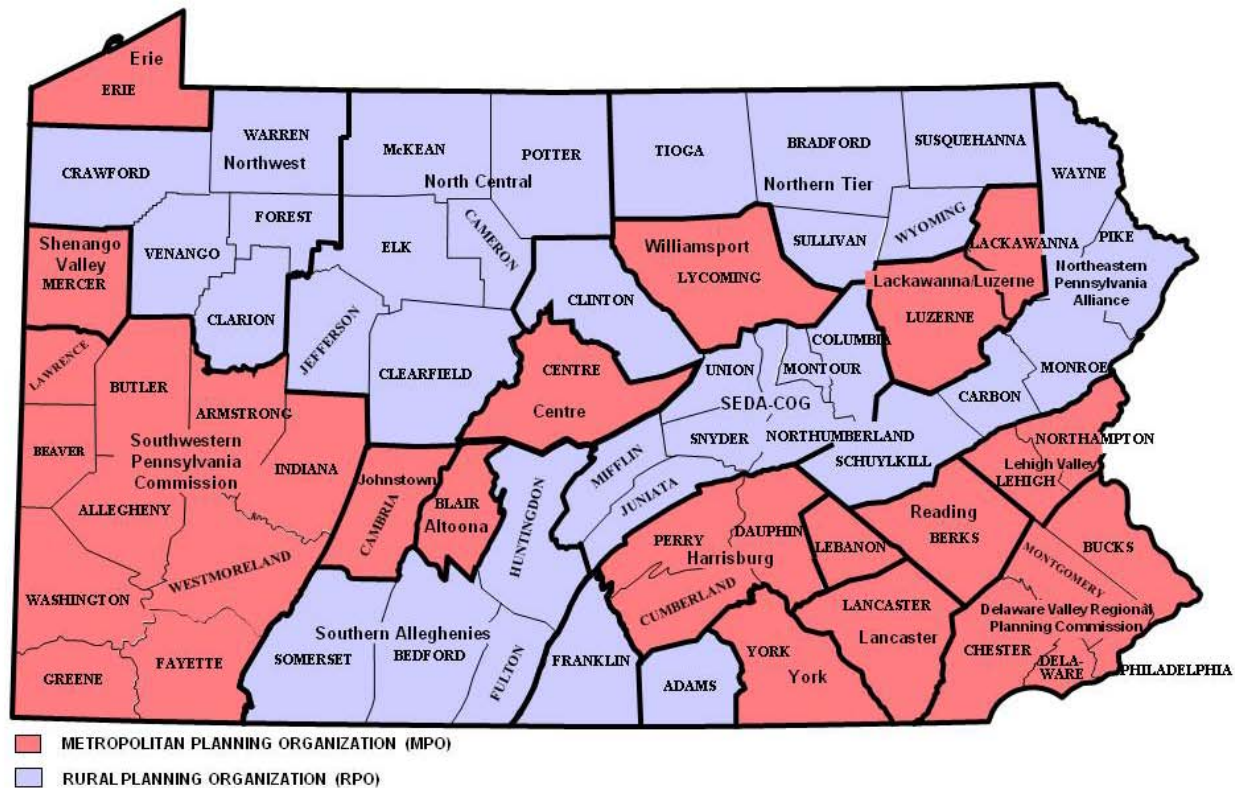


Pennsylvania's Rural Planning Organizations (RPOs)

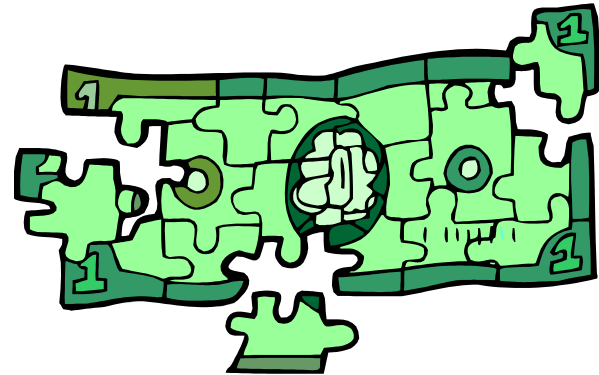


Pennsylvania's Rural Planning Organizations (RPO's)



An Evolving Partnership

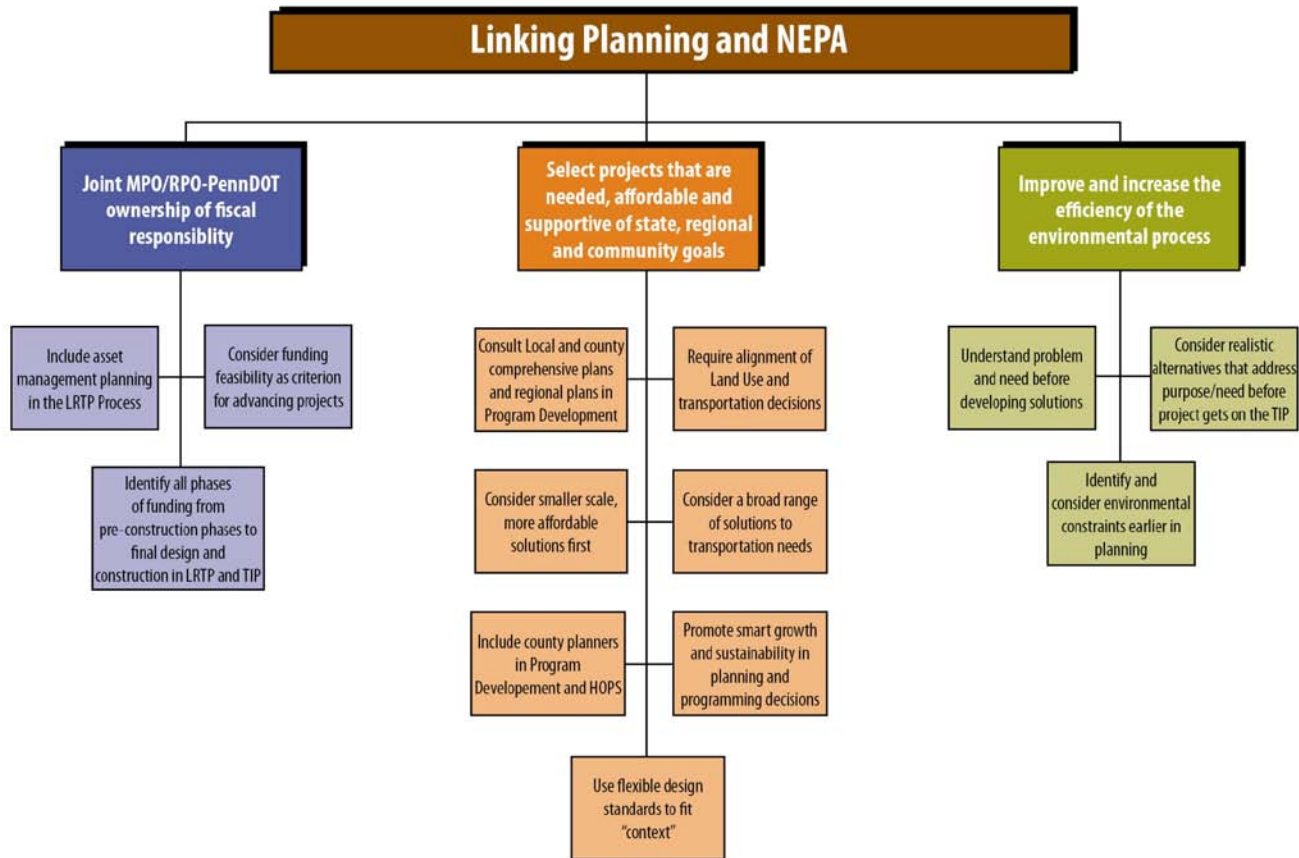
- Partnership began in 1997
- Partnership strengthened over time
- Formal Memorandum Of Understanding
- Partnership continues to grow and opportunities emerge



New/Emerging Opportunities

- Linking Planning and NEPA
 - Asset Planning Performance Measures
- Local Data Collection
- PL/SPR Funding Formula
- Long Range Plans
 - Project prioritization (Decision Lens)

Linking Planning and NEPA



Asset Planning

- Managing our Assets:
 - ✓ Strategic framework for managing transportation infrastructure, aligning resource allocation to maintain and/or improve the system to a specific level
 - ✓ Current needs far outweigh available resources; program must focus on maintenance of existing system
 - ✓ Guidance to Planning Organizations indicates that at least 90% of region's program be dedicated to system preservation

Asset Planning

- Department and Planning Organizations are jointly responsible for managing assets
- Communicating Needs
 - ✓ Summary of existing assets by County
 - ✓ Summary of Annual Funding Need – by asset, by county
 - ✓ Sharing goals and measuring success

Pavement Asset Management Planning/ Performance Measures Annual Report

2010 Performance Measures Annual Report -- Pavements

Current Pavement Smoothness Summary by Business Plan Network

Business Plan Network	Total Segment Miles	Tested Segment Miles	IRI					Low Level Network	
			Excellent Seg-Mi	Good Seg-Mi	Fair Seg-Mi	Poor Seg-Mi	Median IRI	Segment Miles	Out-of-Cycle Seg-Mi
Interstate	223.3	221.2	119.2	36.0	47.8	18.1	67		
NHS, Non-Interstate	397.4	368.5	62.4	135.2	113.6	57.3	120		
Non-NHS, ≥ 2000 ADT	1,288.6	1,271.8	265.5	469.2	299.5	237.6	142	13.6	0.0
Non-NHS, < 2000 ADT	659.7	648.5	25.4	99.7	182.4	341.0	225	349.2	10.9
Total - Roadway	2,568.9	2,510.0	472.5	740.1	643.3	654.0		367.8	30.9

Current Overall Pavement Index Summary

Business Plan Network	Total Segment Miles	Tested Segment Miles	OPI					Surface Out-of-Cycle Seg-Mi	Pavement Age > 40 years Out-of-Cycle Seg-Mi
			Excellent Seg-Mi	Good Seg-Mi	Fair Seg-Mi	Poor Seg-Mi	Median OPI		
Interstate	223.3	185.0	56.3	122.0	6.7	0.0	93	21.5	3.3
NHS, Non-Interstate	397.4	349.5	22.7	241.7	63.2	21.9	86	92.4	57.7
Non-NHS, ≥ 2000 ADT	1,288.6	1,253.0	154.9	496.7	540.0	61.4	81	526.1	
Non-NHS, < 2000 ADT	659.7	643.3	53.3	307.5	214.9	67.7	72	208.3	
Total - Roadway	2,568.9	2,430.8	287.1	1,167.9	824.8	151.0		848.3	59.0

Interstate and NHS, Non-Interstate Goals

Business Plan Network	Long Range		Target		Actual	
	% IRI	Seg-Mi	% IRI	Seg-Mi	% IRI	Seg-Mi
Interstate	1.5%		6.9%		8.2%	
NHS, Non-Interstate	5.0%		13.4%		15.5%	

Goal: Maintain % Good and Excellent OPI

Business Plan Network	Long Range		Target		Actual	
	% OPI	Seg-Mi	% OPI	Seg-Mi	% OPI	Seg-Mi
Interstate	96.4%		96.4%		96.4%	
NHS, Non-Interstate	75.6%		75.6%		75.6%	

Goal: Reduce Surface Out-of-Cycle (Fair and Poor OPI)

Business Plan Network	Long Range		Target		Actual	
	% OPI	Seg-Mi	% OPI	Seg-Mi	% OPI	Seg-Mi
Interstate	0.0%		0.0%		0.0%	
NHS, Non-Interstate	9.5%		9.5%		9.5%	

Goal: Maintain Pavement Potentially Past Design Service Life, Out-of-Cycle (Poor OPI)

Business Plan Network	Long Range		Target		Actual	
	% OPI	Seg-Mi	% OPI	Seg-Mi	% OPI	Seg-Mi
Interstate	0.0%		0.0%		0.0%	
NHS, Non-Interstate	1.0%		1.0%		1.0%	

Note: for the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2010. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2009 or 2010.

Note: Pavement Potentially Past Design Service Life, Out-of-Cycle is defined as old pavements (pre-2009 pavement age) greater than 40 years.

Note: Long-Range Goals are for 5-years (2015).

Non-NHS Goals

Business Plan Network	Long Range		Target		Actual	
	% IRI	Seg-Mi	% IRI	Seg-Mi	% IRI	Seg-Mi
Non-NHS, ≥ 2000 ADT	18.7%		18.7%		18.7%	
Non-NHS, < 2000 ADT	52.6%		52.6%		52.6%	

Goal: Maintain % Good and Excellent OPI

Business Plan Network	Long Range		Target		Actual	
	% OPI	Seg-Mi	% OPI	Seg-Mi	% OPI	Seg-Mi
Non-NHS, ≥ 2000 ADT	52.0%		52.0%		52.0%	
Non-NHS, < 2000 ADT	56.1%		56.1%		56.1%	

Goal: Maintain Surface Out-of-Cycle (Poor OPI)

Business Plan Network	Long Range		Target		Actual	
	% OPI	Seg-Mi	% OPI	Seg-Mi	% OPI	Seg-Mi
Non-NHS, ≥ 2000 ADT	3.4%		3.4%		3.4%	
Non-NHS, < 2000 ADT	3.1%		3.1%		3.1%	

Goal: Reduce Seal Coat (Low Level) Network Out-of-Cycle

Business Plan Network	Long Range		Target		Actual	
	% OPI	Seg-Mi	% OPI	Seg-Mi	% OPI	Seg-Mi
Non-NHS, ≥ 2000 ADT	0.0%		0.0%		0.0%	
Non-NHS, < 2000 ADT	0.0%		2.5%		3.1%	

Legend

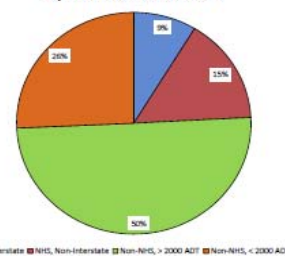
Target - Optimum Threshold
Target - Cautionary Threshold
Actual - At Optimum Threshold
Actual - At Cautionary Threshold
Actual - Not Meeting Cautionary Threshold

District 11-0

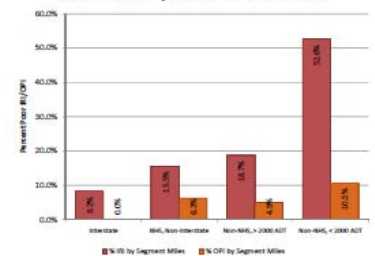
2010 Performance Measures Annual Report -- Pavements

District 11-0

Percent Segment Miles by Business Plan Network



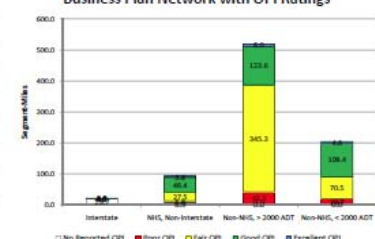
Percent of Segment Miles with a Poor IRI and Poor OPI by Business Plan Network



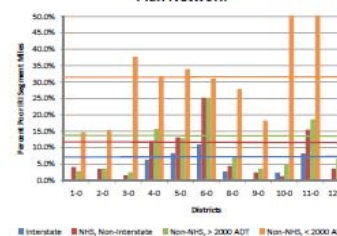
Segment Miles by Business Plan Network with IRI Ratings



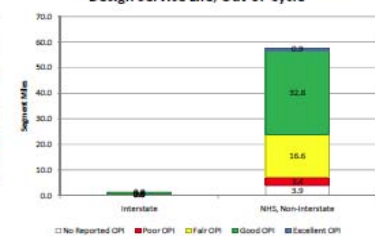
Surface Out-of-Cycle Segment Miles by Business Plan Network with OPI Ratings



Percent Poor IRI by District, by Business Plan Network



Segment Miles of Pavement Potentially Past Design Service Life, Out-of-Cycle



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Bridge Asset Management Planning/ Performance Measures Annual Report

2010 Performance Measures Annual Report -- Bridges

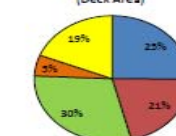
Current Status of Bridges in Region:

Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Poled Bridges	Struot. Deficient Count	% SD by Count	SD-Deck Area (Msf)	% SD by Deck Area	Non-SD Bridges with a "6" Condition Rating
State >8; Interstate/Ramps	239	4,6712	19,545	0	0	15	6.29%	0.3444	7.37%	57
State >8; NHS (non Interstate)	332	3,8694	11,655	0	0	58	17.47%	1.0103	26.11%	89
State >8; non-NHS >2000 ADT*	828	5,5118	6,657	1	16	249	30.07%	1.2300	22.32%	235
State >8; non-NHS <2000 ADT	405	0.9962	2,465	1	19	166	40.99%	0.4421	44.29%	87
Total - State Bridges (>8)	1,804	16,0606	8,943	2	36	488	27.06%	3.0288	20.11%	468
Local >20	515	3,5078	6,811	10	98	163	31.65%	0.9972	28.43%	142

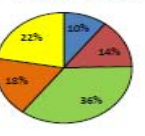
District 11-0

2010 Performance Measures Annual Report -- Bridges

% Bridges by Business Plan Network (Deck Area)



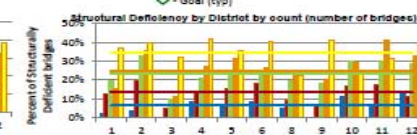
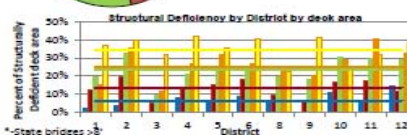
% Bridges by Business Plan Network (Count)



SD Prevention Expenditures by Business Plan Network

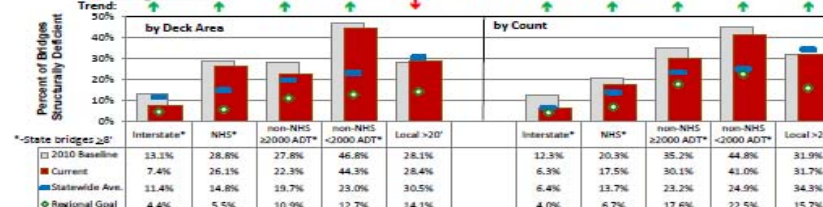


District 11-0



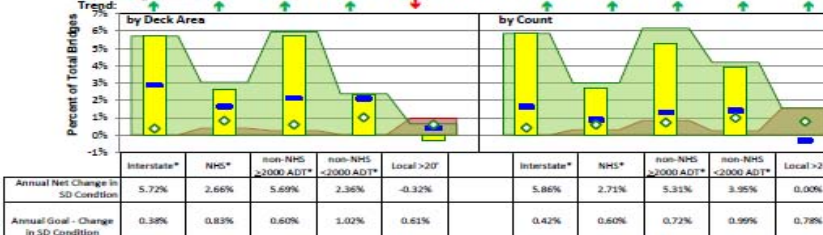
Legend: Interstate* (blue), NHS* (red), non-NHS >2000 ADT* (yellow), non-NHS <2000 ADT* (green). Trend: Improving conditions (up arrow), Declining conditions (down arrow).

Structural Deficiency, by Business Plan Network



Legend: Interstate* (blue), NHS* (red), non-NHS >2000 ADT* (yellow), non-NHS <2000 ADT* (green). Trend: Improving conditions (up arrow), Declining conditions (down arrow).

Annual Change in SD Condition, by Business Plan Network



Legend: % of Bridges becoming SD (red), % of Bridges SD fixed (green), Net Change in SD Condition (yellow), Net Change - Statewide (blue). Bridge Data Date: 12/29/10

Annual Performance Measures - by SD Bridge Count

Goals:		% SD by Count		Reducing Rate of Deterioration		Annual Net SD Reduction			
Network	Long Range Goal SD Count (max.)	Target 2011 SD Count (max.)	Actual SD Count	Max. Annual New SD Count	Max. Annual New SD Count (State-wide Ave.)	Actual Annual New SD Count (SD "on")	Min. Net Annual SD Count Reduction	Min. Net Annual SD Count Reduction	Net Actual SD Count Reduction
State >8; Interstate/Ramps	10	28	13	0	1	0	1	1	14
State >8; NHS (non Interstate)	22	65	58	1	4	1	2	2	9
State >8; non-NHS >2000 ADT*	146	286	249	6	12	7	6	5	44
State >8; non-NHS <2000 ADT	91	178	166	4	7	1	4	3	16
Total - State Bridges (>8)	269	557	488	11	28	9	13	11	88
Local >20	81	158	163	5	12	8	4	3	0

Annual Performance Measures - by SD Deck Area (DA)

Goals:	% SD by Deck Area			Reducing Rate of Deterioration		Annual Net SD Reduction			
Network	Long Range Goal % SD by DA (max.)	Target %2011 SD DA (max.)	Actual %SD DA	Max. Annual New % SD DA	Max. Annual New % SD DA	Actual Annual New SD DA (\$/sq') SD Reduction	Min. Net Annual % SD DA Reduction	Min. Net Annual % SD DA Reduction	Net Actual % SD DA Reduction
State >8; Interstate/Ramps	4.4%	12.8%	7.4%	0.00%	0.90%	0.00%	0.38%	0.29%	3.72%
State >8; NHS (non Interstate)	5.5%	27.0%	26.1%	0.25%	1.47%	0.39%	0.83%	0.63%	2.66%
State >8; non-NHS >2000 ADT*	10.9%	27.2%	22.3%	0.75%	1.34%	0.26%	0.60%	0.45%	3.68%
State >8; non-NHS <2000 ADT	12.7%	45.0%	44.3%	1.00%	1.33%	0.03%	1.02%	0.70%	2.36%
Total - State Bridges (>8)	8.0%	24.1%	20.1%	0.41%	1.24%	0.30%	0.62%	0.47%	4.70%
Local >20	14.1%	27.5%	28.4%	1.00%	1.55%	0.95%	0.61%	0.46%	-0.32%

Annual Performance Measures - SD Prevention

Goals:	SD Prevention - Expenditures		SD Prevention - Count	
Network	Min. SD Prevention (millions)	Min. SD Prevention (millions)	Actual SD Prevention (# bridges)	Min. SD Prevention (# bridges)
State >8; Interstate/Ramps	\$11.95	\$5.97	\$9.43	6
State >8; NHS (non Interstate)	\$7.16	\$3.58	\$11.27	7
State >8; non-NHS >2000 ADT*	\$8.32	\$4.16	\$3.26	11
State >8; non-NHS <2000 ADT	\$0.46	\$0.23	\$0.69	3
Total - State Bridges (>8)	\$27.89	\$13.94	\$24.65	28
Local >20	\$2.76	\$1.38	\$3.13	6

Legend: Target - Optimum Threshold (green), Target - Cautionary Threshold (yellow), Actual - At Optimum Threshold (green), Actual - At Cautionary Threshold (yellow), Actual - Not Meeting Cautionary Threshold (red).

Bridge Data Date: 12/29/10



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Data Sharing – Automated Forms

Web Based Screening Forms

– Three “levels”

- 1
- 2
- 3

The screenshot shows the Pennsylvania Department of Transportation's Transportation Proposal Identification Form, specifically the Level 2 Screening Form. The interface includes a header with the PA logo and a map of Pennsylvania, a navigation bar with links to Home, Welcome Brian Wall!, Logout, and Help, and a sidebar with various form options. The main form area contains fields for Level 2 Screening Form, including a tab for Level 2 Screening Form, a section for 2.0 Advocate Contact Information, and a section for 2.1a Problem Location. The form is titled "LEVEL 2 SCREENING FORM" and includes a "Level2 Screening Form" tab. The "2.0 Advocate Contact Information" section includes fields for First Name (Brian), Last Name (Wall), Street Address1 (400 North St 6th Floor), Street Address2, City (Harrisburg), State (PA), Zip Code (17120), Email (bwall@state.pa.us), Fax ((717) 787-5247), and Phone ((717) 772-0827). The "2.1a Problem Location" section includes a "Select County" button and fields for County(ies) and Municipality(ies). The sidebar on the left lists various form options, including "Screening Forms", "My Drafts", "Send Level 1 form Solicitation", "Create Level 1", "Create Level 2", "All Submitted Level 1s", "All Submitted Level 2s", "All Submitted Level 3s", "Level 1 Views By Status", "By Dismissed", "By Deferred", "Recommended for Level 2", "Returned To Advocate", "Referred to Maintenance", "Level 2 Views By Status", "By Dismissed", "By Deferred", "Recommended for Level 3", "Included in TIP/LRTP", and "Referred for Planning Study".

Data Sharing – Environmental

- Environmental Screening
 - Grouped into 13 layers
 - 2 manual items for T&E and Public Controversy

2.5.0 Environmental		Retrieve Environmental Results	Detailed Score
2.5.1 Resource Analysis		Score	Details
2.5.1.a Potential for impacts to wild or stocked trout streams?		0	
2.5.1.b Potential for impacts to High Quality/EV Streams		0	
2.5.1.c Potential for impacts to wetlands?		8	
2.5.1.d Potential for impacts to federally proposed, candidate, or listed; or state listed threatened endangered species?		0	
2.5.1.e Potential for effects to Historic Properties or Archaeological Resources?		0	
2.5.1.f Potential public controversy on environmental grounds?		0	
2.5.1.g Potential temporary or permanent impacts (use) to resources protected under Section 4(f)?		0	
2.5.1.h Potential temporary or permanent impacts to water trail?		0	
2.5.1.i Potential for temporary/permanent impacts to hazardous/residual waste site?		4	
2.5.1.j Potential impact to regulated floodplain within or beyond the project limits?		10	
2.5.1.k Potential impact to agriculture?		10	
2.5.1.l Potential for impacts to navigable watercourses which requires U.S coast Guard coordination?		0	
2.5.1.m Potential for impacts to properties afforded protection under Section 6(f) of the LWCF Act?		0	



Data Sharing – Auto Forms

Asset Management Planning Tool

- Road Management System
 - Pavement Risk Assessment-**NEW**
 - Uniform approach to ranking pavements in the greatest need of Preservation and Rehabilitation
 - Age, condition, and cost escalation
- Bridge Management System
 - Bridge Risk Assessment
 - Condition based approach for ranking bridges in the greatest need of repair
 - All bridges with scores

Local Data Collection

Local Roads

- Geocoded to establish local road network
- Add 35 potential data attributes for each road segment
- Update and inventorying using mobile mapping devices.
- Assist in planning and asset management for local municipalities

Local Bridges

- Geocoded to local bridge network
- Add 20 potential data attributes for each bridge including photos.
- Found over 150 bridges over 20 feet not on the NBI system
- Three planning partners have completed inventory of 3600 bridges under 20 feet.

PL/SPR Funding Formula

- Working to refine current formula
- Established a work group
- Utilizing similar structure to our financial guidance work group

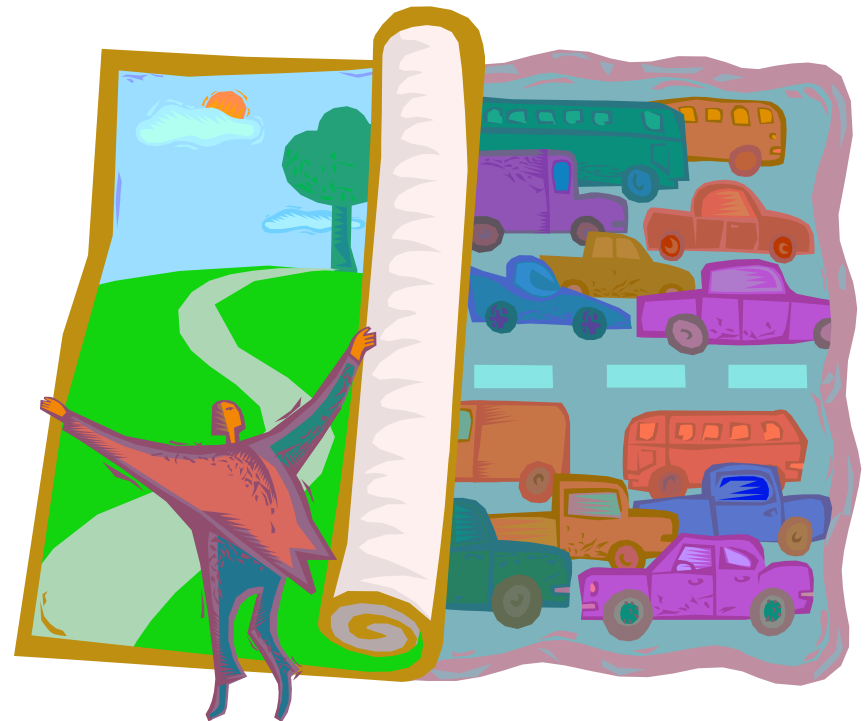
Financial Guidance Work Group

- Work Group Principles
 - Cooperative effort
 - Long term strategic view point
 - Commonwealth perspective
 - Rely on available data
 - Statewide and regional needs-based decision making
 - Near term issues and priorities
 - Coordinate with other agencies and initiatives



Long Range Planning

- Requiring RPOs to develop Long Range Plan
- Utilization of Decision Lens to aide in project prioritization



Pennsylvania's Rural Planning Organizations (RPOs)

- What Makes the Partnership Effective?
 - Consensus upfront
 - Joint development of procedures
 - Everyone is at the table
 - Sharing of information
 - Understand the interests of others
 - No unilateral decisions
 - Ongoing process



Hindsight

- Established contractual process

Effective Date: _____ Agreement No: _____
FID No: _____

INTERGOVERNMENTAL AGREEMENT
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

AND

SOUTHERN ALLEGHENIES PLANNING AND
DEVELOPMENT COMMISSION

THIS AGREEMENT, made and entered into between the COMMONWEALTH
OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION ("DEPARTMENT"),

AND

The SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT
COMMISSION ("SAP&DC"),

WITNESSETH:

WHEREAS, the DEPARTMENT has initiated a rural transportation planning and
programming process in the non-urbanized portions of the Commonwealth of
Pennsylvania; and,

WHEREAS, in calendar year 1997, the DEPARTMENT and its transportation
planning partners undertook a reengineering process to improve the transportation
planning and programming process; and,

WHEREAS, through the reengineering process, fifteen guiding principles were
established, attached to this AGREEMENT as Exhibit A; and,

WHEREAS, transportation planning and programming in Bedford, Fulton,
Huntingdon, and Somerset Counties is presently being conducted by the SAP&DC; and,

1