

Transportation Performance Management

The Infrastructure Investment and Jobs Act (IIJA) continued 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](#).

National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide 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
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

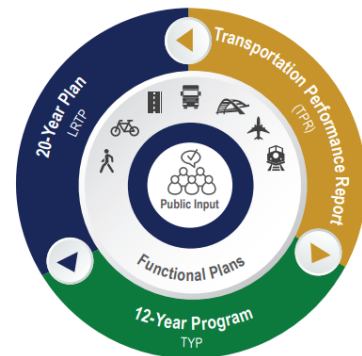
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



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 [here](#). The Financial Guidance is also consistent with PBPP provisions and provides the near term revenues that support the STIP and is located [here](#).

Evaluating 2027-2030 STIP Performance

The Federal Fiscal Year (FFY) 2027-2030 Statewide Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2027-2030 STIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction,

preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background		
The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) (81 FR 13881 and 81 FR 13722) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924 . Targets for the safety measures are established on an annual basis.		
Data Source		
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).		
2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	1,140.4
Rate of fatalities per 100 million VMT	1.216	1.176
Number of serious injuries	4746.2	4722.0
Rate of serious injuries per 100 million VMT	4.914	4.870
Number of non-motorized fatalities & serious injuries	864.6	944.0
Methods for Developing Targets		
An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.		

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's [Strategic Highway Safety Plan](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to [23 CFR 490.211\(c\)\(2\)](#), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under [23 CFR 490.209\(a\)](#) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

Pennsylvania has not made significant progress toward meeting the statewide targets in recent years and has been subject to the provisions of [23 U.S.C. 148\(i\)](#). This has required the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department has been subject to obligation requirements. The requirements to complete an implementation plan and meet annual obligation targets will be in place for every year Pennsylvania does not meet its safety performance targets.

The FHWA has established certain special rules for HSIP under [23 U.S.C. 148\(g\)](#). Among them is the Vulnerable Road User Safety special rule created by the IIJA [23 U.S.C. 148\(g\)\(3\)](#). This special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

Pennsylvania has been subject to the Vulnerable Road Users Safety special rule since 2023 requiring the obligation of at least 15% of HSIP funding toward projects that address the safety of vulnerable road users. This requirement will remain in place for each year that Pennsylvania triggers this special rule.

In addition, Pennsylvania triggers the High Risk Rural Roads special rule when the rate of fatalities and serious injuries on rural roads increases over the most recent 2 year period. Additional obligation requirements are imposed, such as they were during 2026, that direct HSIP funds toward rural major and minor collectors and rural local functional class roadways.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

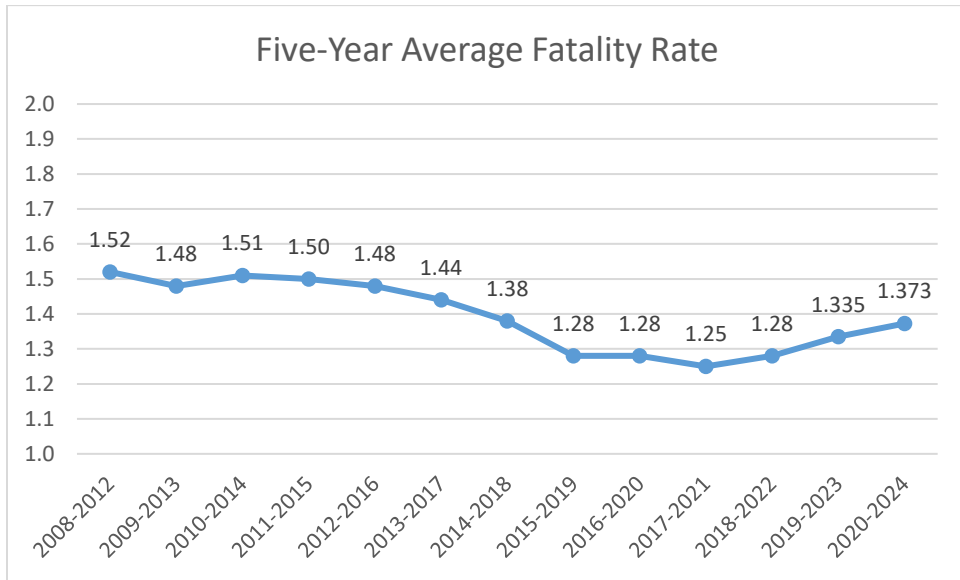
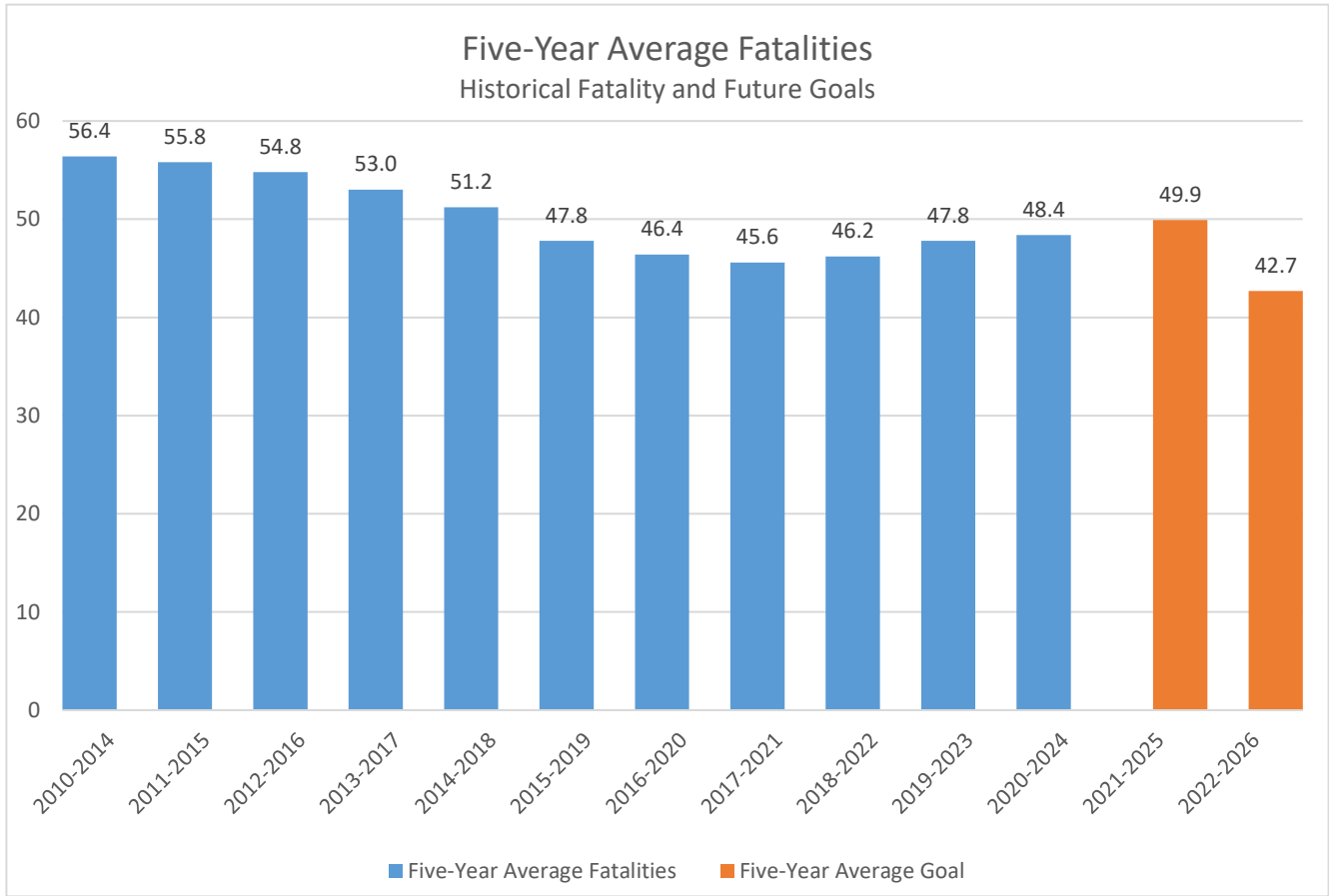
PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

2026 Safety Measures and Targets (SEDA-COG MPO Region)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	48.4	42.7
Rate of fatalities per 100 million VMT	1.373	1.210
Number of serious injuries	169.6	169.8
Rate of serious injuries per 100 million VMT	4.811	4.813
Number of non-motorized fatalities & serious injuries	20.8	24.2

Since PennDOT focuses on and graphs fatality statistics as 5-year running averages for trend-based analysis, the first chart included on the next page reflects the SEDA-COG MPO region's past 5-year average total fatalities, starting in 2010. As evidenced on this figure, the total regional fatalities had a slight increase, continuing a trend that began during the 2018-2022 period.

The second chart shows the SEDA-COG MPO region's past 5-year average fatality rates, from 2008 through 2024. The regional rate remains slightly higher than the statewide rate.

The SEDA-COG MPO continues to monitor trends in support of the statewide targets. This is done via analysis using the PA Crash Information Tool, coordination with PennDOT/MPO members, involvement with the region's Active Transportation Committee, participation in safety webinars, review of newspaper/newsletter articles, etc.



Evaluation of STIP for Target Achievement:

The following will ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2027-2030 STIP includes \$536 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPOs in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638 and Publication 638A. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

¹ For more information on SPFs: https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf

Statewide HSIP Set Aside

Pennsylvania sets aside approximately \$50 million per year of HSIP funds in the first two years of the STIP to fund low-cost systematic improvement projects statewide, and to advance larger safety projects for which regional HSIP funding allocations are too limited to complete, including funds dedicated to Vulnerable Road User (VRU) projects. The set aside funding is additional to the regional HSIP funds that each MPO/RPO receives.

In July 2025, PennDOT Districts and MPO/RPOs were notified of the solicitation for FFY 2027/28 HSIP Set Aside Program funds. A data-driven safety analysis in the form of Benefit/Cost (B/C) Life Cycle analysis or Highway Safety Manual (HSM) analysis was required for each application. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, and deliverability. Carryover projects previously approved were continued. New projects that met eligibility requirements were selected, based on evaluation criteria scoring, and demonstrate a significant potential safety return for the cost, within the currently available funding. Eligible projects not recommended for funding will remain on SharePoint as candidate applications to be considered as regional or as set aside program funds become available. As set aside funding becomes available, additional eligible candidate projects will be advanced to maximize use of HSIP funding statewide.

Below are the HSIP Set Aside projects included in the FFY 2027-2030 SEDA-COG TIP:

- MPMS 120112 – SR 235 High Friction Surface Treatment (HFST) in Juniata County, funded with \$170,000 in HSIP set aside funds
- MPMS 12073 – I-80 High Tension Cable Median Barrier (HTCMB) in Montour County, funded with \$1,065,890 in HSIP set aside funds

SEDA-COG MPO:

The SEDA-COG MPO FFY 2027-2030 TIP includes other safety improvement projects that are intended to improve the performance of the roadway system relative to the five federal safety performance measures.

To ensure planned HSIP projects achieve a significant reduction of traffic fatalities and serious injuries on all public roads, PennDOT District personnel and SEDA-COG MPO staff did the following for the development of the FFY 2027-2030 TIP:

- Reviewed the Highway Safety Network Screening Tool results, crash statistics, mapping, data driven safety analysis, prior road safety audits, and current and draft Pennsylvania Strategic Highway Safety Plans;
- Considered input of maintenance personnel and local stakeholders received through meetings and coordination efforts;
- Considered systematic and location-specific projects to address items indicated in the review of the regional data;
- Developed low-cost location-specific and systematic treatments that could be implemented as components of maintenance and TIP funded projects;
- Developed candidate systemic and location-specific safety projects for regional and statewide HSIP funding;

- Considered safety measures that could be incorporated into asset management projects;
- Continued development and delivery of established safety projects carried over from previous TIP updates;
- Coordinated with PennDOT District traffic safety managers and bicycle/pedestrian coordinators on an ongoing/as needed basis;
- Continued work with local sponsors to deliver studies, road safety audits, and other efforts that will result in programmable projects to address one or more safety performance measures;
- Participated in regular PennDOT Planning Partners' meetings/calls where PM1 was discussed;
- Consulted with county and municipal officials;
- Participated in PennDOT Connects outreach meetings;
- Participated in advisory committees for safety projects.

Based on this process, the following regional SEDA-COG MPO safety projects were included in the FFY 2027-2030 TIP to help achieve a significant reduction in traffic fatalities and serious injuries on all public roads:

Project	Funding Code	Funding Amount
MPMS 119464 – Delaware Ave RR Warning Device	RRX	\$366,000
MPMS 117782 – Walnut St RR Warning Device	RRX	\$240,000
MPMS 119320 - District 2-0 SEDA-COG PCS Project for VRUs	HSIP	\$2,906,489
MPMS 103853 – SR 54 Corridor Safety Project	HSIP/581	\$4,945,000
MPMS 123336 – SR 54 Lane Departure Safety Improvement	HSIP	\$3,308,000
	TOTAL	\$11,765,478

The projects in the above table are consistent in scope and focus with the strategies for addressing several priority Safety Focus Areas from the Pennsylvania Strategic Highway Safety Plan, and are considered to support the established statewide goals for a 2% reduction in fatalities and maintaining the current level for serious injuries.

When collaborating to set annual targets, PennDOT will provide feedback on how Pennsylvania, as well as individual MPO/RPO regions, are progressing towards target achievement. PennDOT will continue to include information on safety targets and progress towards meeting targets as part of annual safety submissions to NHTSA and FHWA. Four of the five measures will need to be met or significantly improved upon.

Pavement/Bridge Performance Measures (PM2)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (82 FR 5886) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 . Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
2022-2025 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. ² Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.			

² For more information on LLCC: <https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/asset-management/lowest-life-cycle-cost-infographic.pdf>

Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

Improving Pennsylvania’s pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania’s transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA’s TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a “worst-first” programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. “Worst-first” prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT’s revised strategy reflects its asset management motto and guiding principle: “The right treatment at the right time.” This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

PennDOT’s [TAMP](#) formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT’s Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition, and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

SEDA-COG MPO:

The SEDA-COG MPO has agreed to support the statewide PM2 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets. MPO staff coordinate closely with PennDOT District staff to evaluate performance trends and analyze outputs from PennDOT management systems as part of project selection.

Longstanding commitments of the District staff and MPO board toward effective asset management have resulted in the baseline PM2 statistics for the SEDA-COG MPO region being better than the statewide 4-year targets during prior performance periods. SEDA-COG MPO staff monitors trends in support of the statewide targets during review of annual performance measures reports, generating LRTP regional performance measure reports, coordination with District staff, participating in BAMS/PAMS training opportunities, etc.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they

³ The 2027 Financial Guidance can be found at: <https://www.talkpatransportation.com/how-it-works/tip>

identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.

- The General and Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

SEDA-COG MPO:

The SEDA-COG MPO FFY 2027-2030 TIP includes roadway/bridge improvement projects that are intended to improve the performance of the NHS relative to the six pavement/bridge performance measures.

To ensure planning roadway/bridge projects achieve an improvement in bridge and pavement conditions for the interstate and other NHS roads, the SEDA-COG MPO considered and engaged in the following for the development of the FFY 2027-2030 TIP:

- Coordinated with PennDOT District and Central Office staff;
- Participated in regular PennDOT Planning Partners' meetings/calls where POM2 was discussed;
- Consulted with county and municipal officials;
- Reviewed recommendations from PennDOT District Roadway Five Year Plans;
- Reviewed existing and projected future pavement/bridge conditions;
- Considered strategies to continue to improve the NHS at the lowest life cycle costs;

- Planning and programming of projects as part of fiscal constraint.

Based on this process, the following regional SEDA-COG MPO key roadway/bridge projects were included in the FFY 2027-2030 TIP to help improve the performance of the NHS relative to the six pavement/bridge performance measures:

Project	Improvement Type	Funding Code	Funding Amount
MPMS 120763 – SR 220 Concrete Preservation	Concrete Restoration	NHPP	\$1,859,847
MPMS 123265 - SR 220 Corridor Hwy Restoration	Pavement Restoration	NHPP/581	\$7,768,288
MPMS 123639 – I-80 Columbia County Bridge Joint Repairs	Bridge	BRIP	\$1,375,000
MPMS 101907 – US 22/322 Resurfacing	Pavement Resurfacing	NHPP/581	\$4,618,702
MPMS 4582 – SR 22/322 Lewistown Narrows Rehab	Pavement Restoration	NHPP	\$100,000
MPMS 72767 – SR 522 Betterment from Lewistown to County line	Pavement Resurfacing	NHPP/581	\$3,938,280
MPMS 85299 – SR 3006 Lewistown Bridges	Bridge	BRIP/NHPP/STP/185	\$4,219,622
MPM 119996 – SR 3006 Bridge over Jack's Creek	Bridge	BRIP/NHPP/185	\$4,843,836
MPMS 123270 - SR 522 Ramps & Roadway Restoration	Pavement Restoration	STP/581	\$3,280,487
MPMS 116308 – SR 11 microsurfacing Sechler Run to Columbia County	Pavement Resurfacing	581	\$765,000
MPMS 120377 - SR 11 resurfacing from Railroad St to Clinic Rd	Pavement Resurfacing	NHPP	\$230,000
MPMS 93524 - SR 54 bridge replacement over Stony Brook	Bridge	BRIP	\$475,000
MPMS 107128 - SR 54 bridge	Bridge	BRIP	\$1,630,000

improvements under Market Street			
MPMS 113972 – SR 54 resurfacing from Chillisquaque Cr to SR 254	Pavement Resurfacing	581	\$5,150,000
MPMS 123641 – SR 54 SEDA-COG Group Deck Overlays	Bridge	STP/NHPP/185	\$3,253,150
MPMS 117615 - SR 11 over W Branch Susquehanna River	Bridge	BRIP/NHPP	\$6,034,000
MPMS 97593 – SR 54 Resurfacing Locust Gap to Locust Summit	Pavement Resurfacing	STP/581	\$1,331,000
MPMS 99391 – SR 61 Resurfacing from Kulpmont to Lancaster Switch	Pavement Resurfacing	NHPP	\$1,735,000
MPMS 108431 – SR 61 microsurfacing Miles Rd to Hollow Rd (SR 4015)	Pavement Resurfacing	STP	\$695,000
MPMS 110224 – SR 61 resurfacing from 5th St in Kulpmont to Dark Run	Pavement Resurfacing	NHPP	\$775,000
MPMS 119249 – SR 61 microsurfacing from Columbia Co to 5th St	Pavement Resurfacing	STP/NHPP/581	\$1,465,000
MPMS 121660 – SR 61 resurfacing at the Hamilton Underpass	Pavement Resurfacing	581	\$114,000
MPMS 109577 - I-80 Bridge Rehabilitation over SR 254 & Limestone Run	Bridge	NHPP	\$2,040,000
MPMS 117772 – I-180 microsurfacing from Lycoming County to SR 54 EB	Pavement resurfacing	NHPP/STP/581	\$1,015,000
MPMS 117764 – I-180 microsurfacing from Lycoming County to SR 54 WB	Pavement resurfacing	NHPP/STP/581	\$1,015,000

MPMS 115584 – SR 405 resurfacing from Church St to Shikellamy Ave, including bridge preservation	Pavement Resurfacing/Bridge	NHPP/BRIP/STP	\$2,135,000
MPMS 122806 - SR 147 / SR 61 Interchange microsurfacing	Pavement Resurfacing	581	\$30,000
MPMS 113787 – SR 11 resurfacing from Roosevelt Ave to SR 15/11 Split	Pavement Resurfacing	581	\$4,000,000
MPMS 115551 – SR 15 microsurfacing from SR 11 to Union Co	Pavement Resurfacing	STP	\$450,000
MPMS 115553 – SR 35 resurfacing from Brosius Hill Rd to Sunny Hill Rd	Pavement Resurfacing	581	\$2,275,000
MPMS 6907 – Bridge replacement on SR 522 over Kern Run	Bridge	NHPP/STP/185	\$2,095,000
MPMS 6909 – Bridge replacement on SR 522 over Luphers Run	Bridge	NHPP/185	\$1,985,000
MPMS 116341 – SR 522 microsurfacing from Smalsh Barrick Rd to Mountain Dr	Pavement Resurfacing	581	\$1,065,000
MPMS 122229 – SR 522 resurfacing from Kern Run to Wetzel Run	Pavement Resurfacing	581	\$435,000
MPMS 108425 – SR 15 resurfacing from Joe Rd to SR 1010	Pavement Resurfacing	581	\$2,259,000
MPMS 99273 – SR 15 resurfacing in White Deer Township from Joe Road to SR 44	Pavement Resurfacing	581	\$1,000,000
MPMS 114379 – SR 15 resurfacing from Snyder Co to SR 304	Pavement Resurfacing	581	\$3,825,000

MPMS 115565 - SR 15 resurfacing from SR 44 to Bryson Rd	Pavement Resurfacing	NHPP/STP/581	\$2,800,000
MPMS 87994 – Preservation of Multiple bridges in Snyder, Northumberland & Union Counties	Bridge	185	\$1,706,000
MPMS 97720 – SR 45 resurfacing from Forest Hill Rd (SR 3007) to Buffalo Cr	Pavement Resurfacing	581	\$860,000
MPMS 116354 – SR 45 resurfacing from Penn St to Kaiser Run Rd	Pavement Resurfacing	581	\$515,000
MPMS 87904 – SR 45 resurfacing from Kaiser Run Rd to SR 3010	Pavement Resurfacing	581	\$380,000
MPMS 110231 – I-80 microsurfacing from Mile Run to SR 1010 EB	Pavement Resurfacing	NHPP/581	\$1,510,000
MPMS 113612 – I-80 resurfacing from Mile Run to SR 1010 WB	Pavement Resurfacing	NHPP/STP/581	\$5,394,000
		TOTAL	\$94,545,212

The above projects are consistent with data-driven, asset management-based philosophies. MPO staff did not have full access to the PAMS and BAMS for selecting and analyzing TIP projects for the 2027 TIP, but regional outputs from PAMS/BAMS were incorporated into the process as those resources were shared by PennDOT staff. It's presumed that these tools will be fully implemented for the 2027 TIP and allow staff to describe the anticipated effect of the TIP towards achieving the performance targets identified in the TIP/LRTP. Interim upgrades could likely include preparing a table/chart of the total amount of bridge deck area and miles of pavement improved based on the TIP, but data reports and insufficient time prevented them from being prepared for the 2027 TIP adoption milestone.

System Performance Measures (PM3)

Background			
The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H . Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.			
Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	<i>Statewide</i>	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	<i>Philadelphia</i>	15.2	15.1
	<i>Pittsburgh</i>	10.5	10.5
	<i>Reading</i>	6.5	6.5
	<i>Allentown</i>	8.4	8.4
	<i>Harrisburg</i>	9.1	9.1
	<i>York</i>	6.4	6.4
	<i>Lancaster</i>	3.7	3.7
Non-SOV Travel Measure Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	<i>Philadelphia</i>	30.0%	30.0%
	<i>Pittsburgh</i>	27.0%	27.0%
	<i>Reading</i>	20.2%	20.2%
	<i>Allentown</i>	18.6%	18.6%
	<i>Harrisburg</i>	20.2%	20.2%
	<i>York</i>	15.8%	15.8%
	<i>Lancaster</i>	21.9%	21.9%
CMAQ Emission Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	<i>Statewide</i>	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000

Methods for Developing Targets

The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process. The System Performance measure targets for the next performance period (2026-2030) will be established in 2026 with MPO/RPO coordination occurring by early 2027.

Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 reliability and freight measure targets. Several regions have not met their 2023 targets for the PHED and On-road emission measures related to the CMAQ program. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026.

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre- and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives

MOBILITY	<p>Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.</p>	<ul style="list-style-type: none"> • Continue to improve system efficiency and reliability. • Continue to improve public transportation awareness, access, and services throughout Pennsylvania. • Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity. • Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development. • Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes. • Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)
-----------------	---	---

SEDA-COG MPO:

The SEDA-COG MPO has agreed to support the statewide PM3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets. MPO staff coordinate closely with PennDOT District staff to evaluate performance trends and analyze outputs from PennDOT management systems as part of project selection. The District staff and MPO board are dedicated to maintaining and improving travel reliability. SEDA-COG MPO actively pursues implementing strategies from the area's Regional Operations Plan and supports candidate projects for funding through PennDOT Transportation Systems Management and Operations initiatives.

In addition, the SEDA-COG MPO has gained access to the Regional Integrated Transportation Information System (RITIS) data platform and is evaluating its potential applications for planning efforts. In 2023, the MPO developed a [Long-Range Transportation Plan \(LRTP\) Dashboard](#) depicting the performance measures data.

Since air quality within the SEDA-COG MPO region attains all current air quality standards, the CMAQ measures are not applicable to the region.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.

- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 million is provided in the STIP for multimodal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

SEDA-COG MPO:

The SEDA-COG MPO region has a major active project that will relieve congestion and improve transportation system reliability: The Central Susquehanna Valley Transportation (CSVT) project. The CSVT project involves a new 4-lane limited access highway, approximately 13 miles long. The first phase, the Northern Section, connects PA 147 south of Montandon to US 15 south of Winfield and includes a 4,500' long bridge over the West Branch Susquehanna River; this phase was completed and opened in 2022. The second phase, the Southern Section, connects US 15 south of Winfield to US 11/15 north of Selinsgrove and includes a connector from the new highway to PA 61 (Veterans Memorial Bridge). The main line of the Southern Section is expected to open to traffic in 2027, and the PA 61 Connector to be opened in 2028. The total project cost is estimated at \$975 million. The 2027-2030 TIP has \$137,154,691 programmed for continuing and completing the project. State spike funds (581) comprise the funding programmed for the CSVT.

Transit Asset Management Performance Measures

Background				
<p>In July 2016, FTA issued a final rule (TAM Rule) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: Transit Asset Management FTA (dot.gov)</p>				
Data Source				
<p>The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT’s website at PennDOT Group Plan. The group plan is updated annually with new targets as well as the current performance of the group.</p>				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY 2024-25 Target	Current Performance	FY 2025-26 Target
Rolling Stock (Revenue Vehicles)				
<p>Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)</p>	AO-Automobile	21%	6%	6%
	BR-Over-the-road Bus	37%	48%	48%
	BU – Bus	28%	30%	30%
	CU-Cutaway	59%	59%	59%
	MV-Minivan	78%	68%	68%
	VN-Van	59%	54%	54%
	SV-Sports Utility Vehicle	71%	83%	83%
Equipment (Non-Revenue Vehicles)				
<p>Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL</p>	Automobiles	46%	43%	43%
	Trucks / Rubber Tire Vehicles	17%	16%	16%
Facilities				
<p>Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale</p>	Administrative / Maintenance Facilities	3%	4%	4%
	Passenger / Parking Facilities	6%	6%	6%
Methods for Developing Targets				
<p>PennDOT annually updates performance targets based on two primary elements: the prior year’s performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p>				

Progress Towards Target Achievement and Reporting:

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

Evaluation of STIP for Target Achievement:

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status.
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL

- Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard.
- Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity.
- Determine available funding based on federal and state funding sources.
- Develop projects within the CPT Planner based upon funds availability.
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects.
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding.
- Import CPT Planner into DotGrants for the execution of capital grants.

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

SEDA-COG MPO:

The SEDA-COG MPO has passed a resolution to adopt the performance targets of the Pennsylvania TAM Group Plan. Consultation with the MPO area's transit agencies is used to develop transit projects for the TIP. The area transit operators develop their own capital plans and share anticipated grant funding requests with the MPO. The FFY 2027-2030 TIP includes the following projects that will help tier II transit agencies meet the targets included in the TAM Group Plan:

Project	Funding Code	Funding Amount
MPMS 115140 - Purchase Vehicles	State - Other	\$1,882,000
MPMS 115127 - Purchase Vehicles	Local	\$4,896,000
MPMS 1211017 - Purchase Vehicles	Local	\$490,000
	TOTAL	\$7,268,000

Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule ([49 CFR 673](#)) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of [FTA Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only [Section 5311](#) (Formula Grants for Rural Areas) or [Section 5310](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.