

**2027-2030 Transportation Improvement Program (TIP)  
Project Selection Process  
SEDA-COG Metropolitan Planning Organization (MPO)**

The federal Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) 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 IIJA/BIL Act and the federal planning rule specify the primary roles and responsibilities of MPOs. The SEDA-COG MPO is responsible for fulfilling these federal requirements in its eight-county MPO area.

This program is carried out as part of a cooperative, continuing and comprehensive (3C) planning process designed to ensure that transportation investment decisions align with established targets and goals. The process results in the production of a variety of plans and documents at the regional and state level including:

- State-wide and Regional Long-Range Transportation Plans (LRTPs)
- Twelve Year Transportation Program (TYP)
- Statewide Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Regional and Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Coordinated Public Transit-Human Services Transportation Plan

Every two years, Pennsylvania’s Planning Partners, including the SEDA-COG MPO, work in partnership with PennDOT, local officials and local transit providers 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 limits of fiscal constraint. To be included on the TIP, projects must be included on the Planning Partner’s adopted Long-Range Transportation Plan (LRTP) or addressed through reserve line items included on the 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.

**12-Year Program Cycle for Federal Fiscal Year (FFY) 2027-2038**

FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038
1 <sup>st</sup> Four Years (STIP/TIPs)				2 <sup>nd</sup> Four Years				3 <sup>rd</sup> Four Years			
TYP											

The SEDA-COG MPO works to educate the general 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 SEDA-COG MPO reviews public feedback compiled by the STC. The SEDA-COG MPO also regularly solicits public input on transportation priorities through public meetings, press releases, surveys, comment forms on websites, and other processes.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) 49 CFR §21 (Nondiscrimination In Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964) (“Title VI”). MPOs and RPOs coordinate with PennDOT through the Bureau of Equal Opportunity (BEO) and Program Center, as well as with FHWA and FTA, as needed, for guidance, resources, and assistance in maintaining compliance.

Planning processes must comply with Title VI, which prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the basis of race, color, or national origin. Furthermore, other federal and Commonwealth statutes and authorities prohibit discrimination on the basis of an individual or group’s sex, age, religious creed, and/or disability. SEDA-COG’s Title VI Compliance and Implementation Plan defines the policies and procedures by which the MPO implements and administers its Title VI activities, and ensures its programs comply with Title VI and all other non-discrimination requirements.

The MPO’s Title VI statement is included in the TIP, along with other publicly facing documents and communications, including the Public Participation Plan (PPP) and the MPO website.

As a recipient of federal funds, the MPO shall follow Title VI data collection and analysis requirements as provided for in 49 CFR 21.9 and 28 CFR 42.406.

In addition, the MPO includes information about Limited English Proficiency, Section 504, and American with Disabilities Act compliance and accommodations within the TIP, along with other publicly facing documents and communications, in accordance with federal requirements.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, the SEDA-COG MPO and PennDOT recognize the importance of tribal consultation and consider federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interest in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2027 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period.

## 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 higher priority on projects that rehabilitate, reconstruct, and renew the existing and aging transportation infrastructure. Fiscal constraints also mean that few new projects are typically added to the TIP during updates.

In keeping with this priority, most of the projects selected for inclusion on the 2027-2030 TIP, which were not carryovers from the prior TIP, are developed through PennDOT's continuing asset management process. The implementation of this process varies across PennDOT Districts. For the 2027-2030 TIP, PennDOT Districts 2-0 and 3-0 updated this process to incorporate techniques and information available using PennDOT's Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS). The implementation of this information was customized to staff experience, information needs and level of acclimation to and participation in development of the BAMS and PAMS systems.

The asset management process varies from District to District, but some key aspects and commonalities are highlighted below.

### Roadway Projects:

- Roadway conditions are updated on an annual basis.
- Pavement age/history/lifecycle data, condition data, County Maintenance Staff input, traffic volume/usage and available resources are all reviewed in the consideration of asset conditions and the development of potential treatments.
- While emphasis in the federal legislation is placed on the National Highway System (NHS), the asset management process considers the condition and target setting for all levels of the highway network.
- This broad-based consideration leads to the development of projects to be funded through the TIP, Interstate Management Program, and maintenance programs. Changes in project needs and/or available funding may dictate the need to move projects or phases between funding programs.
- Projects developed are compared against PAMS data for the region. The expertise of District staff and their familiarity with the assets in question is such that they tend to have direct knowledge of pavements that fall out-of-cycle, or do not meet established targets. While serious consideration is always given to correcting these conditions, implementation of the Transportation Asset Management Plan and the development of PAMS has increased the consideration given to preservation treatments compared to rehabilitation and reconstruction treatments, and that careful consideration is given to the concept of lowest life cycle cost in the development of treatments and projects.
- IRI, OPI, Pavement Out-of-Cycle, and feedback from SEDA-COG, County Planners, PennDOT Connects and Department County Maintenance Manager meetings are utilized to develop the Department Maintenance Funded Group Resurfacing Projects. These projects require flexibility for funding alterations and roadway needs to the goal of utilizing TIP funding sources for primary routes within the region and utilizing Department Maintenance Fund sources for secondary routes.

## Bridge Projects:

- Bridge conditions are updated continually as inspections are completed.
- Structure type/history, condition data, posting status, traffic volume/usage, known resiliency issues and available resources are all reviewed in the consideration of asset conditions and the development of potential treatments.
- As with roadway projects, emphasis in the federal legislation is placed on the National Highway System (NHS), and the asset management process considers condition and target setting for all levels of the highway network.
- The development of treatments carefully considers the mix of work types and the balance of preservation, rehabilitation, and replacement work in delivering a cost-effective mix of projects and practices to provide the greatest possible benefit to the condition of regional bridges with the resources available.
- Consideration is also given to the local bridge priorities identified through the regional prioritization process, which included meetings with each of the eight counties in the SEDA-COG MPO region, ranking each bridge based on data, and final adoption of the priorities by the MPO. Treatment and funding strategies are developed that consider the relative strengths and abilities of the local project sponsors to administer the project, and to maximize the use of innovative strategies and alternative funding sources where applicable.
- Projects developed are compared with the BridgeCare results from BAMS. Using Lowest Life-Cycle Cost (LLCC) methodology, BridgeCare recommends specific treatments to bridges and culverts based on an established set of treatment parameters and consequences, combined with bridge risk. Potential reasons for differences in recommended treatment are examined, and appropriate changes to the proposed projects are considered.
- Within PennDOT District 2-0, BridgeCare, NBIS, and data used to develop the BAMS reports are used to compile a listing of poor and near poor condition structures. After field views of each structure, the listing was prioritized. After comparing the list to available funding sources, the highest priority bridges were added to the draft TIP.
- Within PennDOT District 3-0, programming is completed by updating estimates for projects within the first four years and adding projects for Bridge Maintenance Priority 1. Additionally, future projects for the latter years of the TYP are prioritized by considering the BPN 4 Network, group preservation projects, network and condition, non-redundancy, and other factors. These projects were then compared to the BAMS system for verification of the selection criteria.

The asset management process will continue to evolve at the statewide and regional levels over future TIP updates, reflecting the increasing expertise of regional personnel in the application of the available information, and the increasing sophistication and applicability of the tools expected to be made available.

The projects developed through this process and selected for inclusion on the 2027-2030 TIP, when not carryovers from the prior TIP, are consistent with PennDOT's Transportation Asset Management Plan (TAMP).

To the extent allowed by available fiscal resources, additional projects may be programmed from the following sources:

- Project priorities and line items specified in the MPO's LRTP;
- Recommendations in the MPO's Coordinated Public Transit-Human Services Transportation Plan;
- Recommendations in the MPO's Bicycle/Pedestrian Plan;
- Priorities of key project sponsors such as PennDOT Engineering District staff, county/municipal governments, and local fixed route and shared ride transit providers;
- Established MPO regional project priorities;
- Safety needs identified through statewide Intersection Safety Implementation and Roadway Departure Implementation Plans, regional safety plans, and the Highway Safety Manual Network Screening Tool;
- Safety needs identified through review of key locations identified by PennDOT and other project sponsors;
- Congestion and operations needs identified through the Regional Operations Plan.

The following is a list of project criteria that are considered in the development of projects in the asset management and companion project identification processes for the TIP update:

- Asset condition;
- Longevity and magnitude of treatment impact on asset condition;
- Impact of treatment on Performance Based Planning and Programming (PBPP) process;
- Impact of treatment on Business Plan process;
- Consistency with TAMP;
- Usage and risk exposure related to asset;
- Opportunities to impact congruent goals established in statewide and regional LRTPs;
- Opportunities to address needs identified by local and regional stakeholders;
- Opportunities to incorporate synergistic aspects of multiple funding programs;
- Maximizing the utilization of existing funding and staff resources;
- Coherence with specific requirements and purposes of state and federal funding program utilized;
- Contribution to a cohesive package of projects that effectively address the asset management and/or transportation needs of the region;
- Consistency with fiscal requirements of funding programs and contribution to a package of projects that effectively manages each cash flow and fiscal resources available over the life of the TIP.

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

## Roles and Responsibilities in TIP Development Process

Development of the TIP is a collaborative endeavor. The table below identifies some of the key roles and responsibilities in the development of the 2027-2030 TIP update.

Role/Responsibility	District Planning and Programming Staff	MPO Staff	MPO Board	PennDOT Program Center Staff	Other PennDOT District Staff	Regional Transit Providers	PennDOT 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	●				■			
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 community demographics 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

### Public Transportation Projects

The TIP includes carry-over and new public transportation projects. The transit projects reflect the priorities established by:

- The project prioritization process for the LRTP;
- The recommendations in the MPO's adopted Coordinated Public Transit-Human Services Transportation Plan;
- The priorities expressed by fixed route and shared ride transit providers.

### Other Projects

The SEDA-COG MPO TIP may include projects approved for 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 Program
- Green Light-Go Program
- Multimodal Transportation Fund
- Congested Corridor Improvement Program
- Rapid Bridge Replacement Program (P3)
- Highway-Rail Grade Crossing Safety Program (RRX)
- Highway Safety Improvement Program (HSIP) Statewide Set-Aside

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