	Lehigh Valley	11.690	21.540
	Lancaster	1.950	3.600
	Reading	0.150	0.270
	NEPA	0.000	0.000
NOx Emissions	Statewide	337.700	612.820
	DVRPC (PA only)	23.420	42.500
	SPC	256.110	464.770
	Lehigh Valley	57.550	104.440
	Lancaster	0.570	1.030
	Reading	0.040	0.080
	NEPA	0.000	0.000
PM <sub>2.5</sub> Emissions	Statewide	10.760	20.490
	DVRPC (PA only)	1.080	2.060
	SPC	7.010	13.350
	Lehigh Valley	2.320	4.410
	York	0.060	0.110
	Harrisburg	0.050	0.100
	Lancaster	0.020	0.040
	Lebanon	0.050	0.090
	Johnstown	0.170	0.320
PM <sub>10</sub> Emissions	Statewide	9.540	17.470
	SPC	9.540	17.470
CO Emissions	Statewide	567.700	1135.400
	DVRPC (PA only) **	282.740	565.470
	SPC	284.970	569.930

*\*2-year emission targets are only applicable for SPC, DVRPC, and Statewide targets (bold above). MPOs with populations <1 million are not required to report 2-year emission targets. The values were used to establish statewide 2-year targets.*

Public Transportation Projects

The TIP includes public transportation projects and line items being carried forward from the previous 2019-2022 TIP and with input by the Bureau of Public Transportation. The transit projects reflect the priorities established by:

1. The project prioritization process for the Southern Alleghenies 2041 LRTP,
2. The recommendations in the Southern Alleghenies Coordinated Public Transit – Human Services Transportation Plan,
3. The priorities expressed by Somerset County Transportation system and the Huntingdon, Bedford, Fulton Area Agency on Aging, and
4. PennDOT’s Capital Planning Tool.





# 2021 Program Development Schedule

Revised January 30, 2020

DATE (2019)	MILESTONE
By April 26 <sup>th</sup>	State Transportation Commission (STC) conducts public outreach to support development of the 2019-2030 Twelve Year Program (TYP)
March- April	PennDOT Connects collaboration meetings begin for carry-over and 2019 TIP projects
April 30 <sup>th</sup>	PennDOT District 9-0 meets with county planners to discuss initial project priorities
May 8 <sup>th</sup>	RTCC Meeting – 2019 TIP development schedule and milestones reviewed
May 14 <sup>th</sup>	PennDOT Planning Partners conference call to discuss draft TIP guidance and schedule
June 30 <sup>th</sup>	District provides updated scopes, costs, and schedules for carryover projects and candidate projects to RPO
June 30 <sup>th</sup>	District project priorities and the Draft Interstate Management TIP are shared with the RPO
By July 31 <sup>st</sup>	Program Center provides final “spike” funding decisions to Planning Partners and District Offices
July 31 <sup>st</sup>	RTTC Meeting – Discussion of carry-over projects and project visioning
August 14 <sup>th</sup>	RTTC Meeting
By August 31 <sup>st</sup>	PennDOT Program Center issues final General & Procedural Guidance and Financial Guidance documents to Planning Partners
By September 30 <sup>th</sup>	TIP negotiations begin
October 31 <sup>st</sup>	Local Bridge Subcommittee conference call to discuss the RPO local bridge risk assessment and initial county priorities for local bridges
December 4 <sup>th</sup>	RTTC Meeting
December 18 <sup>th</sup>	RTCC Meeting – Initial Draft Highway & Bridge TIP and Transit TIP approved for submission to the Program Center, FHWA, and FTA
By December 29 <sup>th</sup>	PennDOT Connects collaboration meetings completed for carry-over and 2019 TIP projects

DATE (2020)	MILESTONE
By January 31 <sup>st</sup>	RPO and District reach consensus on TIP
By January 31 <sup>st</sup>	Environmental Justice Core Elements activities complete
By January 31 <sup>st</sup>	Program Center completes initial review of Draft TIP
By January 31 <sup>st</sup>	RPO and PennDOT reach agreement on their perspective portions of the program
February 5 <sup>th</sup>	RTTC Meeting
February 19 <sup>th</sup>	RTCC Meeting
By March 31 <sup>st</sup>	Central Office sends Draft TIPs to FHWA for eligibility review
April 22 <sup>nd</sup>	RTTC Meeting – Draft TIP reviewed and recommended to RTCC for public comment period approval
May 13 <sup>th</sup>	RTCC Meeting – Draft TIP reviewed and approved for 30-day public comment period
May 21 <sup>st</sup>	Southern Alleghenies 2021-2024 TIP public meeting
By June 15 <sup>th</sup>	RPO conducts TIP public outreach meetings in each county
By June 15 <sup>th</sup>	RPO and PennDOT complete joint TIP 30-day public comment period
July 8 <sup>th</sup>	RTTC Meeting
July 22 <sup>nd</sup>	RTCC Meeting - Highway & Bridge TIP and Transit TIP approved for submission to Program Center
By July 31 <sup>st</sup>	RPO adopts regional TIPs
By August 31 <sup>st</sup>	STC approves Twelve Year Program (TYP)
By August 31 <sup>st</sup>	STIP submitted to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) for review and approval
By September 30 <sup>th</sup>	PennDOT obtains joint approval of the 2021-2024 TIP from FHWA/FTA