

TIP Collaboration

Development of the TIP is a collaborative endeavor. The following table identifies some of the key high-level roles carried out for the development of the 2023-2026 TIP update and identifies the agencies responsible for each item.

Role/Responsibility	District Planning and Programming Staff	RPO Staff	RPO Board	PennDOT CPDM Staff	Other PennDOT District Staff	Regional Transit Providers	Bureau of Public Transportation	Federal Highway Administration and Federal Transit Administration
Primary Lead on Development of TIP and TYP Project List	●							
Identification of highway and bridge asset management projects	●				■			
Identification of candidate HSIP projects	●	○			■			
Identification of funding splits				●				
Set the main TIP update schedule				●				
Provide comments and input on projects and cash flow				○				
Identify new and carry-over Transit TIP projects						●		
Review grant applications and projects submitted by transit providers							○	
Identify local priorities for local bridge, safety and economic development related projects	○	●	○		○			
Validate and comment on TIP project priorities		○	○					
Development of TPM and PBPP narrative for update	○	●	○	○	○			
Initiate PennDOT Connects process for appropriate projects	●	■						
Plan and carry out a public involvement plan for the update	■	●		■				
Conduct an Environmental Justice Analysis and Benefits and Burdens analysis for the draft TIP	○	●	○					
Review projects and draft update materials								○

Key:

- indicates primary responsibility for role
- indicates contributory responsibility for role
- indicates primary review role

RPO ROLES AND RESPONSIBILITIES

- ❑ The North Central RPO's Long Range Transportation Plan (LRTP) is referenced for all candidate projects to assure all projects are aligned/consistent with the current plans and initiatives. The candidate list of projects is then cross referenced against the "Draft TYP". This step of the process may take many iterations; this includes evaluating funding eligibility and funding sources in coordination with the North Central RPO staff.
- ❑ RPO staff will review the STC public comments and performs cluster analysis on the submitted comments from the TYP Update to see if public comments can be incorporated into existing TIP projects or should be considered as new candidate projects.
- ❑ Several meetings are set with the North Central RPO, County Planning staff, Federal Highway representative, Central Office Program staff and District staff to coordinate priorities. These meetings also serve as an open discussion between District and Planning Partner staff to see what studies are underway, completed and need to be funded. Each County Planner is also asked to present its #1 Highway and #1 Bridge project and any safety concerns they have in their county.
- ❑ The RPO asks Transit Agencies to share candidate projects or carry over projects with the North Central RPO to coordinate priorities and ensure consistency to LRTP and Human Service Coordination Plan.
- ❑ Staff reviews a prioritized TIP from each District for consideration of funding on the TIP, and then it is shared with members of the RPO.
- ❑ Staff reviews candidate safety projects from each District for consideration of HSIP funding on the TIP, and then it is shared with members of the RPO.
- ❑ Working with the PennDOT, the RPO will evaluate roadway data, traffic data, potential scope options and estimates for projects, County Comprehensive Plans, etc. The RPO may choose to study the location utilizing supplemental planning funding from the Unified Planning Work Program (UPWP) prior to the TIP update process.
- ❑ RPO staff will consider Environmental Justice (EJ) by identifying low-income and minority populations; assess conditions and identify needs; develop the draft TIP/LRTP; evaluate benefits and burdens of the TIP/LRTP; and identify and avoid, minimize, or mitigate any disproportionate and adverse impacts to EJ populations. The EJ analysis will be completed during program development and shared as part of the public comment period documentation. The outcomes of the analysis and feedback received will be considered by the RPO and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis. Benefits for EJ populations will also be used as part of the evaluation criteria for discretionary programs (TA Set-Aside, Multimodal Fund, etc.).
- ❑ RPO staff, working alongside District staff, will notify municipalities about the PennDOT Connects outreach process for new TIP projects and incorporate municipal comments into Connects forms. Meetings will be conducted with local officials in the Spring of 2022. The Connects forms will be provided to the TIP project managers to consider in the design process.
- ❑ RPO staff will handle Public Engagement consistent with Public Participation Plan. This includes Advertising in the region's 2 largest circulations (Bradford Era and Courier Express); Issuing a press



release about the Draft TIP comment period/public meeting to all regional newspapers and radio stations; Promoting the Draft TIP comment period on social media – Twitter, LinkedIn and Facebook; Emailing the Draft TIP public notice to interested parties; Sending a Draft TIP notice (letter) and links to Tribal Nations; Posting Draft TIP documents to the North Central RPO website; Holding a public meeting (virtual or hybrid) during the 30-day comment period; Hosting Draft TIP documents at North Central office and various public buildings in the region (Counties, Districts, Libraries, etc.); Publishing an ArcGIS webmap of Draft TIP projects; Compiling public comments and staff responses to them. District staff will review compiled comments and provide collaborative input on responses.

DISTRICT 2 AND 10 ROLES AND RESPONSIBILITIES

- **Planning and Programming:** The District Planning and Programming unit begins by coordinating with all Project Managers (PMs), through the Portfolio Manager, for current project needs, timelines, estimates and updated project scope of work. Updates are made to MPMS as necessary. Suggested project priority lists are next obtained by the Bridge, Highway, and Traffic unit area of the District providing suggested asset management priorities and safety improvements. Asset management systems are key determining factors in the development of candidate project lists. Those suggested candidate projects are shared with the Planning Region for review, concurrence, and prioritization. The Planning and Programming unit concurrently exports the current Twelve-year Plan (TYP) into an Excel spreadsheet pulling in the most updated information from MPMS. This information is then fed into the TIP/TYP spreadsheet where all projects are aligned with the PM's updated cost estimates and delivery milestones. The TIP development team at the District, which consists of the Assistant District Executive-Design, Portfolio Manager, Bridge Engineer, and the Planning and Programming unit, will use the provided project priority lists in developing the TIP and TYP through a series of program development meetings. These meetings involve review of Department Policies, Goals, Metrics, Performance Measures, as they relate to each unit and also incorporation of prioritized candidate projects received from the Planning Region.

District staff, working alongside RPO staff, will notify municipalities about the PennDOT Connects outreach process for new TIP projects and incorporate municipal comments into Connects forms. Meetings will be conducted with local officials in the Spring/Summer. The Connects forms will be provided to the TIP project managers to consider in the design process.

- **Safety and Traffic Unit:** Consideration of projects that qualify and will be submitted under the Highway Safety Improvement Program (HSIP). These include safety hot spots, crash data, Road Safety Audits (RSA), top intersection safety (ISIP), roadway-departure (RDIP) concerns and systematic improvement opportunities, local studies conducted by the RPO and the Safety Network Screening Tool. Current projects underway, scopes of work and design status are reviewed. Candidate projects and funding sources are discussed and prioritized and then shared with the RPO.
- **Maintenance Unit:** District Maintenance staff, in conjunction with each County Maintenance office, determine their highest priorities, and which roadway projects could be better suited for TIP dollars (as opposed to state maintenance funds) due to scope and size of project. Several quantitative measures are used to assess the current and projected future condition of an asset. Pennsylvania's Transportation Asset Management Plan (TAMP) defines the use of software such as PAMS which is a tool that allows PennDOT staff to manage and plan for future asset management needs based on several quantitative measures of an asset's overall performance (including cracking, roughness, rutting, concrete faulting, etc.). Historical data (i.e. when the road was last resurfaced, and how it has held up historically) is considered along with less formal methods like field observation and

institutional knowledge. This is all factored in with the roadway functional classification, use of roadway, etc. and considered alongside available funding and the correlated eligibility to develop a prioritized list. National Highway System (NHS) non-Interstate is assessed yearly by the District Executive, ADE-D and Pavement Asset Manager. Performance Measures, condition ratings, age of last treatment, composition, and potential treatments, are reviewed against potential funding sources in each region. A prioritized plan is then compiled for consideration of funding on the TIP and then shared with the RPO.

- **Highway Design Unit:** Some of the largest and most intensive projects, involving extensive restoration and reconstruction work, come from above discussions, and compiled for consideration and discussion with the planning partners as the funding needs are typically beyond yearly allocations. Candidate projects of this nature may be introduced by the planning partners, generating from regional needs, developments, Municipalities, PennDOT Connects, STC Outreach, etc. Working with the planning partners, the district will provide additional roadway data, traffic data, potential scope options and estimates. The planning partners may choose to study the location utilizing planning funding from the Unified Planning Work Program (UPWP) prior to the TIP update process.
- **Bridge Design Unit:** The bridge design unit keeps a detailed list of bridge conditions based on inspections. While overall bridge condition ratings are utilized, the Bridge Engineer and staff regularly review BMS data, inspection reports, POOR bridge condition listings, 6-month inspections listing, bridges with priority ratings, BAMS software, and uses institutional knowledge and engineering judgement to determine potential scope of work; preservations, rehabilitation, or replacement, timeframes, and estimates for each. This is an ongoing, repetitive process typically aligned with inspection schedules. Continuous coordination occurs with Construction and Maintenance Divisions for reporting of completed work, and assignment of new work as appropriate.

PENNDOT CENTRAL OFFICE ROLES AND RESPONSIBILITIES

- The Program Center staff identifies funding splits, sets the main TIP project development schedule, and comments on projects and cash flow
- The Program Center staff will update transit project information in MPMS and share it with the MPO, PennDOT Bureau of Public Transit (BPT), and the ATA
- The Bureau of Public Transportation reviews grant applications submitted by transit providers such as ATA for funding consideration

FHWA/FTA ROLES AND RESPONSIBILITIES

- Review analytics quarterly and consider needed adjustment to scheduling, topics
- FHWA/FTA required Performance Reporting

PUBLIC TRANSIT ROLES AND RESPONSIBILITIES

The TIP includes Public Transportation projects and line items being carried forward from the previous 2023-2026 TIP and with input by the Bureau of Public Transportation. The transit projects reflect the priorities established by:

- The priorities expressed by the Area Transportation Authority (ATA)
- The recommendations in North Central's adopted Coordinated Public Transit – Human Services Transportation Plan



- ❑ PennDOT's Capital Planning Tool - Consistent with available resources and in coordination with the PennDOT BPT, ATA is responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program and providing that information to the RPO
- ❑ Projects identified are consistent with the TAM approach and respective TAM plans
- ❑ The project prioritization process for the LRTP

PENNDOT CONNECTS

- ❑ The local government outreach and collaboration is achieved through the PennDOT Connects. This process is intended to lead to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed.
- ❑ District staff, working alongside RPO staff, will notify municipalities about the PennDOT Connects outreach process for new TIP projects and incorporate municipal comments into Connects forms. Meetings will be conducted with local officials. The Connects forms will be provided to the TIP project managers to consider in the design process and will be carried forward into the scoping and environmental review processes. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project.

Performance Based Planning and Programming

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Pennsylvania's 2023 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in [Pennsylvania's 2023 Transportation Program Financial Guidance](#).

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

