



District 9-0

Draft 2023 Program Review

Blair MPO
Cambria County MPO

January 19, 2022



Agenda

1. Welcome/Introductions (Brian Hare)
2. Summary of Regional TIP Development Timeline (MPO/RPO, District and/or CPDM staff)
3. Summary of Project Prioritization/Selection Process Documentation (MPO/RPO, District and/or CPDM staff)
4. Overview of Transportation Performance Management Documentation (MPO/RPO, District and/or CPDM staff)
 - a) PM1/HSIP
 - b) PM2/TAMP/BAMS/PAMS
 - c) PM3/AQ
4. Connects Update (District Planner)
6. Highlights of Project Listing (MPO/RPO, District and/or CPDM staff)
 - a) Highway/Bridge
6. Open Discussion

2023 TIP Development Timeline

January 2022	Draft TIP approval by MPOs/RPO
January 2022	Draft TIP submitted to Program Center and FHWA/FTA for review
Feb – May 2022	Environmental Justice
Feb – Apr 2022	PennDOT Connects Outreach
Mar – May 2022	Air Quality Conformity Analysis Conducted (MPOs only)
April – June 2022	Public Comment Period conducted
May – Mid-July 2022	TIP adopted by MPO/RPO
July – August 2022	CPDM reviews TIPs and combine into STIP
August 2022	State Transportation Commission approves TYP
August 2022	STIP submitted to FHWA/FTA for approval
August – September 2022	FHWA/FTA approves Air Quality Conformity and STIP
10-1-2022	2023 TIP Begins

2023 TIP Update Priorities

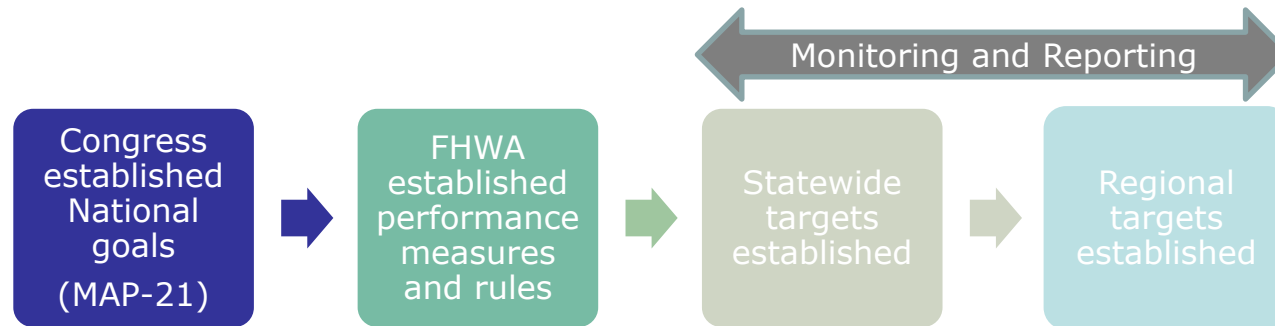
- Transportation Investment Plan
- MPO/RPO and PENNDOT review the candidate list for possible inclusion in the program
 - Carryover projects
 - Transportation Asset Management Plan/Performance Management
 - Bridge
 - Roadway
 - Strategic Highway Safety Plan
 - Long Range Transportation Plan
 - County/Local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





Transportation Performance Management

Transportation Performance Management



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

Performance Measures Targets (PM-1)

Blair MPO:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2018-2022	2018-2022	2016-2020
Number of Fatalities	9.7		12.0
Fatality Rate	1.063		1.204
Number of Serious Injuries	57.8		57.4
Serious Injury Rate	6.334		5.757
Number of Non-motorized Fatalities and Serious Injuries	5.4		6.6

*Future VMT Estimate to be 0.5% higher per year starting in 2021

Fatalities and Serious Injuries

Blair County

5-Year Rolling Averages 2016 – 2020		
Route	Fatalities	Serious Injuries
Interstate	2.8	2.4
State	11.0	42
Local	1.0	11.4

Performance Measures Targets (PM-1)

Cambria County

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2018-2022	2018-2022	2016-2020
Number of Fatalities	8.3		10.4
Fatality Rate	0.867		1.052
Number of Serious Injuries	43.6		48.2
Serious Injury Rate	4.552		4.876
Number of Non-motorized Fatalities and Serious Injuries	4.0		6.2

*Future VMT Estimated to be 0.5% higher per year starting in 2021

Fatalities and Serious Injuries

Cambria County

5-Year Rolling Averages 2016 – 2020		
Route	Fatalities	Serious Injuries
Interstate	0.0	0.0
State	5.0	35
Local	1.4	11

Performance Measures Targets (PM-2)

Blair County

		2023 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	4.00%	0.0%
NHS (Interstate)	% of segment miles in poor condition	2.00%	0.0%
	% of segment miles in good condition	84.00%	91.59%
NHS (Non-Interstate)	% of segment miles in poor condition	1.00%	0.3%
	% of segment miles in good condition	40.00%	26.97%

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

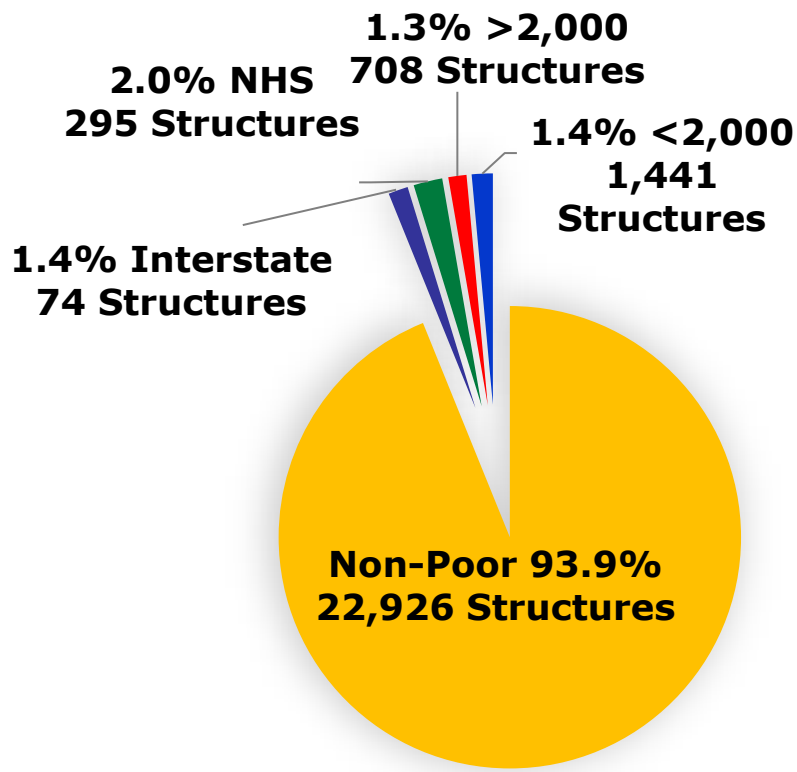
Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

State Bridge Assets

Statewide

6.1% Poor Deck Area

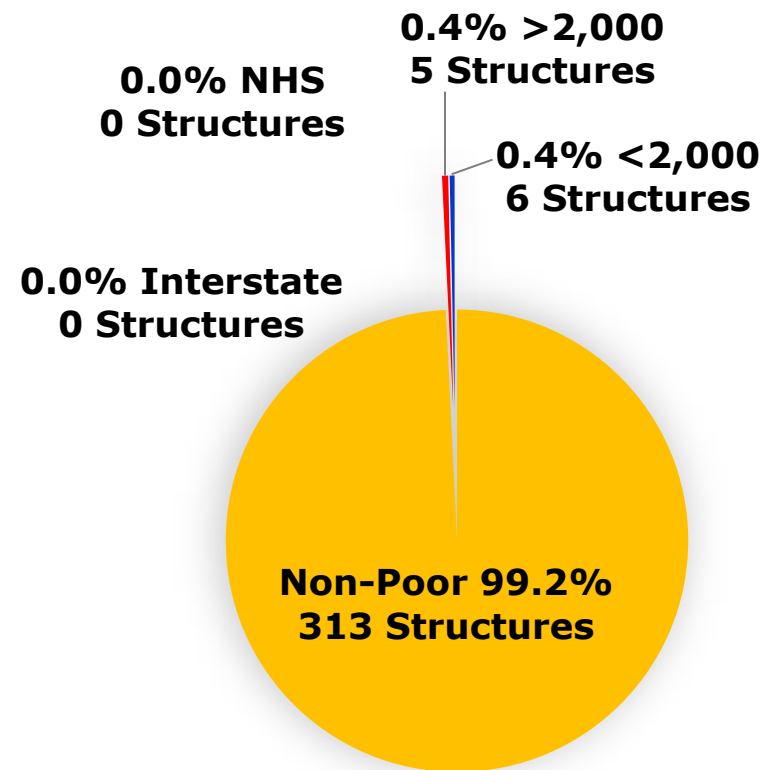
(2,518 structures)



Blair County

0.8% Poor Deck Area

(11 structures)



Local Bridge Assets

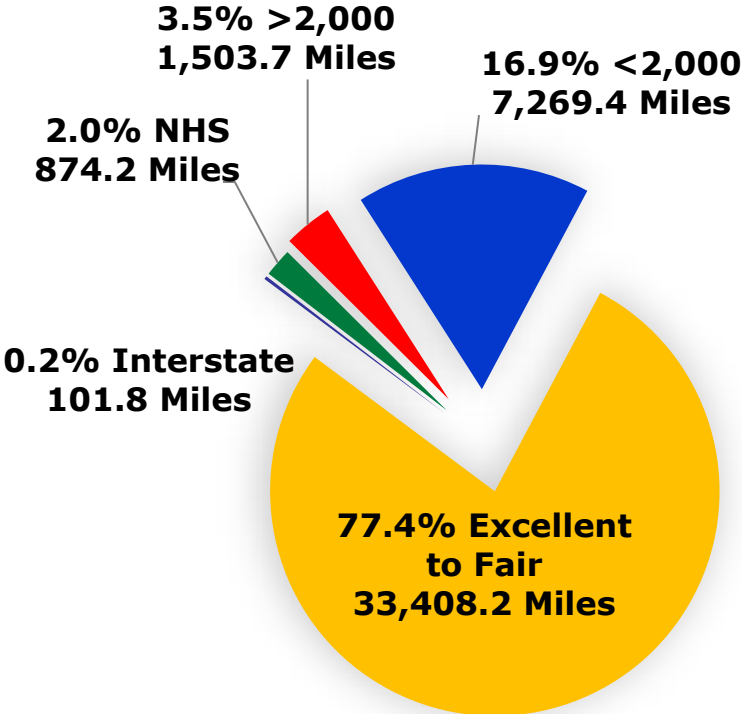
Poor Local Bridges >20' Blair County

2015		Today	
% Poor by Count	% Poor by Deck Area	% Poor by Count	% Poor by Deck Area
36.9%	24.9%	33.9% ↓	21.8% ↓

Roadway Assets

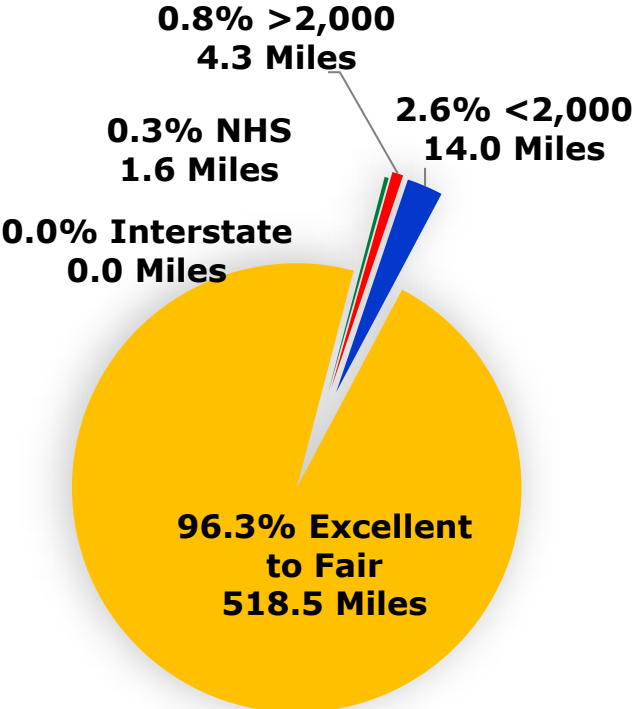
Statewide

22.6% Poor IRI
(9,749.1 miles)



Blair County

3.7% Poor IRI
(19.9 miles)



Data from 2020 Annual Performance Measures Reports

Performance Measures Targets (PM-2)

Cambria County

		2023 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	5.00%	3.51%
NHS (Interstate)	% of segment miles in poor condition	-	-
	% of segment miles in good condition	-	-
NHS (Non-Interstate)	% of segment miles in poor condition	2.00%	1.11%
	% of segment miles in good condition	34.00%	28.10%

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

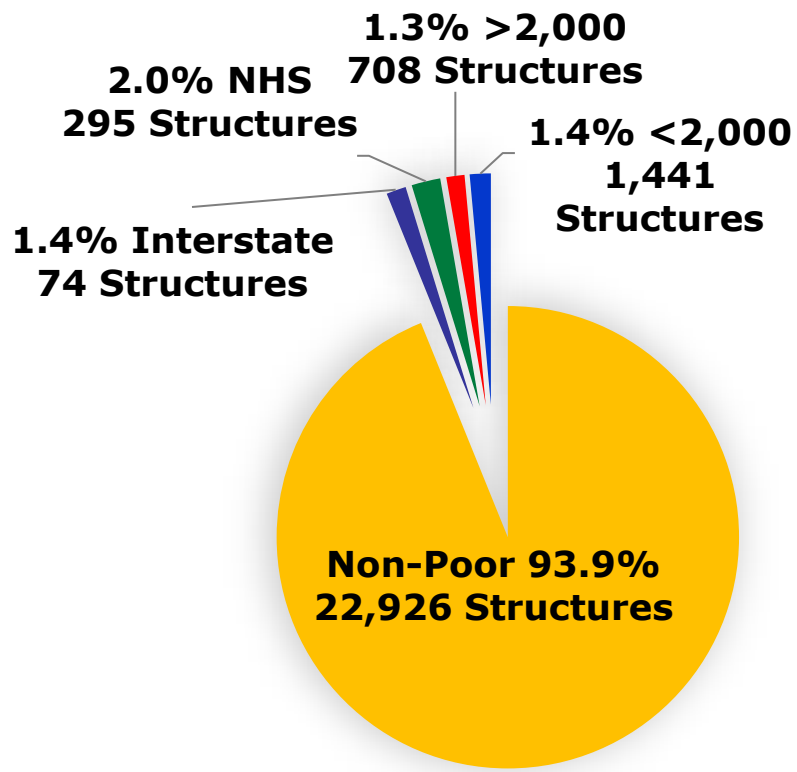
Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

State Bridge Assets

Statewide

6.1% Poor Deck Area

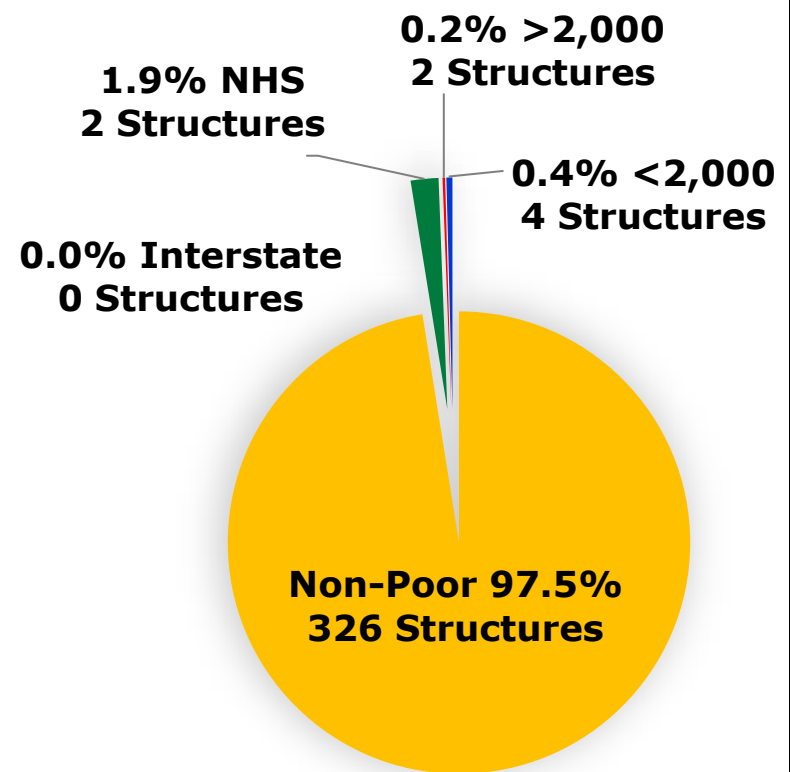
(2,518 structures)



Cambria County

2.5% Poor Deck Area

(8 structures)



Local Bridge Assets

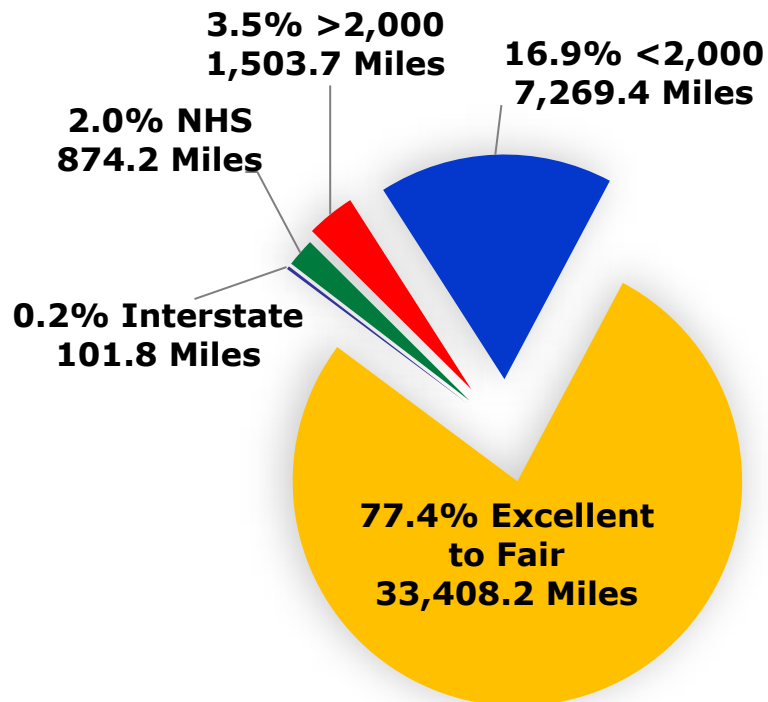
Poor Local Bridges >20' Cambria County

2015		Today	
% Poor by Count	% Poor by Deck Area	% Poor by Count	% Poor by Deck Area
43.7%	23.8%	18.4% ↓	10.9% ↓

Roadway Assets

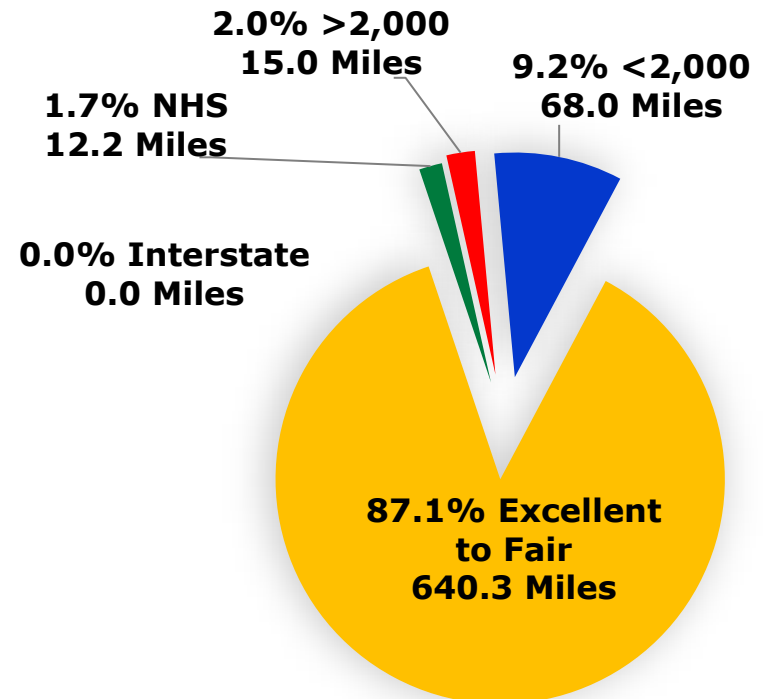
Statewide

22.6% Poor IRI
(9,749.1 miles)



Cambria County

12.9% Poor IRI
(95.2 miles)



Data from 2020 Annual Performance Measures Reports

Performance Management – PM1/HSIP

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

Performance Management – PM1/HSIP

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

Performance Management

- PM2/TAMP/BAMS/PAMS
 - High Value Asset Management Tools
 - Timing prohibited full implementation this TIP cycle
 - Increased usage in future programs as we learn the systems
 - Data driven approach and assessment criteria are consistent with our asset ranking systems
 - Spot checked routes and our asset ranking system is in line with output
- PM3/AQ
 - 2023 and 2024 Cambria County Signals Projects

PennDOT Connects

- PennDOT Connects has already been conducted on:
 - 98 carryover projects
 - 24 Blair County
 - 24 Cambria County
 - 50 Southern Alleghenies
 - 23 new projects
 - 2 Cambria County
 - 21 Southern Alleghenies
- Remainder of projects will have PennDOT Connects outreach conducted this February-March prior to start of public comment period and TIP adoption

PennDOT Connects Example

SR 164 – N RR Ave to Blair County Line



- Resurfacing project with drainage updates
- Borough upgraded sidewalks as part of the project
- Leveraged funds through Multi-Modal program
- Developed Borough idea to enhance intersection
- Updated traffic signal at Borough's request
- Part of larger project to improve connectivity to Portage School District properties (5 phase project)
- Construction completed 2021

2023 TIP Financial Guidance

Total FFY 2023-2026 Highway/Bridge Base Funding Allocation (\$000)

	Flexible			Roads			Bridges			Total		
	Original	IIJA	Difference	Original	IIJA	Difference	Original	IIJA	Difference	Original	IIJA	Difference
Blair MPO	\$ 15,166	\$ 21,140	\$ 5,974	\$ 14,450	\$ 15,475	\$ 1,025	\$ 15,134	\$ 29,607	\$ 14,473	\$ 44,750	\$ 66,222	\$ 21,472
CCMPO	\$ 23,035	\$ 35,113	\$ 12,078	\$ 25,302	\$ 26,542	\$ 1,240	\$ 17,332	\$ 33,553	\$ 16,221	\$ 65,669	\$ 95,208	\$ 29,539
\$ Alleghenies	\$ 45,707	\$ 62,862	\$ 17,155	\$ 43,702	\$ 45,150	\$ 1,448	\$ 44,875	\$ 89,736	\$ 44,861	\$ 134,284	\$ 197,748	\$ 63,464
District 9-0	\$ 83,908	\$ 119,115	\$ 35,207	\$ 83,454	\$ 87,167	\$ 3,713	\$ 77,341	\$ 152,896	\$ 75,555	\$ 244,703	\$ 359,178	\$ 114,475

- Approximately 68% of IIJA funding is directed toward bridges
- Approximately 51% of IIJA bridge funding is directed toward bridges off the federal aid system
 - Local bridges
 - Low traveled state roads
- IIJA funding: \$23M Bridges on low traveled roadways vs. \$31M on High priority Routes (NHS)

2023 TIP Funding Blair MPO

(\$000s)

Base Financial Guidance amount	\$44,750
Anticipated carryover amount	<u>- \$30,573</u>
Total funding available for new projects	\$14,177
Additional funds from Infrastructure Bill	<u>+\$21,472</u>
Total funding available including Infrastructure Bill	\$35,649

Federal Infrastructure Funding 2023 Draft TIP Changes Blair MPO

- Condensed large cash flows to pay off larger projects in fewer fiscal years
- 6 bridge projects advanced
 - 1 state bridge – 2029 to 2026
 - S Eagle Valley Rd (SR 4027) California Run Bridge
 - 5 local bridges (bundle) – 2028 to 2026
 - T-374 Kelsey Rd over Bells Gap Run, Antis Township
 - Polecat Hollow Rd (SR 3008) over Polecat Run, Greenfield Township
 - 13th Street over Brush Run, City of Altoona
 - Meadow Street over Brush Run, City of Altoona
 - T-484 Sickles Corner Back Rd over Sinking Run, Tyrone Township

Federal Infrastructure Funding 2023 Draft TIP Changes Blair MPO

- 15 additional projects were added
 - 12 bridge projects
 - 2 Bridge Overlay Contracts (2023 and 2024)
 - 9 State Bridges
 - 3 rehabilitations
 - 6 replacements
 - 1 Local Bridge Replacement
 - 2 roadway projects
 - 14 miles resurfacing
 - 1 TSMO project (50% award match)

Regional Priorities Blair MPO

Priority	MPMS	Project Title	Project Description	Construction Estimate	Status
1	110430	US 22 - Cambria County to PA 764	Surface improvements on US 22 from Cambria County Line to PA 764	\$ 13,000,000	Programmed <ul style="list-style-type: none"> • 2025 Eastbound • 2028 Westbound (PE in 2025)
2	108201	SR 1009 - SR 1021 to PA 36	Resurfacing and safety improvements including signal upgrades, and intersection modifications on Frankstown Road (SR 1009) from Amelia Avenue (SR 1021) to PA 36 in the City of Altoona and Logan Township, Blair County	\$ 4,615,500	Programmed 2023
3	112363	I-99 Auxillary Lane	Connect the on ramp at 17th Street to the off ramp at Frankstown Road on I-99 (Bud Shuster Highway) from the Frankstown Road off-ramp to the 17th Street on-ramp in Logan Township, Blair County.	\$ 3,100,000	Not funded

Blair MPO 2023 TIP Summary

	(\$000s)	#	(\$000s)	#	% of Funding Total
	Original (December 2021)		Revised (January 2022)		
Base Financial Guidance Amount	\$44,750	46	\$66,222	61	-
Roadway Total	\$29,979	19	\$36,614	22	55%
Raised Pavement Markings (\$100K/year)	\$200	2	\$200	2	0.5%
Safety (Includes 2026 Line Item)	\$7,171	3	\$8,119	3	12%
Highway Restoration	\$22,608	14	\$28,125	16	42%
I-99 Fiber TSMO (50% Match)	-	-	\$170	1	0.5%
Bridge Total	\$14,771	27	\$29,608	39	45%
Blair Bridge Preservation Line Item	\$1,830	1	\$2,444	1	4%
State Bridges	\$9,031	14	\$21,626	25	33%
Local Bridges	\$3,910	12	\$5,538	13	8%

2023 TIP Funding CCMPO

(\$000s)

Base Financial Guidance amount	\$65,671
Anticipated carryover amount	<u>- \$48,378</u>
Total funding available for new projects	\$17,293
Additional funds from Infrastructure Bill	<u>+\$29,539</u>
Total funding available including Infrastructure Bill	\$46,832

Federal Infrastructure Funding 2023 Draft TIP Changes CCMPO

- Condensed large cash flows to pay off larger projects in fewer fiscal years
- 5 bridge projects advanced
 - SR 8016 over Bedford St (SR 3016) and Horner St – 2025 to 2024
 - Railroad St (SR 3024) over Sunshine Coal Company Drift – 2025 to 2024
 - US 22 Segment 351 over NS Railroad – 2026 to 2025
 - US 22 Segment 350 over NS Railroad – 2026 to 2025
 - North Patton Chest Creek Bridge – 2028 to 2025
- 2 highway projects advanced
 - PA 756 – Central Avenue (PA 403) to SR 3016 – 2027 to 2026
 - PA 53 – Railroad St (SR 3024) to Munster Rd (PA 164) – 2028 to 2026

Federal Infrastructure Funding 2023 Draft TIP Changes CCMPO

14 additional projects were added

- 9 Bridge Projects
 - 9 state bridges
 - 1 Preservation (US 219)
 - 5 Rehabilitations
 - 3 Replacements
- 4 Roadway Projects
 - 19 miles of resurfacing
- 1 Local Bridge Line Item (bridge bundle)

Regional Priorities CCMPO

Priority	MPMS	Project Title	Project Description	Construction Estimate	Status
1	96482	Widman St to Walters Ave	Resurfacing on PA 56 from the Bedford Street Exit to US 219 Interchange in Richland and Stonycreek Townships and the City of Johnstown, Cambria County. Project also includes investigation of slope failure on SR 3016 (Bedford Street) from SR 219 overpass to Oak Street.	\$ 8,200,000	Programmed 2023
2	113997	US 22 - PA 164 to Blair Cnty Line	Surface Improvement on SR 22 (William Penn Highway) from PA 164 (Munster Road) to SR 4001 (Tunnel Hill Street), in Munster and Cresson Townships, Cambria County.	\$ 11,840,500	Programmed 2023
3	116798	Admiral Peary Highway Corridor Improvements	PA 53 at Admiral Peary Highway intersection improvements including missing sidewalk link, St. Joseph Street intersection improvements, and turning lanes at Mount Aloysius	\$ 4,000,000	Programmed on TYP 2030

CCMPO 2023 TIP Summary

	(\$000s)	#	(\$000s)	#	% of Funding Total
	Original (December 2021)		Revised (January 2022)		
Base Financial Guidance Amount	\$65,671	40	\$95,208	55	-
Roadway Total	\$44,101	19	\$60,548	23	64%
Raised Pavement Markings (\$100K/year)	\$200	2	\$200	2	0.5%
Congestion	\$2,728	2	\$2,871	2	3%
Safety	\$7,860	3	\$9,224	3	10%
Highway Restoration	\$33,313	12	\$48,252	16	50.5%
Bridge Total	\$21,570	21	\$34,660	32	36%
Cambria Bridge Preservation Line Item	\$1,500	1	\$1,325	1	1.5%
State Bridges	\$15,064	15	\$27,159	25	28%
Local Bridges	\$5,006	5	\$6,175	6	6.5%

Other

- Transit
- Concerns
 - Capital Budget
 - Available state highway and bridge funding is increasing, with limited number of eligible projects
 - Limited amount of federal funds to allocate to projects, may result in larger cash flows
 - If bill is not approved, projects may need to be delayed
- Emergency Projects
 - No issues