Transportation Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act established new requirements for performance management 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 CFR 490 outlines the national performance goal areas for the Federal-aid program. The regulations require the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas.

National Goal Areas	
Safety	▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	▪ To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	▪ To achieve a significant reduction in congestion on the National Highway System
System Reliability	▪ To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	▪ 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	▪ To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	▪ 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)
- State 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)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operatoins 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 set performance measure targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

| National Goals | → | Long Range Transportation and Twelve Year Program Plan Goals | → | Performance Measures and Targets | → | Project Prioritization
• MPO/RPO CMP and LRTP
• Safety Plans
• TAMP | → | Statewide Transportation Improvement Program (STIP) |

PennDOT, in coorperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Attachment X**. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in **Attachment X**.

Evaluating 2021-2024 STIP Performance

The Federal Fiscal Year (FFY) 2021-2024 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long range transportation plan (PA On Track). These include system preservation, safety, personal and freight mobility, and stewardship. The goals are closely 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, established targets, and how the FFY 2021-2024 STIP will support target achievement. Attributing projects to specific goal measures is difficult as many projects address multiple goal areas. 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 these 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 *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). 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).

2020 Safety Measures and Targets (Statewide)

Measure	Baseline (2014-2018)	Target (2016-2020)
Number of fatalities	1,182.0	**1,171.9**
Rate of fatalities per 100 million VMT	1.169	**1.148**
Number of serious injuries	3839.6	**4,400.3**
Rate of serious injuries per 100 million VMT	3.797	**4.309**
Number of non-motorized fatalities & serious injuries	679.0	**781.7**

Methods for Developing Targets

Pennsylvania's historic comprehensive approach to the Planning and Programming process was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 1% reduction, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Southwestern Pennsylvania Commission (SPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 16 key emphasis areas to improve safety.

SHSP Emphasis Areas in Priority Order			
1. Impaired Driving	2. Seat Belt Usage	3. Improved Infrastructure	4. Speed-Aggressive Driving
5. Distracted Driving	6. Mature Driver Safety	7. Motorcycle Safety	8. Young Driver Safety
9. Safety on Local Roads	10. Pedestrian Safety	11. Improving Traffic Records	12. Truck Safety
13. Incident Response	14. Bicycle Safety	15. Safety in Work Zones	16. Vehicle-Train Crashes

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. Pennsylvania did not meet the 2018 targets and will be subject to the provisions of the federal rulemaking. This will require PennDOT to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all federally funded safety projects. *<If additional information is available on 2019 data (not available till June) then replace relevant text>*

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.

> **[For MPO TIP]**
> - *List PennDOT provided data on MPO supporting performance measure values*
> - *Provide some statements how MPO continues to monitor trends in support of statewide target*

Evaluation of STIP for Target Achievement:

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

- Each year, PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). This STIP includes $405 million of HSIP funding. The Department distributes nearly 70% 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 safety initiatives statewide. A complete listing of the HSIP projects is included in **Appendix X**.
- 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 EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead new strategies that will be incorporated into the 2021 update of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- 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. 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. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. 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.

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[1] For more information on SPFs: https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx
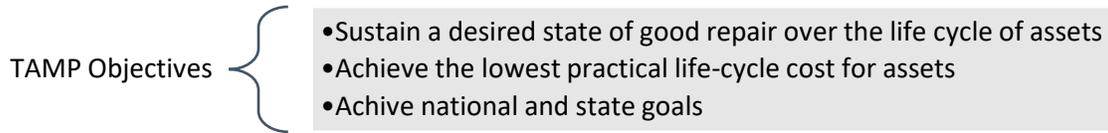
Pavement/Bridge Performance Measures (PM2)

Background
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and 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. Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018.

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).

2021 Pavement Performance Measure Targets (Statewide)

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of Interstate pavements in Good condition	67.2 %	N/A	**60.0 %**
% of Interstate pavements in Poor condition	0.4 %	N/A	**2.0 %**
% of non-Interstate NHS pavements in Good condition	36.8 %	**35.0 %**	**33.0 %**
% of non-Interstate NHS pavements in Poor condition	2.3 %	**4.0 %**	**5.0 %**

Bridge Performance Measure Targets (Statewide)

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of NHS bridges by deck area in Good condition	25.6 %	**25.8%**	**26.0 %**
% of NHS bridges by deck area in Poor condition	5.5 %	**5.6%**	**6.0%**

Methods for Developing Targets
Pennsylvania's pavement and bridge targets were established 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 (LLLC), and achieving national and state transportation goals.[2]

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[2] For more information on LLCC: https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf

Progress Towards Target Achievement and Reporting:

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.[3] The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives
- Sustain a desired state of good repair over the life cycle of assets
- Achieve the lowest practical life-cycle cost for assets
- Achive national and state goals

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and targets established in the TAMP.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. In addition, PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

[For MPO TIP]
- *Provide some statements how MPO continues to monitor trends in support of statewide target*
- *Highlight (if applicable) how the MPO has changed their project selection process to direct additional resources to pavement/bridge projects to help address the statewide targets.*

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 bridge and pavement conditions for the state interstate and NHS roads:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2021 Twelve Year Program (TYP) and 2021-2024 STIP, is the result of numerous strategic decisions on which projects to advance at what time. These decisions are made by many different entities and must be made consistently across the state.
- The TAMP is a 10 year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General Procedural Guidance and Transportation Program Financial Guidance documents.[4] The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other

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[3] PennDOT TAMP: https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf
[4] The 2020 Financial Guidance can be found at: www.talkpatransportation.com

interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program—while meeting asset management targets within the available budget.

- The 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—such as worst-first programming—and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight 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.

- In the short term, candidate projects are defined and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good, fair, and poor can also be projected and compared to PM-2 targets based on the proposed improvements and built-in deterioration models. When PAMS and BAMS are further implemented and in the hands of planners, then the system outputs can be used to select projects. Draft programs can then be analyzed in relation to the PM-2 measures.

[For MPO TIP]
- *Include how bridge and pavement condition are integrated into MPO/RPO planning process*
- *Identify amount of Spike/Discretionary funding programmed on TIP for bridges and pavement*
- *Provide table of key bridge and pavement projects in region and primary improvement focus*
- *Include table/chart of total amount of bridge deck area & miles of pavement improved based on TIP*
- *To the maximum extent practicable, include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.*
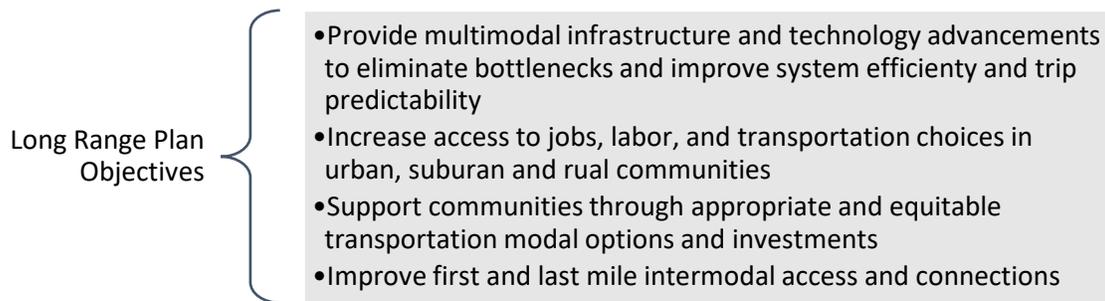
System Performance Measures (PM3)

Background

The FHWA final rule for the *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* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate all 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 mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets

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

Non-SOV Travel Measure Targets

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	DVRPC - 27.9 %	**28.0 %**	**28.1 %**
	SPC - 24.8 %	**24.6%**	**24.4 %**

CMAQ Emission Targets

Measure	2-year Target 2019	4-year Target 2021
VOC Emissions (Statewide)	**109.460**	**201.730**
NOx Emissions (Statewide)	**337.700**	**612.820**
PM2.5 Emissions (Statewide)	**10.760**	**20.490**
PM10 Emissions (Statewide)	**9.540**	**17.470**
CO Emissions (Statewide)	**567.700**	**1135.400**

Methods for Developing Targets

The System Performance measure targets were developed in coordination with MPOs/RPOs within the state. Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT has established conservative targets. In some respects, these may be more appropriately referred to as benchmarks. PennDOT will track the measures over the reporting period to identify trends and to support future target revisions. Note: The Peak Hour Excessive Delay and Non-SOV measures are only calculated for the urbanized areas. For the first four-year period, it is only the urbanized areas with a population over 1 million (which is Pittsburgh and Philadelphia). In the next performance period (beginning 1/1/2022), this will include urbanized areas with a population over 200,000.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have not established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides system performance objectives that guide investment decisions. These objectives are measured using multiple performance metrics including the federal systems performance measures.

Long Range Plan Objectives

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficienty and trip predictability
- Increase access to jobs, labor, and transportation choices in urban, suburan and rual communities
- Support communities through appropriate and equitable transportation modal options and investments
- Improve first and last mile intermodal access and connections

[For MPO TIP]
- *[Provide regional trend information for select performance measures if available]*
- *[Provide some statements how MPO continues to monitor trends in support of statewide target]*

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 Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2021-2024 STIP includes over $289 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 provides over $440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop

more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.

- Over $210 million is provided in the STIP for multi-modal 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 the STIP on PM-3 performance measures cannot be determined. 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 and in revising future targets and goals.

[For MPO TIP]
- *[Include how system performance measures are integrated into MPO/RPO planning process and selection of projects]*
- *[Highlight CMAQ Performance Plan if one is conducted in region]*
- *[Identify the $ amount of regional and statewide Spike/Discretionary funds that are programmed for projects that will help support achieving the PM3 targets.*
- *[Provide table of key congestion-relief projects in region and primary improvement focus]*
- *[Provide table of key CMAQ projects in region and primary improvement focus]*
- *Highlight the MPO CMAQ project selection process*

Transit Performance Measures

In July 2016, FTA issued a final 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 (see Appendix 13) into two categories based on size and mode:

- Tier I
  - o Operates Rail Fixed Guideway (Section 5337) **OR**
  - o Operates over 100 vehicles across all fixed route modes **OR**
  - o Operates over 100 vehicles in one non-fixed route mode

- Tier II
  - o Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
  - o Operates up to and including 100 vehicles across all fixed route modes **OR**
  - o Operates up to and including 100 vehicles in one non-fixed route mode

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 (Tier II), 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 in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

The TAM process requires agencies to annually set performance measure targets and report performance against those targets. Required measures are:

- o   Rolling Stock – Percentage past the Useful Life Benchmark (ULB) (age only)
- o   Equipment – Percentage of service vehicles past the ULB (age only)
- o   Facilities – Percentage of passenger/parking and admin/maintenance facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- o   Infrastructure – Percentage with performance restrictions (fixed-guideway only)

Performance targets, and how those targets translate into project prioritization, is the focus of TAM plans. The Pennsylvania Group Plan is available on PennDOT's website at https://www.penndot.gov/Doing-Business/Transit/InformationandReports/. The group plan is updated annually with new targets as well as the current performance of the group.

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.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This will ensure 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.