



Transportation Performance Management in Pennsylvania

A Perspective from PennDOT

James D. Ritzman, P.E.
Deputy Secretary for Planning



Legacy of Commitment to Measures

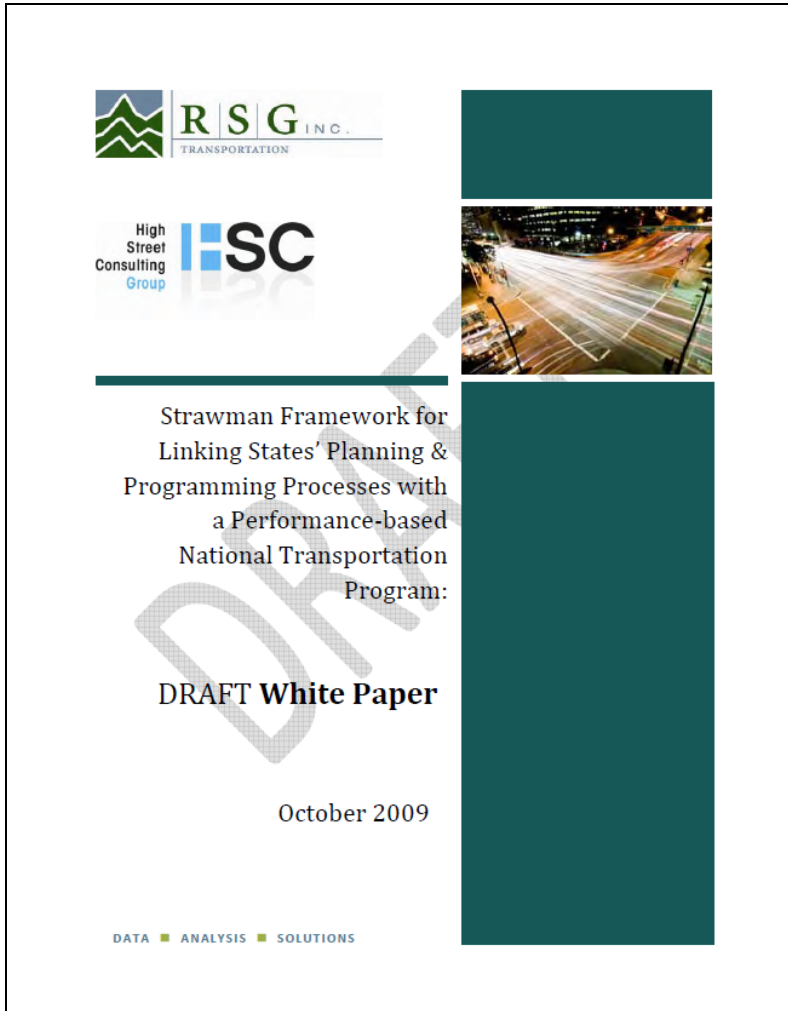
When Change Itself is Changing

"In today's fast-paced world with ever-rising customer expectations ...we have no choice but to manage with measures

Secretary Mallory
January 2001



Palm Desert - 2009



The cover of the draft white paper features a dark teal background with a central photograph of a multi-lane highway at night, showing light trails from vehicles. The top left corner contains the logos for R|S|G INC. TRANSPORTATION and High Street Consulting Group | SC. The main title is centered in white text, and the date 'October 2009' is at the bottom. A large, semi-transparent 'DRAFT' watermark is overlaid diagonally across the page.

R|S|G INC. TRANSPORTATION

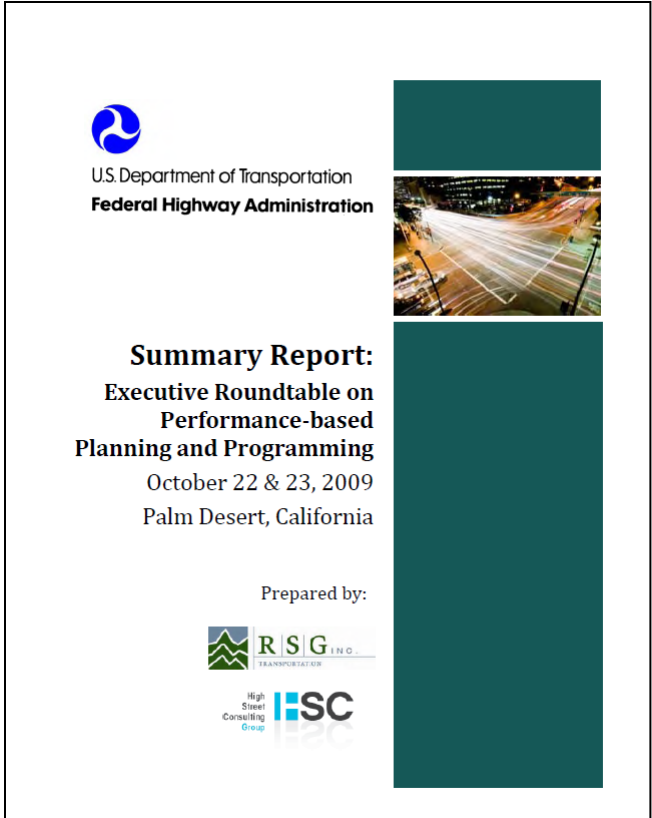
High Street Consulting Group | SC

Strawman Framework for Linking States' Planning & Programming Processes with a Performance-based National Transportation Program:

DRAFT White Paper

October 2009

DATA ■ ANALYSIS ■ SOLUTIONS



The cover of the summary report features a dark teal background with a central photograph of a multi-lane highway at night, showing light trails from vehicles. The top left corner contains the U.S. Department of Transportation Federal Highway Administration logo. The main title is centered in bold black text, and the date 'October 22 & 23, 2009' and location 'Palm Desert, California' are below it. The text 'Prepared by:' is followed by the logos for R|S|G INC. TRANSPORTATION and High Street Consulting Group | SC.

**U.S. Department of Transportation
Federal Highway Administration**

**Summary Report:
Executive Roundtable on
Performance-based
Planning and Programming**
October 22 & 23, 2009
Palm Desert, California

Prepared by:

R|S|G INC. TRANSPORTATION

High Street Consulting Group | SC

Definitions



Dallas - 2010

Plenary Session 4: Resource Allocation and Accountability

Barry Barker, Transit Authority of River City (*Moderator*)

Panel 1—Resource Allocation

Jim Ritzman, Pennsylvania Department of Transportation (*combined with Kessler*)

Amy Kessler, North Central Pennsylvania Regional Planning Commission (*combined with Ritzman*)

Alan Clark, Houston Galveston Area Council

Trish Hendren, Washington Metropolitan Area Transportation Authority

Panel 2—Accountability

Susan Mortel, Michigan Department of Transportation (*no presentation*)

Ron Kirby, National Capital Region Transportation Planning Board (*no presentation*)

Mark Aesch, Rochester Genesee Regional Transportation Authority

Performance-Based Planning: A State-of-the-Practice Summary

National Forum on Performance-Based Planning and
Programming

September 13-15, 2010



prepared for

National Cooperative Highway Research Program

prepared by

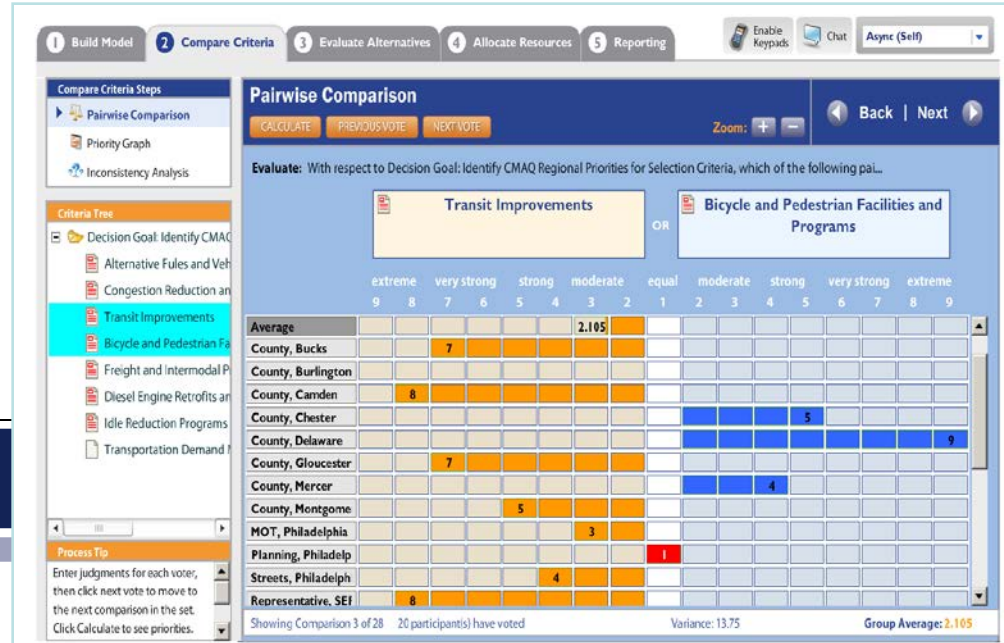
Cambridge Systematics, Inc.

with

High Street Consulting Group
Paul N. Bay, P.E., Transportation Consultant

Denver - 2012

*Making Progress:
Transportation Planning
and Programmers Turn
Ideas into Reality.*



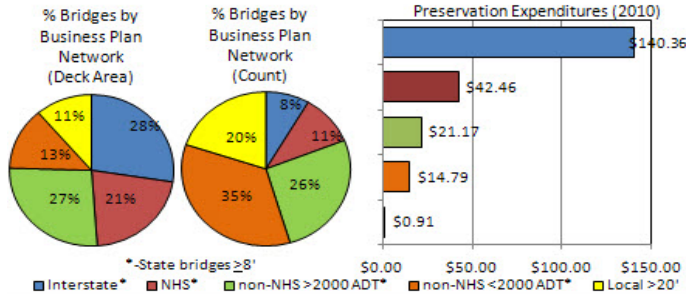
The **“Weighty”** subject of Project Prioritization in Pennsylvania

Denver, Colorado
May 24, 2012

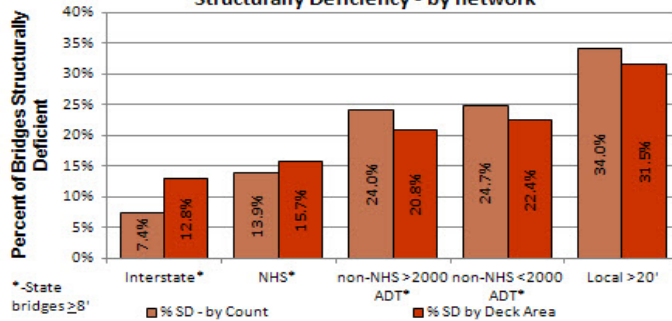


Asset Management for Bridges

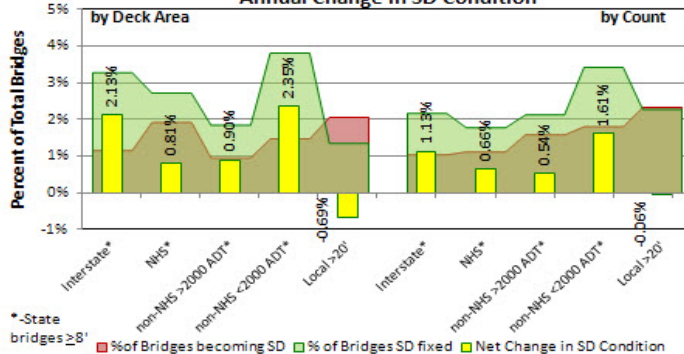
Annual Bridge Performance Measure - Statewide



Structurally Deficiency - by network



Annual Change in SD Condition



Statewide

Annual Performance Metric

Current Status of Bridges in Region:

Network	Total Bridge Count	Total Deck Area	Aver. Bridge DA (sf)	Closed Bridges	Parted Bridges	Struct. Deficient Count	% SD by Count	SD-Deck Area (Msf)	% SD by Deck Area
State >8'; Interstate/Ramps	2,659	24,6632	13,936	0	0	197	7.4%	4,4497	12.94%
State >8'; NHS (non Interstate)	3,393	27,0766	8,075	0	3	465	13.87%	4,2407	15.64%
State >8'; non-NHS >2000 ADT	8,328	33,5499	4,029	8	171	1,998	23.99%	6,9808	20.81%
State >8'; non-NHS <2000 ADT	10,979	16,8175	1,532	24	543	2,712	24.70%	3,7689	22.41%
Total - State Bridges (>8')	25,319	112,1072	4,428	44	717	5,372	21.22%	19,4392	17.34%
Local >20'	6,201	14,1565	2,247	78	899	2,142	33.99%	4,4934	31.46%

Annual Performance Measures - by SD Bridge Count

Goals:	% SD by Count		Reducing Rate of Deterior		Annual Net SD Reduction				
	Long Range Goal % SD by Count (max.)	Target %2010 SD Count (max.)	Max. Annual Net SD Count ("SD max" - 0.75x**)	Max. Annual Net SD Count ("SD max" - 1.0x**)	Actual Annual Net SD Reduction a (10 yr** to goal)	Min. Net Annual Net SD Reduction a (20 yr** to goal)			
State >8'; Interstate/Ramps	5.0%	8.5%	7.40%	20	27	28	9	5	30
State >8'; NHS (non Interstate)	5.0%	14.5%	13.3%	25	34	38	32	16	22
State >8'; non-NHS >2000 ADT	10.0%	24.5%	24.0%	62	83	133	102	51	45
State >8'; non-NHS <2000 ADT	10.0%	26.3%	24.7%	82	119	200	144	72	177
Total - State Bridges (>8')	8.0%	22.3%	21.2%	199	259	399	287	144	274
Local >20'	12.0%	33.9%	34.0%	95	126	148	53	36	-4

** - Threshold for Local Network: 1.5% 2.0% 20 yr 30 yr

Annual Performance Measures - by SD Deck Area (DA)

Goals:	% SD by Deck Area		Reducing Rate of Deterior		Annual Net SD Reduction				
	Long Range Goal % SD by DA (max.)	Target %2010 SD DA (max.)	Max. Annual Net SD DA ("SD max" - 0.75x**)	Max. Annual Net SD DA ("SD max" - 1.0x**)	Actual Annual Net SD Reduction a (10 yr** to goal)	Min. Net Annual Net SD Reduction a (20 yr** to goal)			
State >8'; Interstate/Ramps	5.0%	15.0%	12.8%	0.2400	0.3466	0.4020	0.3454	0.1727	0.7379
State >8'; NHS (non Interstate)	5.0%	16.5%	15.7%	0.2031	0.2708	0.5190	0.2974	0.1487	0.2201
State >8'; non-NHS >2000 ADT	10.0%	21.7%	20.8%	0.2516	0.3355	0.3209	0.3641	0.1020	0.3010
State >8'; non-NHS <2000 ADT	10.0%	24.8%	22.4%	0.1261	0.1682	0.2475	0.2082	0.1041	0.3350
Total - State Bridges (>8')	8.0%	18.8%	17.3%	0.8408	1.1211	1.4894	1.2151	0.6975	1.6540
Local >20'	12.0%	39.8%	31.5%	0.1962	0.1416	0.2303	0.1989	0.0724	-0.0382

** - Threshold for Local Network: 1.5% 2.0% 20 yr 30 yr

Goals:	Annual Preservation		
	Min. Preserv. (million\$)	Max. Preserv. (million\$)	Actual Preserv. (million\$)
State >8'; Interstate/Ramps	\$52.87	\$27.77	\$140.36
State >8'; NHS (non Interstate)	\$79.96	\$28.54	\$42.46
State >8'; non-NHS >2000 ADT	\$46.50	\$23.21	\$21.17
State >8'; non-NHS <2000 ADT	\$22.84	\$16.31	\$14.79
Total - State Bridges (>8')	\$162.17	\$115.84	\$218.78
Local >20'	\$16.90	\$12.12	\$0.91

Legend

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

Asset Management for Pavements

2010 Performance Measures Annual Report -- Pavements

District 11-0

Current Pavement Smoothness Summary by Business Plan Network

Business Plan Network	Total Segment Miles	IRI					
		Tested Segment Miles	Excellent Seg-Mi	Good Seg-Mi	Fair Seg-Mi	Poor Seg-Mi	Median IRI
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
Non-NHS, < 2000 ADT	659.7	648.5	75.4	99.7	127.4	341.0	235
Total - Roadway	2,568.9	2,510.0	472.5	740.1	643.3	654.0	

Current Overall Pavement Index Summary

Business Plan Network	Total Segment Miles	OPI						Surface Out-of-Cycle Seg-Mi	Pavement Age > 40 years Seg-Mi
		Tested Segment Miles	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	1.3
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	162.1	504.0	526.2	60.8	81	526.1	
Non-NHS, < 2000 ADT	659.7	643.3	53.9	306.9	214.9	67.7	72	208.3	
Total - Roadway	2,568.9	2,430.8	295.0	1,174.5	811.1	150.3	848.2	59.0	

Interstate and NHS, Non-Interstate Goals

Business Plan Network	Goal: Reduce Poor IRI		
	Long Range % IRI	Target % IRI	Actual % IRI
Interstate	1.5%	6.9%	8.2%
NHS, Non-Interstate	5.0%	13.4%	15.5%

Business Plan Network	Goal: Maintain % Good and Excellent OPI		
	Long Range % OPI	Target % OPI	Actual % OPI
Interstate	96.4%	96.4%	96.4%
NHS, Non-Interstate	79.0%	76.3%	75.4%

Business Plan Network	Goal: Reduce Surface Out-of-Cycle (Fair and Poor OPI)		
	Long Range % OPI	Target % OPI	Actual % OPI
Interstate	0.0%	0.0%	0.0%
NHS, Non-Interstate	9.5%	9.5%	9.5%

Business Plan Network	Goal: Maintain Pavement Potentially Past Design Service Life, Out-of-Cycle (Poor OPI)		
	Long Range % OPI	Target % OPI	Actual % OPI
Interstate	0.0%	0.0%	0.0%
NHS, Non-Interstate	0.8%	0.9%	1.0%

Non-NHS Goals

Business Plan Network	Goal: Maintain Poor IRI		
	Long Range % IRI	Target % IRI	Actual % IRI
Non-NHS, > 2000 ADT	18.7%	18.7%	18.7%
Non-NHS, < 2000 ADT	52.6%	52.6%	52.6%

Business Plan Network	Goal: Maintain % Good and Excellent OPI		
	Long Range % OPI	Target % OPI	Actual % OPI
Non-NHS, > 2000 ADT	53.2%	53.2%	53.2%
Non-NHS, < 2000 ADT	56.1%	56.1%	56.1%

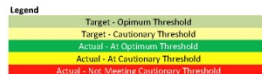
Business Plan Network	Goal: Maintain Surface Out-of-Cycle (Poor OPI)		
	Long Range % OPI	Target % OPI	Actual % OPI
Non-NHS, > 2000 ADT	3.4%	3.4%	3.4%
Non-NHS, < 2000 ADT	3.1%	3.1%	3.1%

Business Plan Network	Goal: Reduce Seal Coat Network Out-of-Cycle		
	Long Range %	Target %	Actual %
Non-NHS, > 2000 ADT	0.0%	0.0%	0.0%
Non-NHS, < 2000 ADT	0.0%	2.5%	3.1%

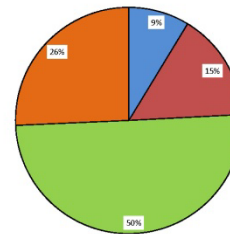
Note: For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2010. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2009 or 2010.

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

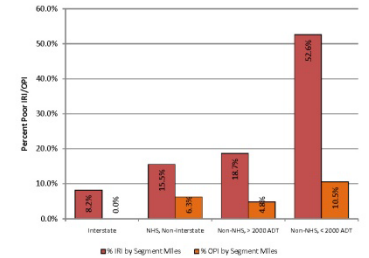
Note: Long-Range Goals are for 5-years (2015).



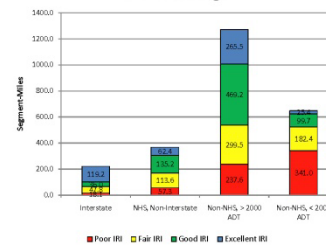
Percent Segment Miles by Business Plan Network



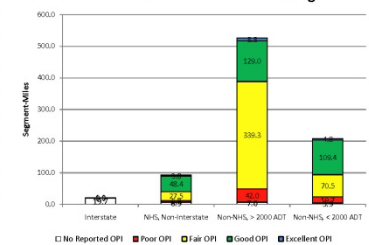
Percent of Segment Miles with a Poor IRI and Poor OPI by Business Plan Network



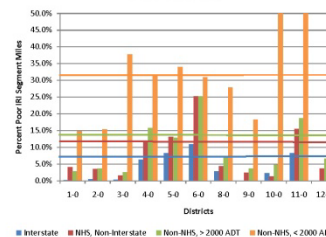
Segment Miles by Business Plan Network with IRI Ratings



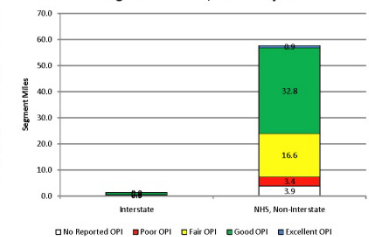
Surface Out-of-Cycle Segment Miles by Business Plan Network with OPI Ratings



Percent Poor IRI by District, by Business Plan Network



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



NCHRP 08-36 Task 104

NCHRP 08-36, Task 104 Performance-Based Planning and Programming Pilots

Requested by:

American Association of State Highway and
Transportation Officials (AASHTO)
Standing Committee on Planning

Prepared by:

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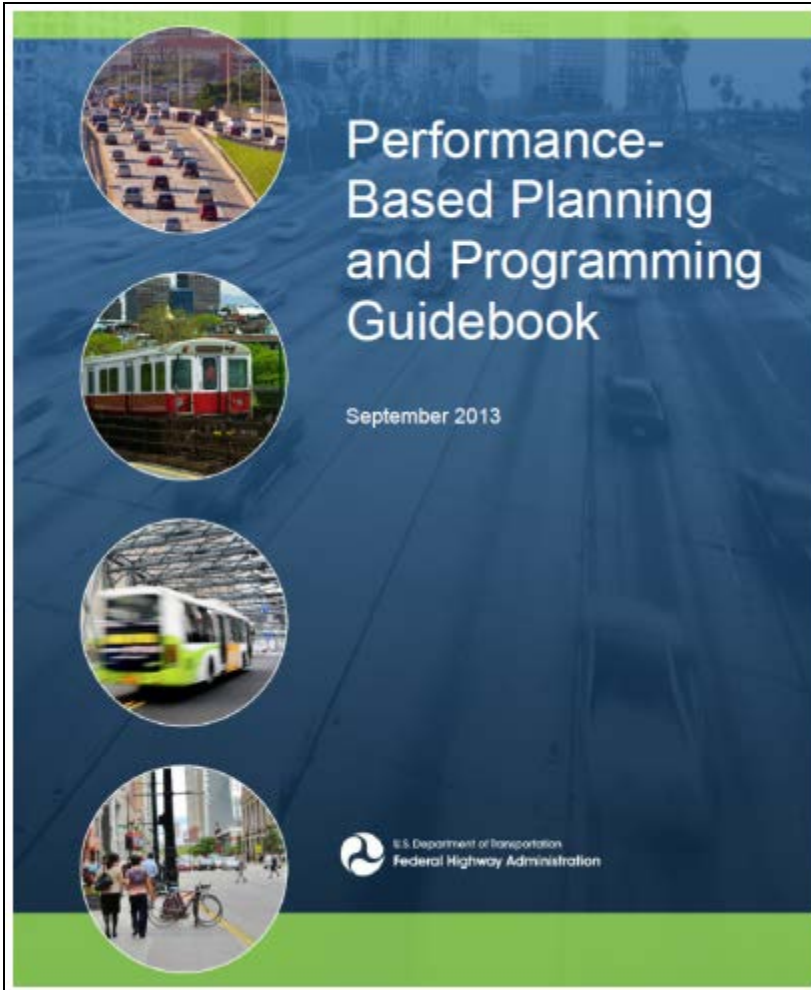
August, 2012

The information contained in this report was prepared as part of NCHRP Project 08-36,
Task 104 National Cooperative Highway Research Program (NCHRP). Special Note:
This report **IS NOT** an official publication of the NCHRP, the Transportation Research
Board or the National Academies.

4.0	Pennsylvania Pilot
4.1	Background/Existing Conditions
4.2	Pilot Implementation Activities
4.3	Potential Next Steps

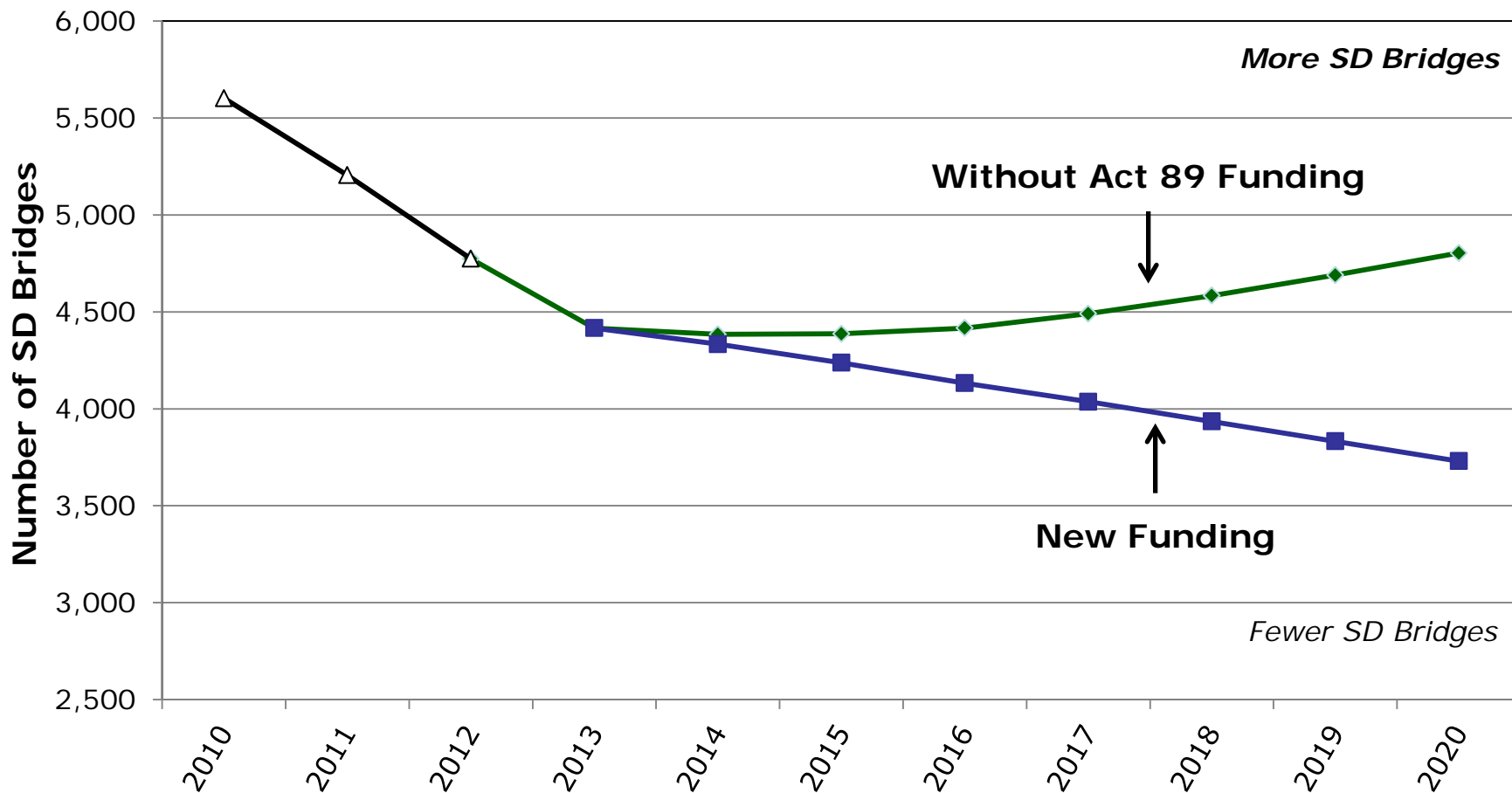


▶ *Stakeholder Committee Involvement*



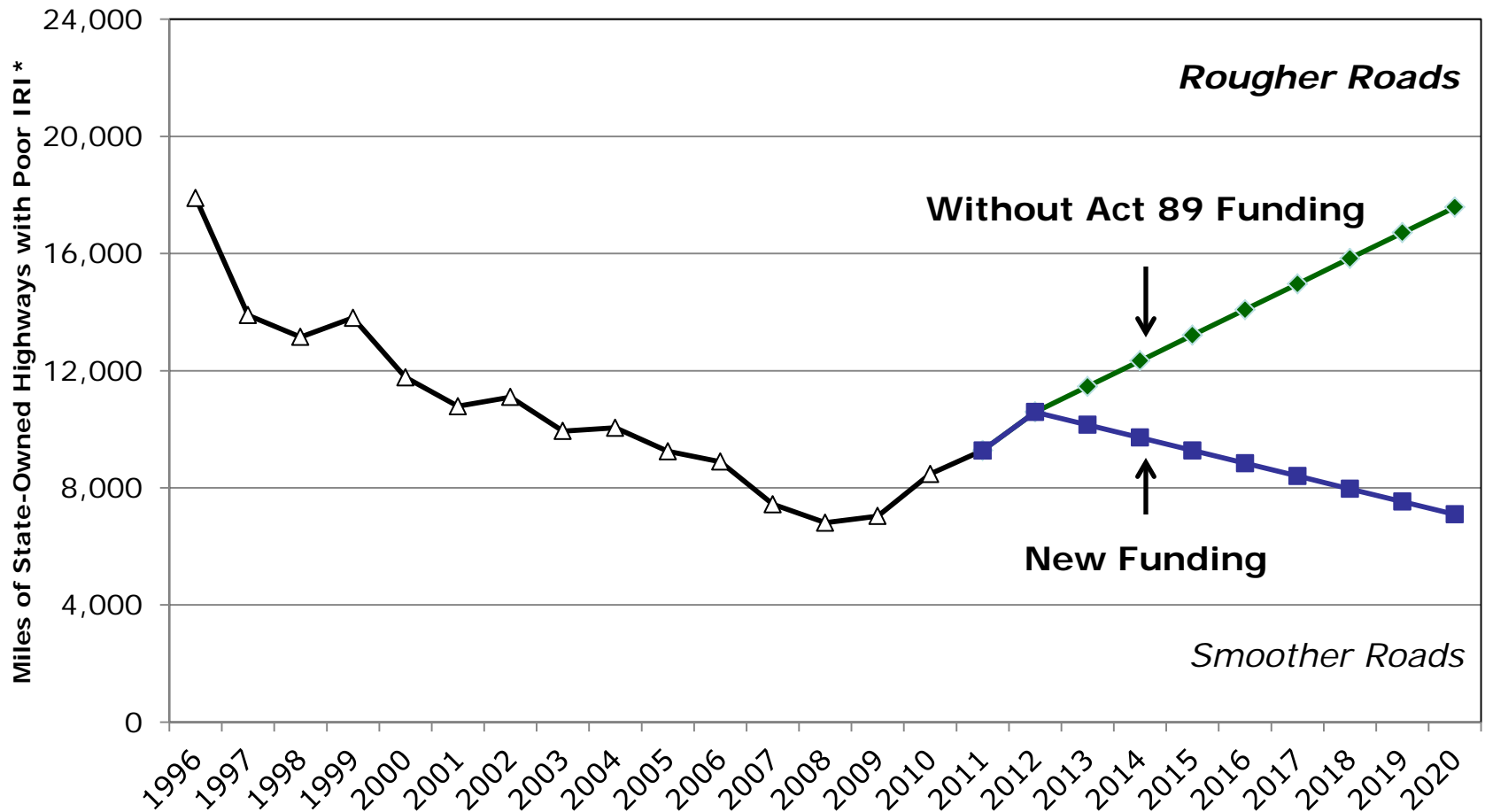
Comparison

Impact on State-Owned Structurally Deficient (SD) Bridges



Comparison

Impact on Roughness of State-Owned Highways



*IRI: International Roughness Index

Best Practices and Research



Save the Date

For the AASHTO Standing
Committees on Planning and
Performance Management
Joint Technical Meeting

When: June 17–20, 2014
Where: The Saguaro
Phoenix, Arizona

For more information, please e-mail
Matt Hardy at mhardy@aahto.org



▶ *Transportation Performance Management*

Performance Areas	NPRM	Comments Due	Anticipated Final Rule
Safety Performance Measures	March 11, 2014	<u>Closed</u> June 30, 2014	Published March 15 2016
Highway Safety Improvement Program	March 28, 2014	<u>Closed</u> June 30, 2014	Published March 15 2016
Statewide and Metro Planning; Non-Metro Planning	June 2, 2014	<u>Closed</u> October 2, 2014	Published May 27 2016
Pavement and Bridge Performance Measures	January 5, 2015	<u>Closed</u> May 8, 2015	Anticipated November 2016
Highway Asset Management Plan	February 20, 2015	<u>Closed</u> May 29 2015	Anticipated November 2016
System Performance Measures	April 22, 2016	<u>Open</u> until August 20 2016 (120 days)	TBD

Transportation Performance Management

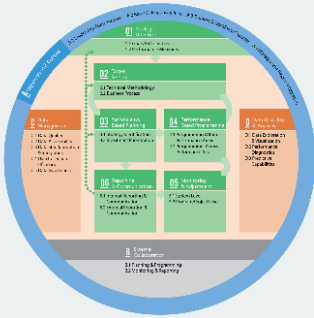
TPM Toolbox Guidebook Assessment Resources About

Search the site...

TPM Toolbox


This website is the home of the FHWA Transportation Performance Management Toolbox.

Learn more about the TPM Framework




TPM Guidebook

The TPM Implementation Guidebook provides clear practical actionable steps that state DOT leadership, management, and staff can implement to enhance performance management practices.




Self-Assessment

The TPM self-assessment helps to determine your organization's level of performance management maturity. Your assessment results are linked directly to the guidebook and other resources on this site.



TPM Resources

The TPM Resources Library contains best practices, precedents, and other helpful resources. Browse the library or quickly navigate to a specific document using our search tools.



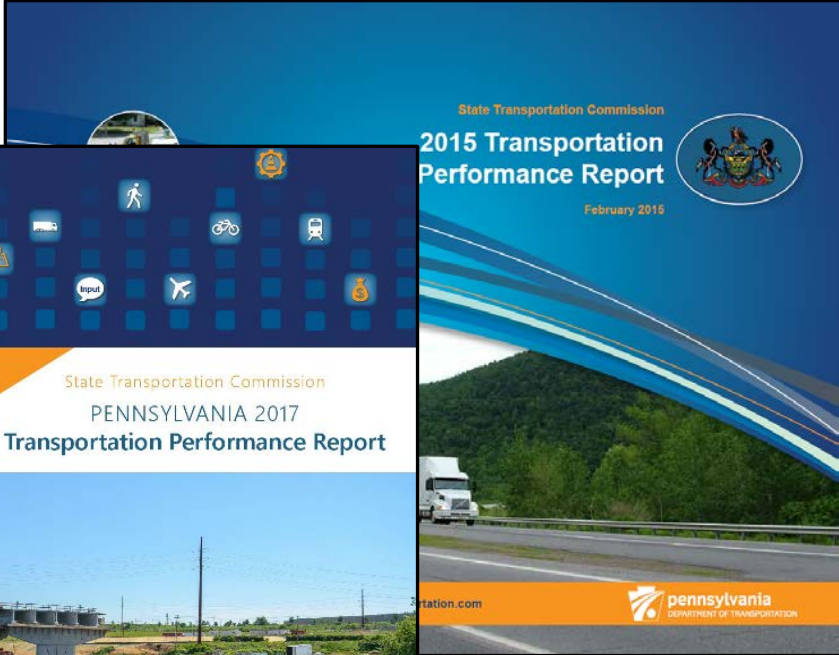
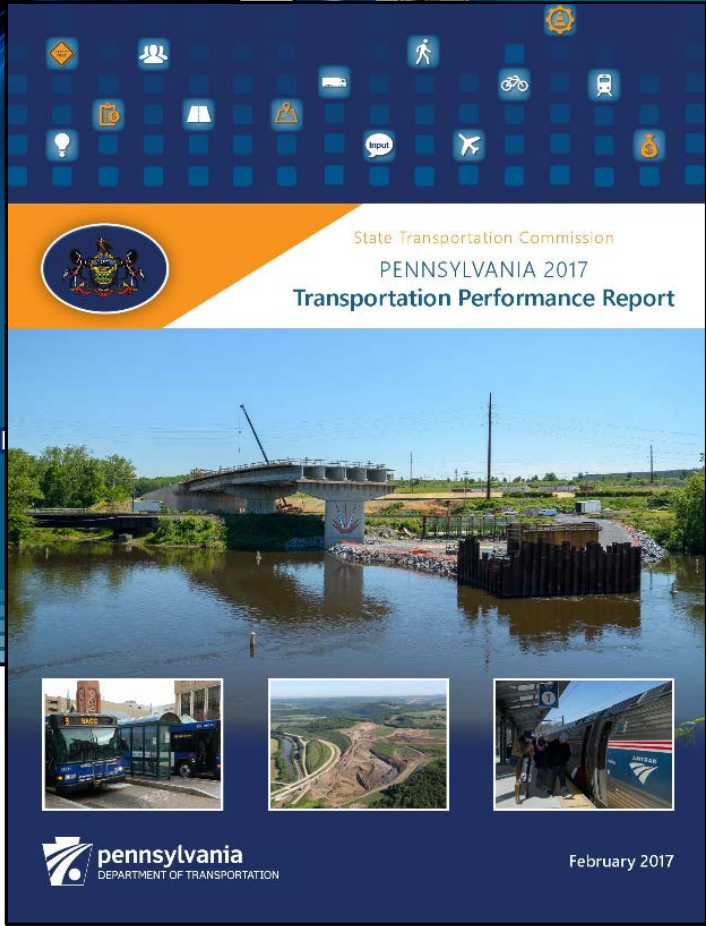
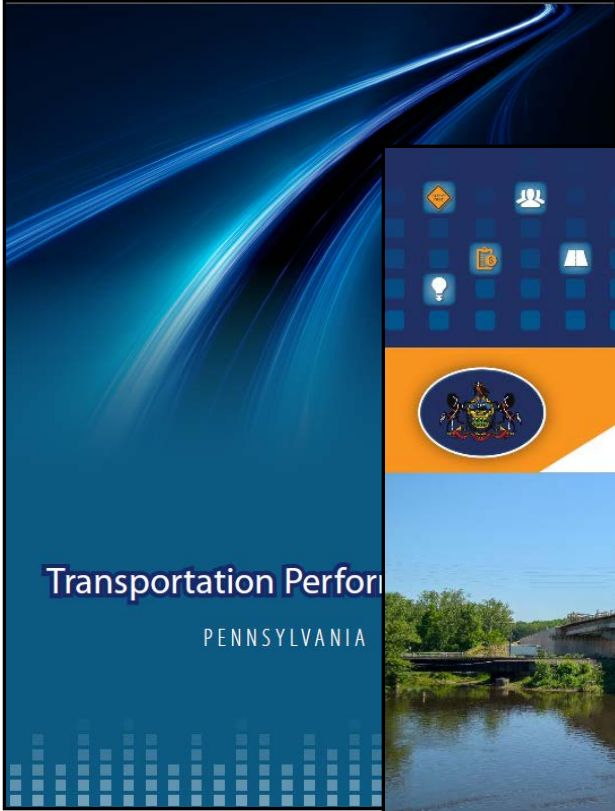
TPM Toolbox - Examples

TPM Guidebook	
STEP 2.1.6	Document technical methodology
	<ul style="list-style-type: none"> Identify influencing factors and assess risk (internal and external) Define target parameters Forecast future performance
	<ul style="list-style-type: none"> Define influencing factors Categorize agency influence Identify factors to include in next cycle and why Target format, geography/scope, and time horizon Assumptions Tools and methods used Define scenario parameters and conclusions obtained
Examples	<p>Documentation of Technical Methodology: PennDOT</p> <p>As part of the Pennsylvania Department of Transportation's (PennDOT's) transportation performance management approach, the agency developed a set of "Production User Manuals" to document the definition, data source, calculations, reporting cycle, and purpose for each key performance measure (see</p> <div style="border: 1px solid #ccc; padding: 5px; margin: 10px 0;"> <p>"The Production User Manuals pulled back the curtain to the technical methodology behind our performance scorecard providing improved clarity and transparency to previously often assumed and frequently misunderstood processes. As a result, people's trust in the data and published results improved because everyone knew where the numbers came from and how they were calculated."</p> <p>- Jim Ritzman, PennDOT</p> </div> <p>Figure 2-12 and Figure 2-13, below). These documents also describe how staff can use the Highway Administration Performance Dashboard (HAPD) to access raw data, view results, generate reports, and enter comments. Internal staff and external stakeholders responded positively to this transparent documentation of the data and technical methodology behind the targets posted on the HAPD scorecard.</p>
Component 02: Target Setting 02-22	

TPM Guidebook	
STEP 2.1.6	Document technical methodology
	<p>Figure 2-12: Highway Administration Performance Dashboard Source: Adapted from Highway Occupancy Permit (HOP) Application Review¹⁷</p> <p>Figure 2-13: Expanded View for Specific Metric Source: Highway Occupancy Permit (HOP) Application Review¹⁸</p>
Component 02: Target Setting 02-23	

¹⁷ Pennsylvania Department of Transportation. (2015). Highway Occupancy Permit (HOP) Application Review Time-M. Harrisburg, PA.
¹⁸ Pennsylvania Department of Transportation. (2016). Highway Occupancy Permit (HOP) Application Review Time-M. Harrisburg, PA.

▶ Transportation Performance Report



▶ *Transportation Investment Plan*



Setting concrete I-beams on the Interstate 84 eastbound bridge over Route 6, photo by John Pupa/PAIS.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2017-2020

EXECUTIVE SUMMARY
AUGUST 11, 2016

Investment Priorities

- Bridges on the NHS
- Roadway conditions on the NHS
- Bridges on the balance of the system
- Roadway conditions on the balance of the system



Scorecard of Influence

MPO/RPO	Recommended/Required Bridge Investment Level based on Region's NHS(Non-Interstate) SD% (by Deck Area) (\$000)			Guideline Range for Bridge Investment																		
	<5.5%-consider at least 40% 5.5%-11%-at least calculated % between 40-60% >11%-at least 60%			If the Region's Current SD% (by Deck Area) Non-NHS exceeds Targets, Utilize the following guideline range: Priority Network (2) NHS, start @ 55% (Range from 35% to 65%) Priority Network (3) >2000, start @ 33% (Range from 15% to 50%) Priority Network (4) <2000, start @ 11% (Range from 5% to 30%) Priority Network (5) Local > 20', start @ 1% (Range from 1% to 5%)																		
				If the Region's Current SD% (by Deck Area) Non-NHS is not meeting the Network Target, utilize the "Starting Investment Level" for that Network. If the Region is meeting the Network Target, the Investment Level may be reduced within the designated range, and others increased.																		
\$ Amount	Percent of Flexible Funding	Draft 2017 Program Bridge Investment Amount	NHS (Non-Interstate) SD% (by Deck Area) Target-5.5%	Priority Network (2) NHS (Non-Interstate) SD% (by Deck Area)			Draft 2017 Program Bridge Investment Amount for Priority Network	Non-NHS ≥ 2,000 ADT SD% (by Deck Area) Target-10.0%	Priority Network (3) Non-NHS ≥ 2,000 ADT SD% (by Deck Area)			Draft 2017 Program Bridge Investment Amount for Priority Network	Non-NHS < 2,000 ADT SD% (by Deck Area) Target-12.7%	Priority Network (4) Non-NHS < 2,000 ADT SD% (by Deck Area)			Draft 2017 Program Bridge Investment Amount for Priority Network	Local ≥ 20' SD% (by Deck Area) Target-15.4%	Priority Network (5) Local ≥ 20' SD% (by Deck Area)		Draft 2017 Program Bridge Investment Amount for Priority Network	
				35%	55%	65%		Target-10.0%	15%	33%	50%		5%	11%	30%		1%	5%				
Adams	\$15,295	40%	\$15,656	4.2%	\$5,853	\$8,412	\$9,942	\$1,770	9.9%	\$2,294	\$5,047	\$7,648	\$4,884	19.7%	\$765	\$1,682	\$4,589	\$7,838	25.9%	\$153	\$765	\$1,164
Altoona	\$12,411	40%	\$9,923	3.3%	\$4,844	\$6,826	\$8,067	\$3,200	3.1%	\$1,862	\$4,096	\$6,208	\$4,350	4.9%	\$621	\$1,365	\$3,723	\$1,962	24.7%	\$124	\$621	\$411
Centre	\$18,581	43%	\$20,056	6.3%	\$6,503	\$10,220	\$12,078	\$1,465	18.1%	\$2,787	\$6,132	\$9,290	\$7,575	13.0%	\$929	\$2,044	\$5,574	\$10,833	18.2%	\$186	\$929	\$183
DVRPC	\$647,949	60%	\$401,821	15.2%	\$226,782	\$356,372	\$421,167	\$159,432	13.3%	\$97,192	\$213,823	\$323,975	\$202,184	10.1%	\$32,397	\$71,274	\$194,385	\$12,431	33.1%	\$6,479	\$32,397	\$27,774
Erie	\$27,595	40%	\$14,915	1.0%	\$9,658	\$15,177	\$17,997	\$1,000	8.6%	\$4,139	\$9,106	\$13,797	\$9,535	10.2%	\$1,380	\$3,035	\$8,278	\$3,915	36.9%	\$276	\$1,380	\$465
Franklin	\$24,189	60%	\$27,247	20.4%	\$8,466	\$13,304	\$15,723	\$6,217	12.6%	\$3,628	\$7,982	\$12,095	\$13,926	9.6%	\$1,209	\$2,661	\$7,257	\$5,917	10.1%	\$242	\$1,209	\$1,187
Harrisburg	\$67,776	40%	\$35,866	3.1%	\$23,721	\$37,277	\$44,054	\$6,125	7.9%	\$10,166	\$22,366	\$33,888	\$19,334	11.6%	\$3,389	\$7,455	\$20,333	\$3,280	21.8%	\$678	\$3,389	\$7,127
Johnstown	\$22,080	40%	\$21,654	0.2%	\$7,728	\$12,144	\$14,352	\$2,700	8.2%	\$3,312	\$7,286	\$11,040	\$7,924	4.2%	\$1,104	\$2,429	\$6,624	\$10,520	31.0%	\$221	\$1,104	\$510
Lancaster	\$55,060	40%	\$73,062	2.2%	\$19,271	\$30,283	\$35,789	\$13,407	10.0%	\$8,259	\$18,170	\$27,530	\$27,420	14.9%	\$2,753	\$6,057	\$16,518	\$28,888	25.6%	\$551	\$2,753	\$3,947
Lebanon	\$21,318	60%	\$19,801	18.8%	\$7,461	\$11,725	\$13,857	\$3,851	10.5%	\$3,198	\$7,035	\$10,659	\$11,341	5.3%	\$1,066	\$2,345	\$6,395	\$3,407	24.4%	\$213	\$1,066	\$1,202
Lehigh Valley	\$108,545	55%	\$67,358	9.5%	\$37,991	\$59,700	\$70,554	\$18,014	14.8%	\$16,282	\$35,200	\$54,272	\$37,961	15.5%	\$5,427	\$11,940	\$32,563	\$6,947	29.9%	\$1,085	\$5,427	\$4,436
NEPA	\$121,458	60%	\$93,754	21.5%	\$42,510	\$66,802	\$78,948	\$9,695	30.1%	\$18,219	\$40,081	\$60,729	\$51,175	29.6%	\$6,073	\$13,360	\$36,437	\$32,524	45.3%	\$1,215	\$6,073	\$360
North Central	\$93,765	53%	\$119,882	9.0%	\$32,818	\$51,571	\$60,947	\$28,216	11.5%	\$14,065	\$30,942	\$46,882	\$29,228	17.9%	\$4,688	\$10,314	\$28,129	\$61,520	25.7%	\$938	\$4,688	\$918
Northern Tier	\$70,433	40%	\$75,345	0.4%	\$24,652	\$38,738	\$45,782	\$16,226	4.7%	\$10,565	\$23,243	\$35,217	\$15,777	11.7%	\$3,522	\$7,748	\$21,130	\$42,355	26.8%	\$704	\$3,522	\$987
Northwest	\$150,400	60%	\$78,185	29.0%	\$52,640	\$82,720	\$97,760	\$27,085	15.4%	\$22,560	\$49,632	\$75,200	\$18,748	12.9%	\$7,520	\$16,544	\$45,120	\$32,352	26.8%	\$1,504	\$7,520	
Reading	\$124,432	60%	\$87,001	17.2%	\$43,551	\$68,438	\$80,881	\$4,700	38.0%	\$18,665	\$41,063	\$62,216	\$65,557	20.9%	\$6,222	\$13,688	\$37,330	\$12,094	48.8%	\$1,244	\$6,222	\$4,650
S. Alleghenies	\$56,080	40%	\$55,771	0.9%	\$19,628	\$30,844	\$36,452	\$1,600	5.9%	\$8,412	\$18,506	\$28,040	\$21,214	9.9%	\$2,804	\$6,169	\$16,824	\$31,810	41.6%	\$561	\$2,804	\$1,147
Scranton/Wilkes-Barre	\$104,393	53%	\$97,488	9.2%	\$36,538	\$57,416	\$67,855	\$20,253	18.3%	\$15,659	\$34,450	\$52,196	\$43,020	8.5%	\$5,220	\$11,483	\$31,318	\$29,500	51.0%	\$1,044	\$5,220	\$4,715
SEDA-COG	\$81,160	40%	\$94,184	5.3%	\$28,406	\$44,638	\$52,754	\$16,564	7.2%	\$12,174	\$26,783	\$40,580	\$45,731	6.7%	\$4,058	\$8,928	\$24,348	\$30,532	27.5%	\$812	\$4,058	\$1,357
SPC	\$732,228	57%	\$526,128	10.1%	\$256,280	\$402,725	\$475,948	\$169,866	15.2%	\$109,834	\$241,635	\$366,114	\$195,474	26.3%	\$36,611	\$80,545	\$219,668	\$123,674	25.4%	\$7,322	\$36,611	\$37,114
SVTS	\$31,171	60%	\$18,371	13.1%	\$10,910	\$17,144	\$20,261	\$350	15.1%	\$4,676	\$10,286	\$15,585	\$12,775	12.9%	\$1,559	\$3,429	\$9,351	\$5,036	25.7%	\$312	\$1,559	\$210
Wayne County	\$16,951	40%	\$32,434	0.0%	\$0	\$0	\$0		12.7%	\$2,543	\$5,594	\$8,476	\$2,900	27.6%	\$848	\$1,865	\$5,085	\$20,893	26.6%	\$170	\$848	\$8,641
Williamsport	\$22,102	40%	\$13,819	0.4%	\$7,736	\$12,156	\$14,366	\$1,800	1.3%	\$3,315	\$7,294	\$11,051	\$6,245	9.4%	\$1,105	\$2,431	\$6,631	\$5,913	19.6%	\$221	\$1,105	\$461
York	\$37,252	40%	\$33,822	1.8%	\$13,038	\$20,489	\$24,214	\$3,575	9.5%	\$5,588	\$12,293	\$18,626	\$15,992	16.6%	\$1,863	\$4,098	\$11,176	\$11,793	16.3%	\$373	\$1,863	\$2,462

ENDECA (2017 TYP view)

Selected Refinements

No refinements have been selected.

Summarization Bar Draft TIP 200

18,307 Record Count 5,200 MPMS Projects

21,121,427,531.59 Total Federal Amt (sum)

11,608,090,662.90 Total State Amt

291,567,341.30 Total Local Amt

139,972,750.00 Total Other Amt

Draft TIP 200 Total Programmed by Fund

Sort: FUND_CTGRY_CD

Draft TIP 200 by PrgAmt by Est Let Date

TIP_200_with_alloc.Total_Programmed_Amt (sum) by EST_LET_DATE

Sort: EST_LET_DATE

Available Refinements

- General
- Project ID
- PLAN_PRTNR_SHRT_NM
- FUND_CTGRY_CD
- Program Year
- Phase
- Total Federal Amt
- Total State amt
- Total Local Amt
- Total Other Amt
- EST_LET_DATE
- ACTUAL LET_DATE
- FUND_SOURCE
- Allocation
- Section
- Improvement Type
- State Route
- County
- District

Chart

TIP_200_with_alloc.Total_Programmed_Amt (sum) by Phase

Chart

Record Count by ACTUAL LET_DATE

Sort: ACTUAL LET_DATE



**Everything that can be counted
does not necessarily count;
everything that counts
cannot necessarily be counted.
- Albert Einstein**