



The D&L Trail Mansion House Bridge over Lehigh River in Jim Thorpe, Carbon County
Photo by Ronald J. Young, Jr., M.P.A.

PENNSYLVANIA'S STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019-2022

EXECUTIVE SUMMARY
AUGUST 16, 2018

CONTENTS

Section	Page
OVERVIEW	1
PROGRAM DEVELOPMENT GUIDANCE:	
Financial Guidance	3
General and Procedural Guidance	3
STATE TRANSPORTATION IMPROVEMENT PROGRAM:	
Highway and Bridge Summary	5
Transit Summary	8
Statewide Programs	11
TRANSPORTATION PERFORMANCE MANAGEMENT	14
MANAGING STIP FUNDING	31
AIR QUALITY	33
PUBLIC PARTICIPATION SUMMARY INFORMATION	35
CONSULTATION WITH RURAL LOCAL OFFICIALS	37
STATE CERTIFICATION OF THE PLANNING PROCESS	37
LONG RANGE PLANNING	37
FFY 2017-2020 STIP PLANNING FINDINGS	38
APPENDICES:	
Appendix 1: State Transportation Program Funding Summary	41
Appendix 2: Financial Guidance	43
Appendix 3: General and Procedural Guidance	89
Appendix 4: Secretary's "Spike" Decisions Project Listing	125
Appendix 5: Categorical Funding Definitions	131
Appendix 6: MPMS Highway STIP Summary	135
Appendix 7: Highway Federal Funds Balances	137
Appendix 8: MPMS Transit STIP Summary	139
Appendix 9: National Highway Freight Program Projects	141
Appendix 10: Railway-Highway Crossing Projects	143
Appendix 11: 2018 Transportation Alternatives Program Projects	145
Appendix 12: Transportation Alternatives Program Carryover Projects	147
Appendix 13: Transportation Performance Management Implementation Timeline	149
Appendix 14: HSIP Set Aside Projects	151
Appendix 15: FHWA-FTA-PENNDOT MOU for STIP/TIP Revisions	153
Appendix 16: Pennsylvania Areas Requiring Transportation Conformity	159
Appendix 17: Public Participation	163
Appendix 18: Planning Partner TIP and LRTP Dates	167
Appendix 19: State Certification of the Planning Process	169
Appendix 20: Pennsylvania FFY 2017-2020 STIP Planning Findings	171

OVERVIEW

In compliance with all applicable State and Federal requirements, the Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and its Planning Partners at the county and regional levels, developed the Federal Fiscal Year (FFY) 2019-2022 Statewide Transportation Improvement Program (STIP), also referred to as the 2019 STIP.

The 2019 STIP includes \$21.4 billion (\$11.8 billion for Highway/Bridge and \$9.6 billion for Transit) in federal, state, local and private resources over the four-year period for capital improvements. The STIP consists of a list of prioritized projects/project phases identified for funding by federal fiscal year. The 2019 STIP includes Transportation Improvement Programs (TIPs) as adopted by each Planning Partner as well as the centrally managed Interstate Management (IM) TIP and the Statewide (STWD) Items TIP. The term Planning Partners refers to Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) involved in the planning and programming process. The 2019 STIP submission includes air quality conformity determinations, public comment information and other supporting documentation.

In addition to the STIP funding for capital improvements, PennDOT's budget provides dedicated and sustainable revenues for the operation and maintenance for Transportation System. Appendix 1 shows a Transportation Program Funding Summary from the Governor's Executive Budget 2018-2019 as well as the Sources & Uses of funds to support PennDOT's programs.

The 2019 STIP was developed utilizing Pennsylvania's comprehensive planning and programming process. The collaborative process emphasizes openness, participation and partnerships. The *General and Procedural* and *Financial Guidance* documents for the 2019 Program update were developed in a cooperative manner. PennDOT, FHWA and all Planning Partners involved in the development of the 2019 Program concurred with the guidance prior to final issuance. The 2019 STIP submission includes Transportation Improvement Programs (TIPs) and program supporting documentation as adopted by each Planning Partner.

Key aspects in the development of the STIP were:

- Final *Financial Guidance* and *General and Procedural Guidance* for the 2019 program development were issued on August 1, 2017 after PennDOT and the Planning Partners reached consensus.
- The State Transportation Commission (STC), PennDOT and Planning Partners coordinated on a public involvement process that featured an open comment period held from March 6 to April 19, 2017. This open comment period featured an online survey and webcast public meeting hosted by Secretary of the Pennsylvania Department of Transportation, Leslie S. Richards on March 21, 2017.
- Planning Partners, with input from PennDOT, the STC and transit providers produced draft TIPs for their regions and submitted them to PennDOT by December 29, 2017, for review and response.
- The Secretary's "Spike" funding recommendations were provided toward the front end of the program development process. This assisted the regions in their overall planning efforts for the 2019 Program update.

- Air quality analyses were undertaken in ozone and PM2.5 non-attainment areas and draft conformity determinations were completed.
- Federal and state agencies utilized a revised interagency consultation process to review and comment on the draft conformity determinations.
- Subsequently, the Planning Partners held public comment periods, addressed comments and adopted their respective TIP.
- Planning Partner TIPs are incorporated directly into the STIP, without modification.
- With the adoption of the Commonwealth's Twelve Year Program (TYP) on August 16, 2018, the STC thereby endorsed the STIP (First Four Years of the TYP).
- The STIP is a financially responsible and fiscally constrained program. It reflects an estimate of federal, state, local, and private funds expected to be available over the next four years.
- The STIP is consistent with PennDOT's statewide long range transportation plan (LRTP), statewide freight plan and Planning Partner LRTPs.
- The Highway and Bridge portion of the STIP continues the Commonwealth's asset management philosophy, provides funding to advance safety improvements, and continues to promote improvement in the condition and performance of Pennsylvania's highway system. The capacity expansion and new facility projects are consistent with the statewide LRTP and Planning Partner LRTPs.
- The STIP for Public Transit is based on the projects and line items included on the Planning Partner TIPs as developed in cooperation with transit agencies.
- The STIP includes all statewide and regionally significant projects regardless of funding source.

The following sections of this document summarize the funding in both the highway and transit portions of the STIP. Additional information is provided on air quality conformity, public participation and other specifics related to TIP development and management. Planning Partner submissions include regional TIP listings, air quality conformity reports, public comment documentation, TIP administrative procedures, and various resolutions where required.

PROGRAM DEVELOPMENT GUIDANCE

Financial Guidance (Appendix 2) and General and Procedural Guidance (Appendix 3) documents provide the basis for the development of the 2019 Program. PennDOT, FHWA and the Planning Partners jointly developed the guidance documents, first through a Work Group, and later through agreement by all parties. This guidance was reviewed with all Planning Partners during the spring Planning Partners meeting on May 2, 2017, and concurrence was achieved. Final Financial Guidance was issued on August 1, 2017.

Financial Guidance

Financial Guidance provides funding levels available for the development of the STIP for all anticipated federal and state funding over the FFY 2019-2022 period. For highways and bridges, federal funding assumptions are based on the Fixing America's Surface Transportation (FAST) Act, which provides for modest growth through FFY 2020, after which no growth is assumed. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each Planning Partner for highway and bridge funds based on jointly developed formulas. A portion of highway funding is reserved for distribution by the Secretary of Transportation to offset the impact of high cost projects, special initiatives, or program “spikes”, which are beyond a region’s allocation. The recommended “Spike” funded projects for the 2019 Program (Appendix 4) continued previous “Spike” funded project commitments, aligned with the Department’s investment plan goals. The Financial Guidance Work Group recommended that the Interstate Management (IM) Program, the National Highway Freight Program (NHFP/NFP) and Railway-Highway Crossings Program (Section 130/RRX) continue to be centrally managed programs.

For transit, the Financial Guidance includes a combination of federal and state resources. Federal funding is based on FAST Act levels. State funding is based on formulas established in Act 26 of 1991, Act 3 of 1997, Act 44 of 2007 and Act 89 of 2013. As part of an agreement between the Commonwealth and the transit agencies, a total of \$25 million per year in federal highway funding is reserved to be flexed to transit agencies.

Each transit operator is responsible for determining specific amounts for capital improvements and operating assistance.

General and Procedural Guidance

The *General and Procedural Guidance* provides direction for the 2019 Program development process within the context of multiple inter-related, intergovernmental planning functions. It contains information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration. It includes the schedule, procedures and documentation necessary to complete the Program update.

Noteworthy policy and requirements for the 2019 Program update included, the Federal Transportation performance management requirements and the PennDOT Connects/Local Government Collaboration policy. The PennDOT Connects initiative provides a new approach to project planning and development

by requiring collaboration with local and regional stakeholders before project scopes are developed. The Department will meet with local governments, MPOs and RPOs to discuss issues such as safety, bicycle/pedestrian accommodations, transit access, stormwater management, utilities, freight-generating land uses and other documented issues to consider for inclusion in projects. This collaboration will have the benefit of encouraging MPOs and RPOs to track major changes to county and municipal comprehensive plans and zoning ordinances, further strengthening the linkage between land use, transportation, and economic development decision making and their effect on the development of current and future Transportation Programs. Management and monitoring systems, corridor studies, project development screening forms, needs and feasibility studies, and environmental studies are examples of documentation that may be used in the development of TIPs and LRTPs. The PennDOT Connects/Local Government Collaboration requirement applies to all projects where the Preliminary Engineering phase began after July 1, 2016.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

Highway and Bridge Summary

Funding contained in the highway and bridge portion of the STIP includes all federal and state capital funds which are anticipated to be available over the next four years, FFY 2019–2022. This funding has been assigned to projects consistent with an integrated and cooperative process between PennDOT and its Planning Partners. Local and other sources of revenue are included as identified for individual projects.

The FFY 2019–2022 STIP includes funding for capital improvements, restoration of the existing system, safety improvements, congestion reduction, operational improvements and preservation of bridges. While operations and maintenance is addressed, the STIP does not account for the state maintenance appropriation, except where maintenance funds are used to match federal funds, or other unique circumstances.

The following table shows a summary of funding contained in the highway and bridge portion of the STIP from all sources by federal fiscal year

STIP – Highway and Bridge Funding Summary (\$M)

Source	2019	2020	2021	2022	Total
Federal	\$1,838	\$1,895	\$1,859	\$1,865	\$7,457
State	\$986	\$1,033	\$1,053	\$1,098	\$4,170
Other	\$52	\$56	\$61	\$52	\$221
Totals	\$2,876	\$2,984	\$2,973	\$3,015	\$11,848

Assumptions

The following summarizes the funding assumptions for the highway and bridge portion of the STIP:

- Available funds are consistent with Financial Guidance with certain exceptions noted below.
- The FFY 2019-2022 STIP assumes modest funding growth for Federal highway and bridge funding as legislated in the FAST Act.
- State funds are based on the latest budget estimates in the years covered by the STIP.
- Most federal funding categories assume a 4-year apportionment. Although the Commonwealth has balances of various federal funding categories, these balances were not considered except to adjust for certain types of projects. Overall fiscal constraint is maintained.
- Financial Guidance did not assume any carry-over balance of State highway or bridge funds. However, the state fiscal year that ended June 30, 2018, contained cash balances in both categories. A portion of these cash balances are included in the FFY 2019-2022 STIP. This includes approximately \$90 million in highway funds and \$70 million in bridge funds.

- Certain federal funds are associated with specific projects and/or programs and are available as additional financial resources above and beyond the dollar amounts shown in Financial Guidance. This includes categories such as earmarked Special Federal Funds (SXF) and various federal discretionary program funds.

Financial Constraint

The FFY 2019-2022 STIP available funds versus programmed funds table shown below provides additional detail of all highway and bridge funding.

The table is divided by core funding categories and those categories which bring additional resources to the STIP. Funding category definitions are provided in Appendix 5.

Appendix 6 reflects all federal, state and other funding included in the STIP.

The table below demonstrates the financial capacity of the STIP. The financial guidance amounts and the programmed amount do not match exactly in some of the categories. With the available balances in state and federal categories, coupled with the transferability provisions of the federal program, this is easily managed. Appendix 7 shows Pennsylvania's Highway Federal funds balances as of July 31, 2018. The STIP contains slightly more federal funds than potential apportionments in some years. This is managed throughout the implementation of the STIP in the following ways:

- The annual obligation limitation will ultimately control the level of federal dollars obligated in any year.
- Developing all projects based on federal procedures allows flexibility to make decisions to implement projects using either federal and/or state funds as the projects progress. Because project development based on state standards does not allow a switch to federal funding, this allows Pennsylvania to react to variations in annual obligation authority.
- Programmed projects reflect Year of Expenditure (YOE) requirements.

FFY 2019-2022 Statewide Transportation Improvement Program

Highway and Bridge Funding Summary Chart

Available Funds vs. Programmed Funds (\$000)

	2019		2020		2021		2022		Totals	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Highway Funds										
National Highway System	970.5	970.5	990.7	990.7	990.7	990.7	990.7	990.7	3,942.6	3,942.6
Surface Transportation Program	229.9	229.9	234.1	234.1	234.1	234.1	234.1	234.1	932.2	932.2
Urban	153.4	153.4	159.8	159.8	159.8	159.8	159.8	159.8	632.8	632.8
State Highway	532.0	532.0	574.0	574.0	603.0	603.0	650.0	650.0	2,359.0	2,359.0
Highway Sub-Total	1,885.8	1,885.8	1,958.6	1,958.6	1,987.6	1,987.6	2,034.6	2,034.6	7,866.6	7,866.6
Bridge Funds										
Bridge Off-System	73.8	73.8	73.8	73.8	73.8	73.8	73.8	73.8	295.2	295.2
State Bridge (A-185/A-183)	313.0	313.0	313.0	313.0	313.0	313.0	313.0	313.0	1,252.0	1,252.0
Bridge Sub-Total	386.8	386.8	386.8	386.8	386.8	386.8	386.8	386.8	1,547.2	1,547.2
Other Funds										
Cong. Mitigation/Air Quality	108.2	108.2	110.4	110.8	110.4	113.0	110.4	113.0	439.4	445.0
National Highway Freight Program	54.9	54.9	61.1	61.1	61.1	61.1	61.1	61.1	238.2	238.2
Rail/Hwy Crossings	7.0	7.0	7.2	7.2	7.2	7.2	7.2	7.2	28.6	28.6
Safety	99.4	99.4	101.4	101.4	101.4	101.4	101.4	101.4	403.6	403.6
Surface Transportation Block Grant Set Aside (TAU/TAP)	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6	106.4	106.4
Other Sub-Total	296.1	296.1	306.7	307.1	306.7	309.3	306.7	309.3	1,216.2	1,221.8
Total	2,568.7	2,568.7	2,652.1	2,652.5	2,681.1	2,683.7	2,728.1	2,730.7	10,630.0	10,635.6
Additional Funding Included in STIP										
APD/APL		3.1		0.5		-		30.0	-	33.6
SPR/PL		60.8		62.6		64.5		66.4	-	254.3
Carryover State Highway		30.0		30.0		15.0		15.0	-	90.0
Carryover State Bridge		20.0		20.0		15.0		15.0	-	70.0
Multimodal		77.4		79.7		79.7		82.1	-	318.9
Other (A-582, Local, SXF, FSRTS, etc.)		116.5		138.9		115.3		75.7	-	446.4
Subtotal Additional Funding		307.8		331.7		289.5		284.2		1,213.2
Total	2,568.7	2,876.5	2,652.1	2,984.2	2,681.1	2,973.2	2,728.1	3,014.9	10,630.0	11,848.8

Transit Summary

Funding for transit improvements in Pennsylvania is a combination of federal, state and local monies. Federal funding is based on the FAST Act. Federal funding includes various categories of funds, including those related to urban formula, non-urbanized, fixed guideway, new starts, elderly and persons with disabilities and bus and bus related facilities. State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013.

Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds from various sources—Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines—are deposited into the PTTF. Act 44, as amended, authorizes six major public transportation programs:

- Operating Program (Section 1513)
- Asset Improvement Program for Capital projects (Section 1514)
- Capital Improvement Program (Section 1517)
- Alternative Energy Program (Section 1517.1)
- New Initiatives Program (Section 1515)
- Programs of Statewide Significance (Section 1516)

Congressional projects and Capital Investment Grant projects (such as New Start projects) are incorporated in the transit portion of the STIP. In addition, state capital budget funding is released annually for capital improvements.

The regional TIPs include Coordinated Public Transit-Human Services Transportation Plans as required by the Final Rule issued on February 14, 2007.

The following table provides a summary of funds included in the transit portion of the STIP.

STIP – Transit Funding Summary (\$M)

Source	2019	2020	2021	2022	Total
Federal	\$496	\$465	\$453	\$520	\$1,934
State	\$1,663	\$1,674	\$1,684	\$2,179	\$7,200
Other	\$127	\$126	\$116	\$114	\$483
Totals	\$2,286	\$2,265	\$2,253	\$2,813	\$9,617

Assumptions

The following summarizes the funding assumptions for the transit portion of the STIP:

- For federal funds, assumptions include estimated apportionments of federal categories based on the FAST Act and annual appropriations bills.
- The FFY 2019-2022 STIP assumes modest funding growth for Federal transit funding as legislated in the FAST Act.
- State funds are based on the latest budget estimates in the years covered by the STIP and include increased revenues generated by the passage of Act 89 of 2013.
- A total of \$25 million in federal highway funding per year will be flexed to transit.

Financial Constraint

The FFY 2019-2022 STIP Available Funds Versus Programmed Funds table shown below provides additional detail of all transit funding.

The table is also divided by core funding categories and those categories which bring additional resources to the STIP. Funding category definitions are provided in Appendix 5.

Appendix 8 reflects all federal, state and other transit funding. Programmed projects reflect year of expenditure requirements.

Specific projects for included line items are determined early in the calendar year. Once approvals are obtained, actual projects will be programmed and the appropriate line item will be reduced. Please note that line items or actual projects are programmed for some agencies. This reflects an anticipation of funds or approved projects carried over from a previous STIP.

**FFY 2019-2022 Statewide Transportation Improvement Program
Transit Funding Summary Chart
Available Funds vs. Programmed Funds (\$M)**

Fund Type	2019		2020		2021		2022		Total	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Fed Highway										
CAQ	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	7.6	7.6
Sub-Total	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	7.6	7.6
Fed Transit										
5307	193.5	193.5	193.1	193.1	195.7	195.7	191.4	191.4	773.7	773.7
5309	52.5	52.5	50.7	50.7	2.3	2.3	2.3	2.3	107.8	107.8
5310	12.7	12.7	13.6	13.6	13.1	13.1	13.3	13.3	52.7	52.7
5311	33.9	33.9	31.3	31.3	33.7	33.7	33.7	33.7	132.6	132.6
5317	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	1.6	1.6
5329	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	5.6	5.6
5337	143.3	143.3	145.7	145.7	145.8	145.8	145.7	145.7	580.5	580.5
5339	13.9	13.9	14.3	14.3	14.2	14.2	14.2	14.2	56.6	56.6
FTAD	0.0	0.0	0.0	0.0	41.8	41.8	107.7	107.7	149.5	149.5
OTHER - F	42.7	42.7	12.3	12.3	3.2	3.2	7.7	7.7	65.9	65.9
Sub-Total	494.3	494.3	462.8	462.8	451.6	451.6	517.8	517.8	1,926.5	1,926.5
Total Federal	496.2	496.2	464.7	464.7	453.5	453.5	519.7	519.7	1,934.1	1,934.1
State										
CB	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	66.4	66.4
Other	249.8	249.8	182.5	182.5	132.8	132.8	52.3	52.3	617.4	617.4
PTAF	32.1	32.1	24.5	24.5	24.4	24.4	12.1	12.1	93.1	93.1
164	21.3	21.3	21.3	21.3	21.4	21.4	21.4	21.4	85.4	85.4
338	926.9	926.9	1,009.9	1,009.9	1,062.8	1,062.8	988.6	988.6	3,988.2	3,988.2
339	398.1	398.1	406.6	406.6	407.1	407.1	1,081.5	1,081.5	2,293.3	2,293.3
340	18.1	18.1	11.9	11.9	18.7	18.7	6.1	6.1	54.8	54.8
341	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.9	0.9
Total State	1,663.1	1,663.1	1,673.5	1,673.5	1,684.0	1,684.0	2,178.8	2,178.8	7,199.5	7,199.5
Other										
Local	0.0	126.6	0.0	125.6	0.0	115.8	0.0	114.4	0.0	482.4
Other	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3
Total Other	0.0	126.7	0.0	125.6	0.0	116.0	0.0	114.4	0.0	482.7
Grand Total	2,159.3	2,286.0	2,138.2	2,263.8	2,137.5	2,253.6	2,698.5	2,812.9	9,133.6	9,616.3

Statewide Programs

The STIP includes several Highway and Bridge Statewide Programs that are centrally managed by PennDOT's Center for Program Development and Management (CPDM). The Statewide Programs are developed and managed through a cooperatively and collaboratively with input from PennDOT, MPOs, RPOs, FHWA, STC and any other involved interested parties.

Interstate Management Program Summary

The IM program is a separate TIP that is developed and managed based on statewide needs.

From a programming standpoint, the IM Program is constrained to an annual funding level provided as part of Financial Guidance. Financial Guidance provides the IM Program approximately \$454.2 million per FFY; or, an overall four-year program of \$1.82 billion. Out of the annual allocation, approximately \$60 million per year is set-aside as a line item to address programmatic contingencies and emergencies. The line item is continually monitored and if not necessary for programmatic contingencies or emergencies it is used to advance other prioritized needs.

To more efficiently manage the significant needs of the Statewide Interstate System, PennDOT formed an Interstate Steering Committee (ISC) in summer of 2015. The ISC group held several meetings with the entire membership in 2015, but realized to be effective it needed to identify a smaller workgroup. The ISC Workgroup contains representation from PennDOT's CPDM, the Bureau of Maintenance Operations (BOMO), the Bureau of Project Delivery (BPD), and the Districts. The ISC works with PennDOT, MPOs, RPOs, FHWA and STC on the development and management of the Interstate Program. They assist with project prioritization and re-evaluate projects during Program updates. The ISC Workgroup meets monthly to assist with the management of the IM Program.

As part of the 2019 Program Update the ISC-Workgroup had each District provide Interstate presentations. The presentations were made in July 2017. Presentations provided updates on conditions, challenges, best practices and needs for each District. All presentations were available via web conference so other Districts, Planning Partners and FHWA could participate. In addition to the presentations, the ISC-Workgroup also held Interstate Rides. ISC Workgroup members, Central Office Asset Management and Planning staff, as well as, District staff rode all 2,740 miles of the Interstate System in May and June 2017. The District Interstate rides provided a statewide perspective of current conditions, as well as, an opportunity to review currently planned and potential projects. This information was summarized and shared with all the MPOs/RPOs at the October 2017 Annual Meeting.

This information along with any additional information and input provided by the individual Districts and Planning Partners was used to establish current Interstate conditions, needs and a relative project prioritization.

Initial programming consideration is given to currently programmed projects that carry over from one STIP to another. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for candidate IM projects. For the 2019 IM Program, there wasn't significant enough funding to add new projects.

The carry-over projects were prioritized based on current field conditions and asset management criteria. Consideration was also given to project development process and current project schedules when developing the 2019 IM Program.

Asset Management criteria used for project prioritization are based on various Bridge and Pavement data and guidance from Chapter 13 of the Interstate Management Program Guidelines found in Publication 242.

As part of the recommended "Spike" funded projects for the FFY 2019-2022 STIP, several major Interstate Projects were included that otherwise would not have been able to advance and are vitally important to maintaining and improving our Interstate infrastructure. This includes \$30 Million annually for Interstate Preservation. ISC-Workgroup coordinated review of the candidate projects identified during the 2019 Program Development Process. Candidate projects were reviewed and ranked. PennDOT executive management approved the ISC-Workgroup's recommendations for projects to for the 2019 Program. The "Spike" funded Interstate Projects are included in the 2019 IM Program and are listed on the recommended "Spike" funded projects for the 2019 Program (Appendix 4).

National Highway Freight Program Summary

The NHFP was a new program authorized under the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, including: (1) investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; (2) improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; (3) improving the state of good repair of the NHFN; (4) using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; (5) improving the efficiency and productivity of the NHFN; (6) improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and (7) reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]. The Statutory citation for the NHFP is: FAST Act § 1116; 23 U.S.C. 167

Per Financial Guidance all NHFP funds have been allocated to the Interstates and included on the Interstate Management Program. Projects were based on the following considerations:

- Factors from the state's Comprehensive Freight Movement Plan, including:
 - Freight bottlenecks;
 - Freight efficiency projects; and
 - Projects as identified by the state's Planning Partners.

- Estimated let dates: projects that haven't been let but will be let within the Program period.
- Estimated construction costs: projects that had a cost greater than \$50 million.

These projects are depicted in further detail within Appendix 9.

Railway-Highway Crossings (Section 130/RRX) Program Summary

The 2019 RRX program was developed in coordination with PennDOT District and Central Office Grade Crossing Engineers, Planning and Programming staff and our MPO/RPO Partners. Statewide funding is provided at \$7.049M in 2019 and \$7.196M in 2020 and following years. Projects without regular obligation, or with Advance Construction (AC) obligation, were carried on the 2019 Program. New projects were prioritized at locations with the highest hazard rating from the FRA Web Accident Prediction System, or locations with other local or railroad safety concerns including increased train traffic, near-miss history or antiquated warning devices. It is anticipated that AC conversions occurring prior to the 2019 Program adoption will free up program funds for project advancement. The active Program will be continually monitored to identify other opportunities for project advancement to maximize the use of funding statewide. Projects are included on regional TIPs. A list of these projects can be found in Appendix 10.

Transportation Alternatives Program (TAP) Summary

The Transportation Alternatives (TA) Set-Aside, per the FAST Act, is managed as a statewide program that selects projects through a statewide, competitive application round for the Any Area, Urban Areas with Populations of 5,001 to 200,000, and Areas with Population of 5,000 or fewer funds. Projects are evaluated using PennDOT's Core Principles, which are found in Design Manual 1, encouraging transportation investments that are tailored to important local factors, including land use, financial concerns, and the overall community context. Project deliverability, safety, the ability to support environmental justice principles and enhance local or regional mobility were also considered during project evaluation. Additionally, input provided by PennDOT's Planning Partners and Districts factored into the project evaluation and selection process. Of the 173 applications that were received during the 2018 application round, 82 projects were selected for a total of \$66,791,600. These projects will be added to Regional Programs. A list of the selected projects is provided in Appendix 11. 42 TAP projects are included from previous rounds of TAP selections totaling \$27,193,752. These projects are included on regional TIPs. A list of these projects can be found in Appendix 12.

For Urbanized Areas with Populations of greater than 200,000, the MPO administers a competitive application round and selects projects. 28 projects were selected by the large MPOs (seven of which were also funded with Statewide TA Set-Aside funds).

TRANSPORTATION PERFORMANCE MANAGEMENT

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act include performance management requirements. Performance-based planning will ensure that PennDOT and the MPOs collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the 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 goals for the Federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

The regulations require the United States (US) Department of Transportation (DOT)/FHWA to establish final rules on performance measures. The final rules address the seven areas in the legislation, identifying the following as performance measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

Performance Based Planning and Programming

Pennsylvania has long utilized a comprehensive planning and programming process, with a focus on collaboration between the PennDOT, FHWA, and Planning Partners (MPOs/RPOs) at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). An implementation timeline is included as Appendix 13.

PennDOT and its Planning Partners will coordinate when setting targets to ensure consistency to the maximum extent possible. Each MPO/RPO will need to establish targets by either adoption of the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets.

This section of information serves as jointly-written provisions for roles and responsibilities for PBPP for the FFY 2019-2020 Statewide STIP and regional TIPs. It also documents the roles for target setting coordination, data collection, data analysis and reporting.

Safety Performance Measures

The FHWA final 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 final rules are the first in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act.

The HSIP Final Rule updates the HSIP regulation under [23 CFR Part 924](#) to be consistent with MAP-21 and the FAST Act while clarifying existing program requirements. The Safety PM Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations (CFR) to implement the performance management requirements in 23 U.S.C. 150.

The Safety PM Final Rule, also referred to as PM1 Final Rule, establishes safety performance measure requirements for carrying out the HSIP and to assessing fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures used in determining five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Coordination on Target Setting:

Pennsylvania's 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 coordinated efforts to deliver the Safety Targets began back in April of 2016 at a Statewide Safety Summit. The Summit focused on a variety of legislative, engineering, technological and behavioral topics.

Efforts continued when staff with representation from PennDOT and MPOs/RPOs participated in a FHWA Target Setting Peer Exchange in May of 2016, where discussions pertained to Pennsylvania data trends, MPO coordination, approval processes, and what it would take to be successful with implementing performance targets.

Pennsylvania's current [Strategic Highway Safety Plan \(SHSP\)](#) was updated in early 2017. It 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. The SHSP contains Pennsylvania's statewide goals for fatalities and serious

injuries over the next 3-4 years. The SHSP was developed and will be updated in conjunction with stakeholders including federal, state, local and private sector agencies including Pennsylvania's MPOs/RPOs.

To strengthen communication and coordination efforts, Pennsylvania established a Safety Planning Workgroup with representation from PennDOT, the MPOs/RPOs and FHWA. The group includes technical safety and planning professionals that meet regularly to discuss relative topics such as the SHSP and performance measures. PennDOT and the MPOs/RPOs will continue to utilize the Workgroup to coordinate the State's Safety Target setting. Information discussed as part of this workgroup will be shared at annual Statewide Planning Partners Meetings and bi-monthly conference calls.

PennDOT will be responsible for scheduling and conducting Safety Planning Workgroup calls, annual Planning Partners meetings and conference calls, where coordination on Target setting will occur.

MPOs/RPOs will be responsible for ensuring there is adequate MPO/RPO representation on the Safety Planning Workgroup. All MPOs/RPOs will ensure they participate in Planning Partners meetings and conference calls to provide input into Target setting.

Data Collection and Analysis:

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 VMT are derived from the Highway Performance Monitoring System (HPMS).

PennDOT collected traffic volumes for about 2,500 local highways. This extra traffic volume task for the network screening will also be a benefit for the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) collection mandate in the FAST Act.

PennDOT is responsible for reviewing the State's crash and fatality data and evaluating it for overall trends. PennDOT will compare these trends to what can be observed at the national level. PennDOT will assess the state and national trends to determine how they relate to the SHSP Goals and the National Toward Zero Death initiative.

PennDOT will share the statewide data and planning region specific findings with the MPOs/RPOs to assist them in deciding whether they are going to support the State's targets or adopt their own.

PennDOT evaluated the overall trends for the state's crash and fatality data for the Baseline (2012-2016) and Target (2014-2018) periods. The past several years' data yielded a downward trend of approximately one percent. This was then compared to what was observed at a national level. Nationally, these same numbers were rising by almost seven percent per year. In support of the National Toward Zero Death initiative, there was a desire to be aggressive in trying to further push down the numbers in PA. This, coupled with emerging technologies like autonomous vehicles, led all those involved to the determination that a two percent annual

reduced goal was both aggressive and obtainable. Upon reaching this conclusion, PennDOT shared both the statewide data and planning region specific data with the MPOs/RPOs to assist them in their decision-making process regarding the state targets.

State Safety Targets:

Safety Performance Measures	Baseline (2012-2016)	Target (2014-2018)
Number of fatalities	1,220.2	1,177.6
Rate of fatalities per 100 million VMT	1.220	1.161
Number of serious injuries	3,434.0	3,799.8
Rate of serious injuries per 100 million VMT	3.433	3.746
Number of non-motorized fatalities and non-motorized serious injuries	602.4	654.4

The targets listed above are based on an aggressive 2% reduction as supported by the SHSP, data analysis and the National Toward Zero Death initiative.

The targets for number of fatalities, number of serious injuries and rate of fatalities needed to be identical in submission to the National Highway Traffic Safety Administration (NHTSA).

PennDOT included the required three targets in the [Federal Fiscal Year 2018 Pennsylvania Highway Safety Plan](#) that was required to be submitted to NHTSA by July 1, 2017. PennDOT included all five targets as part of the [2017 Pennsylvania Highway Safety Improvement Program](#) annual report submitted to FHWA by August 31, 2017.

PennDOT will include state targets for all five of the safety performance measures as part of the annual Pennsylvania Highway Safety Improvement Program (HSIP) report submitted to FHWA by August 31 of each year. The state targets for number of fatalities, number of serious injuries and rate of fatalities need to be identical in submission to the NHTSA. PennDOT will submit the state targets as part of the annual Pennsylvania Highway Safety Plan submitted to NHTSA by July 1 of each year.

All Pennsylvania MPOs and RPOs adopted the 2014-2018 State Targets by February 27, 2018. They agreed to plan and program projects that contribute to meeting or making significant progress towards the established PennDOT safety targets.

PennDOT will share the annual submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All MPOs and RPOs must choose to either adopt the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets. If a MPO/RPO chooses to establish their own performance targets, they will also need to provide PennDOT with their methodology, including the VMT used to develop their targets. Each MPO/RPO will adopt Safety performance targets and communicate adoption to PennDOT within 180 days of August 31 annually.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs and RPOs will ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward target achievement.

The 2019 STIP and individual TIPs were developed to ensure progress toward achievement of the state targets.

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

- Implementing the strategies in the 2017 Strategic Highway Safety Plan (SHSP) through a data driven safety analysis and the utilization of low-cost safety improvements has created system-wide support for achieving these reductions.
- In January of 2017, the HSIP funding site was opened in SharePoint. The HSIP funding site provides a single point of communication for all HSIP project eligibility and funding requests. Project applications are reviewed through an approval workflow involving District and Central Office safety and planning staff.
- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan (ISIP), Roadway Departure Safety Implementation Plan (RDIP), and the Speed Management Action Plan (SMAP).
- Pennsylvania started using the PA Regionalized Safety Performance Functions (SPFs) developed for a statewide network screening of about 20,000 locations. These new evaluations will use the Highway Safety Manual (HSM)'s analysis method of Excess Expected Average Crash Frequency with Empirical Bayes (EB) adjustments also known as Potential for Safety Improvement (PSI). This method will use the calculated expected crashes for a location and subtract the Predicted crashes for that same location to produce an excess (or PSI) value. PennDOT's [HSM Analysis Tool](#) was created so the Pennsylvania regionalized SPFs can be utilized for location specific safety analysis.

Pennsylvania sets aside \$35 million per FFY in HSIP funds to advance projects Statewide that are evaluated and ranked based on Benefit/Cost analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvements on local roads and deliverability. In May 2017 PennDOT Districts and Planning Partners were notified of the solicitation for the FFY 2019 HSIP Set Aside Program. A data-driven safety analysis in the form of Benefit/Cost (B/C) analysis or Highway Safety Manual (HSM) analysis was strongly recommended. For the first time, evaluation criteria were weighted allowing each project to be scored and ranked. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability. The HSIP Set Aside continues to place an emphasis on project delivery, with 80 of the applications submitted anticipated to let within the timeframe indicated in the solicitation for candidate projects. Carryover projects previously approved were continued. New projects that meet eligibility requirements were selected based on evaluation criteria scoring and demonstrate a significant potential safety return for the cost within the current available funding. Projects approved for set aside funding will remain on the HSIP SharePoint funding site as candidate applications to be considered as regional or set aside program funds become available. The HSIP set aside projects will be

continually monitored to maximize funding and project delivery. As set aside funding becomes available, additional eligible candidate projects will be advanced to maximize use of HSIP funding statewide.

HSIP set aside projects included in the FFY 2019-2022 STIP, are programmed on regional TIPs but a complete listing is available in Appendix 14.

When collaborating to set annual targets, PennDOT will provide feedback on statewide and MPO/RPO-specific progress 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. It is expected that FHWA will determine if Pennsylvania has met or made significant progress toward meeting its 2014-2018 HSIP targets in December of 2019. Four of the five measures will need to be met or significantly improved upon. FHWA will utilize 2012-2016 data as a base line period for assessing significant progress. FHWA will report their findings to PennDOT by March 2020.

Pavement/Bridge Performance Measures

The FHWA final rule for the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017.

This final rule is the second in a series of three related rulemakings that together establishes a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act.

The final rule established performance measures for all State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate System, pavements on the NHS (excluding the Interstate System), bridges carrying the NHS which include on- and off-ramps connected to the NHS. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets as established in a State's Transportation Asset Management Plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures include:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges by deck area classified in Good condition
- % of NHS bridges by deck area classified in Poor condition

Coordination on Target setting:

State 2-year and 4-year targets were due May 20, 2018, and will also be reported to FHWA in the 2017 baseline report due October 2018. To satisfy coordination requirements [23 CFR 490.105(e)(2)], PennDOT has coordinated with Planning Partners in the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. Specific coordination efforts are highlighted below:

- A TAMP Steering Committee was formed in January 2017.
 - The Committee is comprised of representation from PennDOT Executive Management, FHWA, and the Pennsylvania Turnpike Commission (PTC), as well as PennDOT's Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, and Highway Safety and Traffic Operations Division.
 - The purpose is to manage and coordinate the development, submission, and implementation of the TAMP, and the pavement and bridge condition performance measures.
 - The TAMP Steering Committee met on January 4, 2017, February 6, 2017, September 21, 2017, October 31, 2017, November 13, 2017, December 21, 2017, and April 16, 2018.
- A workshop was conducted on October 12, 2017, with PennDOT, Planning Partners and FHWA Pennsylvania Division staff related to fully integrating an asset management approach into decision-making.
- A workshop was conducted on January 11, 2018, with PennDOT and FHWA Pennsylvania Division staff to identify future steps and requirements related to the TPM rulemaking.
- PennDOT provided status updates on the development of performance measure data, tools and methodologies to the Planning Partners. On October 18, 2017, PennDOT provided an overview of the performance measures and general approaches for target setting at the Planning Partners fall conference in State College. On a March 20, 2018, conference call, PennDOT provided a status update on the development of baseline measures and targets.
- PennDOT conducted a webinar on May 9, 2018, to review the State DOT targets with the Planning Partners.
- PennDOT has worked to develop the *Pennsylvania Department of Transportation MAP-21 and FAST Act Performance Management Road Map* to provide Planning Partners with a resource on the performance measure requirements and calculations

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must establish targets for the performance measures no later than 180 days after PennDOT establishes (or amends) its targets. The MPOs/RPOs must establish targets by either agreeing to support the State targets or establishing their own quantifiable targets. If any MPOs/RPOs opt to establish their own performance measure targets, they should coordinate with PennDOT on the selection of the targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT will collect and perform the analysis of the data for the pavement and bridge performance measures.

Pavement

Determining pavement condition requires rigorous data collection. In the past, all PennDOT data was collected for each roadway segment, which is approximately one-half-mile in length. Federal rulemaking 23 U.S.C. 119 now requires that all distress component information be collected for one-tenth-mile increments. PennDOT and its partners have adjusted their pavement data collection to meet FHWA standards. Data collection at the tenth-mile increment level began in 2017 for cracking, rutting, and faulting and will be used for this submission of the TAMP.

Pavement performance measures required for FHWA reporting include the following four distress components:

- International Roughness Index (IRI) – Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile.
- Cracking – Measures the percentage of pavement surface that is cracked.
- Rutting – Measures the depth of ruts (surface depression) in bituminous pavement in inches.
- Faulting – Quantifies the difference in elevation across transverse concrete pavement joints in inches.

These distress measurements translate to good, fair, or poor condition scores. The table below summarizes the pavement condition metrics for IRI, cracking percent, rutting, and faulting.

Rating (one-tenth-mile)	Good	Fair	Poor
IRI (inches/mile)	<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

IRI and cracking apply to both bituminous and concrete pavements, while rutting is exclusively for bituminous pavement and faulting is exclusively for concrete pavement. Each one-tenth-mile pavement section is considered in good condition if all three of its distress components are rated as good, and in poor condition if two or more of its three distress components are rated as poor.

23 CFR part 490.315(a), Subpart C, requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor pavement condition. If the threshold is not met, restrictions are placed on PennDOT's federal funding—specifically, NHPP and Surface Transportation Program (STP) funds. FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the State DOT to establish performance targets.

23 CFR 490.313(b)(4)(i) requires that the total mainline lane-miles of missing, invalid, or unresolved sections for the Interstate System and non-Interstate NHS shall be limited to no more than five percent of the total lane miles. A section is missing if any one of the data requirements specified in 23 CFR 490.309 and 23 CFR 490.311(c) are not met or if that reported section does not provide sufficient data to determine its overall condition.

Previously collected segment-level data for the years 2013-2016 was quantified and used to determine deterioration rates for each condition. Some assumptions related to significant repairs, segment averages and minor maintenance were included in deterioration. The overall deterioration rate was then increased by 3 percent to reflect the impact of inflation.

The resultant deterioration rates are provided in the following table:

Condition	Interstate	NHS Non-Interstate
Faulting (inch)	0.00024	0.00153
Concrete Cracking	0.94%	0.89%
Rutting (inch)	0.00651	0.00890
Bituminous Cracking	0.56%	0.90%

The appropriate deterioration rates were applied to each condition, and values for each tenth-mile increment were determined for the years 2021, 2025, and 2029. These values reflect a state of “do nothing.” Data from PennDOT’s Multimodal Program Management System (MPMS) for anticipated projects on the Interstate and NHS non-Interstate networks for the next eight years (2018-2029) was compiled. The mileage of the projects that affected pavement condition was determined, and these proportions were projected over the next four-year period (2022-2025) and the following four-year period (2026-2029). Projecting mileage beyond the initial four years provided a better representation of the volume of work to be expected, assuming constant funding while reducing affected miles by three percent annual inflation. Given the mileages in good, fair, and poor condition and the projected programmed miles in each condition, resultant mileages were determined for the years 2021, 2025, and 2029. The mileage with missing data was assumed constant over this duration.

Bridge

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA’s performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS.

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good, fair, or poor condition score rating.

The table below summarizes the FHWA scoring system for bridge condition metrics for deck, superstructure, substructure, and culvert components.

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

A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is rated as poor.

23 CFR 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area are in poor condition.

Several different types of models have been created and run with historic data to determine the level of accuracy of the predictive models based on previous deterioration investigations.

The outputs from the best performing models were combined and used in conjunction with historic trends to produce a short-term projection.

State Pavement and Bridge Performance Targets:

Pavement Performance Measures	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 %

PennDOT's pavement condition targets (its desired state of good repair) for NHS Interstate roadways mirrors the federal standard: no more than 5 percent of Pennsylvania's NHS Interstate pavements shall be rated in poor condition.

PennDOT's pavement condition targets are consistent with its 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.

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

PennDOT's bridge condition targets are consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.

Reporting on progress towards target achievement:

PennDOT will need to report on performance at regular intervals. The first State DOT baseline performance period report is due October 1, 2018, for all measures in this rule.

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must report baseline conditions, targets and progress toward the achievement of their targets in TIPs and LRTPs after May 20, 2019.

PennDOT will continue to provide annual Pavement and Bridge Performance Reports by MPO/RPO region.

System Performance Measures

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 final rule is the third in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These system performance measures are collectively referred to as the PM-3 measures.

The PM-3 performance measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent of Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

Coordination on Target setting:

State 2-year and 4-year targets were due May 20, 2018, and will also be reported to FHWA in the 2017 baseline report due October 2018. To satisfy coordination requirements [23 CFR 490.105(e)(2)], PennDOT has coordinated with Planning Partners in the development of the

measures and selection of targets to ensure consistency, to the maximum extent practicable. Specific coordination efforts are highlighted below:

- A workshop was conducted on January 11, 2018, with PennDOT and FHWA Pennsylvania Division staff to identify future steps and requirements related to the TPM rulemaking.
- PennDOT conducted a performance measure workshop on February 26-27, 2018, with the Pittsburgh, Philadelphia, and York MPO planning staffs to evaluate baseline performance measure trends and methodologies for target setting.
- PennDOT provided status updates on the development of performance measure data, tools and methodologies to the Planning Partners. On October 18, 2017, PennDOT provided an overview of the performance measures and general approaches for target setting at the Planning Partners fall conference in State College. On a March 20, 2018, conference call, PennDOT provided a status update on the development of baseline measures and targets.
- PennDOT conducted a webinar on May 9, 2018, to review the State DOT targets with the Planning Partners.
- Four TPM meetings were held for the Philadelphia PA-NJ-DE-MD urbanized area to coordinate, discuss and establish target setting for the PHED and Non-SOV travel measures. The meetings occurred on February 16, March 19, April 9 and April 30, 2018. Agency representation included PennDOT, New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation (DelDOT), Maryland Department of Transportation (MDOT), FHWA, and the Delaware Valley Regional Planning Commission (DVRPC), Northern Jersey Transportation Planning Authorization (NJTPA), South Jersey Transportation Planning Organization (SJTPO), Wilmington Area Planning Council (WILMAPCO), Lehigh Valley Planning Commission (LVPC), Reading Area Transportation Study (RATS) and Lancaster County Transportation Coordinating Committee (LCTCC) MPOs.
- PennDOT has worked to develop the *Pennsylvania Department of Transportation MAP-21 and FAST Act Performance Management Road Map* to provide Planning Partners with a resource on the performance measure requirements and calculations.

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must establish targets for the performance measures no later than 180 days after PennDOT establishes (or amends) its targets. The MPOs/RPOs must establish targets by either agreeing to the State target for that performance measure or establishing their own quantifiable target for that performance measure. If the MPOs establish their own performance measure targets, they should coordinate with PennDOT on the selection of the targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT has worked to identify and evaluate the data and tools used to produce the baseline performance measures. The University of Maryland CATT Lab 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. Future revisions and modifications to these tools may impact the reported performance measures and established targets.

State System Performance Measure (PM3) Targets:

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 next two years. 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 will coordinate any updates to the performance measures with the Planning Partners. DVRPC and the Southwestern Pennsylvania Commission (SPC) will also track the annual PHED and Non-SOV travel measures and revisit the estimated established 4-year targets at the mid-term period.

For the three reliability measures, PennDOT has set statewide targets (sub-state targets are optional). MPO baseline reliability measures have been provided for informational purposes only. For the first performance period, the annual peak hour excessive delay and non-SOV travel measures must be developed for the Pittsburgh and Philadelphia urbanized areas only. PennDOT has worked closely with SPC and DVRPC to develop these targets and to include the necessary multi-state coordination partners in the target-setting process. The mobile source emission measure targets are produced statewide and for each MPO that is in nonattainment or maintenance of the National Ambient Air Quality Standards. The targets are provided below.

Travel Time and Annual Peak Hour Excessive Delay Measures (Estimated using RITIS Data Extract from May 8, 2018)			
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

PM-3 Baseline and Target Values for Non-SOV Travel Measure				
Measure	Baseline 2017	2-year 2019	Target	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 %
PM-3 Target Values for CMAQ Emission Measures				
Applicable MPOs and Pollutants Determined from: https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page03.cfm#toc494364458				
Measure	MPO	Emissions (kg/day)		
		2-year Target* 2019	4-year Target 2021	
VOC Emissions	Statewide	109.460	201.730	
	DVRPC (PA only)	37.610	69.310	
	SPC	58.060	107.000	
	Lehigh Valley	11.690	21.540	
	Lancaster	1.950	3.600	
	Reading	0.150	0.270	
	NEPA	0.000	0.000	
NOx Emissions	Statewide	337.700	612.820	
	DVRPC (PA only)	23.420	42.500	
	SPC	256.110	464.770	
	Lehigh Valley	57.550	104.440	
	Lancaster	0.570	1.030	
	Reading	0.040	0.080	
	NEPA	0.000	0.000	
PM _{2.5} Emissions	Statewide	10.760	20.490	
	DVRPC (PA only)	1.080	2.060	
	SPC	7.010	13.350	
	Lehigh Valley	2.320	4.410	
	York	0.060	0.110	
	Harrisburg	0.050	0.100	
	Lancaster	0.020	0.040	
	Lebanon	0.050	0.090	
	Johnstown	0.170	0.320	
PM ₁₀ Emissions	Statewide	9.540	17.470	
	SPC	9.540	17.470	
CO Emissions	Statewide	567.700	1135.400	
	DVRPC (PA only)	282.740	565.470	
	SPC	284.970	569.930	

* 2-year emission targets are only applicable for SPC, DVRPC and Statewide targets (bold above). MPOs with populations <1 million are not required to report 2-year emission targets. The values were used to establish statewide 2-year targets.

Progress Towards Target Achievement and Reporting:

PennDOT will need to report on performance at regular intervals. The first State DOT baseline performance period report is due October 1, 2018, for all measures in this rule.

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must report baseline conditions, targets and progress toward the achievement of their targets in TIPs and LRTPs after May 20, 2019.

Transit Asset Management

The Transit Asset Management Final Rule [49 CFR part 625](#), effective October 2016, established four performance areas that must be tracked and measured for transit. The regulations required the U.S. Department of Transportation/FTA to develop a strategic and systematic process of operating, maintain and improving public capital assets based on their life cycle to ensure movement toward a state of good repair for transit assets.

At a minimum, transit operators must monitor performance and set performance targets in the following areas:

- Rolling stock – vehicles used for providing public transportation, revenue and non-revenue
- Equipment – articles on non-expendable, tangible property with a useful life of at least one year
- Facilities – building or structure used in providing public transportation
- Infrastructure – the underlying framework or structures that support the public transportation system

A Transit Asset Management (TAM) Plan is required to be in place for transit operators by October 1, 2018. Urban and small urban transit systems are required to report on TAM factors to NTD on an annual basis. PennDOT will report to NTD for the rural systems.

Transit systems are divided into Tier 1 and Tier 2 systems based on the size of the system and the types of vehicles they operate. A Tier 1 system is one that operates rail or operates over 100 vehicles in one type of fixed route or non-fixed route mode. In Pennsylvania, there are 5 Tier 1 transit systems that will report directly to FTA. They include:

- Southeastern Pennsylvania Transportation System
- Port Authority of Allegheny County
- Cambria County Transportation Authority
- South Central Transportation Authority
- Central Pennsylvania Transportation Authority dba rabbittransit

The FTA defines a Tier 2 system as one that is funded by Rural 5311 funds, or operates less than one hundred vehicles in fixed route or non-fixed route mode. The following systems are considered Tier 2 systems in Pennsylvania:

Urban and Rural Fixed Route (5307, 5310 and 5311 eligible)	Shared Ride only (5310 eligible)
Altoona Metro Transit	Allied Coordinated Transportation Services, Inc.
Area Transportation Authority of NC PA	Blair Senior Services
Beaver County Transit Authority	Bucks County Transport
Borough of Mt. Carmel	Butler County
Borough of Pottstown	Call A Ride Services
Butler Transit Authority	Carbon County
Centre Area Transportation Authority	Centre County
County of Lackawanna Transit Authority	Chester County
County of Lebanon Transit Authority	Clarion County
Crawford Area Transit Authority	Community Transit of Delaware County
Cumberland-Dauphin-Harrisburg Transit Authority	Forest County
Endless Mountains Transportation Authority	Greene County
Erie Metropolitan Transit Authority	Huntingdon-Bedford-Fulton AAA
Fayette County	Pike County
Hazleton Public Transit	Somerset County
Indiana County Transit Authority	STEP, Inc.
Lehigh and Northampton Transportation Authority	Suburban Transit Network
Luzerne County Transportation Authority	Susquehanna County
Mercer County	Wayne County
Mid-County Transit Authority	
Mid-Mon Valley Transit Authority	
Monroe County Transit Authority	
New Castle Area Transit Authority	
River Valley Transit	
Schuylkill County	
Warren County Transit Authority	
Washington County Transit Authority	
Westmoreland County Transit Authority	

PennDOT as allowed by the FTA has elected to become a group plan sponsor of the Transit Asset Management Group Plan (TAMGP) in Pennsylvania. Currently all the above noted Tier II systems, except for Centre Area Transportation Authority, have elected to participate in the PennDOT sponsored Group Plan. CATA will be developing its own plan.

Pennsylvania is currently developing its TAMGP. It will use multiple strategies to guide the optimal prioritization of funding for Tier II transit agencies and to achieve an SGR in Pennsylvania transit systems while ensuring safe and efficient operations.

As required, PennDOT's plan will include the following elements:

- **Asset Inventory:** An inventory of the number and type of capital assets, including Rolling Stock (Revenue), Equipment (Non-Revenue), and Facilities
- **Asset Condition Assessment:** A condition assessment of those inventoried assets for which each transit agency has direct ownership and capital responsibility
- **Decision Support Tools:** A description of the analytical processes and decision support tools using Performance Measures and Targets (PMT) to identify capital investment needs over time and to develop investment prioritization.
- **Investment Prioritization:** A description of how PennDOT and transit agencies will prioritize projects based on reasonable financial assumptions for current and future funding.

PennDOT set statewide targets for state of good repair as part of the TAMGP. Transit agencies will be required to communicate those targets and the agency asset condition assessment to their respective MPOs/RPOs. The TAMGP will be available upon completion on PennDOT's website.

Currently, our draft measures are included below. We will be getting transit agency input on the plan in the next few weeks and will make revisions accordingly.

Fixed Route and Shared Ride Current SGR Targets				ESL Standards		SGR Target that Assets must be Maintained Above
FTA Vehicle	Total Count of all Tier II Agencies	Does Not Meet SGR	Meets SGR	Age	Miles	
AB-Articulated Bus	1	0	1	4	100,000	80 %
BR-Over-The-Road Bus	2	0	2	12	500,000	80 %
BU-Bus	799	378	421	12	500,000	71 %
TB-Trolley Bus	11	5	6	12	500,000	55 %
CU-Cutaway	1601	619	982	5	150,000	70 %
MB-Minibus	1	0	1	5	150,000	80 %
MV-Mini Van	260	129	131	4	100,000	52 %
AO-Automobile	52	33	19	4	100,000	38 %
SV-Sports Utility Vehicle	4	1	3	4	100,000	75 %
VN-Van	262	167	95	4	100,000	48 %

PennDOT will review and update the TAMGP at least annually, or when there are significant changes which impact the TAMGP.

MANAGING STIP FUNDING

Funding included in the STIP and summarized in the earlier tables includes resources that can reasonably be assumed to be available over the four-year period. Actual obligation of federal funds will be controlled by annual obligation limitations as determined through annual Federal Transportation Appropriation Acts.

Funding categories for specific highway and bridge categories does not precisely match funding anticipated over the four-year period. As has been past practice, PennDOT will manage the STIP within the core fund categories. This includes managing between federal and state dollars. PennDOT, if necessary, will utilize transfer provisions to provide necessary funding for the STIP priorities.

Due to annual obligation limitations, Pennsylvania's balance of federal funds continues to increase. Therefore, balances of a specific category may be available and can be directed to projects in accordance with Planning Partner and PennDOT priorities. A summary of the Highway Federal funds balances is included in Appendix 7.

PennDOT, FHWA and the FTA have an agreement establishing the procedures for STIP modifications. This agreement is included in Appendix 15. The STIP will be managed in each planning region based on agreed upon TIP modification procedures. Each Planning Partner has adopted specific procedures for their area. These TIP modification procedures define an amendment and an administrative modification. They define how the MPO or RPO will act upon these items and set thresholds for approval authority.

As part of a Memorandum of Understanding (MOU) with FHWA and FTA, PennDOT has agreed to provide each Planning Partner and FHWA with quarterly and year-end status reports that indicate federal funds obligated and state funds encumbered/spent for projects listed on each region's TIP.

Line Items

Reserve line item funding has been used in several ways throughout the development of the TIPs and STIP:

- Within specific TIPs, line items are used for certain types of projects, such as, but not limited to, Betterments, Bridge Preservation, and Low-Cost Safety Initiatives. Individual projects will be identified at a future date and will be drawn down from the line item.

- At the Statewide level, line items are used to reserve funding for specific purposes. Some examples include the Statewide Highway-Rail Grade Crossing (RRX) program, Statewide Highway Safety Improvement Program (HSIP) set-aside, Statewide Rapid Bridge Replacement (RBR) program, Transportation Infrastructure Investment Fund (TIIF) (formally Economic Development) reserve, Statewide Transit Flex reserve, contracts with Environmental Review Agencies, and State and Local bridge inspection. This also applies to Surface Transportation Block Grant Program Set-aside, former Transportation Alternatives Program (TAP) funds, which involves a statewide application, review and selection process.
- Transit statewide line items are used for unallocated and reserved transit funding.

Cash Flow Programming

Cash flow programming continues to be employed as part of the programming process. The FFY 2019-2022 STIP lists funds required to complete a project or phases of a project. If federal funds were obligated or state funds previously encumbered, they do not appear in the Program. PennDOT will continue to use tools such as advance construct and partial conversions to manage federal funds required for each project or phase.

Project Cost Estimating and Scheduling

The Bureau of Project Delivery developed cost estimating guidance to update the processes and procedures found in the Estimating Manual, Publication 352. The cost estimating guidance covers planning through the Final Design Office Meeting.

The guidance emphasizes updates of construction cost estimates at the project milestones of TIP development, Engineering and Environmental Scoping, NEPA Approval, Design Field View, Final Design Office Meeting, and Final Estimate. The document highlights the need to carefully consider the cost estimate at the planning and programming phases.

This guidance also emphasizes the importance of documentation and review of estimates. Tools were developed to facilitate documentation with respect to analyzing the cost drivers that affect the project estimate and the Estimate Review Report. Training has been offered to all Engineering Districts.

AIR QUALITY

PennDOT and the Planning Partners have a formalized interagency consultation process. The process was developed in consultation with the Statewide Interagency Consultation Group (ICG) and was documented. This process continued for the 2019 STIP and the ICG recognized that it went smoothly. A major enhancement to the ICG process this year was using Share Point to review project lists and provide comments on them. This further streamlined the review time necessary to carry out ICG reviews.

As part of this STIP submission, air quality conformity determinations were performed for Pennsylvania's metropolitan ozone non-attainment and maintenance areas. These areas comprise 17 counties and include the following MPOs: DVRPC, Lancaster, Lehigh Valley, Reading, SPC and the Northeastern Pennsylvania Alliance (NEPA). These MPO areas except NEPA have travel demand models and perform their own conformity analyses. PennDOT, through a consultant contract, performs the conformity determination on behalf of Carbon County, part of the NEPA MPO.

Conformity determinations were also performed for Pennsylvania's PM 2.5 non-attainment and maintenance areas. These areas involve all or parts of the following MPOs: DVRPC, Harrisburg, Johnstown, Lancaster, Lebanon, Lehigh Valley, Reading, SPC, and York.

A February 2018 federal court ruling also had widespread impacts on this year's air quality conformity process. In a lawsuit brought by the South Coast Air Quality Management District against the U.S. Environmental Protection Agency, the D.C. Circuit Court ruled that the EPA exceeded its authority in 2015 when it issued a rule making 2008 National Ambient Air Quality Standards or "NAAQS" the sole set of air quality rules transportation projects were required to meet – unilaterally superseding existing 1997 standards.

As a result of the court's verdict, 82 areas in 24 states that were previously nonattainment or maintenance areas for the 1997 ozone standard but are in attainment under the 2008 ozone standard must "re-do" their air quality models to ensure they are in compliance with the 1997 standards as well.

The Federal Highway Administration and Federal Transit Administration sent out "guidance" to their division administrators and air quality staff in light of the court's decision. That guidance breaks down as follows:

- Except for the 82 affected areas, all routine planning and project development actions may proceed throughout the country.
- Actions within the 82 identified areas that should be considered "on-hold" for now.
- FHWA long-range transportation plans (LRTPs or metropolitan plans) and FTA TIP updates and amendments that involve "non-exempt" projects may not proceed. However, those plan/TIP actions that involve administrative modifications or amendments that add or delete exempt projects may proceed because those actions do not require a conformity determination.

- STIP approvals that include TIPs from the 82 identified areas may not proceed, unless they conform with the 1997 ozone NAAQS or are limited to projects that are exempt from transportation conformity. Again, though, FHWA and FTA said STIPs may proceed if they are outside one of the 82 areas.

Projects with National Environmental Policy Act (NEPA) approvals may not proceed unless the project is included in a metropolitan plan and TIP.

The 20 PA Counties impacted by the DC Court ruling includes the following: Erie, Mercer, Greene, Indiana, Cambria, Blair, Centre, Clearfield, Tioga, Adams, Franklin, York, Cumberland, Dauphin, Perry, Lebanon, Wyoming, Lackawanna, Luzerne and Monroe.

A table covering the Pennsylvania areas that require Transportation Conformity can be found in Appendix 16.

PUBLIC PARTICIPATION SUMMARY INFORMATION

PennDOT and its Planning Partners, along with the State Transportation Commission (STC), jointly conducted public involvement for the development of the 2019 Program (Appendix 17).

In preparation for the 2019 program update, the STC evaluated the performance of Pennsylvania's transportation system and released its findings in the [2017 Transportation Performance Report](#). The report assesses the condition of the PA transportation system with available resources in the areas of safety, mobility, preservation, accountability and funding. The public was asked to consider the report findings and offer feedback for consideration in the 2019 Program update.

The STC accepted public comments for six weeks from March 6, 2017 through April 19, 2017. The STC used three primary tools to provide the public with accessible opportunities to provide feedback:

- A statewide online public meeting hosted by PennDOT Secretary, Leslie S. Richards on March 21, 2017.
- A customized, interactive online survey (also available via writing/phone) that invited participants to rank their transportation system priorities, develop their version of a transportation budget and map their transportation concerns.
- A solicitation for individuals to identify their project suggestions offered via project specific feedback forms.

These public feedback tools were promoted and made available on the STC's website, www.talkpatransportation.com. The STC along with PennDOT and Planning Partners across the Commonwealth promoted the 2019 TYP Open Comment Period through a series of email blasts, social media (Facebook and Twitter) and traditional press releases. It is through this cooperative effort that over 5,200 customers visited the online survey and identified nearly 3,600 transportation issues.

The STC posted the results of the Open Comment Period on the [website](#) so the Planning Partners could utilize the data for their regional TIPs and, in some regions, LTRPs.

The [2019 TYP](#) is available on the STC website.

After draft TIPs were developed and air quality conformity determinations were completed, each Planning Partner conducted minimum 30-day public comment period. Public comment period dates are included in Appendix 18. Block advertisements were placed in area newspapers and, in some cases, public service announcements were aired on local radio or TV stations. The draft documents (TIP, air quality conformity determination, if appropriate, and the TIP Modification Procedures) were also placed in public buildings and other locations that are accessible to the public. Planning Partners placed draft documents on their web sites and PennDOT provides links to each Planning Partner web site through the STC website.

Long before the 30-day comment periods were opened, each Planning Partner agency and PennDOT began the environmental justice (EJ) outreach efforts by using Census Tract

information and other data to determine the locations and concentrations of low income and minority populations within the study area. Outreach efforts were then initiated through local elected officials, community/civic leaders, religious organizations, housing projects, and others to obtain comments on the documents. Efforts will continue to refine and improve public outreach efforts to low income groups and minorities to gather more input early and often on long range and short range programs.

Additionally, each Planning Partner provided copies of their respective TIP documents to representatives of Native American tribes with interests within the Planning Partner's geographic areas of responsibility so that the tribal leaders could provide comment and feedback. The list of tribal contacts included the Absentee-Shawnee Tribe of Oklahoma, the Cayuga Nation, the Delaware Nation, the Eastern Shawnee Tribe of Oklahoma, the Oneida Indian Nation, the Oneida Nation of Wisconsin, the Onondaga Nation, the Seneca Nation of Indians, the Seneca-Cayuga Tribe of Oklahoma, the Shawnee Tribe, the St. Regis Mohawk Tribe, the Stockbridge-Munsee Band of Mohican Nation of Wisconsin, the Tonawanda Seneca Nation, and the Tuscarora Nation.

To address "Visualization in Planning" requirements, PennDOT provided the draft TIPs on a Commonwealth website with links between projects, location maps, video logs and the Planning Partner's websites. Upon approval of the FFY 2019-2022 STIP, PennDOT will utilize mapping tools to provide more detailed information for those projects that can be mapped.

All comments, concerns and questions were summarized after the close of 30-day comment period. The Planning Partner, transit authority/authorities and PennDOT then met to consider the comments and to prepare appropriate responses for consideration.

In each metropolitan and rural area, these summaries are attached to the TIPs and are included as part of the 2019 STIP submission.

Efforts are underway to update PennDOT's Statewide Public Participation Plan (PPP). The updated PPP should be completed in CY 2019.

CONSULTATION WITH RURAL LOCAL OFFICIALS

Pennsylvania's planning and programming process has led PennDOT and its rural Planning Partners into many joint planning and programming ventures. As with the development of previous STIPs, the 2019 STIP was guided by a schedule and procedures developed by PennDOT, FHWA, FTA and Planning Partners.

Each RPO that is under contract to PennDOT, functions much like their MPO counterparts across the state. PennDOT and each rural Planning Partner, work together cooperatively to develop the TIP for that region. PennDOT continues to work with each rural Planning Partner to maintain and update LRTPs.

STATE CERTIFICATION OF THE PLANNING PROCESS

As with the MPO self-certifications, the state certification has been updated and expanded to reflect any new requirements. Deputy Secretary of Planning, James D. Ritzman, P.E. has signed this certification, and it is included as Appendix 19 to this document.

LONG RANGE PLANNING

PennDOT completed the update to the Statewide Long Range Transportation Plan (LRTP) in 2016. Titled PA on Track, the LRTP is a multimodal plan completed through extensive collaboration with our Planning Partners and other multimodal transportation stakeholders. A key focus of the updated LRTP was the development of a Comprehensive Freight Movement Plan (CFMP). The CFMP includes freight-related tools to support planning for PennDOT and our Planning Partners. Tools include a web-based Commodity Information Management System and a Commodity Flow Tool; each provide data related to commodities moving into, within, and out of Pennsylvania. PA on Track, updated to address requirements of both MAP-21 and the FAST Act, goes beyond policy-based planning and includes specific project listings to address freight bottlenecks and other freight-related needs.

As part of the application of the CFMP, PennDOT and Planning Partners held the inaugural Eastern PA Freight Summit held on June 21-22, 2018, in the Lehigh Valley. The Eastern PA Freight Summit brought together Freight Stakeholders to discuss freight trends, issues and opportunities for progress in Pennsylvania.

In 2016 the PennDOT Connects policy was initiated. The policy formalizes the collaborative planning process between PennDOT, Planning Partners and local governments. PennDOT has worked with the Planning Partners on the PennDOT Connects addendum to Pub 575, "Developing Regional Long Range Plans" which is being finalized. A full update of PennDOT's LRTP will be initiated in CY 2019.

The 2019 STIP supports the Statewide LRTP as well as the regional LRTPs.

The table included in Appendix 18 highlights the status of long range planning in the Commonwealth for the MPOs and RPOs. While long range plans are not required by federal regulations for RPOs, PennDOT continues to encourage each rural Planning Partner to maintain and update a long-range plan.

FFY 2017-2020 STIP PLANNING FINDINGS

FTA Region III and FHWA Pennsylvania Division documented Planning Findings for the Pennsylvania FFY 2017-2020 STIP and all incorporated TIPs as part of its approval.

The Planning Findings identified areas of the statewide and metropolitan transportation planning processes that work well as well as other areas that need improvements or enhancements by the 2019 STIP update. A complete copy of the Pennsylvania FFY 2017-2020 STIP Planning Finding can be found in Appendix 20.

As part of their joint planning coordination meetings, PennDOT and the FHWA PA Division office, developed a tracking matrix and ranked the 2017 STIP Findings as either a high or low priority in terms of action. The first table in Appendix 20 lists the Priority Improvements/Enhancements that is updated regularly. The second table lists Other Improvements/Enhancements that are also reviewed periodically.

APPENDICES

Program Funding Summary

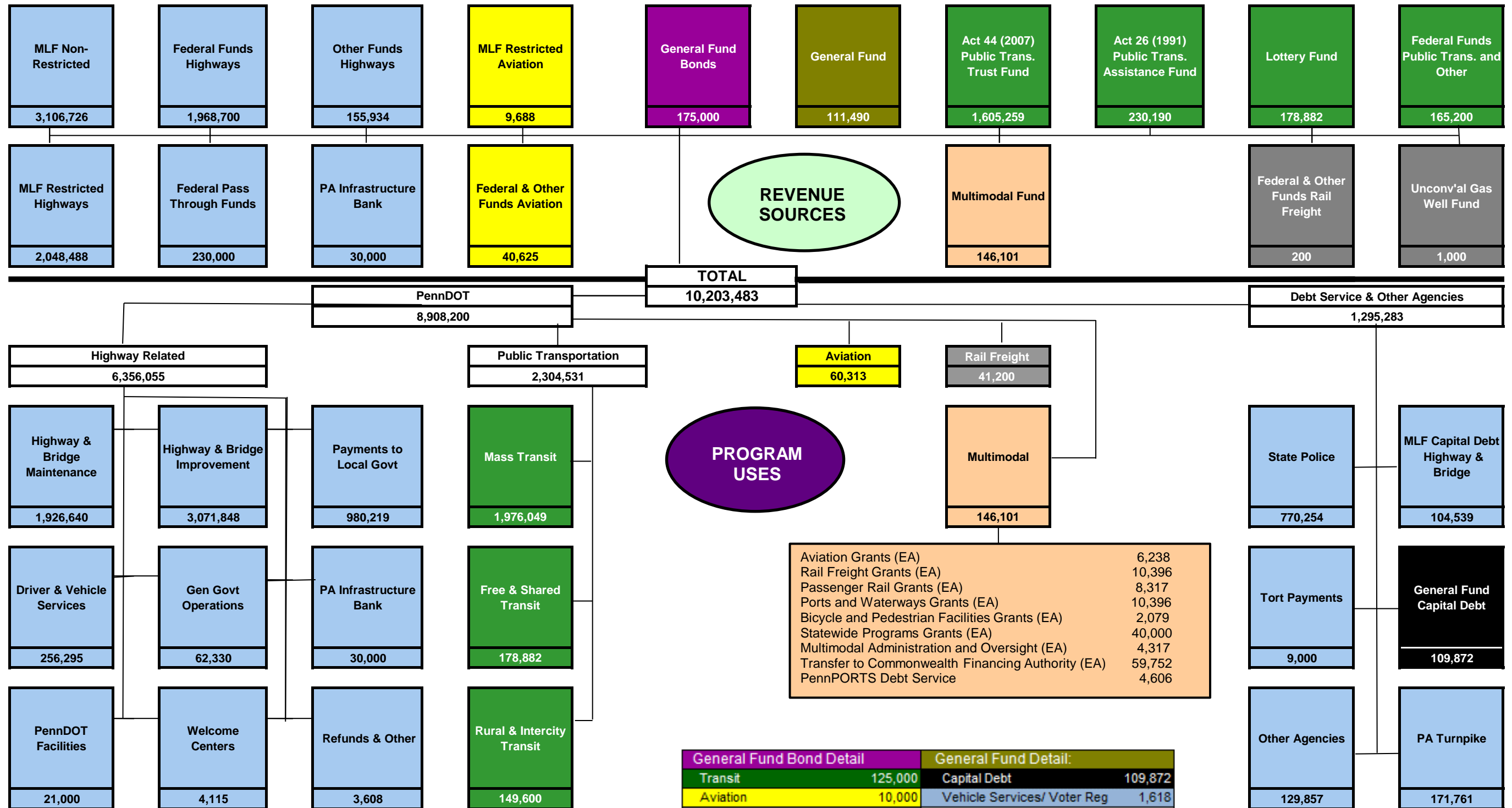
(Dollar Amounts in Thousands)

	2016-17 Actual	2017-18 Available	2018-19 Budget	2019-20 Estimated	2020-21 Estimated	2021-22 Estimated	2022-23 Estimated
TRANSPORTATION SUPPORT SERVICES							
GENERAL FUND.....	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SPECIAL FUNDS.....	60,536	63,421	63,421	63,421	63,421	63,421	63,421
FEDERAL FUNDS.....	0	0	0	0	0	0	0
OTHER FUNDS.....	1,738	1,786	1,719	1,719	1,719	1,719	1,719
SUBCATEGORY TOTAL.....	<u>\$ 62,274</u>	<u>\$ 65,207</u>	<u>\$ 65,140</u>	<u>\$ 65,140</u>	<u>\$ 65,140</u>	<u>\$ 65,140</u>	<u>\$ 65,140</u>
HIGHWAYS AND BRIDGES							
GENERAL FUND.....	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SPECIAL FUNDS.....	1,246,418	1,370,657	1,523,657	1,484,657	1,500,657	1,544,657	1,618,657
FEDERAL FUNDS.....	1,609,162	1,954,000	1,955,000	1,954,000	1,954,000	1,954,000	1,954,000
OTHER FUNDS.....	1,785,837	1,733,025	1,729,269	1,742,684	1,744,768	1,746,852	1,756,936
SUBCATEGORY TOTAL.....	<u>\$ 4,641,417</u>	<u>\$ 5,057,682</u>	<u>\$ 5,207,926</u>	<u>\$ 5,181,341</u>	<u>\$ 5,199,425</u>	<u>\$ 5,245,509</u>	<u>\$ 5,329,593</u>
LOCAL HIGHWAY AND BRIDGE ASSISTANCE							
GENERAL FUND.....	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SPECIAL FUNDS.....	328,235	333,072	340,637	337,034	337,386	337,758	338,142
FEDERAL FUNDS.....	10,852	12,700	12,700	12,700	12,700	12,700	12,700
OTHER FUNDS.....	578,411	610,848	615,038	610,889	615,097	618,806	618,950
SUBCATEGORY TOTAL.....	<u>\$ 917,498</u>	<u>\$ 956,620</u>	<u>\$ 968,375</u>	<u>\$ 960,623</u>	<u>\$ 965,183</u>	<u>\$ 969,264</u>	<u>\$ 969,792</u>
MULTIMODAL TRANSPORTATION							
GENERAL FUND.....	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SPECIAL FUNDS.....	178,882	178,882	178,882	178,882	178,882	178,882	178,882
FEDERAL FUNDS.....	205,345	237,325	205,325	205,325	205,325	205,325	205,325
OTHER FUNDS.....	1,694,885	1,783,161	1,917,031	1,688,364	1,714,971	1,743,914	1,788,760
SUBCATEGORY TOTAL.....	<u>\$ 2,079,112</u>	<u>\$ 2,199,368</u>	<u>\$ 2,301,238</u>	<u>\$ 2,072,571</u>	<u>\$ 2,099,178</u>	<u>\$ 2,128,121</u>	<u>\$ 2,172,967</u>
DRIVER AND VEHICLE SERVICES							
GENERAL FUND.....	\$ 1,506	\$ 1,625	\$ 1,618	\$ 1,618	\$ 1,618	\$ 1,618	\$ 1,618
SPECIAL FUNDS.....	154,271	167,082	200,182	203,214	190,841	187,806	187,697
FEDERAL FUNDS.....	3,000	1,000	1,000	1,000	1,000	1,000	1,000
OTHER FUNDS.....	48,232	52,735	52,685	52,685	52,685	52,685	52,685
SUBCATEGORY TOTAL.....	<u>\$ 207,009</u>	<u>\$ 222,442</u>	<u>\$ 255,485</u>	<u>\$ 258,517</u>	<u>\$ 246,144</u>	<u>\$ 243,109</u>	<u>\$ 243,000</u>
ALL PROGRAMS:							
GENERAL FUND.....	\$ 1,506	\$ 1,625	\$ 1,618	\$ 1,618	\$ 1,618	\$ 1,618	\$ 1,618
SPECIAL FUNDS.....	1,968,342	2,113,114	2,306,779	2,267,208	2,271,187	2,312,524	2,386,799
FEDERAL FUNDS.....	1,828,359	2,205,025	2,174,025	2,173,025	2,173,025	2,173,025	2,173,025
OTHER FUNDS.....	4,109,103	4,181,555	4,315,742	4,096,341	4,129,240	4,163,976	4,219,050
DEPARTMENT TOTAL.....	<u><u>\$ 7,907,310</u></u>	<u><u>\$ 8,501,319</u></u>	<u><u>\$ 8,798,164</u></u>	<u><u>\$ 8,538,192</u></u>	<u><u>\$ 8,575,070</u></u>	<u><u>\$ 8,651,143</u></u>	<u><u>\$ 8,780,492</u></u>

GOVERNOR'S TRANSPORTATION BUDGET

SOURCES & USES OF FUNDS TO SUPPORT 18-19 PROGRAMS

(\$ in thousands)



Appendix 2 - Financial Guidance

July 31, 2017

PENNSYLVANIA’S 2019 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PennDOT.

Background	1
The Highway Program	
Funding	3
Funding Distribution	3
Program Guidelines	7
Distribution of the “Spike” Funding	8
Best Practices	9
The Transit Program	
Funding	10
Draft Program Submission	12
Appendices	
Appendix 1: Available Funds - Highway and Bridge	13
Appendix 2: Highway and Bridge Base Funding Allocations for Each Region	14
Appendix 3: Projected State Transit Funding	31
Appendix 4: Projected Federal Transit Funding	36
Appendix 5: Transit Funding by Region	41
Appendix 6: 2019 Transportation Program Development Schedule	42

BACKGROUND

Financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that can support a 2019 Program update. The Financial Guidance Work Group is comprised of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA) and PennDOT staff. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

- A cooperative effort;
- A long-term strategic viewpoint;
- A Commonwealth perspective;
- Existing and readily available data;
- Statewide and regional needs-based decision-making;
- Responsiveness to near-term issues and priorities; and,
- Coordination with other agencies and initiatives.

The current federal surface transportation legislation is entitled the Fixing America's Surface Transportation Act (FAST Act). It was signed into law by the President on December 4, 2015 and authorizes funding from federal fiscal year (FFY) 2017 through 2020. The FAST Act builds upon the streamlined and performance-based initiatives created by MAP-21 and provides a predictable level of funding with modest growth while ensuring the solvency of the Highway Trust Fund through the life of the legislation.

The Financial Guidance Work Group reached general agreement on draft financial guidance components at during their April 20, 2017 conference call. At the Spring Planning Partners Meeting, on May 2, 2017 with all Planning Partners and Districts represented, consensus to move forward with the proposed draft 2019 Financial Guidance and Transportation Investment Plan was recommended. The recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained and unchanged from the 2017 Financial Guidance.
- Anticipated available federal highway, bridge and transit funds reflect FAST Act apportionment tables in years 2019 and 2020 Beyond the expiration of the FAST Act and due to uncertainty with the viability of the Highway Trust Fund, zero percent revenue growth is assumed for the remainder of the Twelve Year Program (TYP).
- State Funds reflect an overall increase due to legislative action to cap Pennsylvania State Police expenditures from the Motor License Fund.
- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.

- A three percent annual inflation factor is to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- The Interstate Management Program will continue to be managed at a statewide level. The National Highway Freight Program (NFP) funding will be allocated to the Interstate Program.
- The Rapid Bridge Replacement (RBR) project will be funded on the statewide program. The Statewide program will cover 50% of the costs with the remaining 50% coming from each region’s percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region’s distribution and are reserved in a separate item for the Statewide Program.
- Congestion Management and Air Quality (CMAQ) funds will be phased out for regions that are in attainment with air quality standards for years FFY 2021 and beyond.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2019 Transportation Program will include all Federal and State capital funding that is anticipated over the next twelve years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 183 and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

State Appropriations 582 and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities and is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as the matching funds for Highway Restoration and Preservation projects and, in such cases, will represent additional funding provided to a region. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

The tables that are included in the appendices of this document include all federal funding (Except earmarks and other discretionary programs) anticipated for the twelve-year period covered by this program.

FUNDING DISTRIBUTION

The distribution of federal funds is provided through updated needs-based formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. The distribution of the highway and bridge funding is as follows:

- **Transportation Infrastructure Investment Fund (TIIF)** – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation in consultation with the Governor.
- **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.
- **Statewide Line Items** – reserve an average of \$41 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- **Interstate Management (IM) Program** – the Interstate system will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. The priority for these funds will be to maintain the existing system. A preliminary draft Interstate Management program will be provided to MPOs/RPOs and other stakeholders for information and consultation purposes in accordance with the attached schedule (Appendix 6). The following data will comprise the criteria by which the projects are evaluated:
 - Pavement Condition Assessment
 - Pavement Structure Age
 - Pavement Surface Age
 - Number of Resurfacings
 - International Roughness Index (IRI)
 - Overall Pavement Index
 - Traffic volume
 - Truck volume
 - Remaining Service Life
 - Bridge Condition Assessment
 - Bridge Risk Assessment
 - SD Status
 - Vertical Clearance Issues

The Interstate Steering Committee will prioritize projects using various tools (i.e. Decision Lens software, Interstate Transportation Asset Management Tool (TAM), etc.) Selected and programmed projects are based on prioritization, schedule and available funding.

Discretionary Funding (Spike) – twenty percent of the Surface Transportation Block Grant Program (STP) funding and 15% of available state highway (capital) and bridge funds (required by Act 89) will be held in reserve. The Secretary of Transportation in consultation with the State Transportation Commission (STC), will distribute the funding to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.

- **National Highway Performance Program Formula (NHPP)** – twenty percent of the balance of NHPP funds will be held in a statewide reserve to advance projects on the National Highway System. Projects will be selected by the Secretary of Transportation in consultation with the State Transportation Commission, based on statewide priorities. Furthermore, an amount equal to the federal funds available to the IM Program in the 2017 Financial Guidance will again be reserved for use by the IM Program. The remaining funds will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on non-interstate federal aid routes on the enhanced NHS. The elements of the NHPP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
 - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
 - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.

- **Surface Transportation Block Grant Program Formula (STP, STN, STR)** – after the 20% discretionary funding set-aside, remaining funds will be distributed among the urban and rural areas based upon those regions’ share of bridge and highway needs on federal aid routes not on the enhanced NHS. The elements of the STP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
 - 65% Bridge: 20% square foot deck area of all bridges > 20’ and 80% square foot deck area of structurally deficient bridges > 20’
 - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.
- **Bridge Funding Formula (State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for state bridge funds distribution is based upon the following formula: 20% (square foot deck area of state owned bridges > 8’ and locally owned bridges > 20’) and 80% (square foot deck area of state owned structurally deficient bridges > 8’ and locally owned structurally deficient bridges > 20’). Aside from dedicated funding for off-system bridges, federal funding for bridges was not continued in MAP-21 or the FAST Act. Federally funded bridge projects will continue to utilize NHPP and STP funds which is reflected by the use of bridge factors in the distribution formulas for those categories. Bridge rehabilitation, replacement, and preservation remain a Department priority.
- **Highway (Capital) Funding (State)** – after the 15% discretionary funding set-aside, remaining highway funds will be distributed based upon each region’s share of highway needs. The factors for state highway funds distribution is based upon the following formula: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
- **Off System Bridges (BOF)** – Federal off system bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for off system bridge funds distribution is based upon the following formula: 20% (square foot deck area of state and locally owned bridges > 20’) and 80% (square foot deck area of state and locally owned structurally deficient bridges > 20’). Minor collector and local functional class bridges are eligible for this category of funding.
- **Surface Transportation Block Grant Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population. The sub-allocation formula is currently based on the 2010 Federal Census.

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU)** – funding for this program is similar to the STP program in that 50% of the funds are sub-allocated by population and 50% are available to any area of the state. Part of the 50% sub-allocated by population is assigned, by federal formula, to regions with populations greater than 200,000 (TAU). The remaining funds sub-allocated by population and the 50% available to any area of the state are to be held in statewide reserve as mandated by regulations that prohibit the regional distribution of funds and require a statewide competitive process for selection of projects.
- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which consider each region’s air quality classification. These same factors will be used to distribute the funding to the planning regions. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by [the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation \(May, 2009\)](#).
- **Highway Safety Improvement Program (HSIP)** – \$35 million in funding for this program will be reserved statewide for various safety initiatives. An additional \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding. The remaining funding will be allocated to planning regions based on the following formula: 50% fatalities and major injuries and 50% reportable crashes. Projects funded with HSIP federal funds must be included as part of an overall Department and FHWA approved Safety Program.
- **National Highway Freight Program (NFP)** – funding for this program will be reserved for the Interstate Management Program
- **Highway-Rail Grade Crossing Safety (RRX)** – funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. Centralized management of this program allows for a formalized project selection process and promote higher utilization of funding and the ability to initiate higher costs projects.

The following are categories of funding have limitations on how and where they may be used and will be considered as additional funds to the region.

- **Special Federal Funding (SXF)** – which is earmarked for specific projects that were authorized by ISTEA, TEA-21, SAFETEA-LU and other federal legislation.
- **Appalachia Development Highway (APD/APL)** – dedicated funding was not continued by MAP-21 or the FAST Act. A balance of federal funds from SAFETEA-LU remain available and may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC). Further

information on the ADHS including reports on the Cost to Complete Estimate can be found at: <http://www.arc.gov/adhs>.

- **All Discretionary Federal Funding** – most discretionary programs were not continued in MAP-21 or the FAST Act. Carryover funds exist in some categories which can be used for the specific awarded projects as long as funds remain available for obligation.
- **Appropriation 179** – State revenue was established under Act 26 of 1991. The funds were provided to PennDOT for distribution. Policy was established to provide the funds to underprivileged counties to cover the local match on county owned bridges. Act 89 of 2013 changed the distribution of these funds. Funds now go directly to the Counties through liquid fuels payments under a new Appropriation code. This began in Calendar Year (CY) 2014. The governor’s budget office has allowed PennDOT to lapse remaining balance of Appropriation 179 funds to be utilized on existing projects with agreements already in place until the balance is exhausted.
- **Local and Private Funding** – local and private funding is not included in the tables, and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be made available. Specific guidance related to programming local, private and other sources of funding is provided in the Program Guidelines section of this guidance.

PROGRAM GUIDELINES

Program implementation will be dependent upon the actual federal obligation levels that are appropriated each year and the state funds included in the annual state budget. Because of this, the Program funding levels and implementation funding levels may differ.

The program will be fiscally constrained by year for each MPO and RPO. The tables that comprise the Appendices establish a region’s annual funding constraint. PennDOT will work with MPOs and RPOs to assign projects and their associated funding to appropriate years based on project readiness and estimated funding availability.

Under previous federal regulations the program will be developed using the “year of expenditure” approach. This requires that an inflation factor is considered during the project cost estimating process. For project estimating purposes, a three percent inflation factor should be used in calculations for each year of the TYP. That is, project funding will be arrayed over the program period consistent with the amount which will be needed (including inflation) in any given year.

Low cost, short duration project phases should generally have all costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will require programming the advance construct costs for projects that are initiated prior to the beginning of the 2019 Program period (October 1, 2018), and which will require conversion funding during the 2019 Program period and beyond. All remaining project phases and costs must be included on a financially constrained TYP/Long Range Plan.

The Pennsylvania Turnpike Commission receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the Turnpike Commission. The Turnpike Commission does implement projects that qualify for regular federal funds. If they desire to pursue regular federal funding, the Turnpike Commission will present their projects for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects should be included on regional TIPs as required by statewide planning regulations.

As noted earlier, all regionally significant projects and phases of projects that are to be implemented in a region must be included in the Program, regardless of the type of funding to be used. Projects requiring cash flow beyond the TIP, or not fully funded on the TIP, must be listed as “later fiscal years” and included in the region’s TYP/Long Range Plan. This may require revisions or amendments to the existing MPO/RPO Long Range Plan.

Note that the Final Rule on Statewide Transportation Planning and Metropolitan Transportation Planning, issued February 14, 2007, also requires that in air quality non-attainment and maintenance areas, projects included in the first two years of the STIP/TIP must be limited to those for which funds are “available” (dedicated state and federal) or “committed”. Funds which are listed on a STIP or TIP from sources that are not historically used for transportation purposes (including local and private funds) require a commitment in writing (letter of intent) by the responsible official or body having control of the funds.

Each planning region will submit its draft program to the Department in accordance with the attached schedule (Appendix 6). Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations. This submission should reflect the collaborative efforts of the MPO/RPO, PennDOT, and other partners, and should clearly demonstrate a financially constrained draft program.

DISTRIBUTION OF THE "SPIKE" FUNDING

The ultimate decisions regarding the distribution of "spike" funding will be made by the Secretary of Transportation. The Secretary will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO/RPO submission of draft programs and the air quality conformity analysis period.

BEST PRACTICES

Line items provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. However, with the continual “roll-over” of two years of projects each Program update, a best practice is to limit the amount of line items in the first two years of a new STIP/TIP. Common sense planning tells us that we ought to be able to identify many of the projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2019 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all the costs that must be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for these purposes is a local decision to be made by the respective planning partners in each region.

THE TRANSIT PROGRAM

FUNDING

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on the FAST Act.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 3 through 5. Federal funding is based on guaranteed authorizations only, and includes a mix of urban formula, fixed guideway, new starts, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds from the following sources; Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
 1. The operating assistance received in the prior fiscal year plus funding growth.
 2. Funding growth over the prior year is distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles
 - d. Revenue vehicle hours

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.
- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding is deposited in this program after December 31, 2013.

- **Alternative Energy Capital Investment Program (Section 1517.1)** – This is competitive grant program to implement capital improvements conversion to an alternative energy source.
- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program.
- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program**). Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes.

DRAFT PROGRAM SUBMISSION

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft Highway and Bridge and Transit programs (TIPs) to PennDOT by December 29, 2017. It is expected that all draft programs will be fiscally constrained at the time of submission. The Secretary of Transportation will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO and RPO submission of draft programs.

Appendix 1
Available Funds
2019 Financial Guidance
Highway and Bridge Funds (\$000)

Federal Funds	2019	2020	2021	2022	Total
National Highway Performance Program (NHPP)*	970,482	990,687	990,687	990,687	3,942,541
Surface Transportation Block Grant Program (STP)*	457,092	467,754	467,754	467,754	1,860,356
Highway Safety Improvement Program (HSIP)*	99,354	101,371	101,371	101,371	403,466
Congestion Mitigation and Air Quality (CMAQ)*	108,206	110,404	110,404	110,404	439,417
National Highway Freight Program*	54,989	61,099	61,099	61,099	238,286
Surface Transportation Block Grant Set Aside (TAP)	26,561	26,561	26,561	26,561	106,243
Railway-Highway Safety Crossings (RRX)	7,049	7,196	7,196	7,196	28,636
Subtotal -- Federal Funds	1,723,732	1,765,071	1,765,071	1,765,071	7,018,945

State Funds	2019	2020	2021	2022	Total
State Highway (Capital)	532,000	574,000	603,000	650,000	2,359,000
State Bridge	313,000	313,000	313,000	313,000	1,252,000
Subtotal -- State Funds	845,000	887,000	916,000	963,000	3,611,000
Grand Total	2,568,732	2,652,071	2,681,071	2,728,071	10,629,945

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2019	2020	2021	2022	Total
NHPP Apportionment	970,482	990,687	990,687	990,687	3,942,541
20% Statewide Reserve	194,096	198,137	198,137	198,137	788,508
Less Local Bridge Inspection	2,546	2,623	2,701	2,782	10,652
Less Interstate Management Program	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	456,461	472,549	472,470	472,389	1,873,869

Surface Transportation Block Grant Program	2019	2020	2021	2022	Total
STP Apportionment	457,092	467,754	467,754	467,754	1,860,356
Less STP-Urban Mandatory Distribution	153,360	159,843	159,843	159,843	632,889
Less Set-Aside for Off-System Bridges	73,797	73,797	73,797	73,797	295,187
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	4,946	5,023	5,101	5,182	20,252
Less Environmental Resource Agencies	2,761	2,842	2,842	2,842	11,285
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>218,484</i>	<i>222,506</i>	<i>222,427</i>	<i>222,346</i>	<i>885,764</i>
Less Spike (20% of Remaining STP)	43,697	44,501	44,485	44,469	177,153
STP Funds to Distribute	174,788	178,005	177,942	177,877	708,611

Highway Safety Improvement Program	2019	2020	2021	2022	Total
HSIP Apportionment	99,354	101,371	101,371	101,371	403,466
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	35,000	35,000	35,000	35,000	140,000
HSIP Funds to Distribute	52,354	54,371	54,371	54,371	215,466

Congestion Mitigation and Air Quality	2019	2020	2021	2022	Total
CMAQ Apportionment	108,206	110,404	110,404	110,404	439,417
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ funds to distribute	84,951	87,149	87,149	87,149	346,397

National Highway Freight Program	2019	2020	2021	2022	Total
Interstate Program	54,989	61,099	61,099	61,099	238,286

Surface Transportation Block Grant Set-Aside	2019	2020	2021	2022	Total
TAP Apportionment	26,561	26,561	26,561	26,561	106,243
TAP Mandatory Distribution for Urban Areas	8,251	8,251	8,251	8,251	33,005
TAP Funds -- Statewide Competitive Program	18,309	18,309	18,309	18,309	73,238

Railway-Highway Safety Crossings	2019	2020	2021	2022	Total
Statewide Program	7,049	7,196	7,196	7,196	28,636

State Funds	2019	2020	2021	2022	Total
State Highway (Capital)	532,000	574,000	603,000	650,000	2,359,000
State Bridge	313,000	313,000	313,000	313,000	1,252,000
Total State Funds (for Discretionary Calculation)	845,000	887,000	916,000	963,000	3,611,000
Mandatory 15% Discretionary (Highway Funds)	126,750	133,050	137,400	144,450	541,650

State Highway (Capital)	2019	2020	2021	2022	Total
Highway (Capital) After Discretionary Set-Aside	405,250	440,950	465,600	505,550	1,817,350
Less Environmental Resource Agencies	690	710	710	710	2,821
Less State Bridge Inspection	23,000	23,690	24,401	25,133	96,223
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) funds to Distribute	353,160	388,150	412,089	451,307	1,604,705

State Bridge	2019	2020	2021	2022	Total
State Bridge funds to Distribute	313,000	313,000	313,000	313,000	1,252,000

Total Distributed/Statewide Reserve	2,435,692	2,517,283	2,545,431	2,591,553	10,089,958
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Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2019 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	140,077	26,660	54,268	52,071	11,670	13,743	0	0	31,475	3,932	73,071	406,967
SPC	114,391	42,702	69,897	66,433	18,527	10,993	0	0	19,065	1,813	33,692	377,513
Harrisburg	21,876	6,436	11,147	10,155	2,707	3,010	0	0	4,314	465	8,637	68,747
Scranton/WB	23,959	7,463	11,381	13,169	3,351	2,888	0	0	3,503	399	7,413	73,527
Lehigh Valley	33,633	6,352	11,540	13,035	2,790	3,242	0	0	5,082	661	12,285	88,620
NEPA	9,974	9,733	13,167	11,148	4,287	2,878	0	0	1,538	0	0	52,725
SEDA-COG	13,011	7,056	14,440	8,167	2,721	2,248	0	0	0	0	0	47,642
Altoona	2,756	1,574	2,226	1,895	691	1,112	0	0	831	0	0	11,085
Johnstown	5,217	1,822	4,256	2,221	667	1,089	0	0	1,128	0	0	16,401
Centre County	4,623	1,538	2,793	1,966	583	1,047	0	0	1,007	0	0	13,559
Williamsport	3,111	2,305	4,648	2,101	827	1,068	0	0	0	0	0	14,060
Erie	3,575	3,780	5,744	4,400	1,681	1,709	0	0	1,836	0	0	22,726
Lancaster	9,624	6,372	9,107	7,434	2,854	2,653	0	0	4,078	420	7,812	50,354
York	4,739	4,095	8,940	3,952	1,434	2,331	0	0	3,415	243	4,509	33,658
Reading	23,789	6,324	7,902	12,819	3,225	2,434	0	0	3,230	278	5,174	65,176
Lebanon	1,457	1,429	2,427	1,557	591	1,129	0	0	1,049	0	0	9,638
Mercer	1,225	2,751	3,029	3,324	1,345	1,138	0	0	763	41	767	14,384
Adams	2,208	1,685	3,046	1,458	666	993	0	0	663	0	0	10,720
Franklin	1,956	1,836	3,717	1,827	669	1,194	0	0	979	0	0	12,178
Total Urban	421,202	141,914	243,675	219,133	61,286	56,901	0	0	83,957	8,251	153,360	1,389,679
Northwest	16,642	8,415	15,336	11,162	3,377	1,752	0	0	0	0	0	56,685
N. Central	7,684	8,060	15,143	8,183	3,068	1,757	0	0	534	0	0	44,430
N. Tier	5,576	7,677	17,379	6,607	2,694	1,590	0	0	460	0	0	41,983
S. Alleghenies	5,357	6,537	12,372	6,293	2,620	1,633	0	0	0	0	0	34,812
Wayne County	0	2,185	4,853	1,924	750	721	0	0	0	0	0	10,433
Total Rural	35,259	32,875	65,083	34,169	12,510	7,453	0	0	994	0	0	188,343
Interstate Program	317,378	0	29,019	44,316	0	0	54,989	0	0	0	0	445,702
Statewide Program	0	0	0	0	0	0	0	7,049	0	18,309	0	25,358
Statewide Reserve	194,096	0	126,750	0	0	35,000	0	0	0	0	0	355,846
RBR Regional Share	0	0	15,383	15,383	0	0	0	0	0	0	0	30,765
GRAND TOTAL	967,935	174,789	479,910	313,000	73,797	99,354	54,989	7,049	84,951	26,561	153,360	2,435,694

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2020 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	145,014	27,151	59,666	52,070	11,670	14,253	0	0	32,289	3,932	76,160	422,205
SPC	118,423	43,488	77,287	66,416	18,527	11,398	0	0	19,558	1,813	35,116	392,026
Harrisburg	22,647	6,554	12,311	10,153	2,707	3,107	0	0	4,426	465	9,002	71,371
Scranton/WB	24,803	7,600	12,531	13,168	3,351	2,980	0	0	3,593	399	7,727	76,154
Lehigh Valley	34,818	6,469	12,754	13,033	2,790	3,348	0	0	5,213	661	12,804	91,890
NEPA	10,325	9,912	14,590	11,144	4,287	2,970	0	0	1,578	0	0	54,806
SEDA-COG	13,470	7,186	15,921	8,165	2,721	2,315	0	0	0	0	0	49,778
Altoona	2,853	1,603	2,457	1,895	691	1,135	0	0	853	0	0	11,488
Johnstown	5,401	1,856	4,684	2,221	667	1,112	0	0	1,157	0	0	17,098
Centre County	4,786	1,567	3,098	1,965	583	1,068	0	0	1,034	0	0	14,101
Williamsport	3,220	2,347	5,128	2,101	827	1,090	0	0	0	0	0	14,713
Erie	3,701	3,850	6,317	4,400	1,681	1,756	0	0	1,883	0	0	23,588
Lancaster	9,963	6,489	10,086	7,431	2,854	2,736	0	0	4,184	420	8,142	52,305
York	4,906	4,171	9,860	3,951	1,434	2,401	0	0	3,503	243	4,700	35,168
Reading	24,628	6,440	8,699	12,818	3,225	2,509	0	0	3,314	278	5,393	67,304
Lebanon	1,508	1,455	2,671	1,557	591	1,153	0	0	1,076	0	0	10,010
Mercer	1,268	2,802	3,335	3,324	1,345	1,163	0	0	783	41	800	14,860
Adams	2,286	1,716	3,395	1,456	666	1,012	0	0	681	0	0	11,212
Franklin	2,025	1,870	4,100	1,827	669	1,220	0	0	1,004	0	0	12,716
Total Urban	436,047	144,526	268,891	219,094	61,286	58,727	0	0	86,129	8,251	159,843	1,442,795
Northwest	17,229	8,570	16,930	11,159	3,377	1,800	0	0	0	0	0	59,066
N. Central	7,955	8,209	16,757	8,179	3,068	1,806	0	0	548	0	0	46,521
N. Tier	5,773	7,819	19,197	6,603	2,694	1,632	0	0	472	0	0	44,190
S. Alleghenies	5,546	6,657	13,700	6,289	2,620	1,676	0	0	0	0	0	36,489
Wayne County	0	2,225	5,345	1,923	750	730	0	0	0	0	0	10,973
Total Rural	36,502	33,480	71,930	34,154	12,510	7,644	0	0	1,020	0	0	197,240
Interstate Program	317,378	0	31,894	44,316	0	0	61,099	0	0	0	0	454,687
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	133,050	0	0	35,000	0	0	0	0	0	366,187
RBR Regional Share	0	0	15,435	15,435	0	0	0	0	0	0	0	30,870
GRAND TOTAL	988,064	178,006	521,200	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,517,284

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2021 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,990	27,141	63,359	52,070	11,670	14,253	0	0	36,881	3,932	76,160	430,457
SPC	118,403	43,473	82,347	66,409	18,527	11,398	0	0	22,340	1,813	35,116	399,825
Harrisburg	22,643	6,552	13,107	10,152	2,707	3,107	0	0	5,055	465	9,002	72,790
Scranton/WB	24,799	7,598	13,319	13,168	3,351	2,980	0	0	0	399	7,727	73,341
Lehigh Valley	34,812	6,467	13,585	13,032	2,790	3,348	0	0	5,954	661	12,804	93,453
NEPA	10,324	9,909	15,565	11,142	4,287	2,970	0	0	1,802	0	0	55,999
SEDA-COG	13,467	7,183	16,936	8,164	2,721	2,315	0	0	0	0	0	50,787
Altoona	2,853	1,602	2,616	1,895	691	1,135	0	0	0	0	0	10,792
Johnstown	5,400	1,855	4,977	2,221	667	1,112	0	0	1,322	0	0	17,554
Centre County	4,785	1,566	3,307	1,965	583	1,068	0	0	0	0	0	13,275
Williamsport	3,220	2,346	5,457	2,100	827	1,090	0	0	0	0	0	15,040
Erie	3,700	3,849	6,709	4,400	1,681	1,756	0	0	0	0	0	22,095
Lancaster	9,961	6,487	10,756	7,430	2,854	2,736	0	0	4,779	420	8,142	53,565
York	4,905	4,169	10,490	3,950	1,434	2,401	0	0	4,002	243	4,700	36,294
Reading	24,624	6,438	9,244	12,818	3,225	2,509	0	0	3,785	278	5,393	68,314
Lebanon	1,508	1,455	2,837	1,557	591	1,153	0	0	1,229	0	0	10,329
Mercer	1,268	2,801	3,544	3,324	1,345	1,163	0	0	0	41	800	14,285
Adams	2,286	1,715	3,635	1,456	666	1,012	0	0	0	0	0	10,769
Franklin	2,025	1,869	4,363	1,826	669	1,220	0	0	0	0	0	11,972
Total Urban	435,974	144,475	286,152	219,078	61,286	58,727	0	0	87,149	8,251	159,843	1,460,936
Northwest	17,226	8,567	18,022	11,158	3,377	1,800	0	0	0	0	0	60,151
N. Central	7,953	8,206	17,862	8,177	3,068	1,806	0	0	0	0	0	47,073
N. Tier	5,772	7,816	20,443	6,602	2,694	1,632	0	0	0	0	0	44,958
S. Alleghenies	5,545	6,655	14,609	6,288	2,620	1,676	0	0	0	0	0	37,394
Wayne County	0	2,224	5,682	1,923	750	730	0	0	0	0	0	11,309
Total Rural	36,496	33,468	76,618	34,148	12,510	7,644	0	0	0	0	0	200,884
Interstate Program	317,378	0	33,862	44,316	0	0	61,099	0	0	0	0	456,655
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	137,400	0	0	35,000	0	0	0	0	0	370,537
RBR Regional Share	0	0	15,458	15,458	0	0	0	0	0	0	0	30,915
GRAND TOTAL	987,985	177,943	549,489	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,545,432

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2022 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,410	52,069	11,670	14,253	0	0	36,881	3,932	76,160	436,472
SPC	118,383	43,457	90,631	66,392	18,527	11,398	0	0	22,340	1,813	35,116	408,056
Harrisburg	22,639	6,549	14,411	10,150	2,707	3,107	0	0	5,055	465	9,002	74,085
Scranton/WB	24,795	7,595	14,608	13,167	3,351	2,980	0	0	0	399	7,727	74,623
Lehigh Valley	34,806	6,464	14,946	13,029	2,790	3,348	0	0	5,954	661	12,804	94,803
NEPA	10,322	9,905	17,162	11,137	4,287	2,970	0	0	1,802	0	0	57,585
SEDA-COG	13,465	7,180	18,597	8,162	2,721	2,315	0	0	0	0	0	52,441
Altoona	2,852	1,602	2,876	1,894	691	1,135	0	0	0	0	0	11,050
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,649	1,964	583	1,068	0	0	0	0	0	13,614
Williamsport	3,219	2,345	5,995	2,100	827	1,090	0	0	0	0	0	15,576
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,854	7,427	2,854	2,736	0	0	4,779	420	8,142	54,656
York	4,904	4,168	11,521	3,949	1,434	2,401	0	0	4,002	243	4,700	37,321
Reading	24,620	6,436	10,137	12,818	3,225	2,509	0	0	3,785	278	5,393	69,200
Lebanon	1,508	1,454	3,110	1,557	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,324	1,345	1,163	0	0	0	41	800	14,627
Adams	2,285	1,714	4,026	1,454	666	1,012	0	0	0	0	0	11,158
Franklin	2,024	1,869	4,792	1,826	669	1,220	0	0	0	0	0	12,400
Total Urban	435,899	144,422	314,418	219,038	61,286	58,727	0	0	87,149	8,251	159,843	1,489,034
Northwest	17,223	8,564	19,809	11,155	3,377	1,800	0	0	0	0	0	61,929
N. Central	7,952	8,203	19,672	8,173	3,068	1,806	0	0	0	0	0	48,873
N. Tier	5,771	7,813	22,481	6,598	2,694	1,632	0	0	0	0	0	46,989
S. Alleghenies	5,544	6,652	16,097	6,284	2,620	1,676	0	0	0	0	0	38,875
Wayne County	0	2,224	6,233	1,923	750	730	0	0	0	0	0	11,859
Total Rural	36,490	33,456	84,292	34,133	12,510	7,644	0	0	0	0	0	208,526
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,513	15,513	0	0	0	0	0	0	0	31,025
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2019-2022 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP- Urban	Total
DVRPC	575,046	108,085	246,703	208,280	46,680	56,502	0	0	137,527	15,726	301,552	1,696,100
SPC	469,600	173,121	320,161	265,649	74,106	45,187	0	0	83,303	7,251	139,041	1,577,419
Harrisburg	89,805	26,091	50,976	40,611	10,827	12,332	0	0	18,850	1,859	35,643	286,993
Scranton/WB	98,357	30,255	51,840	52,672	13,406	11,830	0	0	7,096	1,595	30,593	297,645
Lehigh Valley	138,069	25,752	52,826	52,128	11,161	13,285	0	0	22,203	2,644	50,698	368,766
NEPA	40,945	39,460	60,484	44,570	17,148	11,787	0	0	6,721	0	0	221,114
SEDA-COG	53,414	28,605	65,893	32,658	10,883	9,195	0	0	0	0	0	200,647
Altoona	11,315	6,381	10,175	7,579	2,763	4,518	0	0	1,685	0	0	44,415
Johnstown	21,419	7,387	19,373	8,883	2,669	4,425	0	0	4,929	0	0	69,084
Centre County	18,979	6,237	12,849	7,860	2,330	4,253	0	0	2,041	0	0	54,549
Williamsport	12,770	9,343	21,227	8,402	3,309	4,339	0	0	0	0	0	59,390
Erie	14,674	15,326	26,120	17,601	6,726	6,977	0	0	3,719	0	0	91,143
Lancaster	39,508	25,831	41,804	29,723	11,417	10,860	0	0	17,819	1,681	32,237	210,880
York	19,454	16,603	40,810	15,801	5,736	9,535	0	0	14,922	970	18,608	142,441
Reading	97,661	25,639	35,982	51,273	12,900	9,961	0	0	14,114	1,113	21,351	269,995
Lebanon	5,980	5,794	11,045	6,227	2,363	4,587	0	0	4,582	0	0	40,579
Mercer	5,030	11,154	13,794	13,295	5,378	4,628	0	0	1,546	165	3,166	58,156
Adams	9,066	6,830	14,102	5,824	2,666	4,028	0	0	1,344	0	0	43,859
Franklin	8,030	7,444	16,972	7,306	2,678	4,855	0	0	1,983	0	0	49,266
Total Urban	1,729,122	575,337	1,113,136	876,343	245,146	233,082	0	0	344,383	33,005	632,889	5,782,443
Northwest	68,321	34,116	70,097	44,635	13,509	7,154	0	0	0	0	0	237,832
N. Central	31,543	32,678	69,434	32,712	12,273	7,175	0	0	1,082	0	0	186,897
N. Tier	22,891	31,125	79,500	26,411	10,777	6,485	0	0	931	0	0	178,120
S. Alleghenies	21,992	26,501	56,779	25,154	10,482	6,662	0	0	0	0	0	147,570
Wayne County	0	8,858	22,113	7,694	3,000	2,910	0	0	0	0	0	44,574
Total Rural	144,747	133,279	297,923	136,605	50,041	30,384	0	0	2,013	0	0	794,992
Interstate Program	1,269,512	0	131,859	177,265	0	0	238,286	0	0	0	0	1,816,922
Statewide Program	0	0	0	0	0	0	0	28,636	0	73,238	0	101,874
Statewide Reserve	788,508	0	541,650	0	0	140,000	0	0	0	0	0	1,470,158
RBR Regional Share	0	0	61,788	61,788	0	0	0	0	0	0	0	123,575
GRAND TOTAL	3,931,889	708,616	2,146,355	1,252,000	295,187	403,466	238,286	28,636	346,397	106,243	632,889	10,089,964

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,409	52,068	11,670	14,253	0	0	36,881	3,932	76,160	436,470
SPC	118,383	43,457	90,617	66,377	18,527	11,398	0	0	22,340	1,813	35,116	408,027
Harrisburg	22,639	6,549	14,409	10,148	2,707	3,107	0	0	5,055	465	9,002	74,082
Scranton/WB	24,795	7,595	14,608	13,166	3,351	2,980	0	0	0	399	7,727	74,621
Lehigh Valley	34,806	6,464	14,944	13,027	2,790	3,348	0	0	5,954	661	12,804	94,799
NEPA	10,322	9,905	17,158	11,134	4,287	2,970	0	0	1,802	0	0	57,578
SEDA-COG	13,465	7,180	18,595	8,161	2,721	2,315	0	0	0	0	0	52,438
Altoona	2,852	1,602	2,875	1,894	691	1,135	0	0	0	0	0	11,049
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,649	1,963	583	1,068	0	0	0	0	0	13,613
Williamsport	3,219	2,345	5,994	2,099	827	1,090	0	0	0	0	0	15,575
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,851	7,425	2,854	2,736	0	0	4,779	420	8,142	54,651
York	4,904	4,168	11,520	3,948	1,434	2,401	0	0	4,002	243	4,700	37,319
Reading	24,620	6,436	10,137	12,817	3,225	2,509	0	0	3,785	278	5,393	69,199
Lebanon	1,508	1,454	3,110	1,557	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,627
Adams	2,285	1,714	4,024	1,452	666	1,012	0	0	0	0	0	11,155
Franklin	2,024	1,869	4,792	1,825	669	1,220	0	0	0	0	0	12,400
Total Urban	435,899	144,422	314,385	219,005	61,286	58,727	0	0	87,149	8,251	159,843	1,488,968
Northwest	17,223	8,564	19,807	11,153	3,377	1,800	0	0	0	0	0	61,925
N. Central	7,952	8,203	19,668	8,169	3,068	1,806	0	0	0	0	0	48,866
N. Tier	5,771	7,813	22,478	6,595	2,694	1,632	0	0	0	0	0	46,983
S. Alleghenies	5,544	6,652	16,094	6,281	2,620	1,676	0	0	0	0	0	38,868
Wayne County	0	2,224	6,233	1,923	750	730	0	0	0	0	0	11,859
Total Rural	36,490	33,456	84,280	34,121	12,510	7,644	0	0	0	0	0	208,501
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	31,115
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,408	52,068	11,670	14,253	0	0	36,881	3,932	76,160	436,469
SPC	118,383	43,457	90,600	66,360	18,527	11,398	0	0	22,340	1,813	35,116	407,993
Harrisburg	22,639	6,549	14,407	10,146	2,707	3,107	0	0	5,055	465	9,002	74,077
Scranton/WB	24,795	7,595	14,607	13,165	3,351	2,980	0	0	0	399	7,727	74,620
Lehigh Valley	34,806	6,464	14,941	13,024	2,790	3,348	0	0	5,954	661	12,804	94,793
NEPA	10,322	9,905	17,154	11,129	4,287	2,970	0	0	1,802	0	0	57,569
SEDA-COG	13,465	7,180	18,593	8,159	2,721	2,315	0	0	0	0	0	52,434
Altoona	2,852	1,602	2,875	1,894	691	1,135	0	0	0	0	0	11,049
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,647	1,962	583	1,068	0	0	0	0	0	13,610
Williamsport	3,219	2,345	5,993	2,098	827	1,090	0	0	0	0	0	15,574
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,849	7,422	2,854	2,736	0	0	4,779	420	8,142	54,645
York	4,904	4,168	11,519	3,946	1,434	2,401	0	0	4,002	243	4,700	37,317
Reading	24,620	6,436	10,136	12,817	3,225	2,509	0	0	3,785	278	5,393	69,198
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,023	1,451	666	1,012	0	0	0	0	0	11,151
Franklin	2,024	1,869	4,791	1,825	669	1,220	0	0	0	0	0	12,398
Total Urban	435,899	144,422	314,345	218,965	61,286	58,727	0	0	87,149	8,251	159,843	1,488,888
Northwest	17,223	8,564	19,804	11,150	3,377	1,800	0	0	0	0	0	61,919
N. Central	7,952	8,203	19,664	8,165	3,068	1,806	0	0	0	0	0	48,858
N. Tier	5,771	7,813	22,475	6,592	2,694	1,632	0	0	0	0	0	46,976
S. Alleghenies	5,544	6,652	16,090	6,277	2,620	1,676	0	0	0	0	0	38,861
Wayne County	0	2,224	6,232	1,922	750	730	0	0	0	0	0	11,858
Total Rural	36,490	33,456	84,265	34,106	12,510	7,644	0	0	0	0	0	208,471
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	31,225
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,408	52,067	11,670	14,253	0	0	36,881	3,932	76,160	436,468
SPC	118,383	43,457	90,591	66,351	18,527	11,398	0	0	22,340	1,813	35,116	407,975
Harrisburg	22,639	6,549	14,406	10,145	2,707	3,107	0	0	5,055	465	9,002	74,075
Scranton/WB	24,795	7,595	14,606	13,165	3,351	2,980	0	0	0	399	7,727	74,619
Lehigh Valley	34,806	6,464	14,940	13,023	2,790	3,348	0	0	5,954	661	12,804	94,791
NEPA	10,322	9,905	17,151	11,127	4,287	2,970	0	0	1,802	0	0	57,564
SEDA-COG	13,465	7,180	18,592	8,158	2,721	2,315	0	0	0	0	0	52,432
Altoona	2,852	1,602	2,875	1,893	691	1,135	0	0	0	0	0	11,048
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,030
Centre County	4,784	1,566	3,647	1,961	583	1,068	0	0	0	0	0	13,609
Williamsport	3,219	2,345	5,993	2,098	827	1,090	0	0	0	0	0	15,573
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,847	7,421	2,854	2,736	0	0	4,779	420	8,142	54,642
York	4,904	4,168	11,518	3,946	1,434	2,401	0	0	4,002	243	4,700	37,315
Reading	24,620	6,436	10,136	12,816	3,225	2,509	0	0	3,785	278	5,393	69,198
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,022	1,450	666	1,012	0	0	0	0	0	11,150
Franklin	2,024	1,869	4,791	1,824	669	1,220	0	0	0	0	0	12,398
Total Urban	435,899	144,422	314,325	218,945	61,286	58,727	0	0	87,149	8,251	159,843	1,488,848
Northwest	17,223	8,564	19,803	11,149	3,377	1,800	0	0	0	0	0	61,916
N. Central	7,952	8,203	19,662	8,163	3,068	1,806	0	0	0	0	0	48,854
N. Tier	5,771	7,813	22,473	6,590	2,694	1,632	0	0	0	0	0	46,972
S. Alleghenies	5,544	6,652	16,089	6,275	2,620	1,676	0	0	0	0	0	38,857
Wayne County	0	2,224	6,232	1,922	750	730	0	0	0	0	0	11,857
Total Rural	36,490	33,456	84,258	34,099	12,510	7,644	0	0	0	0	0	208,456
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	31,280
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,407	52,066	11,670	14,253	0	0	36,881	3,932	76,160	436,466
SPC	118,383	43,457	90,572	66,332	18,527	11,398	0	0	22,340	1,813	35,116	407,937
Harrisburg	22,639	6,549	14,403	10,143	2,707	3,107	0	0	5,055	465	9,002	74,070
Scranton/WB	24,795	7,595	14,606	13,164	3,351	2,980	0	0	0	399	7,727	74,617
Lehigh Valley	34,806	6,464	14,937	13,020	2,790	3,348	0	0	5,954	661	12,804	94,785
NEPA	10,322	9,905	17,146	11,122	4,287	2,970	0	0	1,802	0	0	57,555
SEDA-COG	13,465	7,180	18,590	8,156	2,721	2,315	0	0	0	0	0	52,428
Altoona	2,852	1,602	2,874	1,893	691	1,135	0	0	0	0	0	11,047
Johnstown	5,399	1,854	5,455	2,220	667	1,112	0	0	1,322	0	0	18,030
Centre County	4,784	1,566	3,646	1,960	583	1,068	0	0	0	0	0	13,607
Williamsport	3,219	2,345	5,992	2,097	827	1,090	0	0	0	0	0	15,571
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,844	7,417	2,854	2,736	0	0	4,779	420	8,142	54,636
York	4,904	4,168	11,517	3,944	1,434	2,401	0	0	4,002	243	4,700	37,313
Reading	24,620	6,436	10,135	12,816	3,225	2,509	0	0	3,785	278	5,393	69,196
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,020	1,448	666	1,012	0	0	0	0	0	11,146
Franklin	2,024	1,869	4,790	1,824	669	1,220	0	0	0	0	0	12,397
Total Urban	435,899	144,422	314,281	218,901	61,286	58,727	0	0	87,149	8,251	159,843	1,488,760
Northwest	17,223	8,564	19,799	11,146	3,377	1,800	0	0	0	0	0	61,910
N. Central	7,952	8,203	19,657	8,158	3,068	1,806	0	0	0	0	0	48,844
N. Tier	5,771	7,813	22,469	6,586	2,694	1,632	0	0	0	0	0	46,965
S. Alleghenies	5,544	6,652	16,084	6,271	2,620	1,676	0	0	0	0	0	38,849
Wayne County	0	2,224	6,232	1,921	750	730	0	0	0	0	0	11,856
Total Rural	36,490	33,456	84,242	34,083	12,510	7,644	0	0	0	0	0	208,424
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	31,400
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2023-2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP- Urban	Total
DVRPC	579,860	108,526	277,633	208,270	46,680	57,012	0	0	147,525	15,726	304,641	1,745,873
SPC	473,532	173,828	362,379	265,421	74,106	45,591	0	0	89,359	7,251	140,465	1,631,933
Harrisburg	90,557	26,198	57,625	40,582	10,827	12,429	0	0	20,220	1,859	36,008	296,304
Scranton/WB	99,180	30,379	58,427	52,661	13,406	11,922	0	0	0	1,595	30,907	298,477
Lehigh Valley	139,225	25,857	59,763	52,093	11,161	13,390	0	0	23,817	2,644	51,217	379,168
NEPA	41,287	39,621	68,609	44,512	17,148	11,879	0	0	7,209	0	0	230,265
SEDA-COG	53,861	28,722	74,370	32,633	10,883	9,262	0	0	0	0	0	209,731
Altoona	11,410	6,407	11,499	7,574	2,763	4,541	0	0	0	0	0	44,193
Johnstown	21,598	7,417	21,823	8,879	2,669	4,448	0	0	5,287	0	0	72,122
Centre County	19,138	6,262	14,589	7,847	2,330	4,274	0	0	0	0	0	54,440
Williamsport	12,877	9,381	23,973	8,392	3,309	4,360	0	0	0	0	0	62,293
Erie	14,797	15,389	29,400	17,600	6,726	7,024	0	0	0	0	0	90,935
Lancaster	39,838	25,937	47,391	29,685	11,417	10,943	0	0	19,115	1,681	32,568	218,575
York	19,617	16,671	46,073	15,784	5,736	9,606	0	0	16,006	970	18,799	149,264
Reading	98,478	25,743	40,544	51,266	12,900	10,036	0	0	15,140	1,113	21,570	276,791
Lebanon	6,030	5,818	12,439	6,226	2,363	4,611	0	0	4,915	0	0	42,402
Mercer	5,072	11,200	15,547	13,292	5,378	4,652	0	0	0	165	3,198	58,505
Adams	9,142	6,858	16,089	5,801	2,666	4,047	0	0	0	0	0	44,602
Franklin	8,097	7,475	19,164	7,298	2,678	4,881	0	0	0	0	0	49,592
Total Urban	1,743,597	577,689	1,257,336	875,816	245,146	234,908	0	0	348,594	33,005	639,372	5,955,464
Northwest	68,893	34,256	79,213	44,598	13,509	7,202	0	0	0	0	0	247,670
N. Central	31,807	32,811	78,651	32,656	12,273	7,223	0	0	0	0	0	195,422
N. Tier	23,082	31,253	89,895	26,363	10,777	6,527	0	0	0	0	0	187,896
S. Alleghenies	22,176	26,610	64,358	25,104	10,482	6,705	0	0	0	0	0	155,435
Wayne County	0	8,894	24,929	7,688	3,000	2,918	0	0	0	0	0	47,430
Total Rural	145,959	133,824	337,045	136,409	50,041	30,575	0	0	0	0	0	833,853
Interstate Program	1,269,512	0	148,336	177,265	0	0	244,396	0	0	0	0	1,839,509
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	792,549	0	577,800	0	0	140,000	0	0	0	0	0	1,510,349
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	125,020
GRAND TOTAL	3,951,617	711,513	2,383,028	1,252,000	295,187	405,483	244,396	28,783	348,594	106,243	639,372	10,366,216

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,406	52,066	11,670	14,253	0	0	36,881	3,932	76,160	436,465
SPC	118,383	43,457	90,556	66,317	18,527	11,398	0	0	22,340	1,813	35,116	407,906
Harrisburg	22,639	6,549	14,401	10,141	2,707	3,107	0	0	5,055	465	9,002	74,066
Scranton/WB	24,795	7,595	14,605	13,163	3,351	2,980	0	0	0	399	7,727	74,615
Lehigh Valley	34,806	6,464	14,935	13,017	2,790	3,348	0	0	5,954	661	12,804	94,780
NEPA	10,322	9,905	17,142	11,118	4,287	2,970	0	0	1,802	0	0	57,546
SEDA-COG	13,465	7,180	18,588	8,154	2,721	2,315	0	0	0	0	0	52,424
Altoona	2,852	1,602	2,874	1,892	691	1,135	0	0	0	0	0	11,047
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,645	1,959	583	1,068	0	0	0	0	0	13,605
Williamsport	3,219	2,345	5,992	2,096	827	1,090	0	0	0	0	0	15,570
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,841	7,415	2,854	2,736	0	0	4,779	420	8,142	54,631
York	4,904	4,168	11,515	3,943	1,434	2,401	0	0	4,002	243	4,700	37,310
Reading	24,620	6,436	10,135	12,815	3,225	2,509	0	0	3,785	278	5,393	69,195
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,323	1,345	1,163	0	0	0	41	800	14,625
Adams	2,285	1,714	4,018	1,446	666	1,012	0	0	0	0	0	11,143
Franklin	2,024	1,869	4,790	1,823	669	1,220	0	0	0	0	0	12,396
Total Urban	435,899	144,422	314,245	218,865	61,286	58,727	0	0	87,149	8,251	159,843	1,488,687
Northwest	17,223	8,564	19,797	11,143	3,377	1,800	0	0	0	0	0	61,905
N. Central	7,952	8,203	19,653	8,155	3,068	1,806	0	0	0	0	0	48,837
N. Tier	5,771	7,813	22,466	6,583	2,694	1,632	0	0	0	0	0	46,958
S. Alleghenies	5,544	6,652	16,081	6,267	2,620	1,676	0	0	0	0	0	38,842
Wayne County	0	2,224	6,231	1,921	750	730	0	0	0	0	0	11,856
Total Rural	36,490	33,456	84,228	34,069	12,510	7,644	0	0	0	0	0	208,397
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	31,500
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,406	52,065	11,670	14,253	0	0	36,881	3,932	76,160	436,463
SPC	118,383	43,457	90,537	66,298	18,527	11,398	0	0	22,340	1,813	35,116	407,868
Harrisburg	22,639	6,549	14,399	10,138	2,707	3,107	0	0	5,055	465	9,002	74,062
Scranton/WB	24,795	7,595	14,604	13,162	3,351	2,980	0	0	0	399	7,727	74,614
Lehigh Valley	34,806	6,464	14,932	13,015	2,790	3,348	0	0	5,954	661	12,804	94,775
NEPA	10,322	9,905	17,138	11,113	4,287	2,970	0	0	1,802	0	0	57,537
SEDA-COG	13,465	7,180	18,586	8,152	2,721	2,315	0	0	0	0	0	52,420
Altoona	2,852	1,602	2,873	1,892	691	1,135	0	0	0	0	0	11,046
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,644	1,958	583	1,068	0	0	0	0	0	13,603
Williamsport	3,219	2,345	5,991	2,096	827	1,090	0	0	0	0	0	15,568
Erie	3,699	3,847	7,350	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,838	7,412	2,854	2,736	0	0	4,779	420	8,142	54,625
York	4,904	4,168	11,514	3,942	1,434	2,401	0	0	4,002	243	4,700	37,307
Reading	24,620	6,436	10,134	12,815	3,225	2,509	0	0	3,785	278	5,393	69,194
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,625
Adams	2,285	1,714	4,016	1,444	666	1,012	0	0	0	0	0	11,139
Franklin	2,024	1,869	4,789	1,823	669	1,220	0	0	0	0	0	12,394
Total Urban	435,899	144,422	314,201	218,821	61,286	58,727	0	0	87,149	8,251	159,843	1,488,600
Northwest	17,223	8,564	19,794	11,140	3,377	1,800	0	0	0	0	0	61,899
N. Central	7,952	8,203	19,649	8,150	3,068	1,806	0	0	0	0	0	48,827
N. Tier	5,771	7,813	22,462	6,579	2,694	1,632	0	0	0	0	0	46,950
S. Alleghenies	5,544	6,652	16,077	6,263	2,620	1,676	0	0	0	0	0	38,833
Wayne County	0	2,224	6,231	1,921	750	730	0	0	0	0	0	11,855
Total Rural	36,490	33,456	84,212	34,053	12,510	7,644	0	0	0	0	0	208,364
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	31,620
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,405	52,064	11,670	14,253	0	0	36,881	3,932	76,160	436,462
SPC	118,383	43,457	90,527	66,287	18,527	11,398	0	0	22,340	1,813	35,116	407,847
Harrisburg	22,639	6,549	14,398	10,137	2,707	3,107	0	0	5,055	465	9,002	74,059
Scranton/WB	24,795	7,595	14,603	13,162	3,351	2,980	0	0	0	399	7,727	74,613
Lehigh Valley	34,806	6,464	14,930	13,013	2,790	3,348	0	0	5,954	661	12,804	94,771
NEPA	10,322	9,905	17,135	11,111	4,287	2,970	0	0	1,802	0	0	57,531
SEDA-COG	13,465	7,180	18,585	8,151	2,721	2,315	0	0	0	0	0	52,418
Altoona	2,852	1,602	2,873	1,892	691	1,135	0	0	0	0	0	11,045
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,643	1,958	583	1,068	0	0	0	0	0	13,602
Williamsport	3,219	2,345	5,990	2,095	827	1,090	0	0	0	0	0	15,568
Erie	3,699	3,847	7,350	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,837	7,410	2,854	2,736	0	0	4,779	420	8,142	54,621
York	4,904	4,168	11,513	3,941	1,434	2,401	0	0	4,002	243	4,700	37,306
Reading	24,620	6,436	10,134	12,815	3,225	2,509	0	0	3,785	278	5,393	69,194
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,624
Adams	2,285	1,714	4,015	1,443	666	1,012	0	0	0	0	0	11,137
Franklin	2,024	1,869	4,789	1,822	669	1,220	0	0	0	0	0	12,394
Total Urban	435,899	144,422	314,177	218,797	61,286	58,727	0	0	87,149	8,251	159,843	1,488,552
Northwest	17,223	8,564	19,792	11,139	3,377	1,800	0	0	0	0	0	61,896
N. Central	7,952	8,203	19,646	8,147	3,068	1,806	0	0	0	0	0	48,822
N. Tier	5,771	7,813	22,460	6,577	2,694	1,632	0	0	0	0	0	46,946
S. Alleghenies	5,544	6,652	16,075	6,261	2,620	1,676	0	0	0	0	0	38,829
Wayne County	0	2,224	6,231	1,920	750	730	0	0	0	0	0	11,854
Total Rural	36,490	33,456	84,203	34,044	12,510	7,644	0	0	0	0	0	208,347
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	31,685
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,404	52,063	11,670	14,253	0	0	36,881	3,932	76,160	436,460
SPC	118,383	43,457	90,507	66,268	18,527	11,398	0	0	22,340	1,813	35,116	407,808
Harrisburg	22,639	6,549	14,395	10,134	2,707	3,107	0	0	5,055	465	9,002	74,054
Scranton/WB	24,795	7,595	14,602	13,161	3,351	2,980	0	0	0	399	7,727	74,611
Lehigh Valley	34,806	6,464	14,927	13,010	2,790	3,348	0	0	5,954	661	12,804	94,765
NEPA	10,322	9,905	17,130	11,105	4,287	2,970	0	0	1,802	0	0	57,521
SEDA-COG	13,465	7,180	18,583	8,149	2,721	2,315	0	0	0	0	0	52,413
Altoona	2,852	1,602	2,873	1,891	691	1,135	0	0	0	0	0	11,044
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,028
Centre County	4,784	1,566	3,642	1,956	583	1,068	0	0	0	0	0	13,599
Williamsport	3,219	2,345	5,990	2,094	827	1,090	0	0	0	0	0	15,566
Erie	3,699	3,847	7,349	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,833	7,407	2,854	2,736	0	0	4,779	420	8,142	54,615
York	4,904	4,168	11,512	3,940	1,434	2,401	0	0	4,002	243	4,700	37,303
Reading	24,620	6,436	10,133	12,814	3,225	2,509	0	0	3,785	278	5,393	69,193
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,599
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,624
Adams	2,285	1,714	4,013	1,441	666	1,012	0	0	0	0	0	11,133
Franklin	2,024	1,869	4,788	1,822	669	1,220	0	0	0	0	0	12,392
Total Urban	435,899	144,422	314,132	218,752	61,286	58,727	0	0	87,149	8,251	159,843	1,488,461
Northwest	17,223	8,564	19,789	11,135	3,377	1,800	0	0	0	0	0	61,889
N. Central	7,952	8,203	19,641	8,143	3,068	1,806	0	0	0	0	0	48,813
N. Tier	5,771	7,813	22,455	6,573	2,694	1,632	0	0	0	0	0	46,938
S. Alleghenies	5,544	6,652	16,070	6,257	2,620	1,676	0	0	0	0	0	38,820
Wayne County	0	2,224	6,230	1,920	750	730	0	0	0	0	0	11,853
Total Rural	36,490	33,456	84,186	34,027	12,510	7,644	0	0	0	0	0	208,313
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	31,810
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2027-2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	579,860	108,526	277,621	208,258	46,680	57,012	0	0	147,525	15,726	304,641	1,745,849
SPC	473,532	173,828	362,127	265,169	74,106	45,591	0	0	89,359	7,251	140,465	1,631,429
Harrisburg	90,557	26,198	57,593	40,550	10,827	12,429	0	0	20,220	1,859	36,008	296,241
Scranton/WB	99,180	30,379	58,414	52,649	13,406	11,922	0	0	0	1,595	30,907	298,452
Lehigh Valley	139,225	25,857	59,724	52,055	11,161	13,390	0	0	23,817	2,644	51,217	379,092
NEPA	41,287	39,621	68,545	44,447	17,148	11,879	0	0	7,209	0	0	230,136
SEDA-COG	53,861	28,722	74,343	32,606	10,883	9,262	0	0	0	0	0	209,675
Altoona	11,410	6,407	11,493	7,568	2,763	4,541	0	0	0	0	0	44,181
Johnstown	21,598	7,417	21,820	8,876	2,669	4,448	0	0	5,287	0	0	72,115
Centre County	19,138	6,262	14,573	7,831	2,330	4,274	0	0	0	0	0	54,409
Williamsport	12,877	9,381	23,962	8,381	3,309	4,360	0	0	0	0	0	62,272
Erie	14,797	15,389	29,398	17,598	6,726	7,024	0	0	0	0	0	90,932
Lancaster	39,838	25,937	47,350	29,644	11,417	10,943	0	0	19,115	1,681	32,568	218,492
York	19,617	16,671	46,055	15,766	5,736	9,606	0	0	16,006	970	18,799	149,227
Reading	98,478	25,743	40,536	51,259	12,900	10,036	0	0	15,140	1,113	21,570	276,776
Lebanon	6,030	5,818	12,437	6,224	2,363	4,611	0	0	4,915	0	0	42,399
Mercer	5,072	11,200	15,544	13,289	5,378	4,652	0	0	0	165	3,198	58,498
Adams	9,142	6,858	16,063	5,775	2,666	4,047	0	0	0	0	0	44,550
Franklin	8,097	7,475	19,156	7,290	2,678	4,881	0	0	0	0	0	49,576
Total Urban	1,743,597	577,689	1,256,754	875,235	245,146	234,908	0	0	348,594	33,005	639,372	5,954,301
Northwest	68,893	34,256	79,172	44,557	13,509	7,202	0	0	0	0	0	247,589
N. Central	31,807	32,811	78,590	32,594	12,273	7,223	0	0	0	0	0	195,299
N. Tier	23,082	31,253	89,842	26,311	10,777	6,527	0	0	0	0	0	187,791
S. Alleghenies	22,176	26,610	64,302	25,049	10,482	6,705	0	0	0	0	0	155,325
Wayne County	0	8,894	24,923	7,682	3,000	2,918	0	0	0	0	0	47,418
Total Rural	145,959	133,824	336,829	136,193	50,041	30,575	0	0	0	0	0	833,421
Interstate Program	1,269,512	0	148,336	177,265	0	0	244,396	0	0	0	0	1,839,509
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	792,549	0	577,800	0	0	140,000	0	0	0	0	0	1,510,349
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	126,615
GRAND TOTAL	3,951,617	711,513	2,383,028	1,252,000	295,187	405,483	244,396	28,783	348,594	106,243	639,372	10,366,216

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	224.34	225.10	225.43	226.23	901.10	226.89	227.69	228.09	228.97	229.69	230.57	231.04	231.96	2,735.99
SPC	276,302.9	31.59%	4,859.43	4,876.01	4,883.12	4,900.49	19,519.05	4,914.71	4,932.09	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	59,265.58
Harrisburg	34,925.0	3.99%	614.24	616.33	617.23	619.43	2,467.23	621.23	623.42	624.52	626.92	628.91	631.31	632.61	635.10	7,491.24
Scranton/WB	13,629.0	1.56%	239.70	240.52	240.87	241.72	962.80	242.42	243.28	243.71	244.65	245.42	246.36	246.87	247.84	2,923.35
Lehigh Valley	41,874.0	4.79%	736.45	738.96	740.04	742.68	2,958.13	744.83	747.46	748.78	751.65	754.05	756.92	758.47	761.47	8,981.76
NEPA	70,903.5	8.11%	1,247.00	1,251.26	1,253.08	1,257.54	5,008.88	1,261.19	1,265.65	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	15,208.44
SEDA-COG	30,389.6	3.47%	534.47	536.30	537.08	538.99	2,146.83	540.55	542.46	543.42	545.50	547.24	549.33	550.45	552.63	6,518.42
Altoona	6,584.4	0.75%	115.80	116.20	116.37	116.78	465.15	117.12	117.53	117.74	118.19	118.57	119.02	119.26	119.74	1,412.32
Johnstown	3,702.1	0.42%	65.11	65.33	65.43	65.66	261.53	65.85	66.08	66.20	66.45	66.67	66.92	67.06	67.32	794.08
Centre County	16,835.4	1.92%	296.09	297.10	297.53	298.59	1,189.31	299.46	300.52	301.05	302.20	303.16	304.32	304.94	306.15	3,611.11
Williamsport	11,654.8	1.33%	204.98	205.68	205.98	206.71	823.34	207.31	208.04	208.41	209.21	209.87	210.67	211.11	211.94	2,499.90
Erie	2,079.0	0.24%	36.56	36.69	36.74	36.87	146.87	36.98	37.11	37.18	37.32	37.44	37.58	37.66	37.81	445.94
Lancaster	45,475.8	5.20%	799.80	802.53	803.70	806.56	3,212.58	808.90	811.76	813.19	816.31	818.91	822.02	823.71	826.96	9,754.33
York	20,394.8	2.33%	358.69	359.91	360.44	361.72	1,440.76	362.77	364.05	364.69	366.09	367.26	368.66	369.42	370.87	4,374.58
Reading	8,141.2	0.93%	143.18	143.67	143.88	144.39	575.12	144.81	145.32	145.58	146.14	146.60	147.16	147.46	148.05	1,746.25
Lebanon	1,655.0	0.19%	29.11	29.21	29.25	29.35	116.92	29.44	29.54	29.59	29.71	29.80	29.92	29.98	30.10	354.99
Mercer	3,586.9	0.41%	63.08	63.30	63.39	63.62	253.39	63.80	64.03	64.14	64.39	64.59	64.84	64.97	65.23	769.37
Adams	28,042.5	3.21%	493.19	494.88	495.60	497.36	1,981.03	498.80	500.57	501.45	503.37	504.98	506.90	507.94	509.94	6,014.98
Franklin	8,918.4	1.02%	156.85	157.39	157.62	158.18	630.03	158.64	159.20	159.48	160.09	160.60	161.21	161.54	162.18	1,912.95
Northwest	44,543.1	5.09%	783.39	786.07	787.21	790.01	3,146.69	792.31	795.11	796.51	799.56	802.11	805.17	806.82	810.00	9,554.27
N. Central	67,603.4	7.73%	1,188.96	1,193.02	1,194.76	1,199.01	4,775.75	1,202.49	1,206.74	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	14,500.59
N. Tier	57,527.4	6.58%	1,011.75	1,015.21	1,016.69	1,020.30	4,063.95	1,023.26	1,026.88	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	12,339.34
S. Alleghenies	60,493.3	6.92%	1,063.91	1,067.55	1,069.10	1,072.91	4,273.47	1,076.02	1,079.82	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	12,975.51
Wayne	6,618.9	0.76%	116.41	116.81	116.98	117.39	467.58	117.73	118.15	118.36	118.81	119.19	119.64	119.89	120.36	1,419.72
Total (No IM)	874,635.9	100.00%	15,382.50	15,435.00	15,457.50	15,512.50	61,787.50	15,557.50	15,612.50	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	187,605.00

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	224.34	225.10	225.43	226.23	901.10	226.89	227.69	228.09	228.97	229.69	230.57	231.04	231.96	2,735.99
SPC	276,302.9	31.59%	4,859.43	4,876.01	4,883.12	4,900.49	19,519.05	4,914.71	4,932.09	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	59,265.58
Harrisburg	34,925.0	3.99%	614.24	616.33	617.23	619.43	2,467.23	621.23	623.42	624.52	626.92	628.91	631.31	632.61	635.10	7,491.24
Scranton/WB	13,629.0	1.56%	239.70	240.52	240.87	241.72	962.80	242.42	243.28	243.71	244.65	245.42	246.36	246.87	247.84	2,923.35
Lehigh Valley	41,874.0	4.79%	736.45	738.96	740.04	742.68	2,958.13	744.83	747.46	748.78	751.65	754.05	756.92	758.47	761.47	8,981.76
NEPA	70,903.5	8.11%	1,247.00	1,251.26	1,253.08	1,257.54	5,008.88	1,261.19	1,265.65	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	15,208.44
SEDA-COG	30,389.6	3.47%	534.47	536.30	537.08	538.99	2,146.83	540.55	542.46	543.42	545.50	547.24	549.33	550.45	552.63	6,518.42
Altoona	6,584.4	0.75%	115.80	116.20	116.37	116.78	465.15	117.12	117.53	117.74	118.19	118.57	119.02	119.26	119.74	1,412.32
Johnstown	3,702.1	0.42%	65.11	65.33	65.43	65.66	261.53	65.85	66.08	66.20	66.45	66.67	66.92	67.06	67.32	794.08
Centre County	16,835.4	1.92%	296.09	297.10	297.53	298.59	1,189.31	299.46	300.52	301.05	302.20	303.16	304.32	304.94	306.15	3,611.11
Williamsport	11,654.8	1.33%	204.98	205.68	205.98	206.71	823.34	207.31	208.04	208.41	209.21	209.87	210.67	211.11	211.94	2,499.90
Erie	2,079.0	0.24%	36.56	36.69	36.74	36.87	146.87	36.98	37.11	37.18	37.32	37.44	37.58	37.66	37.81	445.94
Lancaster	45,475.8	5.20%	799.80	802.53	803.70	806.56	3,212.58	808.90	811.76	813.19	816.31	818.91	822.02	823.71	826.96	9,754.33
York	20,394.8	2.33%	358.69	359.91	360.44	361.72	1,440.76	362.77	364.05	364.69	366.09	367.26	368.66	369.42	370.87	4,374.58
Reading	8,141.2	0.93%	143.18	143.67	143.88	144.39	575.12	144.81	145.32	145.58	146.14	146.60	147.16	147.46	148.05	1,746.25
Lebanon	1,655.0	0.19%	29.11	29.21	29.25	29.35	116.92	29.44	29.54	29.59	29.71	29.80	29.92	29.98	30.10	354.99
Mercer	3,586.9	0.41%	63.08	63.30	63.39	63.62	253.39	63.80	64.03	64.14	64.39	64.59	64.84	64.97	65.23	769.37
Adams	28,042.5	3.21%	493.19	494.88	495.60	497.36	1,981.03	498.80	500.57	501.45	503.37	504.98	506.90	507.94	509.94	6,014.98
Franklin	8,918.4	1.02%	156.85	157.39	157.62	158.18	630.03	158.64	159.20	159.48	160.09	160.60	161.21	161.54	162.18	1,912.95
Northwest	44,543.1	5.09%	783.39	786.07	787.21	790.01	3,146.69	792.31	795.11	796.51	799.56	802.11	805.17	806.82	810.00	9,554.27
N. Central	67,603.4	7.73%	1,188.96	1,193.02	1,194.76	1,199.01	4,775.75	1,202.49	1,206.74	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	14,500.59
N. Tier	57,527.4	6.58%	1,011.75	1,015.21	1,016.69	1,020.30	4,063.95	1,023.26	1,026.88	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	12,339.34
S. Alleghenies	60,493.3	6.92%	1,063.91	1,067.55	1,069.10	1,072.91	4,273.47	1,076.02	1,079.82	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	12,975.51
Wayne	6,618.9	0.76%	116.41	116.81	116.98	117.39	467.58	117.73	118.15	118.36	118.81	119.19	119.64	119.89	120.36	1,419.72
Total (No IM)	874,635.9	100.00%	15,382.50	15,435.00	15,457.50	15,512.50	61,787.50	15,557.50	15,612.50	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	187,605.00

Appendix 2: Rapid Bridge Replacement Program -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	448.67	450.20	450.86	452.46	1,802.19	453.77	455.38	456.18	457.93	459.39	461.14	462.09	463.91	5,471.98
SPC	276,302.9	31.59%	9,718.85	9,752.02	9,766.24	9,800.99	39,038.11	9,829.42	9,864.17	9,881.55	9,919.45	9,951.05	9,988.95	10,009.49	10,048.98	118,531.16
Harrisburg	34,925.0	3.99%	1,228.47	1,232.67	1,234.46	1,238.86	4,934.46	1,242.45	1,246.84	1,249.04	1,253.83	1,257.82	1,262.62	1,265.21	1,270.20	14,982.47
Scranton/WB	13,629.0	1.56%	479.40	481.03	481.73	483.45	1,925.61	484.85	486.56	487.42	489.29	490.85	492.72	493.73	495.68	5,846.70
Lehigh Valley	41,874.0	4.79%	1,472.90	1,477.93	1,480.08	1,485.35	5,916.27	1,489.66	1,494.93	1,497.56	1,503.30	1,508.09	1,513.84	1,516.95	1,522.93	17,963.52
NEPA	70,903.5	8.11%	2,494.00	2,502.52	2,506.16	2,515.08	10,017.77	2,522.38	2,531.30	2,535.75	2,545.48	2,553.59	2,563.32	2,568.59	2,578.72	30,416.89
SEDA-COG	30,389.6	3.47%	1,068.94	1,072.59	1,074.15	1,077.98	4,293.67	1,081.10	1,084.93	1,086.84	1,091.01	1,094.48	1,098.65	1,100.91	1,105.25	13,036.83
Altoona	6,584.4	0.75%	231.60	232.39	232.73	233.56	930.29	234.24	235.07	235.48	236.38	237.14	238.04	238.53	239.47	2,824.64
Johnstown	3,702.1	0.42%	130.22	130.66	130.85	131.32	523.06	131.70	132.17	132.40	132.91	133.33	133.84	134.11	134.64	1,588.16
Centre County	16,835.4	1.92%	592.18	594.20	595.07	597.18	2,378.63	598.92	601.03	602.09	604.40	606.33	608.64	609.89	612.29	7,222.22
Williamsport	11,654.8	1.33%	409.95	411.35	411.95	413.42	1,646.68	414.62	416.08	416.82	418.41	419.75	421.35	422.21	423.88	4,999.79
Erie	2,079.0	0.24%	73.13	73.38	73.48	73.75	293.74	73.96	74.22	74.35	74.64	74.88	75.16	75.31	75.61	891.87
Lancaster	45,475.8	5.20%	1,599.59	1,605.05	1,607.39	1,613.11	6,425.16	1,617.79	1,623.51	1,626.37	1,632.61	1,637.81	1,644.05	1,647.43	1,653.93	19,508.66
York	20,394.8	2.33%	717.38	719.83	720.88	723.44	2,881.53	725.54	728.11	729.39	732.19	734.52	737.32	738.83	741.75	8,749.16
Reading	8,141.2	0.93%	286.36	287.34	287.76	288.78	1,150.25	289.62	290.65	291.16	292.27	293.21	294.32	294.93	296.09	3,492.49
Lebanon	1,655.0	0.19%	58.21	58.41	58.50	58.71	233.83	58.88	59.08	59.19	59.42	59.60	59.83	59.95	60.19	709.98
Mercer	3,586.9	0.41%	126.17	126.60	126.78	127.23	506.78	127.60	128.05	128.28	128.77	129.18	129.67	129.94	130.45	1,538.74
Adams	28,042.5	3.21%	986.38	989.75	991.19	994.72	3,962.05	997.61	1,001.13	1,002.90	1,006.74	1,009.95	1,013.80	1,015.88	1,019.89	12,029.95
Franklin	8,918.4	1.02%	313.70	314.77	315.23	316.35	1,260.06	317.27	318.39	318.95	320.18	321.20	322.42	323.08	324.36	3,825.90
Northwest	44,543.1	5.09%	1,566.79	1,572.13	1,574.43	1,580.03	6,293.38	1,584.61	1,590.21	1,593.02	1,599.13	1,604.22	1,610.33	1,613.64	1,620.01	19,108.54
N. Central	67,603.4	7.73%	2,377.93	2,386.04	2,389.52	2,398.02	9,551.51	2,404.98	2,413.48	2,417.73	2,427.01	2,434.74	2,444.01	2,449.03	2,458.70	29,001.18
N. Tier	57,527.4	6.58%	2,023.51	2,030.41	2,033.37	2,040.61	8,127.89	2,046.53	2,053.76	2,057.38	2,065.27	2,071.85	2,079.74	2,084.02	2,092.24	24,678.68
S. Alleghenies	60,493.3	6.92%	2,127.83	2,135.09	2,138.20	2,145.81	8,546.94	2,152.04	2,159.65	2,163.45	2,171.75	2,178.67	2,186.97	2,191.46	2,200.11	25,951.02
Wayne	6,618.9	0.76%	232.82	233.61	233.95	234.78	935.17	235.47	236.30	236.71	237.62	238.38	239.29	239.78	240.73	2,839.44
Total (No IM)	874,635.9	100.00%	30,765.00	30,870.00	30,915.00	31,025.00	123,575.00	31,115.00	31,225.00	31,280.00	31,400.00	31,500.00	31,620.00	31,685.00	31,810.00	375,210.00

Appendix 3
State Transit Funds
Estimated Annual Funding 2019
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	652,325	17,145	1,021,190
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	114,540	229,808	15,231	359,579
	AMTRAN -- Blair	0	3,041	0	3,041
	BCTA -- Beaver	0	3,810	592	4,402
	CAT -- Dauphin	0	8,503	1,039	9,542
	CATA -- Centre	0	6,430	269	6,699
	CCTA -- Cambria	0	6,987	814	7,801
	COLTS -- Lackawanna	0	6,973	2,133	9,106
	EMTA -- Erie	0	9,723	1,141	10,864
	FACT -- Fayette	0	1,120	503	1,623
	HPT -- Hazleton	0	1,985	0	1,985
	LANTA -- Lehigh-Northampton	0	17,103	3,727	20,830
	LCTA -- Luzerne	0	5,807	646	6,453
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	1,940	597	2,537
	MMVTA -- Mid Mon Valley	0	2,886	0	2,886
	MCTA -- Monroe	0	2,011	1,090	3,101
	Pottstown -- Montgomery	0	1,269	0	1,269
	SCTA -- South Central	0	15,879	3,854	19,733
	SVSS -- Shenango Valley	0	792	804	1,596
	WCTA -- Washington	0	1,479	2,369	3,848
	WBT -- Williamsport	0	4,192	0	4,192
	WCTA -- Westmoreland	0	3,461	1,908	5,369
	YATA -- York/Adams	0	6,801	5,132	11,933
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	994,376	58,994	1,519,630
RURAL	ATA	0	5,355	463	5,818
	BTA -- Butler	0	929	0	929
	Carbon	0	254	664	918
	CATA -- Crawford	0	1,323	1,001	2,324
	EMTA -- Endless Mtns.	0	995	1,135	2,130
	ICTA -- Indiana	0	1,652	433	2,085
	Mid-County -- Armstrong	0	607	490	1,097
	Mt. Carmel	0	309	0	309
	NCATA -- New Castle	0	4,376	0	4,376
	STS -- Schuylkill	0	1,602	982	2,584
	TAWC -- Warren	0	683	408	1,091
	Rural Total	0	18,086	5,576	23,662
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Delaware County TMA	0	153	0	153
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	Other Agency Total	0	4,519	0	4,519
	PennDOT Discretion	26,670	0	0	26,670
	Other Unallocated (Urban/Rural)	40,540	20,340	3,020	63,900
	GRAND TOTAL	533,470	1,037,321	92,475	1,663,266

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 17-18.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY17-18 allocations. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2020
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	658,848	17,145	1,027,713
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	114,540	232,107	15,231	361,878
	AMTRAN -- Blair	0	3,071	0	3,071
	BCTA -- Beaver	0	3,848	592	4,440
	CAT -- Dauphin	0	8,588	1,039	9,627
	CATA -- Centre	0	6,495	269	6,764
	CCTA -- Cambria	0	7,057	814	7,871
	COLTS -- Lackawanna	0	7,043	2,133	9,176
	EMTA -- Erie	0	9,820	1,141	10,961
	FACT -- Fayette	0	1,131	503	1,634
	HPT -- Hazleton	0	2,004	0	2,004
	LANTA -- Lehigh-Northampton	0	17,274	3,727	21,001
	LCTA -- Luzerne	0	5,865	646	6,511
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,959	597	2,556
	MMVTA -- Mid Mon Valley	0	2,915	0	2,915
	MCTA -- Monroe	0	2,031	1,090	3,121
	Pottstown -- Montgomery	0	1,282	0	1,282
	SCTA -- South Central	0	16,038	3,854	19,892
	SVSS -- Shenango Valley	0	800	804	1,604
	WCTA -- Washington	0	1,494	2,369	3,863
	WBT -- Williamsport	0	4,234	0	4,234
	WCTA -- Westmoreland	0	3,495	1,908	5,403
	YATA -- York/Adams	0	6,869	5,132	12,001
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	1,004,320	58,994	1,529,574
RURAL	ATA	0	5,409	463	5,872
	BTA -- Butler	0	938	0	938
	Carbon	0	257	664	921
	CATA -- Crawford	0	1,336	1,001	2,337
	EMTA -- Endless Mtns.	0	1,005	1,135	2,140
	ICTA -- Indiana	0	1,669	433	2,102
	Mid-County -- Armstrong	0	613	490	1,103
	Mt. Carmel	0	312	0	312
	NCATA -- New Castle	0	4,419	0	4,419
	STS -- Schuylkill	0	1,618	982	2,600
	TAWC -- Warren	0	690	408	1,098
	Rural Total	0	18,267	5,576	23,843
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	644	0	644
	Chester County TMA	0	896	0	896
	Delaware County TMA	0	155	0	155
	Philadelphia Unemployment Project	0	371	0	371
	Philly Phlash	0	927	0	927
	ACTA	0	675	0	675
	Heritage Health Foundation	0	896	0	896
	Other Agency Total	0	4,564	0	4,564
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,543	3,020	64,173
	GRAND TOTAL	533,590	1,047,694	92,475	1,673,759

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 18-19.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY18-19 allocations.

Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2021
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	665,437	17,145	1,034,302
	<i>Krapf's Coach - Chester</i>	0	19	0	19
	<i>Upper Merion</i>	0	20	0	20
	PAAC	114,540	234,428	15,231	364,199
	AMTRAN -- Blair	0	3,102	0	3,102
	BCTA -- Beaver	0	3,887	592	4,479
	CAT -- Dauphin	0	8,674	1,039	9,713
	CATA -- Centre	0	6,560	269	6,829
	CCTA -- Cambria	0	7,127	814	7,941
	COLTS -- Lackawanna	0	7,113	2,133	9,246
	EMTA -- Erie	0	9,919	1,141	11,060
	FACT -- Fayette	0	1,143	503	1,646
	HPT -- Hazleton	0	2,025	0	2,025
	LANTA -- Lehigh-Northampton	0	17,446	3,727	21,173
	LCTA -- Luzerne	0	5,923	646	6,569
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,979	597	2,576
	MMVTA -- Mid Mon Valley	0	2,944	0	2,944
	MCTA -- Monroe	0	2,051	1,090	3,141
	Pottstown -- Montgomery	0	1,295	0	1,295
	SCTA -- South Central	0	16,199	3,854	20,053
	SVSS -- Shenango Valley	0	808	804	1,612
	WCTA -- Washington	0	1,509	2,369	3,878
	WBT -- Williamsport	0	4,277	0	4,277
	WCTA -- Westmoreland	0	3,530	1,908	5,438
	YATA -- York/Adams	0	6,937	5,132	12,069
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	1,014,363	58,994	1,539,617
RURAL	ATA	0	5,463	463	5,926
	BTA -- Butler	0	948	0	948
	Carbon	0	260	664	924
	CATA -- Crawford	0	1,350	1,001	2,351
	EMTA -- Endless Mtns.	0	1,016	1,135	2,151
	ICTA -- Indiana	0	1,685	433	2,118
	Mid-County -- Armstrong	0	619	490	1,109
	Mt. Carmel	0	315	0	315
	NCATA -- New Castle	0	4,463	0	4,463
	STS -- Schuylkill	0	1,634	982	2,616
	TAWC -- Warren	0	697	408	1,105
	Rural Total	0	18,450	5,576	24,026
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	650	0	650
	Chester County TMA	0	905	0	905
	Delaware County TMA	0	156	0	156
	Philadelphia Unemployment Project	0	375	0	375
	Philly Phlash	0	936	0	936
	ACTA	0	682	0	682
	Heritage Health Foundation	0	905	0	905
	Other Agency Total	0	4,609	0	4,609
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,748	3,020	64,378
	GRAND TOTAL	533,590	1,058,171	92,475	1,684,236

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 19-20.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY19-20 allocations. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2022
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	672,091	17,145	1,040,956
	<i>Krapf's Coach - Chester</i>	0	19	0	19
	<i>Upper Merion</i>	0	20	0	20
	PAAC	114,540	236,772	15,231	366,543
	AMTRAN -- Blair	0	3,133	0	3,133
	BCTA -- Beaver	0	3,926	592	4,518
	CAT -- Dauphin	0	8,761	1,039	9,800
	CATA -- Centre	0	6,625	269	6,894
	CCTA -- Cambria	0	7,198	814	8,012
	COLTS -- Lackawanna	0	7,184	2,133	9,317
	EMTA -- Erie	0	10,018	1,141	11,159
	FACT -- Fayette	0	1,154	503	1,657
	HPT -- Hazleton	0	2,045	0	2,045
	LANTA -- Lehigh-Northampton	0	17,621	3,727	21,348
	LCTA -- Luzerne	0	5,982	646	6,628
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,998	597	2,595
	MMVTA -- Mid Mon Valley	0	2,974	0	2,974
	MCTA -- Monroe	0	2,072	1,090	3,162
	Pottstown -- Montgomery	0	1,308	0	1,308
	SCTA -- South Central	0	16,361	3,854	20,215
	SVSS -- Shenango Valley	0	816	804	1,620
	WCTA -- Washington	0	1,524	2,369	3,893
	WBT -- Williamsport	0	4,319	0	4,319
	WCTA -- Westmoreland	0	3,565	1,908	5,473
	YATA -- York/Adams	0	7,007	5,132	12,139
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	1,024,507	58,994	1,549,761
RURAL	ATA	0	5,518	463	5,981
	BTA -- Butler	0	957	0	957
	Carbon	0	262	664	926
	CATA -- Crawford	0	1,363	1,001	2,364
	EMTA -- Endless Mtns.	0	1,026	1,135	2,161
	ICTA -- Indiana	0	1,702	433	2,135
	Mid-County -- Armstrong	0	625	490	1,115
	Mt. Carmel	0	319	0	319
	NCATA -- New Castle	0	4,508	0	4,508
	STS -- Schuylkill	0	1,650	982	2,632
	TAWC -- Warren	0	704	408	1,112
	Rural Total	0	18,634	5,576	24,210
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	657	0	657
	Chester County TMA	0	914	0	914
	Delaware County TMA	0	158	0	158
	Philadelphia Unemployment Project	0	378	0	378
	Philly Phlash	0	946	0	946
	ACTA	0	688	0	688
	Heritage Health Foundation	0	914	0	914
	Other Agency Total	0	4,656	0	4,656
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,956	3,020	64,586
	GRAND TOTAL	533,590	1,068,753	92,475	1,694,818

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 20-21.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2018-2022
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,406,880	2,648,702	68,580	4,124,162
	<i>Krapf's Coach - Chester</i>	0	74	0	74
	<i>Upper Merion</i>	0	78	0	78
	PAAC	458,160	933,115	60,924	1,452,199
	AMTRAN -- Blair	0	12,348	0	12,348
	BCTA -- Beaver	0	15,472	2,368	17,840
	CAT -- Dauphin	0	34,527	4,156	38,683
	CATA -- Centre	0	26,110	1,076	27,186
	CCTA -- Cambria	0	28,369	3,256	31,625
	COLTS -- Lackawanna	0	28,314	8,532	36,846
	EMTA -- Erie	0	39,480	4,564	44,044
	FACT -- Fayette	0	4,549	2,012	6,561
	HPT -- Hazleton	0	8,058	0	8,058
	LANTA -- Lehigh-Northampton	0	69,443	14,908	84,351
	LCTA -- Luzerne	0	23,577	2,584	26,161
	<i>Martz</i>	0	55	0	55
	LT -- Lebanon	0	7,875	2,388	10,263
	MMVTA -- Mid Mon Valley	0	11,719	0	11,719
	MCTA -- Monroe	0	8,164	4,360	12,524
	Pottstown -- Montgomery	0	5,154	0	5,154
	SCTA -- South Central	0	64,477	15,416	79,893
	SVSS -- Shenango Valley	0	3,215	3,216	6,431
	WCTA -- Washington	0	6,006	9,476	15,482
	WBT -- Williamsport	0	17,023	0	17,023
	WCTA -- Westmoreland	0	14,051	7,632	21,683
	YATA -- York/Adams	0	27,613	20,528	48,141
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	1,865,040	4,037,567	235,976	6,138,583
RURAL	ATA	0	21,745	1,852	23,597
	BTA -- Butler	0	3,772	0	3,772
	Carbon	0	1,033	2,656	3,689
	CATA -- Crawford	0	5,372	4,004	9,376
	EMTA -- Endless Mtns.	0	4,042	4,540	8,582
	ICTA -- Indiana	0	6,708	1,732	8,440
	Mid-County -- Armstrong	0	2,464	1,960	4,424
	Mt. Carmel	0	1,256	0	1,256
	NCATA -- New Castle	0	17,766	0	17,766
	STS -- Schuylkill	0	6,504	3,928	10,432
	TAWC -- Warren	0	2,775	1,632	4,407
	Rural Total	0	73,437	22,304	95,741
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,744	1,744
	BLAIR COUNTY SENIOR SERVICES	0	0	5,516	5,516
	BUCKS COUNTY TRANSPORT, INC.	0	0	16,472	16,472
	BUTLER COUNTY	0	0	2,716	2,716
	CENTRE COUNTY	0	0	2,528	2,528
	CLARION COUNTY	0	0	1,252	1,252
	COMMUNITY TRANS OF DELAWARE	0	0	12,772	12,772
	FOREST COUNTY	0	0	1,172	1,172
	GREENE COUNTY	0	0	1,664	1,664
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	5,504	5,504
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	12,384	12,384
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,688	1,688
	PERRY COUNTY	0	0	492	492
	PIKE COUNTY	0	0	1,576	1,576
	SOMERSET COUNTY	0	0	940	940
	STEP (Clinton/ Lycoming)	0	0	4,068	4,068
	SUBURBAN TRANS (Montgomery)	0	0	20,532	20,532
	Susquehanna Co.	0	0	2,716	2,716
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	3,804	3,804
	Shared-Ride Total	0	0	99,540	99,540
Other Agencies	Bucks County Transport	0	2,589	0	2,589
	Chester County TMA	0	3,603	0	3,603
	Delaware County TMA	0	621	0	621
	Philadelphia Unemployment Project	0	1,491	0	1,491
	Philly Phlash	0	3,727	0	3,727
	ACTA	0	2,713	0	2,713
	Heritage Health Foundation	0	3,603	0	3,603
	Other Agency Total	0	18,347	0	18,347
	PennDOT Discretion	106,830	0	0	106,830
	Other Unallocated (Urban/Rural)	162,370	82,587	12,080	257,037
	GRAND TOTAL	2,134,240	4,211,939	369,900	6,716,079

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 20-21.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit	FY 2019						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachia Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,209	0	663	0	0	917	9,789
Altoona*	1,295	0	0	0	0	0	1,295
East Stroudsburg*	827	0	0	0	0	0	827
Erie*	3,970	0	0	0	0	0	3,970
Harrisburg*	4,723	0	437	0	0	476	5,636
Hanover*	984	0	0	0	0	0	984
Hazleton*	870	0	0	0	0	0	870
Johnstown*	1,441	15	0	0	0	0	1,456
Lancaster*	4,768	0	410	0	0	461	5,638
Lebanon*	1,120	0	0	0	0	0	1,120
Monessen*	1,126	0	0	0	0	0	1,126
Philadelphia**	126,984	121,375	3,544	0	0	7,506	259,408
Pittsburgh**	40,885	21,891	1,921	0	0	2,909	67,606
Pottstown*	1,400	0	0	0	0	0	1,400
Reading*	3,757	0	278	0	0	385	4,419
Scranton/Wilkes-Barre*	4,934	0	459	0	0	502	5,894
Sharon*	432	0	54	0	0	0	486
State College*	2,911	0	0	0	0	0	2,911
Uniontown-Connellsville*	1,098	0	0	0	0	0	1,098
Williamsport*	2,118	0	0	0	0	0	2,118
York*	2,885	0	237	0	0	295	3,417
Large Urban	7,143	3,838	0	0	0	0	10,982
Small Urban	1,636	0	2,159	0	0	0	3,795
Large or Small Urban	1,818	11,558	0	0	0	3,551	16,927
Non Urbanized	0	0	2,437	20,544	0	0	22,982
Intercity Bus	0	0	0	3,626	0	0	3,626
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	227,334	158,677	12,599	24,170	4,788	17,001	444,568

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit	FY 2020						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
Large Urban	7,295	3,905	0	0	0	0	11,199
Small Urban	1,671	0	2,204	0	0	0	3,875
Large or Small Urban	1,857	11,756	0	0	0	3,645	17,259
Non Urbanized	0	0	2,489	21,021	0	0	23,510
Intercity Bus	0	0	0	3,710	0	0	3,710
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	232,153	161,406	12,866	24,731	4,788	17,451	453,395

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit	FFY 2021						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
Large Urban	7,295	3,905	0	0	0	0	11,199
Small Urban	1,671	0	2,204	0	0	0	3,875
Large or Small Urban	1,857	11,756	0	0	0	3,645	17,259
Non Urbanized	0	0	2,489	21,021	0	0	23,510
Intercity Bus	0	0	0	3,710	0	0	3,710
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	232,153	161,406	12,866	24,731	4,788	17,451	453,395

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit	FFY 2022						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
Large Urban	7,295	3,905	0	0	0	0	11,199
Small Urban	1,671	0	2,204	0	0	0	3,875
Large or Small Urban	1,857	11,756	0	0	0	3,645	17,259
Non Urbanized	0	0	2,489	21,021	0	0	23,510
Intercity Bus	0	0	0	3,710	0	0	3,710
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	232,153	161,406	12,866	24,731	4,788	17,451	453,395

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit	Total FFY 2019 - FFY 2022						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	33,360	0	2,696	0	0	3,739	39,794
Altoona*	5,261	0	0	0	0	0	5,261
East Stroudsburg*	3,360	0	0	0	0	0	3,360
Erie*	16,134	0	0	0	0	0	16,134
Harrisburg*	19,192	0	1,775	0	0	1,943	22,910
Hanover*	3,997	0	0	0	0	0	3,997
Hazleton*	3,533	0	0	0	0	0	3,533
Johnstown*	5,855	61	0	0	0	0	5,916
Lancaster*	19,376	0	1,665	0	0	1,879	22,920
Lebanon*	4,553	0	0	0	0	0	4,553
Monessen*	4,575	0	0	0	0	0	4,575
Philadelphia**	516,011	491,762	14,401	0	0	30,620	1,052,795
Pittsburgh**	166,141	88,692	7,806	0	0	11,868	274,506
Pottstown*	5,688	0	0	0	0	0	5,688
Reading*	15,265	0	1,129	0	0	1,570	17,964
Scranton/Wilkes-Barre*	20,049	0	1,865	0	0	2,046	23,959
Sharon*	1,755	0	220	0	0	0	1,975
State College*	11,831	0	0	0	0	0	11,831
Uniontown-Connellsville*	4,463	0	0	0	0	0	4,463
Williamsport*	8,606	0	0	0	0	0	8,606
York*	11,725	0	964	0	0	1,203	13,891
Large Urban	29,027	15,552	0	0	0	0	44,579
Small Urban	6,649	0	8,771	0	0	0	15,420
Large or Small Urban	7,389	46,827	0	0	0	14,488	68,704
Non Urbanized	0	0	9,904	83,607	0	0	93,511
Intercity Bus	0	0	0	14,756	0	0	14,756
Appalachian Counties	0	0	0	0	19,152	0	19,152
TOTALS	923,794	642,894	51,196	98,363	19,152	69,355	1,804,754

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 5
2019-2022 Federal and State Transit Funding by Region
(\$000)

Region	2019			2020			2021			2022			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	260,808	1,041,000	1,301,808	265,892	1,047,566	1,313,458	265,892	1,054,198	1,320,089	265,892	1,060,896	1,326,787	1,058,483	4,203,659	5,262,142
SPC	69,830	389,281	459,111	71,238	391,798	463,036	71,238	394,340	465,578	71,238	396,907	468,145	283,544	1,572,326	1,855,870
Harrisburg	5,636	9,665	15,301	5,758	9,750	15,508	5,758	9,836	15,594	5,758	9,923	15,681	22,910	39,175	62,085
Scranton/WB	6,764	17,557	24,320	6,910	17,704	24,614	6,910	17,854	24,763	6,910	18,004	24,914	27,493	71,119	98,612
Lehigh Valley	9,789	20,830	30,619	10,002	21,001	31,002	10,002	21,173	31,175	10,002	21,348	31,350	39,794	84,351	124,146
NEPA	827	6,997	7,824	844	7,036	7,880	844	7,075	7,919	844	7,114	7,958	3,360	28,221	31,581
SEDA-COG	0	731	731	0	734	734	0	737	737	0	741	741	0	2,944	2,944
Altoona	1,295	4,420	5,715	1,322	4,450	5,773	1,322	4,481	5,803	1,322	4,512	5,834	5,261	17,864	23,125
Johnstown	1,456	7,801	9,257	1,487	7,871	9,357	1,487	7,941	9,428	1,487	8,012	9,499	5,916	31,625	37,541
Centre County	2,911	7,331	10,243	2,973	7,396	10,369	2,973	7,461	10,434	2,973	7,526	10,499	11,831	29,714	41,545
Williamsport	2,118	5,209	7,327	2,163	5,251	7,414	2,163	5,294	7,457	2,163	5,336	7,499	8,606	21,091	29,697
Erie	3,970	10,864	14,835	4,055	10,961	15,016	4,055	11,060	15,114	4,055	11,159	15,213	16,134	44,044	60,178
Lancaster	5,638	8,406	14,045	5,760	8,474	14,235	5,760	8,542	14,303	5,760	8,611	14,372	22,920	34,034	56,954
York	4,401	11,933	16,334	4,496	12,001	16,496	4,496	12,069	16,565	4,496	12,139	16,634	17,888	48,141	66,029
Reading	4,419	11,327	15,746	4,515	11,418	15,933	4,515	11,510	16,025	4,515	11,603	16,118	17,964	45,859	63,823
Lebanon	1,120	2,537	3,657	1,144	2,556	3,700	1,144	2,576	3,720	1,144	2,595	3,739	4,553	10,263	14,816
Mercer	486	1,596	2,082	496	1,604	2,100	496	1,612	2,108	496	1,620	2,116	1,975	6,431	8,406
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	381,469	1,557,485	1,938,954	389,054	1,567,571	1,956,626	389,054	1,577,758	1,966,813	389,054	1,588,047	1,977,102	1,548,632	6,290,862	7,839,495
Northwest	0	4,021	4,021	0	4,041	4,041	0	4,062	4,062	0	4,082	4,082	0	16,207	16,207
N. Central	0	5,818	5,818	0	5,872	5,872	0	5,926	5,926	0	5,981	5,981	0	23,597	23,597
N. Tier	0	2,809	2,809	0	2,819	2,819	0	2,830	2,830	0	2,840	2,840	0	11,298	11,298
S. Alleghenies	0	1,611	1,611	0	1,611	1,611	0	1,611	1,611	0	1,611	1,611	0	6,444	6,444
Wayne County	0	951	951	0	951	951	0	951	951	0	951	951	0	3,804	3,804
Total Rural	0	15,211	15,211	0	15,295	15,295	0	15,379	15,379	0	15,464	15,464	0	61,349	61,349
Unallocated	0	63,900	63,900	0	64,173	64,173	0	64,378	64,378	0	64,586	64,586	0	257,037	257,037
Reserve/Other	63,099	26,670	89,769	64,341	26,720	91,061	64,341	26,720	91,061	64,341	26,720	91,061	256,122	106,830	362,952
Grand Total	444,568	1,663,266	2,107,834	453,395	1,673,759	2,127,154	453,395	1,684,236	2,137,631	453,395	1,694,818	2,148,213	1,804,754	6,716,079	8,520,833

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

* Operating Assistance for South Central Transit is distributed 57.4% to Reading and 42.6% to Lancaster

APPENDIX 6 - 2019 Transportation Program Development Schedule

2/23/17	PennDOT Connects/Local Government Collaboration Initiative announced.
3/6/17 to 4/14/17	State Transportation Commission, PennDOT and Planning Partners conduct public outreach/public input to update the Twelve Year Program (TYP), as well as, analyze and prepare results to be shared with the public.
3/21/17	State Transportation Commission and PennDOT conduct Public Meeting Web Cast.
April - September	PennDOT Connects/Local Government Collaboration meetings take place for carry-over and new 2019 TIP projects.
5/1/17 to 5/2/17	Spring Planning Partners' meeting in the Harrisburg area.
By 5/26/17	Draft Financial Guidance is issued.
By 5/26/17	Draft General and Procedural Guidance and 2019 Transportation Program Development Schedule issued.
On 6/15/17	State Transportation Commission meets and is updated on development of the 2019 Program.
By 6/30/17	PennDOT will provide complete feedback from the Public Comment Period to Planning Partners.
By 6/30/17	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 6/30/17	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a list of the draft carryover Interstate Management Program projects.
By 7/14/17	WebEx/conference call to discuss the Investment Plan for the 2019 Program Update.
By 7/31/17	PennDOT issues final guidance documents to Planning Partners for the development of the 2019 Program.
By 7/28/17	Program Center provides the final "spike" decisions to Planning Partners and PennDOT Districts.
By 8/31/17	PennDOT reports HSIP targets to FHWA in HSIP Annual Report. 180 day clock for MPOs to decide to establish HSIP targets, or agree to support PennDOT targets begins.
By 9/29/17	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2019 Program. TIP/TYP negotiations begin. PennDOT will provide the MPOs/RPOs with a list of draft Interstate Management Program Projects.

By 10/31/17	MPO and RPO "Boards" meet to discuss the 2019 schedule and guidance; set their TIP approval meeting dates for the spring of 2018.
By 12/29/17	PennDOT Connects/Local Government Collaboration meetings completed for carry-over and new 2019 TIP projects.
By 12/29/17	MPOs decide to establish their own HSIP targets, or agree to support PennDOT targets.
By 12/29/17	MPOs and RPOs develop draft TIPs/TYPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. (MPMS attaching closed.) TIP/TYP negotiations continue.
By 1/15/18	Interagency (FHWA, FTA, USEPA, PADEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by Planning Partners or PennDOT. TIP negotiations continue.
By 2/1/18	Program Center completes initial review of preliminary draft TIPs/TYPs to ensure that PennDOT priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
By 2/16/18	Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the program, and to negotiate/resolve any remaining issues. PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, and shares this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
By 2/16/18	MPOs, RPOs, and PennDOT reach agreement on the respective portions of the program. TIP/TYP negotiations are concluded.
By 2/27/18	Final day for MPOs to establish HSIP targets or agree to support PennDOT targets.
By 3/15/18	Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
By 4/19/18	MPO, RPO and PennDOT complete air quality conformity analyses.
After 5/27/17	STIP/TIP updates on or after 5/27/17 must include a description of how the STIP/TIP contributes to achieving safety performance targets.
After 5/27/17	LRTPs updated on or after 5/27/17 must include safety performance measures and targets.
By 6/15/18	MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.

- By 6/29/18 MPOs and RPOs formally approve their individual TIPs and submit their portions of the program to the Program Center.
- By 8/9/18 State Transportation Commission approves the Twelve Year Program.
- By 8/16/18 Governor/Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with USEPA on the air quality conformity documents.
- By 9/30/18 PennDOT obtains joint approval from FHWA and FTA of the 2019 Program.

Appendix 3 - General and Procedural Guidance

June 20, 2017

PENNSYLVANIA'S 2019 TRANSPORTATION PROGRAM GENERAL & PROCEDURAL GUIDANCE

This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PennDOT.

GENERAL AND PROCEDURAL GUIDANCE TABLE OF CONTENT

INTRODUCTION

<u>Purpose</u>	1
<u>Roles and Responsibilities</u>	1
<u>Definitions</u>	2

GENERAL GUIDANCE

<u>General Planning Requirements</u>	4
<u>Public Involvement</u>	6
<u>Financial Planning</u>	7
<u>Management Systems, Program Performance and Information Sharing</u>	7

PROGRAM DEVELOPMENT AND ADMINISTRATION

<u>Development Procedures</u>	9
<u>Project Requirements</u>	11
<u>Line Items</u>	11
<u>Program-Specific and Other Requirements</u>	12
<u>TIP Submission Requirements</u>	14
<u>Program Administration</u>	14

APPENDIX 1 – PennDOT Design Manual Part 1A (DM1A)	15
--	----

APPENDIX 2 – TIP Development Process	16
---	----

Sample Process - Timeline
Sample Process – Documentation

APPENDIX 3 – TIP Submission	18
--	----

Required Documentation
Required Documentation Descriptions
2019 Check List

APPENDIX 4 – MPO Self-Certification	23
--	----

Sample Self-Certification Resolution Example 1
Sample Self-Certification Resolution Example 2
Sample Self-Certification Process/Checklist

APPENDIX 5 – 2019 Transportation Program Development Schedule	29
--	----

APPENDIX 6 – References	31
--------------------------------------	----

Federal
State
Regional

APPENDIX 7 – Acronyms	34
------------------------------------	----

INTRODUCTION

Purpose

The purpose of this General and Procedural Guidance document is to provide guidance for the 2019 Transportation Program development process within the context of multiple inter-related, intergovernmental planning functions. Separate processes for the development, adoption, and administration of the Statewide Transportation Improvement Program (STIP) and the Twelve Year Transportation Program (TYP) have been coordinated and streamlined over the years. This guidance informs and directs a unified planning process covering both programs.

This guidance contains information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration. One of the milestones in the Transportation Program development process is adoption of the Program by October 1, 2018. This guidance describes the schedule, procedures and documentation necessary to complete this task. The resulting Transportation Program meets the varied requirements of state and federal law, and ensures that public investment in the Commonwealth of Pennsylvania's transportation system is effectively managed to produce a practical set of transportation projects and services.

The Transportation Program development process is by its very nature fluid and subject to change. Therefore, this guidance can change due to state or federal legislation, regulatory change or policy action. The PennDOT Investment Plan will continue to guide changes to our planning process and to this document.

All 2019 Transportation Program guidance and the 2019 Transportation Program development schedule will be placed on the Pennsylvania Department of Transportation (PennDOT) website at www.penndot.gov for Program development use by Planning Partners and other interested parties. The Programs will also be placed on Planning Partner websites as they are completed.

Roles and Responsibilities

- MPOs are responsible for developing and approving the metropolitan TIPs.
- PennDOT and the RPOs are jointly responsible for developing and approving rural TIPs.
- PennDOT is responsible for the development of the Wayne County TIP, an independent county planning partner with PennDOT.
- PennDOT, through its District and Central Offices, is the lead planning agency for the Interstate Management TIP, selecting projects in cooperation with the Planning Partners.
- The Governor or his designee (currently Pennsylvania's Secretary of Transportation) approves MPO, RPO and Independent County TIPs, the Interstate Management TIP, and the Statewide Items TIP, and submits the entire STIP to the US DOT for approval.

MPO, RPO and Independent County TIPs, the STIP and the TYP are updated every two years. The federal programming documents (TIPs and STIP) cover a four-year time frame to remain consistent with the first four years of the TYP and the first four years of an MPO/RPO Long Range Transportation Plan (LRTP).

Definitions

2019 Transportation Program or 2019 Program – Terms referring to both the 2019-2022 STIP and the 2019-2030 TYP.

Transportation Improvement Program (TIP) - Four-year listing of transportation projects within the geographic boundary of each planning region in Pennsylvania. Interstate Highway System projects are managed in a separate Interstate Management TIP, but are included in regional TIPs for public review and comment. Fund reserves for statewide programs as well as line items for ongoing planning and administration projects are managed in a separate Statewide Items TIP.

Statewide Transportation Improvement Program (STIP) - Pennsylvania's official four-year listing of transportation projects mandated under federal law. The STIP is comprised of all of the TIPs.

Twelve Year Transportation Program (TYP) - Pennsylvania's official 12-year listing of transportation projects mandated under state law, the first four years of which is the STIP.

Long Range Transportation Plan (LRTP) - The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO and RPO develops, adopts, and updates through the metropolitan and rural transportation planning process.

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) – Federal authorization legislation prior to the passage of the FAST Act that provided funding from the Highway Trust Fund for Federal-aid highway, highway safety, motor carrier safety, transit, and other programs. This legislation still has an impact upon transportation planning, programming, and project delivery as federal agencies continue to release performance measures guidance.

Fixing America's Surface Transportation Act (FAST Act) – Federal transportation legislation signed by President Obama on December 4, 2015. New policies are being issued because of passage of the FAST Act.

PA Act 120 of 1970 (Act 120) – State legislation which established the State Transportation Commission (STC) and its related duties and responsibilities, and created the Pennsylvania Department of Transportation (PennDOT). Act 120 requires PennDOT to prepare and update Pennsylvania's TYP every two years, and submit it to the STC.

Title 74 Pennsylvania Consolidated Statutes (74 Pa. C.S.) - The Pennsylvania Consolidated Statutes contain the Laws of Pennsylvania which are enacted as amendments by the General Assembly, and are the official statutory codification of the laws relating to transportation.

Title 67 Pennsylvania Code (67 Pa. Code) – The official publication of administrative regulations of the Commonwealth of Pennsylvania relating to transportation.

PennDOT Design Manual Part 1A (DMIA) – Transportation Program Development and Project Delivery Process.

Metropolitan Planning Organization (MPO) – Regional planning body established under federal law and responsible for developing and approving a TIP. An MPO covers an urbanized area over 50,000 in population with the exception of small pieces of urbanized area that extend into Pennsylvania (e.g. Hagerstown, MD). The Commonwealth has nineteen MPOs.

Rural Planning Organization (RPO) – Regional planning body under contract to PennDOT to provide transportation planning services for rural areas and urban areas less than 50,000 in population. RPOs function similarly to MPOs in the Transportation Program development process. The Commonwealth has four RPOs.

Independent County – A regional planning body that is not an MPO or an RPO. Pennsylvania has one Independent County, Wayne County.

Planning Partners (Partners) – Generally referring to PennDOT on behalf of the Governor, the MPOs, RPOs, Wayne County, and the U.S. Department of Transportation (USDOT), which includes the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). However, the term also includes the STC, the Pennsylvania Turnpike Commission (PTC), other public transportation agencies throughout the Commonwealth, the Pennsylvania Department of Environmental Protection (PADEP), the U.S. Environmental Protection Agency (USEPA).

Interested parties – Citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; advocacy groups representing users of public transportation, pedestrian walkways and bicycle transportation facilities, or representing the physically challenged; agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than Title 49 of the United States Code (49 USC) Chapter 53, tribal governments, and other interested parties with reasonable opportunities to be involved in the planning process.

Transportation Management Areas – Urbanized areas (as defined by the Bureau of the Census) with a population of over 200,000 individuals, as designated by the US DOT Secretary of Transportation. Additional areas may be designated as transportation management areas by the Secretary on the request of the Governor and the metropolitan planning organization designated for the area.

GENERAL GUIDANCE

This guidance document is intentionally brief. References or examples are included in the text as support tools that users may find useful for developing a broader (or deeper) understanding of the program development process. The referenced materials are not intended to be comprehensive. It should be understood that the planning context for program development involves multiple elements including, but not limited to:

State and Federal Planning and Programming Rules and Regulations: Title 23 - Code of Federal Regulations (23 CFR) 450, 49 USC 5303-5304, Pennsylvania Act 120, Pennsylvania Consolidated Statutes Title 74 (74 Pa. C.S.), Pennsylvania Code Title 67 (67 Pa. Code), and PennDOT Design Manual Part 1A (DM1A): Pre-TIP and TIP Program Development Procedures

State and Regional Transportation Plans: PennDOT Connects/Local Government Collaboration, the PennDOT Investment Plan, PA on Track, PA and Regional Intelligent Transportation Systems (ITS) Architectures, PennDOT District Business Plans, MPO/RPO LRTPs, Regional Operations Plans (ROPs), Freight Plans, The Strategic Highway Safety Plan (SHSP) and other Regional Safety Plans, Bicycle and Pedestrian Plans, Congestion Management Processes (CMPs),

PennDOT Data Systems for Asset Management, Environmental Assessment, Contracting, and Performance Review: Multimodal Project Management System (MPMS), Multimodal Project Management System Interactive Query (MPMS IQ), Engineering and Contract Management System (ECMS), Categorical Exclusion (CE) Expert System, PennDOT Connects/Local Government Collaboration Policy, and TIP Visualization.

Other Programs: Economic Development District Plans; County, Regional and Municipal Comprehensive Plans; corridor studies; project development screening forms developed from PennDOT Connects/Local Government Collaboration Policy; needs and feasibility studies; and environmental clearance documents are also useful as decision-support tools in the development of TIPs and LRTPs.

General Planning Requirements

Satisfy all state and federal transportation planning and programming rules and regulations:

- Federal requirements are documented in 23 CFR 450.200 and 300.
- Title VI, Environmental Justice, and other required planning certifications are identified in Appendix 4 – MPO Self-Certification, and Appendix 6 - References.
- Projects and project phases on a TIP; including candidate major capital projects and air quality exempt projects, shall be consistent with a region's approved LRTP.
- State requirements are documented in 74 Pa. C.S. and 67 Pa. Code.

- Other state tenets, principles, and goals that help guide Transportation Program development are identified in PA Act 120, and PA On Track.
- All PennDOT, regional or local plans, programs, studies, management systems, etc., as identified above are part of the planning context and factor into Program development.

Develop the STIP and MPO/RPO TIPs with all Partners and interested parties through a continuing, cooperative and comprehensive process, based upon mutual trust, data sharing, open communication and cooperation at each program development step, leading toward consensus between all Planning Partners regarding the most effective use of limited transportation financial resources. Ensure coordination with providers of all modes of transportation. As part of this effort, MPOs/RPOs should develop documentation or a timeline depicting the regions TIP development process. TIP Development Documentation/Timeline examples are provided in Appendix 2 of this document.

Respond to new state and federal initiatives and other changing circumstances as quickly as possible to make necessary adjustments to the joint PennDOT/MPO/RPO Program development process. Consideration will be given to the observations and suggested improvements to the planning process noted in the STIP Planning Finding issued by FHWA/FTA with approval of the 2017-20 STIP. A link is provided in Appendix 6 – References.

Partners will plan and program strategically; establish priorities; select transportation improvements with the greatest benefit to the Commonwealth and individual counties/regions; and maintain the flexibility to more effectively select and approve the best mix of projects that meet their own regional needs.

The PennDOT Connects/Local Government Collaboration policy provides a new approach to project planning and development by requiring collaboration with local and regional stakeholders before project scopes are developed. The Department will meet with local governments, MPOs and RPOs to discuss issues such as safety, bicycle/pedestrian accommodations, transit access, stormwater management, utilities, freight-generating land uses and other documented issues to consider for inclusion in projects. This collaboration will have the benefit of encouraging MPOs and RPOs to track major changes to county and municipal comprehensive plans and zoning ordinances, further strengthening the linkage between land use, transportation, and economic development decision making and their effect on the development of current and future Transportation Programs. Management and monitoring systems, corridor studies, project development screening forms, needs and feasibility studies, and environmental studies are examples of documentation that may be used in the development of TIPs and LRTPs. The PennDOT Connects/Local Government Collaboration requirement applies to all projects where the Preliminary Engineering phase began after July 1, 2016.

Transportation system preservation and asset management continues to be a high priority in Pennsylvania. MPO/RPO TIPs should emphasize system preservation and asset management:

- System preservation involves extending the life of existing facilities and associated equipment and hardware, or repairing damage that compromises mobility or safety.
- System asset management involves improving reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware.

Include approved TIPs in the STIP after verification for consistency with financial guidance fiscal constraint, project funding eligibility and completion of air quality testing and analysis that demonstrates that air quality conformity has been met in maintenance and non-attainment areas. All appropriate parties will be notified of individual projects or programs included in the STIP. Close coordination must occur with PennDOT and the STC to ensure that approved TIPs are consistent with the approved first four years of the TYP.

MPOs and RPOs should schedule their TIP approval meeting dates so that air quality conformity analyses by PennDOT's consultants can be scheduled appropriately and the TIPs can be sent to PennDOT according to Appendix 5 – 2019 Transportation Program Development Schedule.

Public Involvement

Conduct meaningful public outreach/involvement documented in a Planning Partner's Public Participation Plan per 23 CFR §450.316, and found on the STC website www.talkpatransportation.com.

Public involvement activities should be consistent with the 2019 TYP Public Participation Plan, and should direct the public to utilize the 2019 TYP Survey. The survey results are also available at the above web site. MPO/RPOs should consider the results of the survey.

TIP documentation must be made available for public comment for a minimum of 30 days. A formal public comment time period must be established, and public meetings or hearings must be held by each MPO/RPO/Independent County to gather all comments and concerns on the TIP and related documents. Documents required for public review are found in Appendix 3 - TIP Submission Requirements.

When scheduling TIP, STIP and STC public comment periods, be clear what document the public is commenting on in order to avoid confusion, and maximize return from joint outreach resulting in a more effective program with the most efficient use of labor across all Planning Partners. Seek early and coordinated input into the programming process by reviewing current programmed and candidate projects.

Provide easy and complete access, including for individuals with limited English proficiency through available translation services, to all public documentation, including the draft and final TIPs, STIP and TYP project listings, taking advantage of the Internet.

Financial Planning

An early part of the Program development process is for the Planning Partners to jointly develop and approve a Transportation Program Financial Guidance document. This guidance should provide sufficient information for Partners and other interested parties to begin identifying projects, perform a project technical evaluation, negotiate, and reach consensus on their portion of the Program within fiscal constraint. The guidance:

- Establishes funding targets for each MPO, RPO, Independent County, public transportation operator, and PennDOT. The identified revenues are those that are reasonably anticipated to be available to adequately operate and maintain Federal-aid highways and public transportation in accordance with 23 C.F.R. 450.3264(j).
- Provides estimated revenue growth rates and a methodology for determining an inflation rate for use in Year of Expenditure (YOE) calculations.

The TIP financial plans are consolidated statewide within the STIP. Documentation shall contain system-level estimates of cost and revenue sources:

- Project cost estimates must use YOE dollars.
- Constrain projects and phases of projects in the STIP by year, by available funding and within the bounds of the financial guidance.
- Identify at a systems-level any funding gaps that may exist.

Recognize that TIPs are developed around available transportation funding authorization levels and that annual obligation authority levels may restrict Program and project implementation.

Projects or phases of projects should be programmed in the federal fiscal year in which the project is anticipated to be obligated.

Flexing of funds between highway and public transportation will be a collaborative decision involving local officials, the MPO/RPO, the public transportation agency or agencies, PennDOT, STC and USDOT (FHWA and FTA).

Management Systems, Program Performance and Information Sharing

In order to adequately maintain, operate and preserve existing transportation facilities, PennDOT and the Planning Partners shall undertake the following activities as part of an asset management-based Program development process: inventory the system; determine existing conditions; develop strategies/priorities to continue to improve the system; include projects on transportation plans and programs; and implement projects as part of annual budgets. Implementation of improved asset management practices will begin with the Interstate Highway System, then progress to the National Highway System (NHS), and other state-owned and local networks.

Continue to improve the management systems including environmental planning and analysis, maintenance planning and support, the PennDOT Connects/Local Government Collaboration Policy, programming processes and systems, local network management support, and performance measurement and reporting.

Continue to standardize programming products (highway and public transportation project listings); develop uniform submissions to simplify reviews; and automate/computerize the programming process over time.

Share project and Program data bases among all parties including project technical evaluation input needs. Continue to share project-specific data, especially as it relates to candidate projects that surface through individual Partner activities including their public participation plans/outreach that are not included on current LRTPs or TIPs.

Utilize MPMS IQ, PennShare, and TIP Visualization mapping capabilities to better describe project/Program details. Upon request, PennDOT will provide the Geographic Information System (GIS) location data for projects to the MPO/RPO for their use.

Work toward more effective Program and project monitoring in “real time” through project database information sharing as a part of PennDOT’s MPMS.

The FAST Act continues MAP-21’s emphasis on performance-based transportation system management requiring new or revised national performance measures in multiple program areas. Partners will have to update existing measures, as needed, to standards that meet or exceed the new federal requirements. PennDOT, MPOs and RPOs are encouraged to evaluate their planning efforts and introduce new or improved performance measures, where appropriate.

PROGRAM DEVELOPMENT AND ADMINISTRATION

Development Procedures

In all cases, projects to be included in the 2019 Transportation Program, including the Interstate Management Program, will be selected cooperatively and collaboratively by the MPOs, RPOs, PennDOT and the STC with input from other involved interested parties (transit operators, etc.), primarily with regard to projects in the first four years of the TYP.

Working with our Planning Partners, PennDOT is placing a renewed focus on the collaborative planning process. The PennDOT Connects/Local Government Collaboration policy requires collaboration among stakeholders to clarify specific details unique to candidate project locations. The focus of this collaboration involves leveraging the expertise of various disciplines with varying roles and responsibilities within local government, the Planning Regions, and Districts.

Specific areas for collaboration should include, but are not necessarily limited to:

- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multi-modal considerations
- Presence of/impacts from (current/future) freight-generating land uses
- Planned development
- Consistency with current and/or proposed zoning
- Existence of regional planning studies
- Other proposed transportation improvements
- Green infrastructure/stormwater management
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area

The PennDOT Connects/Local Government Collaboration policy is to document Local government collaboration including the transportation problem, environmental resources, land use and other contextual issues early in the planning process to support future project phases. The intended outcomes include clearer scopes of work and more accurate schedules and budgets when projects are programmed. The information documented in the collaborative planning process is carried forward into the scoping and environmental review processes.

As in the past, any new projects proposed to be added to the 2019 STIP/TIPs must follow the collaborative planning process approach, and must be documented through the screening form process. Based on the 2019 TIP development schedule, we suggest that the PennDOT Connects/Local Government Collaboration, including completion of the screening form, take place as early as possible (in the June-September 2017 timeframe), and be completed before December 29, 2017 when draft TIPs are required to be submitted to the Center for Program Development and Management (Program Center).

The TIPs and STIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project based on the project phase begin and end dates. This shall also include the estimated total cost of project construction which may extend beyond the TIP and into the TYP or LRTP, in accordance with 23 C.F.R. 450.324 (e) (2) & (i).

As Planning Partners and PennDOT staff continue to refine and finalize the 2019 Program, special attention must be placed on projects, or phases of projects, that may be or will be carried over from the 2017 Program; this matter needs to be carefully considered during the 2019 Program Update. Set aside funding (line item reserves) in the 2019 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs (AUC), unforeseen advance construction (AC) obligations, updated cost estimates, and other actions which might occur between Program drafting and project initiation.

Address cash flow procedures such as highway AC obligation, and public transportation letters of no prejudice or full funding grant approvals in the Program development process. Address projects with AUC. AUC occurs when work has been started on a project and paid for with state or local funds, but may be eligible for federal funds. AUC will be submitted to FTA or FHWA during Program development for funding before or after the Program is approved, as appropriate. When an AUC project is being converted, the projects must appear on a TIP.

Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects for the remaining eight years of the TYP. Planning Partners may identify and propose projects or phases of projects from their fiscally constrained LRTPs to PennDOT or STC for possible inclusion in the remaining eight years of the TYP. On a case by case basis, the Secretary of Transportation will recommend to the STC additional projects or phases of projects to be listed in the remaining eight years of the TYP. These additional projects should be on or consistent with the MPO/RPO adopted LRTP.

Using available tools in PennDOT data systems, the Districts will develop a list of priority needs for the operation and preservation of the interstates and expressways, betterments, bridge replacements, rehabilitation and preservation projects, and safety and congestion reduction projects, and will share that information with the appropriate MPOs and RPOs according to the attached schedule, including sufficient detail for each project needed for technical project evaluation for both air quality conformity analysis and for public review and comment. At a minimum, this includes detailed project scope and limits. Together with local and regional priorities, this information will serve as the basis to begin evaluating new candidate projects for inclusion into the 2019 Program.

MPOs and RPOs will assist PennDOT and the STC in the following ways regarding the last eight years in the TYP. Phases of projects that are not fully funded in the TIP will be carried over and shown in the last eight years of the TYP. To illustrate the linkage between planning partner LRTPs and the 2019 Program, each Planning Partner will assist PennDOT staff and the STC in preparing a narrative to be included in the TYP that illustrates a few of the major projects being advanced in that region over the last eight years and beyond. All air quality significant projects to be advanced in the last eight years of the TYP must be listed and fiscally constrained.

Project Requirements

Share project information and Program data bases with all Partners.

Include all types and categories of projects on the TIP and TYP (federal, state, local, public and private partners, special federal, turnpike, airport, rail, and infrastructure bank, etc., but excluding county maintenance and PTC maintenance funds).

Include all regionally significant transportation projects being advanced (project that is on a facility which serves regional transportation needs and would normally be included in the air quality modeling of the metropolitan/rural area's transportation network) as defined in 23 CFR 450.104.

Public transportation operators will coordinate and cooperate with the MPO/RPO and PennDOT in the development of the public transportation portion of the 2019 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft Transportation Program consistent with available resources as identified in Appendix 5 Transportation Program Development Schedule.

Provide the following information for programmed projects, including the Highway-Bridge Program, the Transit Program, and the Interstate Management Program:

- Sufficient descriptive (detailed) material to clarify the design concept and scope as well as location of the improvement. The MPO/RPO and PennDOT District Office must collaborate on the detailed descriptive information and the District must ensure the information is input in the public narrative field in MPMS.
- Assign projects or phases of projects in the STIP and in the MPO/RPO TIPs by year (e.g., 2019, 2020, 2021, and 2022) based upon the latest project schedules and consistent with 23 C.F.R. 450.326(g).
- Detailed project and project phase costs should delineate between federal, state, and local shares. Each project and project phase costs should depict the amount to be obligated/encumbered for each funding category.
- Estimated phase and total costs within the TIP period reflect YOE as noted in the financial guidance.
- Identification of the agency or agencies responsible for implementing the project or phase (i.e. specific Transit Agencies, PennDOT District; MPOs/RPOs; Local Government and private partners).

Work with all project sponsors to provide any additional information that needs to be included with each project as it is listed in the Program.

Line Items

The use of Reserve Line items programmed on the draft 2019-2022 TIP should be kept to a minimum. Every effort should be made to identify Transportation Alternative Program (TAP) Surface Transportation Block Grant set-aside, Congestion Mitigation and Air Quality Improvement (CMAQ), Highway Safety Improvement Program (HSIP), Bridge and Local projects in the first 2 years of the TIP.

Selected project categories that are air quality exempt - betterment, and Section 5310 - may be grouped into line items for inclusion in the Program, with project specific listings to be developed at a later time by project sponsors and provided to all partners.

Contingency line items may be used in the first year of the TIP to address uncertainties in cost estimates for carryover projects or cash flow issues such as AC, AUC, etc.

Program-Specific and Other Requirements

The Interstate Management TIP for the 2019 Transportation Program will be updated by PennDOT and its planning partners:

- Partners and the District Offices will help to identify and comment on the Interstate projects.
- Adding capacity to an Interstate can be considered by coordinating a cost-sharing arrangement between the MPO/RPO TIP and the Interstate TIP on a case-by-case basis.
- PennDOT will manage the Interstate Management TIP on a statewide basis, but will notify MPO/RPOs of Interstate Management TIP amendments and modifications even when formal MPO/RPO approval is not required.

The Highway Safety Improvement Program (HSIP) has as its purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. HSIP projects will be coordinated between the MPO/RPO, PennDOT District, Program Center, and Highway Safety and Traffic Operations Division (HSTOD). Highway safety improvement projects must be consistent with the SHSP, and must correct or improve a hazardous road location or feature, or address a highway safety problem.

23 U.S.C. § 148 describes a highway safety improvement project to include, but not be limited to:

- projects for intersection safety improvements;
- pavement/shoulder widening including addition of passing lane to fix an unsafe condition;
- installation of rumble strips and other warning devices;
- installation of skid-resistant surfaces at intersections or high frequency crash locations;
- safety improvements for pedestrians, persons with disabilities or bicyclists;
- elimination of roadside hazards;
- installation, and replacement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity;
- installation of priority control systems for emergency vehicles at signalized intersections;
- installation of traffic control or other warning devices at high crash potential locations;
- transportation safety planning; collection, analysis, and improvement of safety data;
- planning integrated, interoperable emergency communications equipment, operational activities, or traffic enforcement activities relating to work zone safety;
- guardrails, barriers (including in construction work zones), and crash attenuators;
- measures to eliminate or reduce vehicle and wildlife crashes;
- yellow-green signs and signals at pedestrian and bicycle crossings and in school zones;
- construction and operational improvements on high risk rural roads;

- geometric improvements that improve safety;
- a road safety audit;
- FHWA "Highway Design Handbook for Older Drivers and Pedestrians" improvements;
- truck parking facilities;
- systemic safety improvements;
- installation of vehicle-to-infrastructure communication equipment;
- pedestrian hybrid beacons; and, improvements providing separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.

The federal share payable for HSIP projects is 90 percent.

23 USC §120(c)(1) allows 100 percent federal share on any project for:

- traffic control signalization;
- maintaining minimum levels of retroreflectivity of highway signs or pavement markings;
- traffic circles (also known as "roundabouts");
- safety rest areas; pavement marking;
- shoulder and centerline rumble strips and stripes;
- commuter carpooling and vanpooling;
- rail-highway crossing closure;

or installation of:

- traffic signs;
- traffic lights;
- guardrails;
- impact attenuators;
- concrete barrier end treatments
- breakaway utility poles

or priority control systems for:

- emergency vehicles or;
- transit vehicles at signalized intersections.

ITS and traffic operations projects should be consistent with national and state Planning for Operations guidance, as well as ROPs and ITS Architectures.

The limited number of capacity adding projects to be considered for advancement in nonattainment transportation management areas (TMAs) must be consistent with the region's CMP.

PennDOT will request a list of turnpike projects from the PTC and distribute the list to all Planning Partners, in advance of air quality conformity time line requirements, so the projects can be included in appropriate TIPs. PTC projects requesting federal funding and that are selected for inclusion on a TIP will be assigned an MPMS number; PTC projects having no federal funding will need to be identified another way on the TIP.

TIP Submission Requirements

TIP submission Documentation, Descriptions, and 2019 Check List are found in Appendix 3. All required Documentation indicated must be submitted to PennDOT after individual TIPs are approved by the MPO/RPO. To ensure completion, the 2019 Check List is included as part of Appendix 3.

- Five copies of the completed TIP must be provided to the PennDOT Program Center according to the schedule in Appendix 5. Program Center staff will complete the remaining portions of the 2019 Check List and forward it to FHWA/FTA with the STIP.
- The Program Center will complete a statewide Check List similar to the 2019 Check List and forward it to FHWA/FTA with the STIP. Specific requirements or additional explanations are provided in Appendix 3.

Program Administration

The 2019 Transportation Program must continue to be responsive to necessary program changes after adoption. Changes to the TIP and STIP are enacted through procedures for STIP and TIP revisions adopted at both the MPO/RPO and state levels. Changes to the TIPs and delivery of completed projects are monitored by the Planning Partners and the subject of various Program status reports.

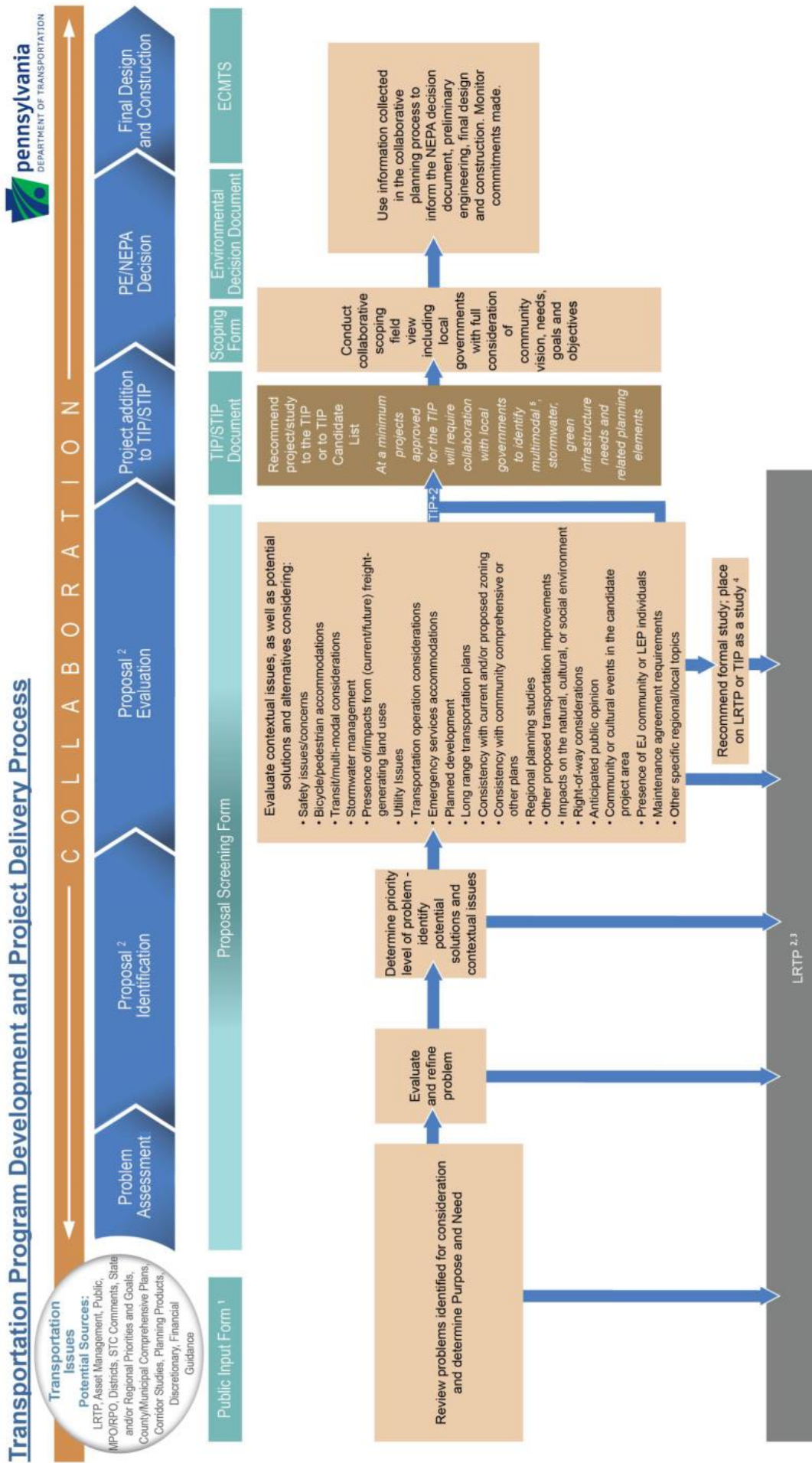
Projects in the first year of the Program shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. If a project in the second or third period of the Program is to be advanced, expedited selection procedures may be used if agreed to under each MPO/RPO's procedures for TIP revision. The procedures that were approved by each MPO/RPO for the 2017 Program should be used as a starting point for the development of the procedures for the 2019 Program. The new procedures for TIP revision must be part of the public comment period on the recommended 2019 Program.

It is recommended that project selection requirements and procedures for TIP revision permit the movement of projects or phases of projects within the first four years of the STIP/TIP while maintaining year-by-year financial constraints.

Coordinate Program revisions, including those for the Interstate Management Program, with all Partners to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and county/regional LRTPs, and vice versa, and work toward the development and implementation of a streamlined revision processes.

Track progress of Program and project implementation including major projects that slipped, and share the findings with the Planning Partners and the public. The MPO/RPO progress reports detail obligations and are sent by PennDOT to the MPOs/RPOs quarterly as shown in Appendix 3, items 13 and 14. MPOs and RPOs are to share this information with their respective Boards/Committees and the public. This is a FAST Act requirement for state DOTs, MPOs and public transportation properties.

APPENDIX 1 - PennDOT Design Manual Part 1A (DM1A)



Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

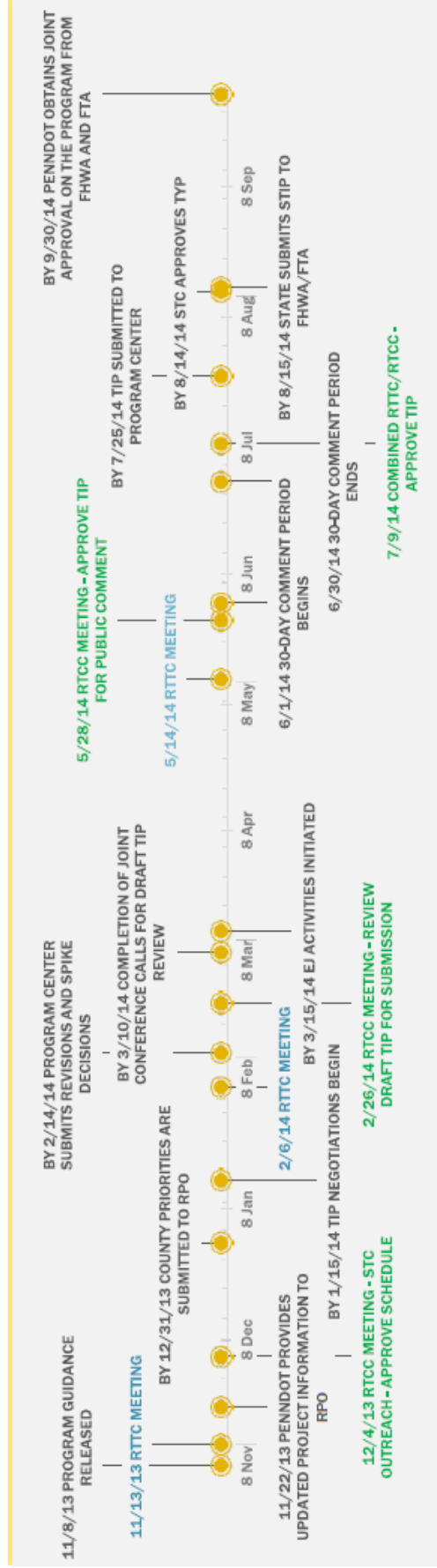
March 22, 2017

Publication 10A (DM-1A)

APPENDIX 2 – TIP Development Process

Sample Process - Timeline

Southern Alleghenies Rural Planning Organization 2015 Transportation Program Update Schedule



APPENDIX 2 - TIP Development Process

Sample Process - Documentation



DATE (2015)	MILESTONE
By July 31 st	State Transportation Commission (STC) conducts public outreach to support development of the 2017-2028 Twelve Year Program (TYP)
August 26 th	RTTC/RTCC Meeting – TIP schedule and 2016 approval milestones reviewed
September 2 nd	PennDOT District 9-0 meets with county planners to discuss initial project priorities
By September 30 th	District provides updated scopes, costs, and schedules for carryover projects and candidate projects to RPO
October 14 th	PennDOT Program Center issues TIP Financial Guidance
October 15 th	Program Center issues General and Procedural Guidance and TIP development schedule PennDOT Planning Partners conference call to discuss draft TIP guidance and schedule
October 22 nd	Local Bridge Subcommittee conference call to discuss the RPO local bridge risk assessment and initial county priorities for local bridges
November 4 th	RTTC Meeting – Initial Draft Highway & Bridge TIP recommended to RTCC for approval and 2016 meeting dates scheduled
November 5 th	Program Center issues final TIP General and Procedural Guidance
By November 25 th	Program Center provides final “spike” funding decisions to Planning Partners and District Offices
December 2 nd	Local Bridge Subcommittee conference call to discuss spike funding decision and recommend final list of local bridges to the RTCC for addition to the Draft TIP
December 10 th	RTCC Meeting – Draft TIP approval and 2016 meeting dates scheduled
By December 23 rd	MPOs/RPOs/PennDOT review highway, bridge, and transit projects for possible TIP inclusion. Tip negotiations begin.

DATE (2016)	MILESTONE
By February 5 th	Program Center completes initial review of Draft TIP
By February 19 th	Program Center meets with RPO and District to review draft TIP and negotiate/resolve any remaining issues
February 10 th	RTTC Meeting
By February 12 th	Program Center submits comments and revisions to RPO, including final “spike” funding decisions
March 2 nd	RTCC Meeting
By March 4 th	TIP negotiations conclude RPO and District reach consensus on TIP Environmental Justice activities begin
May 11 th	RTTC Meeting – Draft TIP reviewed and recommended to RTCC for approval
June 1 st	RTCC Meeting – Draft TIP reviewed and approved for 30-day public comment period
July 13 th	RTTC Meeting
By July 16 th	Environmental Justice conformity determined RPO conducts TIP public outreach meetings in each county RPO and PennDOT complete joint TIP/STIP 30-day public comment period All relevant documents placed on websites for public access
July 20 th	RTCC Meeting - Highway & Bridge TIP and Transit TIP approved for submission to Program Center (required by July 26 th)
By August 6 th	STC approves Twelve Year Program (TYP)
By August 12 th	STIP submitted to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) for review and approval
By September 30 th	PennDOT obtains joint approval of the 2017-2020 TIP from FHWA/FTA



APPENDIX 3 - TIP Submission Required Documentation

Documentation required to be submitted with an approved MPO/RPO TIP to PennDOT.

- (1) Cover Letter which documents the organization and date of MPO/RPO TIP adoption;
 - * (2) Highway-Bridge Program Project Listing (public version with long narrative);
 - * (3) Public Transportation Program Project Listing (public version with long narrative);
 - * (4) Public Transportation Financial Capacity Analysis (for appropriate operators as determined by the provisions of FTA Circular 7008.1A.);
 - * (5) Air Quality Conformity Determination Report (in non-attainment and maintenance areas only);
 - (6) Air Quality Resolution (in nonattainment and maintenance areas only);
 - (7) MPO Self-Certification Resolution;
 - * (8) Procedures for TIP Revision;
 - * (9) MPO/RPO Public Participation Plans;
 - (10) Documented TIP Public Comment;
 - * (11) Environmental Justice Summary;
 - (12) Document MPO/RPO TIP development timeline, and project prioritization and selection process;
 - (13) List major regional projects from the previous TIP(s) (implemented);
 - (14) List major regional projects from the previous TIP (with significant delays); and,
 - (15) 2019 Check List
-
- * Must be available for review during the required public comment period.

A detailed description of the above items is provided on the following pages.

APPENDIX 3 - TIP Submission

Required Documentation Descriptions

Descriptions of each required TIP Submission document are provided below.

Project Lists (items 2 and 3)

Projects included on the Highway – Bridge Project List and the Public Transportation Project List must meet requirements identified in ‘Projects’ in the Project Development section. Projects identified in the adopted TIPs and on the PennDOT Interstate Program are also included in the STIP by signature of the Governor or his representative and in the TYP upon adoption by the STC.

Financial Plan (item 4)

TIP Financial Plans are produced at the statewide level by the Financial Guidance Work Group and documented by the Program Center and the STIP executive summary. No additional MPO/RPO documentation is needed. Financial planning requirements are noted in the General Guidance section and under Project Requirements in the Program Development and Administration section.

A Public Transportation Financial Capacity Analysis will be included by appropriate operators as determined by the provisions of FTA Circular 7008.1A.

Air Quality Conformity (item 5 and 6)

Perform air quality conformity analyses consistent with the USEPA’s Transportation Conformity Rule, recent federal court rulings and the Pennsylvania Transportation Conformity State Implementation Plan (SIP) in non-attainment and maintenance areas.

Include an Air Quality Report and an Air Quality Resolution in nonattainment areas.

MPO Self-Certification Resolution (item 7)

Prepared only by MPOs to certify that the transportation planning process is being carried out in accordance with all applicable federal requirements. A sample resolution that identifies the various requirements is attached as Appendix 4. Non-TMA MPOs must include documentation to ensure compliance.

Procedures for TIP Revision (item 8)

Procedures for TIP Revision are identified in the Program Administration section under Program Development and Administration.

Public Involvement (items 9 and 10)

Public involvement in Transportation Program development is carried out in accordance with the procedures identified in existing Planning Partner public participation plans and the general guidance provisions of this document. A copy of the MPO/RPO Public Participation Plan, the advertisement of the required 30-day public comment period, and documentation of the agency’s response to public comment are required in the MPO/RPO TIP submission.

Environmental Justice (EJ) Summary (item 11)

Summarizes the regional Transportation Program's impacts on minority and low-income populations as required by Executive Order 12898. MPOs/RPOs develop the EJ summaries, which must include the community profiles and methodology used in the assessment.

Project Prioritization Process (item 12)

Provide written documentation or a simplified timeline showing the unique process that was used by the MPO/RPO in the development of their TIP. The document or timeline, should show meetings with the District(s), MPO/RPO committee meetings used to discuss the draft TIP, public involvement activities or outreach, etc. In addition, the Partner's project prioritizing process utilized for TIP development and PennDOT's prioritizing process utilized for the Interstate Management TIP must be documented. The MPO/RPO submission should include a summary of how it relates to the LRTP vision, goals and objectives.

List of Major Projects from the previous TIP (items 13 and 14)

Two lists will be provided: one list identifies major projects that were completed during the previous TIP. The second list identifies major projects that experienced significant delay during the previous TIP period. The lists will be developed by the MPO/RPO with information provided by the PennDOT Districts.

2019 Check List (item 15)

This is the official documentation to ensure that the key components of the final TIP submission are complete. The 2019 Check List is included in this document.

A Title VI review of the Transportation Program Development Division completed July 21, 2015 recommended that a 'Title VI' program block be included in the 2017 TIP Check List. This is also included in the 2019 Check List, and Yes/No responses can be selected for whether your agency has: 1.) Title VI Coordinator; 2.) Title VI Policy; 3.) Title VI Complaint Process & Form; and 4.) Title VI Complaint Log.

APPENDIX 3 - TIP Submission 2019 Check List

Planning Partner: _____ Non-attainment Area: Yes ____ No ____ Maintenance Area: Yes ____ No ____ Identify the AQ Pollutant(s) (Ozone, PM2.5, CO, etc.): _____ Transportation Management Area: Yes ____ No ____	Directions: <ul style="list-style-type: none"> Please use the provided responses in the drop down box given for the majority of the cells. To get to the drop down box, click a cell in your respective column. Then click the down arrow on the right hand side of the cell you just clicked. Note: To select a date, there are three drop down boxes that represent Month, Day, and Year, respectively. Cells that ask for a monetary figure or an explanation do not have a drop box, and therefore are not restricted to specific answers. 																																																																																																																																																																																																														
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Air Quality Non-attainment and Maintenance Areas:</td> <td>Is the area in an AQ non-attainment or maintenance area? If yes, then answer the following questions:</td> <td>Yes / No</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Have all projects been screened through an interagency consultation process?</td> <td>Yes / No / NA</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Conformity date for the L RTP:</td> <td>Yes / No / NA</td> <td></td> <td></td> <td></td> </tr> <tr> <td>In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?</td> <td>Yes / No / NA</td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="15">5. Financial Constraint:</td> <td>Is the TIP financially constrained, by year by allocations?</td> <td>Yes / No</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Compare the amount of Federal Funds programmed in each year of the TIP against Financial Guidance Work Group (FGWG) allocation:</td> <td>Adopted TIP (\$)</td> <td>Financial Guidance (\$)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2019</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2020</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2021</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2022</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Explain any differences:</td> <td colspan="5"></td> </tr> <tr> <td>Were the TIP projects screened against the federal/state funding programs eligibility requirements?</td> <td>Yes / No</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Does the STIP/TIP Financial information contain system level estimates of cost and revenue sources?</td> <td>Yes / No</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Are the estimated total cost(s) to complete a project, that extends beyond the TIP years, shown in the TIP?</td> <td>Yes / No</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Any additional funds programmed above FGWG allocations (i.e. Spike funds, Earmarks, etc.)? If YES, identify the TOTAL amount and TYPES of additional funds by Year:</td> <td>Yes / No / NA</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2019</td> <td>Total \$ Amt by Fund Type</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2020</td> <td>Total \$ Amt by Fund Type</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2021</td> <td>Total \$ Amt by Fund Type</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FFY 2022</td> <td>Total \$ Amt by Fund Type</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Comments:</td> <td colspan="5"></td> </tr> </tbody> </table>	Information Items	Response Type	MPO/RPO	Program Center	FHWA	FTA	1. Public Participation Documentation:	Public comment period:	Date Range				Public meeting(s)-Date/Time/Location:	Date/Time/Location				Public meeting notice contains info about special needs/ADA Compliance?	Yes / No				Does the TIP Documentation contain a summary that provides a general overview of the transportation planning and TIP development process?	Yes / No				Does the summary explain the project selection process and/or project evaluation criteria procedures?	Yes / No				Environmental Justice documentation?	Yes / No				Public involvement outreach activities consistent with Public Participation Plan?	Yes / No				Were any public comments (written or verbal) received and addressed?	Yes / No				If Yes, were they provided in the TIP Documentation submitted to PennDOT?	Yes / No/NA				2. TIP Adoption:	Date TIP adopted by Planning Partner:	Meeting Date				Was TIP included in STIP without modification?	Yes / No				3. TIP Consistency with Long Range Transportation Plan (if applicable):	Is the Long Range Transportation Plan (L RTP) MAP-21 compliant?	Yes / No				Is the TIP consistent with L RTP?	Yes / No				Years covered by the L RTP:	Date Range				Date L RTP Adopted by Planning Partner:	Meeting Date				Anticipated date for new L RTP:	Date				4. Air Quality Non-attainment and Maintenance Areas:	Is the area in an AQ non-attainment or maintenance area? If yes, then answer the following questions:	Yes / No				Have all projects been screened through an interagency consultation process?	Yes / No / NA				Conformity date for the L RTP:	Yes / No / NA				In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No / NA				5. Financial Constraint:	Is the TIP financially constrained, by year by allocations?	Yes / No				Compare the amount of Federal Funds programmed in each year of the TIP against Financial Guidance Work Group (FGWG) allocation:	Adopted TIP (\$)	Financial Guidance (\$)				FFY 2019						FFY 2020						FFY 2021						FFY 2022						Explain any differences:						Were the TIP projects screened against the federal/state funding programs eligibility requirements?	Yes / No					Does the STIP/TIP Financial information contain system level estimates of cost and revenue sources?	Yes / No					Are the estimated total cost(s) to complete a project, that extends beyond the TIP years, shown in the TIP?	Yes / No					Any additional funds programmed above FGWG allocations (i.e. Spike funds, Earmarks, etc.)? If YES, identify the TOTAL amount and TYPES of additional funds by Year:	Yes / No / NA					FFY 2019	Total \$ Amt by Fund Type					FFY 2020	Total \$ Amt by Fund Type					FFY 2021	Total \$ Amt by Fund Type					FFY 2022	Total \$ Amt by Fund Type					Comments:					
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	Information Items	Response Type	Shaded Stakeholder to Provide Response Others Check to Indicate Response Verified			
			MPO/RPO	Program Center	FHWA	FTA
6. MPO Self Certification:	Does the TIP submittal contain the MPO Self Certification resolution?	Yes / No				
	For the Non-TMA MPO's does the self certification contain documentation to indicate compliance?	Yes / No				
7. Title VI:	Does your agency have a Title VI Coordinator?	Yes / No				
	Does your agency include a Title VI Policy?	Yes / No				
	Does your agency possess a Title VI Complaint Process and Complaint Form?	Yes / No				
	Does your agency have a Title VI Complaint Log?	Yes / No				
8. Transit Fiscal Disclosure:	Financial Capacity Document (MPO only)	Yes / No				
9. Required Submission materials as documented in General and Procedural Guidance: See Appendix 3 Items identified with an asterisk (*) must be available for review during the public comment period.	Cover Letter	Yes / No				
	* Highway and Bridge Listing with public narrative	Yes / No				
	* Public Transportation Listing with public narrative	Yes / No				
	* Public Transportation Financial Capacity Analysis	Yes / No				
	* Air Quality Conformity Determination Report	Yes / No				
	Air Quality Resolution	Yes / No				
	Self-certification resolution	Yes / No				
	* TIP Revision Procedures	Yes / No				
	PennDOT Connects Local Government Collaboration process established, and meetings ongoing.	Yes / No				
	Public Comment Period Advertisement	Yes / No				
	* Public Participation Plan	Yes / No				
	* Environmental Justice Summary	Yes / No				
	* Documented Public Comments received	Yes / No				
	TIP Development Documentation/Timeline	Yes / No				
	Project Selection Process Documentation	Yes / No				
	List major projects from the previous TIP that were implemented and any significant delays in the planned implementation of major projects?	Yes / No				
	Are there any noteworthy practices that deserve statewide recognition or replicated in the next TIP update?	Yes / No				
	If Yes, explain:					
	Are there any issues or improvements that should be addressed by the next TIP update?	Yes / No				
	If Yes, explain:					
	Were the required information, as documented in the General & Procedural Guidance, submitted?	Yes / No				
	Any issues to be incorporated into the Planning Finding?	Yes / No				
10. Completed or Reviewed by:	Planning Partner:			Date:		
	PennDOT Program Center:			Date:		
	FHWA:			Date:		
	FTA:			Date:		

APPENDIX 4 - MPO Self-Certification
Sample Self-Certification Resolution Example 1

RESOLUTION
by the Board of the Delaware Valley Regional Planning Commission
DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING and PROGRAMMING PROCESS

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning and programming process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning and Programming Regulations require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d) and 40 CFR part 93), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.324(h) of the Planning Regulations and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas has been met; and

WHEREAS, 23 U.S.C 150, 23 CFR Part 450, and 49 CFR part 613 require MPO's to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to plan for the integration of performance measures and targets into the development of the Long Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, the Fixing America's Surface Transportation Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC will work with its partners to consider these new factors in the planning process; and,

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order # 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled “Transportation for Individuals with Disabilities” (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC’s Regional Technical Committee and Regional Transit Advisory Committee; and,

WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and,

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region’s citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY16-xxx

Renee Wise, Recording Secretary

APPENDIX 4 - MPO Self-Certification

Sample Self-Certification Resolution Example 2

In accordance with 23 CFR 450.336, the STATE DEPARTMENT OF TRANSPORTATION, and the _____ Metropolitan Planning Organization for the _____ urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
2. In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
5. Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
9. Section 324 of Title 23 U.S.C., regarding prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

STATE DEPARTMENT OF TRANSPORTATION
_____ DISTRICT

METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD

District Engineer

Chairperson

Date

Date

APPENDIX 4 - MPO Self-Certification

Sample Self Certification Process/Checklist

SOUTHWESTERN PENNSYLVANIA COMMISSION

SELF-CERTIFICATION PROCESS

Introduction

A self-certification of the metropolitan planning process is required under 23 CFR 450.336: For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State (The Commonwealth of Pennsylvania) and the MPO (The Southwestern Pennsylvania Commission) shall certify, at least every four years, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Self-Certification Schedule

SPC's self-certification process for Fiscal Years 2019-2022 will begin in April 2018. SPC staff will review and complete the self-certification checklist. The completed checklist will then be reviewed and commented upon by the SPC Transportation Technical Committee (TTC) at its May meeting. Changes will be made by SPC staff for approval in June by SPC, in conjunction with the FY2019-2022 TIP. Once the self-certification review checklist is approved, a Statement of Certification along with a Resolution by the Southwestern Pennsylvania Commission will be passed at their regularly scheduled June meeting. The statement of Certification along with the completed checklist will then be forwarded to the Commonwealth of Pennsylvania, the FHWA, and the FTA.

Self-Certification Checklist

The following checklist is intended to aid the MPO in reviewing and evaluating their transportation planning processes and programs for the required self-certification.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city? [23 U.S.C. 134(b);49 U.S.C. 5303 (c); 23 CFR450.310(b)]
2. Does the SPC Policy Committee include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134(b);49 USC 5303 (c); 23 CFR 450.310(d)]
3. Does the SPC boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? [23 U.S.C. 134(b);49 U.S.C. 5303 (c); 23 CFR 450.312(a)]
4. Is there a currently adopted Unified Planning Work Program (UPWP)? [23 CFR 450.308]
 - a. Are tasks and work products clearly defined?
 - b. Is the UPWP consistent with the LRTP?
 - c. Is the work identified in the UPWP completed in a timely manner?
5. Does the SPC area have a valid transportation planning process? [23 U.S.C. 134; 23 CFR 450.306(b) and 450.324]
 - a. Is the transportation planning process continuous, cooperative and comprehensive?
 - b. Is there an adopted LRTP?
 - c. Does the LRTP have at least a 20-year planning horizon (at the time of adoption)?
 - d. Does it address the ten FAST Act Planning Factors? Does it include all applicable transportation modes?
 - e. Is the plan financially constrained?
 - f. Does it include funding for operations and system maintenance?
 - g. Is the LRTP updated every four years?
6. Is there an up-to-date adopted Transportation Improvement Program (TIP) [23 CFR 450.326]?
 - a. Is the TIP consistent with the LRTP?
 - b. Is the TIP fiscally constrained?
 - c. Is the TIP developed cooperatively with state and local transit operators?
 - d. Is it updated at-least every four years and adopted by SPC and the Governor of the Commonwealth of Pennsylvania?
7. Does SPC have an up-to-date, adopted Congestion Management Process? [23 CFR 450.322]
 - a. Is the CMP consistent with the LRTP?
 - b. Was the CMP used to develop the TIP?
 - c. Is the CMP monitored and re-evaluated to meet the needs of the area?
8. Does SPC have a process for including environmental mitigation discussions in the planning process? If so, how?

9. Does SPC meet the air quality conformity requirements set forth in nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93?
10. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. Title VI of the Civil Rights Act of 1964, as amended (42 USC 200d-1), 49 CFR part 21 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
 - c. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - d. Section 1101(b) of the MAP-21 (P.L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27, 37, and 38;
 - f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - i. All other applicable provisions of Federal law. (i.e. Executive Orders 12898 and 13166)
11. Does SPC have an adopted Public Participation Plan? [23 CFR 450.316]
- a. Did the public participate in the development of the Public Participation Plan?
 - b. Was the PPP made available for public review for at-least 45 days prior to adoption?
 - c. Is adequate public notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the Public Participation Plan periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents readily available in an electronic format?
12. Does SPC have a process for including environmental, state, other transportation, historical, local land use, and economic development agencies in the planning process? If so, how?

APPENDIX 5 - 2019 Transportation Program Development Schedule

2/23/17	PennDOT Connects/Local Government Collaboration Initiative announced.
3/6/17 to 4/14/17	State Transportation Commission, PennDOT and Planning Partners conduct public outreach/public input to update the Twelve Year Program (TYP), as well as, analyze and prepare results to be shared with the public.
3/21/17	State Transportation Commission and PennDOT conduct Public Meeting Web Cast.
April - September	PennDOT Connects/Local Government Collaboration meetings take place for carry-over and new 2019 TIP projects.
5/1/17 to 5/2/17	Spring Planning Partners' meeting in the Harrisburg area.
By 5/26/17	Draft Financial Guidance is issued.
By 5/26/17	Draft General and Procedural Guidance and 2019 Transportation Program Development Schedule issued.
On 6/15/17	State Transportation Commission meets and is updated on development of the 2019 Program.
By 6/30/17	PennDOT issues final guidance documents to Planning Partners for the development of the 2019 Program.
By 6/30/17	PennDOT will provide complete feedback from the Public Comment Period to Planning Partners.
By 6/30/17	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 6/30/17	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a list of the draft carryover Interstate Management Program projects.
By 7/14/17	WebEx/conference call to discuss the Investment Plan for the 2019 Program Update.
By 7/28/17	Program Center provides the final "spike" decisions to Planning Partners and PennDOT Districts.
By 9/29/17	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2019 Program. TIP/TYP negotiations begin. PennDOT will provide the MPOs/RPOs with a list of draft Interstate Management Program Projects.
By 10/31/17	MPO and RPO "Boards" meet to discuss the 2019 schedule and guidance; set their

TIP approval meeting dates for the spring of 2018.

- By 12/29/17 PennDOT Connects/Local Government Collaboration meetings completed for carry-over and new 2019 TIP projects.
- By 12/29/17 MPOs and RPOs develop draft TIPs/TYPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. (MPMS attaching closed.) TIP/TYP negotiations continue.
- By 1/15/18 Interagency (FHWA, FTA, USEPA, PADEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by Planning Partners or PennDOT. TIP negotiations continue.
- By 2/1/18 Program Center completes initial review of preliminary draft TIPs/TYPs to ensure that PennDOT priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 2/16/18 Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues. PennDOT, via the Program Center, submits comments and proposed Program revisions back to the MPOs and RPOs, and shares this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
- By 2/16/18 MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program. TIP/TYP negotiations are concluded.
- By 3/15/18 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 4/19/18 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 6/15/18 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 6/29/18 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center.
- By 8/9/18 State Transportation Commission approves the Twelve Year Program.
- By 8/16/18 Governor/Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with USEPA on the air quality conformity documents.
- By 9/30/18 PennDOT obtains joint approval from FHWA and FTA of the 2019 Program.

APPENDIX 6 – References

Federal

<u>Name of Legislation</u>	<u>Citation / Regulations</u>	<u>Comment</u>
FAST Act of 2015	Pub. L. No. 114-94 23 USC 134 23 USC 135 49 USC 5303 49 USC 5304 23 CFR Part 450 23 CFR Part 230 49 CFR Parts 20 49 CFR Parts 26 49 CFR Parts 27 , 37 , 38	Legislation passed Dec. 4, 2015. Metropolitan transportation planning Statewide and nonmetropolitan transportation planning Metropolitan transportation planning Statewide and nonmetropolitan transportation planning Statewide Transportation Planning Metropolitan Transp. Planning Equal employment Prohibit lobbying Disadvantaged Business Enterprise Individuals with disabilities
Clean Air Act, as amended	Clean Air Act Table of Contents by Title	Section numbers in the U.S. Code are different than the Clean Air Act's section numbers.
Title VI of Civil Rights Act of 1964, as amended	42 USC 200d-1 49 USC 5332	Discrimination
Older Americans Act, as amended	42 USC 6101 23 USC Section 324	Age discrimination Gender discrimination
Rehabilitation Act of 1973, as amended	29 USC 701	Individuals with disabilities
American Disabilities Act of 1990	42 USC 1210 Executive Order 12898	Individuals with disabilities Environmental Justice

APPENDIX 6 – References

State

[2017-2020 STIP Executive Summary](#)

[2017-2020 STIP Joint Approval Letter and Planning Finding](#)

[TIP Submission Requirements – Check List](#)

[MPMS IQ](#)

[PA Act 120 of 1970](#)

[PA’s Long Range Transportation & Comprehensive Freight Movement Plan](#)

[ITS and Operations Planning](#)

[PennDOT Connects//Local Government Collaboration letter December 19, 2016](#)

[Transportation Program Development and Project Delivery Process](#)

[PennShare](#)

[Planning Deputate SharePoint site](#)

[Public Participation Plan for Statewide Planning](#)

[PennDOT Title VI Environmental Justice](#)

[State Transportation Commission](#)

[Statewide Procedures for 2017-20 STIP and TIP Revisions](#)

[TIP Visualization](#)

[General Guide to Bridge Funding \(Flow Chart\)](#)

APPENDIX 6 – References

Regional

Long Range Transportation Plan

Transportation Improvement Program

Public Participation Plan

ITS Architecture

Operations Plan

Congestion Management Process

Freight Plan

Bicycle and Pedestrian Plan

Economic Development District Plans (as applicable, determined by MPO/RPO)

County and Municipal Comprehensive Plans (as applicable, determined by MPO/RPO)

Safety Plans

It is suggested that MPOs/RPOs edit this section for use as public information, keeping what is applicable and providing a hyperlink where sources are available on the internet.

APPENDIX 7 – Acronyms

Act 120	PA Act 120 of 1970
AC	Advance Construction
AUC	Accrued Unbilled Costs
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
DM1A	PennDOT Design Manual Part 1A
ECMS	Engineering and Contract Management System
EJ	Environmental Justice
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HSTOD	Highway Safety and Traffic Operations Division
ICG	Interagency Consultation Group
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act of 2012
MPMS	Multimodal Project Management System
MPMS IQ	Multimodal Project Management System Interactive Query
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System
Pa Code	Pennsylvania Code
Pa CS	Pennsylvania Consolidated Statutes
PADEP	Pennsylvania Department of Environmental Protection
PTC	Pennsylvania Turnpike Commission
PennDOT	Pennsylvania Department of Transportation
ROP	Regional Operations Plans
RPO	Rural Planning Organization
SIP	State Implementation Plan
STC	State Transportation Commission
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TYP	Twelve Year Transportation Program
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
YOE	Year of Expenditure

Appendix 4 - Secretary's Spike Decisions Project Listing

2019-2022 Program - NHPP Statewide Reserve																
By Planning Partner																
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	L RTP	Total
102333	Adams	Adams	US 15 Safety Improvements	CON	2,000,000	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
14698	DVRPC	Chester	US 422, Reconstruction (M2B)	CON	56,000,000	23,000,000	23,000,000	10,000,000	0	0	0	0	0	0	0	56,000,000
14581	DVRPC	Chester	US 1: PA 896 - Schl Hs	CON	24,000,000	0	0	0	12,000,000	12,000,000	0	0	0	0	0	24,000,000
107551	DVRPC	Chester	SR30/SR10 to Business 30 Int. Imp	CON	40,000,000	0	0	0	0	0	0	0	40,000,000	0	0	40,000,000
107553	DVRPC	Chester	SR 30 & Airport Rd Interchnage Imp	CON	30,000,000	0	0	0	0	0	0	0	0	30,000,000	0	30,000,000
107554	DVRPC	Chester	US30 & PA 82 Interchange Imp	CON	30,000,000	0	0	0	0	0	0	0	0	30,000,000	0	30,000,000
90839	Franklin	Franklin	US 30, Rocky Mounttain Creek Bridge	CON	3,400,000	3,400,000	0	0	0	0	0	0	0	0	0	3,400,000
81441	Interstate	Erie	I-86 Eastbound Preservation	CON	6,000,000	6,000,000	0	0	0	0	0	0	0	0	0	6,000,000
109821	Interstate	Venango	I-80 MM27 to MM34	CON	3,500,000	0	3,500,000	0	0	0	0	0	0	0	0	3,500,000
97554	Interstate	Lycoming	Market St Br to Loyalsock Cr	CON	1,450,000	1,450,000	0	0	0	0	0	0	0	0	0	1,450,000
3142	Interstate	Centre	Exit 161 Bellefonte Int	CON	17,187,926	0	0	0	10,000,000	7,187,926	0	0	0	0	0	17,187,926
106682	Interstate	Lackawanna	Scranton Beltway/Turnpike	CON	40,000,000	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	40,000,000
87795	Interstate	Pike	I-84, I-84 E&W I-4R E26-E34	CON	112,000,000	22,000,000	40,000,000	40,000,000	10,000,000	0	0	0	0	0	0	112,000,000
75917	Interstate	Susquehanna	I-81, Northern Tier Interstate 4R	CON	160,000,000	0	0	27,000,000	35,000,000	35,000,000	37,000,000	26,000,000	0	0	0	160,000,000
81910	Interstate	Luzerne	I-81 NB Grinding Luz	CON	11,500,000	6,000,000	5,500,000	0	0	0	0	0	0	0	0	11,500,000
10466	Interstate	Berks	I-78, Interstate 78, Section 12 M	CON	100,000,000	65,000,000	25,000,000	10,000,000	0	0	0	0	0	0	0	100,000,000
93494	Interstate	Berks	I-78 Rt 61 Bridge Replace	CON	102,987,011	0	25,387,011	25,400,000	25,600,000	26,600,000	0	0	0	0	0	102,987,011
75834	Interstate	Schuylkill	I-81 - Gordon to Frackville	CON	10,796,760	7,000,000	3,796,760	0	0	0	0	0	0	0	0	10,796,760
106662	Interstate	Montgomery	I-76 Integrated Corridor Management	FD	7,985,000	0	1,000,000	3,500,000	3,485,000	0	0	0	0	0	0	7,985,000
106662	Interstate	Montgomery	I-76 Integrated Corridor Management	UTL	5,990,000	0	0	4,240,000	1,750,000	0	0	0	0	0	0	5,990,000
106662	Interstate	Montgomery	I-76 Integrated Corridor Management	ROW	10,240,000	0	0	6,240,000	4,000,000	0	0	0	0	0	0	10,240,000
106662	Interstate	Montgomery	I-76 Integrated Corridor Management	CON	119,025,000	0	0	0	12,000,000	30,000,000	35,000,000	26,025,000	16,000,000	0	0	119,025,000
103559	Interstate	Philadelphia	I-95 Btsy Rss Mainln SB	CON	156,701,000	0	0	0	0	0	0	0	0	156,701,000	0	156,701,000
70024	Interstate	Dauphin	I-83 East Shore Section 1	CON	13,522,000	0	13,522,000	0	0	0	0	0	0	0	0	13,522,000
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	ROW	35,000,000	10,000,000	15,000,000	10,000,000	0	0	0	0	0	0	0	35,000,000
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	CON	249,050,000	0	0	0	20,000,000	30,000,000	30,000,000	50,000,000	50,000,000	69,050,000	0	249,050,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	CON	220,753,000	0	0	0	0	0	0	0	0	16,703,000	204,050,000	220,753,000
110054	Interstate	York	North Hills Road Improvement	CON	3,000,000	3,000,000	0	0	0	0	0	0	0	0	0	3,000,000
110056	Interstate	York	North George Street Improvement	CON	5,700,000	0	5,700,000	0	0	0	0	0	0	0	0	5,700,000
92924	Interstate	York	I-83, North York Widening	ROW	24,500,000	0	4,300,000	6,000,000	4,700,000	4,000,000	5,500,000	0	0	0	0	24,500,000
92924	Interstate	York	I-83, North York Widening	CON	210,102,000	0	0	0	0	0	0	29,102,000	40,000,000	141,000,000	0	210,102,000
110410	Interstate	York	I-83 Lake Redman North	CON	9,500,000	0	5,811,240	3,688,760	0	0	0	0	0	0	0	9,500,000
109816	Interstate	Bedford	Turnpike to Sproul/Claysburg	CON	6,000,000	0	6,000,000	0	0	0	0	0	0	0	0	6,000,000
110583	Interstate	Fulton	I-70 Bridges over PA 915	CON	1,600,000	0	1,600,000	0	0	0	0	0	0	0	0	1,600,000
106254	Interstate	Jefferson	I-80 Reynoldsville PM	CON	10,100,000	6,308,000	3,792,000	0	0	0	0	0	0	0	0	10,100,000
99874	Interstate	Allegheny	Pkwy East Corridor Transp	PE	6,000,000	0	6,000,000	0	0	0	0	0	0	0	0	6,000,000
99874	Interstate	Allegheny	Pkwy East Corridor Transp	FD	9,000,000	0	0	0	9,000,000	0	0	0	0	0	0	9,000,000
99874	Interstate	Allegheny	Pkwy East Corridor Transp	UTL	4,000,000	0	0	0	4,000,000	0	0	0	0	0	0	4,000,000
99874	Interstate	Allegheny	Pkwy East Corridor Transp	ROW	6,000,000	0	0	0	6,000,000	0	0	0	0	0	0	6,000,000
99874	Interstate	Allegheny	Pkwy East Corridor Transp	CON	60,000,000	0	0	0	0	10,000,000	40,000,000	10,000,000	0	0	0	60,000,000
110593	Interstate	Allegheny	376/Tondidale - Boyce Road	CON	3,242,000	3,242,000	0	0	0	0	0	0	0	0	0	3,242,000
110601	Interstate	Central Office	INFRA Support	CON	27,812,074	0	0	10,000,000	0	2,812,074	10,000,000	5,000,000	0	0	0	27,812,074
106677	Interstate	Central Office	Interstate Preservation Line Item	CON	296,311,240	0	0	26,311,240	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	120,000,000	0	296,311,240
109618	Lancaster	Lancaster	US 222 Reconstruction/Widening 1	CON	20,000,000	0	0	0	0	0	0	10,000,000	10,000,000	0	0	20,000,000
94682	Lehigh Valley	Lehigh	PA 145, Wire Mill Bridge	CON	7,900,000	0	7,900,000	0	0	0	0	0	0	0	0	7,900,000
9128	Scranton W/B	Luzerne	PA 115 over I-81	CON	25,000,000	0	0	15,000,000	10,000,000	0	0	0	0	0	0	25,000,000
92696	Southern Alleghenies	Huntingdon	PA 26 over Muddy Run CLVRT	CON	700,000	0	700,000	0	0	0	0	0	0	0	0	700,000
102466	STWD Items	Central Office	Reserve Line Item	CON	237,435,459	1,032,470	627,989	757,000	602,000	537,000	637,000	2,010,000	2,137,000	229,095,000	0	237,435,459
93732	Williamsport	Lycoming	PA 287 to West Fourth Street	CON	20,000,000	20,000,000	0	0	0	0	0	0	0	0	0	20,000,000
89917	York	York	I-83, Exit 4	CON	10,504,130	10,504,130	0	0	0	0	0	0	0	0	0	10,504,130
94950	York	York	US 15 Resurface	CON	4,159,400	4,159,400	0	0	0	0	0	0	0	0	0	4,159,400
					\$2,577,654,000	194,096,000	198,137,000	198,137,000	198,137,000	198,137,000	198,137,000	198,137,000	198,137,000	792,549,000	204,050,000	2,577,654,000
					Financial Guidance	194,096,000	198,137,000	198,137,000	198,137,000	198,137,000	198,137,000	198,137,000	198,137,000	792,549,000		
					Balance	0	0	0	0	0	0	0	0	0		

2019-2022 Program - Spike Projects (State) By Planning Partner																
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	Approp	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
96820	Centre	Centre	Western Interch & Mainline	CON	30,000,000	581	10,000,000	10,000,000	10,000,000	0	0	0	0	0	0	30,000,000
92931	Interstate	Dauphin	Eisenhower Interchange	PE	10,000,000	581	3,000,000	3,000,000	4,000,000	0	0	0	0	0	0	10,000,000
92931	Interstate	Dauphin	Eisenhower Interchange	FD	18,000,000	581	6,000,000	6,000,000	6,000,000	0	0	0	0	0	0	18,000,000
92931	Interstate	Dauphin	Eisenhower Interchange	UTL	12,000,000	581	0	3,000,000	3,000,000	3,000,000	3,000,000	0	0	0	0	12,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	PE	11,000,000	581	4,000,000	4,000,000	3,000,000	0	0	0	0	0	0	11,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	FD	20,000,000	581	0	0	5,000,000	5,000,000	5,000,000	5,000,000	0	0	0	20,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	UTL	7,000,000	581	0	0	0	0	3,500,000	3,500,000	0	0	0	7,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	ROW	28,000,000	581	0	0	0	0	10,000,000	10,000,000	8,000,000	0	0	28,000,000
110056	Interstate	York	North George Street Improvement	UTL	100,000	581	100,000	0	0	0	0	0	0	0	0	100,000
110056	Interstate	York	North George Street Improvement	ROW	1,000,000	581	1,000,000	0	0	0	0	0	0	0	0	1,000,000
92924	Interstate	York	I-83, North York Widening	FD	15,000,000	581	3,900,000	3,000,000	4,000,000	4,100,000	0	0	0	0	0	15,000,000
92924	Interstate	York	I-83, North York Widening	UTL	17,600,000	581	0	0	4,100,000	4,500,000	4,500,000	4,500,000	0	0	0	17,600,000
97027	Interstate	Allegheny	I-376/Carnegie Interchange	PE	2,500,000	581	1,500,000	750,000	250,000	0	0	0	0	0	0	2,500,000
97029	Interstate	Allegheny	I-376/Greentree Interchange	PE	2,500,000	581	1,500,000	750,000	250,000	0	0	0	0	0	0	2,500,000
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	FD	11,200,761	581	4,560,000	3,420,000	3,220,761	0	0	0	0	0	0	11,200,761
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	UTL	10,125,000	581	7,875,000	2,250,000	0	0	0	0	0	0	0	10,125,000
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	ROW	975,000	581	975,000	0	0	0	0	0	0	0	0	975,000
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	CON	3,125,000	581	1,125,000	875,000	750,000	375,000	0	0	0	0	0	3,125,000
76401	SEDA-COG	Snyder	CSVT SS Earthwork-Southern Section Con #1	CON	135,061,058	581	0	27,712,194	26,576,674	34,711,132	46,061,058	0	0	0	0	135,061,058
76403	SEDA-COG	Snyder	CSVT SS Paving-Southern Section Con #3	CON	29,851,308	581	0	3,000,000	11,000,000	15,851,308	0	0	0	0	0	29,851,308
76404	SEDA-COG	Snyder	CSVT SS - PA 61 Connector-Section Con #4	CON	44,275,460	581	0	0	10,496,411	13,282,638	20,496,411	0	0	0	0	44,275,460
102810	SEDA-COG	Northumberland	CSVT - Ridge Road Improvements	CON	15,070,562	581	0	0	0	15,070,562	0	0	0	0	0	15,070,562
102811	SEDA-COG	Snyder	CSVT ITS	CON	16,603,297	581	0	0	5,000,000	5,811,154	5,792,143	0	0	0	0	16,603,297
76400	SEDA-COG	Union	CSVT Paving-North Section Con #3	CON	40,000,000	581	23,472,689	16,527,311	0	0	0	0	0	0	0	40,000,000
98132	North Central	Jefferson	T-385 Dobson Road Bridge	PE	35,000	581	35,000	0	0	0	0	0	0	0	0	35,000
98132	North Central	Jefferson	T-385 Dobson Road Bridge	FD	30,000	581	30,000	0	0	0	0	0	0	0	0	30,000
98132	North Central	Jefferson	T-385 Dobson Road Bridge	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
98132	North Central	Jefferson	T-385 Dobson Road Bridge	CON	80,000	581	0	80,000	0	0	0	0	0	0	0	80,000
25944	North Central	Jefferson	T-396 Seldom Seen Bridge	PE	45,000	581	45,000	0	0	0	0	0	0	0	0	45,000
25944	North Central	Jefferson	T-396 Seldom Seen Bridge	FD	30,000	581	30,000	0	0	0	0	0	0	0	0	30,000
25944	North Central	Jefferson	T-396 Seldom Seen Bridge	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
25944	North Central	Jefferson	T-396 Seldom Seen Bridge	CON	100,000	581	0	50,000	50,000	0	0	0	0	0	0	100,000
85535	North Central	Potter	T-300 over Oswayo Creek	PE	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
85535	North Central	Potter	T-300 over Oswayo Creek	FD	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
85535	North Central	Potter	T-300 over Oswayo Creek	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	Potter	T-300 over Oswayo Creek	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	Potter	T-300 over Oswayo Creek	CON	75,000	581	0	75,000	0	0	0	0	0	0	0	75,000
4383	North Central	McKean	T-437 Oswayo Creek	PE	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
4383	North Central	McKean	T-437 Oswayo Creek	FD	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
4383	North Central	McKean	T-437 Oswayo Creek	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	McKean	T-437 Oswayo Creek	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	McKean	T-437 Oswayo Creek	CON	100,000	581	0	50,000	50,000	0	0	0	0	0	0	100,000
3608	North Central	Clearfield	T-206 Anderson Creek	PE	75,000	581	75,000	0	0	0	0	0	0	0	0	75,000
3608	North Central	Clearfield	T-206 Anderson Creek	FD	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
3608	North Central	Clearfield	T-206 Anderson Creek	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	Clearfield	T-206 Anderson Creek	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	Clearfield	T-206 Anderson Creek	CON	100,000	581	0	50,000	50,000	0	0	0	0	0	0	100,000
95990	North Central	Clearfield	T-566 over Clearfield Crk	PE	75,000	581	75,000	0	0	0	0	0	0	0	0	75,000
95990	North Central	Clearfield	T-566 over Clearfield Crk	FD	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
95990	North Central	Clearfield	T-566 over Clearfield Crk	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	Clearfield	T-566 over Clearfield Crk	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	Clearfield	T-566 over Clearfield Crk	CON	150,000	581	0	100,000	50,000	0	0	0	0	0	0	150,000

2019-2022 Program - Spike Projects (State) By Planning Partner																
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	Approp	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
95989	North Central	Cameron	T-330 Salt Run	PE	35,000	581	35,000	0	0	0	0	0	0	0	0	35,000
95989	North Central	Cameron	T-330 Salt Run	FD	30,000	581	30,000	0	0	0	0	0	0	0	0	30,000
95989	North Central	Cameron	T-330 Salt Run	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	Cameron	T-330 Salt Run	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	Cameron	T-330 Salt Run	CON	75,000	581	0	75,000	0	0	0	0	0	0	0	75,000
110337	SEDA-COG	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	PE	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
110337	SEDA-COG	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	FD	50,000	581	50,000	0	0	0	0	0	0	0	0	50,000
110337	SEDA-COG	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	CON	150,000	581	0	100,000	50,000	0	0	0	0	0	0	150,000
103841	SEDA-COG	Montour	T-308 over Beaver Run Bridge Removal	PE	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
103841	SEDA-COG	Montour	T-308 over Beaver Run Bridge Removal	FD	30,000	581	30,000	0	0	0	0	0	0	0	0	30,000
103841	SEDA-COG	Montour	T-308 over Beaver Run Bridge Removal	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
103841	SEDA-COG	Montour	T-308 over Beaver Run Bridge Removal	CON	80,000	581	0	50,000	30,000	0	0	0	0	0	0	80,000
110175	SEDA-COG	Mifflin	T-420 over Kish Creek	PE	50,000	581	50,000	0	0	0	0	0	0	0	0	50,000
110175	SEDA-COG	Mifflin	T-420 over Kish Creek	FD	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
110175	SEDA-COG	Mifflin	T-420 over Kish Creek	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	Mifflin	T-420 over Kish Creek	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	Mifflin	T-420 over Kish Creek	CON	250,000	581	0	150,000	100,000	0	0	0	0	0	0	250,000
3763	SEDA-COG	Clinton	T-537 over Fishing Creek Bridge	PE	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
3763	SEDA-COG	Clinton	T-537 over Fishing Creek Bridge	FD	40,000	581	40,000	0	0	0	0	0	0	0	0	40,000
3763	SEDA-COG	Clinton	T-537 over Fishing Creek Bridge	UTL	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	Clinton	T-537 over Fishing Creek Bridge	ROW	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	Clinton	T-537 over Fishing Creek Bridge	CON	100,000	581	0	50,000	50,000	0	0	0	0	0	0	100,000
106671	SEDA-COG	Various	T-392 over Mud Run Bridge	FD	30,000	581	30,000	0	0	0	0	0	0	0	0	30,000
106671	SEDA-COG	Various	T-392 over Mud Run Bridge	CON	10,000	581	10,000	0	0	0	0	0	0	0	0	10,000
106671	SEDA-COG	Various	T-392 over Mud Run Bridge	CON	585,000	581	0	60,000	0	525,000	0	0	0	0	0	585,000
107346	SPC	Fayette	Ohiopyle Multimodal Gateway	CON	13,500,000	581	7,000,000	6,500,000	0	0	0	0	0	0	0	13,500,000
111142	STWD Items	Central Office	LSR Initiative	PE	20,000,000	581	5,000,000	5,000,000	5,000,000	5,000,000	0	0	0	0	0	20,000,000
106136	STWD Items	Central Office	P3 RBR Payments	CON	187,605,000	581	15,382,500	15,435,000	15,457,500	15,512,500	15,557,500	15,612,500	15,640,000	15,700,000	63,307,500	187,605,000
					187,605,000	185	15,382,500	15,435,000	15,457,500	15,512,500	15,557,500	15,612,500	15,640,000	15,700,000	63,307,500	187,605,000
105813	STWD Items	Central Office	HNTB P3 Support	PE	2,000,000	581	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
98968	STWD Items	Central Office	P3 Bridge Initiative	UTL	2,000,000	581	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
98968	STWD Items	Central Office	P3 Bridge Initiative	ROW	1,000,000	581	500,000	500,000	0	0	0	0	0	0	0	1,000,000
106679	STWD Items	Central Office	P3 Rail Carryover	PE/CON	1,000,000	581	500,000	500,000	0	0	0	0	0	0	0	1,000,000
102623	STWD Items	Central Office	RBR Reserve	CON	10,000,000	581	2,500,000	2,500,000	2,500,000	2,500,000						10,000,000
84337	STWD Items	Central Office	Reserve Line Item	CON	788,252,554	581	8,022,311	5,495	1,911,154	3,698,206	14,985,388	90,225,000	105,170,000	113,050,000	451,185,000	788,252,554
78923	SVTS	Mercer	SR 1001 Brdg/Lil Shen Riv	CON	300,000	185	300,000	0	0	0	0	0	0	0	0	300,000
					\$1,697,250,000		126,750,000	133,050,000	137,400,000	144,450,000	144,450,000	144,450,000	144,450,000	144,450,000	577,800,000	1,697,250,000
					Financial Guidance		126,750,000	133,050,000	137,400,000	144,450,000	144,450,000	144,450,000	144,450,000	144,450,000	577,800,000	1,697,250,000
					Balance		0	0	0	0	0	0	0	0	0	0

2019-2022 Program - Spike Projects (STP)															
By Planning Partner															
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
96403	Altoona	Blair	US 22 to SR 4004	CON	3,400,000	3,400,000	0	0	0	0	0	0	0	0	3,400,000
104821	Interstate	Delaware	I-476 Travel Management	PE	2,500,000	2,500,000	0	0	0	0	0	0	0	0	2,500,000
104821	Interstate	Delaware	I-476 Travel Management	FD	5,500,000	5,500,000	0	0	0	0	0	0	0	0	5,500,000
104821	Interstate	Delaware	I-476 Travel Management	UTL	300,000	0	0	300,000	0	0	0	0	0	0	300,000
104821	Interstate	Delaware	I-476 Travel Management	ROW	250,000	0	0	250,000	0	0	0	0	0	0	250,000
104821	Interstate	Delaware	I-476 Travel Management	CON	54,000,000	0	0	0	0	5,000,000	15,000,000	19,000,000	15,000,000	0	54,000,000
110091	DVRPC	Bucks	King RD Bridge o/Herkaken Cr*	FD	300,000	300,000	0	0	0	0	0	0	0	0	300,000
110091	DVRPC	Bucks	King RD Bridge o/Herkaken Cr*	ROW	30,000	0	30,000	0	0	0	0	0	0	0	30,000
110091	DVRPC	Bucks	King RD Bridge o/Herkaken Cr*	UTL	20,000	0	20,000	0	0	0	0	0	0	0	20,000
110091	DVRPC	Bucks	King RD Bridge o/Herkaken Cr*	CON	1,350,000	0	0	1,350,000	0	0	0	0	0	0	1,350,000
106264	DVRPC	Philadelphia	Penn's Landing Project Development	ROW	10,000,000	0	4,000,000	6,000,000	0	0	0	0	0	0	10,000,000
106264	DVRPC	Philadelphia	Penn's Landing Project Development	CON	64,000,000	0	0	7,000,000	13,000,000	20,000,000	24,000,000	0	0	0	64,000,000
110415	DVRPC	Philadelphia	Schuylkill Banks Christian to Crescent	CON	10,000,000	0	0	1,000,000	3,000,000	6,000,000	0	0	0	0	10,000,000
103372	DVRPC	Montgomery	Waverly Rd O/Tacony Cr*	FD	300,000	300,000	0	0	0	0	0	0	0	0	300,000
103372	DVRPC	Montgomery	Waverly Rd O/Tacony Cr*	ROW	25,000	0	25,000	0	0	0	0	0	0	0	25,000
103372	DVRPC	Montgomery	Waverly Rd O/Tacony Cr*	UTL	25,000	0	25,000	0	0	0	0	0	0	0	25,000
103372	DVRPC	Montgomery	Waverly Rd O/Tacony Cr*	CON	1,300,000	0	0	1,300,000	0	0	0	0	0	0	1,300,000
86276	DVRPC	Chester	TownshipCoBrdg297/WBigElk*	FD	300,000	0	300,000	0	0	0	0	0	0	0	300,000
86276	DVRPC	Chester	TownshipCoBrdg297/WBigElk*	ROW	40,000	0	0	40,000	0	0	0	0	0	0	40,000
86276	DVRPC	Chester	TownshipCoBrdg297/WBigElk*	UTL	40,000	0	0	40,000	0	0	0	0	0	0	40,000
86276	DVRPC	Chester	TownshipCoBrdg297/WBigElk*	CON	1,270,000	0	0	0	1,270,000	0	0	0	0	0	1,270,000
110329	NEPA	Schuylkill	Co. BR. 114 over L L Swatara Creek*	FD	300,000	300,000	0	0	0	0	0	0	0	0	300,000
110329	NEPA	Schuylkill	Co. BR. 114 over L L Swatara Creek*	ROW	50,000	0	50,000	0	0	0	0	0	0	0	50,000
110329	NEPA	Schuylkill	Co. BR. 114 over L L Swatara Creek*	UTL	50,000	0	50,000	0	0	0	0	0	0	0	50,000
110329	NEPA	Schuylkill	Co. BR. 114 over L L Swatara Creek*	CON	1,300,000	0	0	1,300,000	0	0	0	0	0	0	1,300,000
110247	Reading	Berks	Glendale Bridge*	FD	125,000	125,000	0	0	0	0	0	0	0	0	125,000
110247	Reading	Berks	Glendale Bridge*	ROW	35,000	35,000	0	0	0	0	0	0	0	0	35,000
110247	Reading	Berks	Glendale Bridge*	UTL	40,000	40,000	0	0	0	0	0	0	0	0	40,000
110247	Reading	Berks	Glendale Bridge*	CON	1,650,000	0	1,650,000	0	0	0	0	0	0	0	1,650,000
108952	Erie	Erie	Central Bayfront Parkway Multimodal	FD	2,000,000	2,000,000	0	0	0	0	0	0	0	0	2,000,000
108952	Erie	Erie	Central Bayfront Parkway Multimodal	UTL	1,000,000	1,000,000	0	0	0	0	0	0	0	0	1,000,000
108952	Erie	Erie	Central Bayfront Parkway Multimodal	ROW	1,500,000	1,500,000	0	0	0	0	0	0	0	0	1,500,000
108952	Erie	Erie	Central Bayfront Parkway Multimodal	CON	10,500,000	0	500,000	5,000,000	5,000,000	0	0	0	0	0	10,500,000
105438	Interstate	Allegheny	I-376, Commercial Street Bridge	PE	4,000,000	4,000,000	0	0	0	0	0	0	0	0	4,000,000
105438	Interstate	Allegheny	I-376, Commercial Street Bridge	FD	6,000,000	0	6,000,000	0	0	0	0	0	0	0	6,000,000
105438	Interstate	Allegheny	I-376, Commercial Street Bridge	UTL	500,000	0	500,000	0	0	0	0	0	0	0	500,000
105438	Interstate	Allegheny	I-376, Commercial Street Bridge	ROW	600,000	0	600,000	0	0	0	0	0	0	0	600,000
105438	Interstate	Allegheny	I-376, Commercial Street Bridge	CON	50,901,000	0	0	0	0	0	0	20,000,000	20,000,000	10,901,000	50,901,000

2019-2022 Program - Spike Projects (STP)															
By Planning Partner															
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
74358	Johnstown	Cambria	PA53 Lilly Burgoon Rn Cul	CON	350,000	350,000	0	0	0	0	0	0	0	0	350,000
88695	Johnstown	Cambria	PA53 Cassandra Culvert	CON	350,000	350,000	0	0	0	0	0	0	0	0	350,000
109185	Johnstown	Cambria	T-476 Vic Miller Road Bridge*	CON	198,000	198,000	0	0	0	0	0	0	0	0	198,000
109188	Johnstown	Cambria	T-419 Blackburn Road Bridge*	CON	368,000	368,000	0	0	0	0	0	0	0	0	368,000
109190	Johnstown	Cambria	Ash Street over Solomon Run*	CON	274,000	274,000	0	0	0	0	0	0	0	0	274,000
109191	Johnstown	Cambria	D Street over St Clair Run Bridge*	CON	167,000	167,000	0	0	0	0	0	0	0	0	167,000
109193	Johnstown	Cambria	McMillan Street ov Solomon Run Bridge*	CON	149,000	149,000	0	0	0	0	0	0	0	0	149,000
109194	Johnstown	Cambria	Mine Place Street Bridge*	CON	112,000	112,000	0	0	0	0	0	0	0	0	112,000
109195	Johnstown	Cambria	Oak Street ov Solomon Run Bridge*	CON	162,000	162,000	0	0	0	0	0	0	0	0	162,000
109197	Johnstown	Cambria	Lang Avenue Bridge*	CON	159,000	159,000	0	0	0	0	0	0	0	0	159,000
109198	Johnstown	Cambria	Magee Avenue Bridge*	CON	159,000	159,000	0	0	0	0	0	0	0	0	159,000
22475	Johnstown	Cambria	Paint Creek Bridge #2*	CON	152,000	152,000	0	0	0	0	0	0	0	0	152,000
20328	Lebanon	Lebanon	Inwood Iron Bridge	CON	5,026,000	0	5,026,000	0	0	0	0	0	0	0	5,026,000
110280	York	York	College Ave Bridge*	CON	2,000,000	0	2,000,000	0	0	0	0	0	0	0	2,000,000
89917	York	York	I-83, Exit 4	CON	6,000,000	2,000,000	4,000,000	0	0	0	0	0	0	0	6,000,000
103317	HATS	Cumberland	Kunkle Br. Act 13*	CON	2,000,000	2,000,000	0	0	0	0	0	0	0	0	2,000,000
26064	Northcentral	Jefferson	PA 28/US 322 Brookville Intersection	CON	3,000,000	2,500,000	500,000	0	0	0	0	0	0	0	3,000,000
106515	Northwest	Clarion	Leeper North PM	CON	2,600,000	2,600,000	0	0	0	0	0	0	0	0	2,600,000
67016	SPC	Beaver	Freedom Rd Upgrade - Ph C	CON	30,000,000	0	6,000,000	8,000,000	8,000,000	8,000,000	0	0	0	0	30,000,000
111145	STWD Items	Statewide	TSMO Reserve	CON	60,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	60,000,000
106680	STWD Items	Statewide	\$5 Local Bridge Program	CON	25,550,000	5,000,000	5,850,000	5,970,000	8,730,000	0	0	0	0	0	25,550,000
102620	STWD Items	Statewide	STP Reserve	CON	156,128,000	197,000	675,000	1,935,000	469,000	469,000	469,000	469,000	4,469,000	146,976,000	156,128,000
88481	SVTS	Mercer	Fredonia Rd Br over I-79	CON	800,000	800,000	0	0	0	0	0	0	0	0	800,000
9833	Wayne	Wayne	Carley Brook Brg. 2	CON	1,700,000	0	1,700,000	0	0	0	0	0	0	0	1,700,000
*\$5 Fee Local Bridge project					\$532,905,000	43,697,000	44,501,000	44,485,000	44,469,000	44,469,000	44,469,000	44,469,000	44,469,000	177,877,000	532,905,000
					Financial Guidance	43,697,000	44,501,000	44,485,000	44,469,000	44,469,000	44,469,000	44,469,000	44,469,000	177,877,000	532,905,000
					Balance	0	0	0	0	0	0	0	0	0	0

Appendix 5 – Categorical Funding Definitions

HIGHWAY/BRIDGE

FEDERAL FUNDING CATEGORIES:

Highway:

NHPP	National Highway Performance Program
STP	Surface Transportation Block Grant Program; includes all of STP except for the Surface Transportation Block Grant Program Set-Aside (TAP, TAU) and Urban (STU)—includes STP “look alike”, Donor State Bonus Minimum Allocation and Redistribution of Certain Authorized Funds
	<u>Sub-Categories of STP</u>
	STN STP in areas under 200,000 population
	STR STP Rural in areas under 5,000 population
	BOF Bridge Off-System
STU	Surface Transportation Block Grant Program-Urban

Safety:

HSIP	Highway Safety Improvement Program
RRX	Highway-Rail Crossing Safety

Air Quality:

CAQ	Congestion Mitigation and Air Quality
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Transportation Alternatives:

TAP	Surface Transportation Block Grant Program Set-Aside
	<u>Sub-Category of TAP</u>
TAU	Surface Transportation Block Grant Program Set-Aside- Urban

Freight:

NFP	National Freight Program
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Planning:

PL	Federal Planning Funds
SPR	State Planning and Research

Other:

APD	Appalachian Development Highway
APL	Appalachian Local Access funding
D4R	Interstate Maintenance Discretionary
DBE	Disadvantaged Business Enterprise
EB	Equity Bonus
FFL	Emergency Relief Funds
FLAP	Federal Lands Access Program
FRB	Ferry Boat

HCB	Historic Covered Bridge
OTH-F	Other Federal funding being contributed to projects
REC	Recreational Trails
SRTSF	Federal Safe Routes to Schools
SXF	Special Federal Funds; Includes high priority Congressional projects from ISTEA, TEA-21, SAFETEA-LU, Appropriations Acts
TIGER	Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program

STATE FUNDING CATEGORIES:

Highway:

581	Highway Capital Construction (Formerly State Appropriation 185)
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Bridge:

179	Act 26 Counties (Formerly Appropriation 232)
183	Local Bridge Construction (Formerly Appropriation 284)
185	State Bridge Construction (Formerly Appropriation 289)

Maintenance:

582	Highway Maintenance; funds used for highway maintenance and allocated to individual counties under a formula established by the State General Assembly (Formerly Appropriation 187)
409	Highway Maintenance; funds used for highway maintenance contracts and materials, allocated to individual counties under a formula established by the State General Assembly under Act 89

Multimodal:

403	Aviation Grants
404	Rail Freight Grants
406	Port and Waterways Grants
407	Bicycle & Pedestrian Facilities Grant
408	Multimodal Admin and Oversight
411	Statewide Program Grants – Non Highway

Other:

073	Green Light-Go Grant
244	Automated Red Light Enforcement (ARLE) Grant
OTH-S	Other State funding being contributed to projects
TPK	Pennsylvania Turnpike Commission funding

LOCAL/OTHER FUNDING CATEGORIES:

LOC	Local government funds being contributed to projects
PRIV	Private funding being contributed to projects

TRANSIT

FEDERAL FUNDING CATEGORIES:

Section 5307	Urbanized Area Formula Program
Section 5309	New Starts Capital Program
Section 5310	Elderly and Persons with Disabilities Program
Section 5311	Non-urbanized Area Formula Program
Section 5316	Job Access and Reverse Commute Program
Section 5317	New Freedom Program
Section 5337	State of Good Repair
Section 5339	Bus and Bus Facility Formula Grants
TIGGR	Transit Investment for Greenhouse Gas Energy Reduction
FTAD	FTA Discretionary Funds

STATE FUNDING CATEGORIES:

338	Mass Transit Operating (Section 1513 of Act 44 as amended)
339	Capital Budget/Asset Improvement Discretionary (Section 1514 of Act 44 as amended)
340	Capital Improvements (Section 1517 of Act 44 as amended)
341	Programs of Statewide Significance (Section 1516 of Act 44 as amended)
ACT3	Base Supplemental and Asset Maintenance Assistance Grants
CB	Capital Bond Non-Highway
PTAF/164 Act 26	PA Transportation Assist Fund
OTH-S	Other State funding being contributed to projects

LOCAL/OTHER FUNDING CATEGORIES:

LOC	Local government funds being contributed to projects
OTH-F	Other Federal funding being contributed to projects

Appendix 6 - MPMS Highway STIP Summary

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Highway & Bridge

Page 1 of 1

2019 STIP

	Fund Category	First Period	Second Period	Third Period	Fourth Period	Fund Total
Federal	APD	\$897,000	\$0	\$0	\$30,000,000	\$30,897,000
	APL	\$2,203,287	\$500,000	\$0	\$0	\$2,703,287
	BOF	\$73,635,000	\$73,795,000	\$73,795,000	\$73,795,000	\$295,020,000
	BOF*	\$160,000	\$0	\$0	\$0	\$160,000
	CAQ	\$108,205,200	\$110,881,200	\$112,964,200	\$112,904,200	\$444,954,800
	DBE	\$676,000	\$676,000	\$676,000	\$676,000	\$2,704,000
	FLAP	\$1,721,013	\$1,672,000	\$0	\$0	\$3,393,013
	HCB	\$63,000	\$997,000	\$0	\$0	\$1,060,000
	HSIP	\$99,352,000	\$101,370,000	\$101,370,000	\$101,370,000	\$403,462,000
	NFP	\$54,989,000	\$61,099,000	\$61,099,000	\$61,099,000	\$238,286,000
	NHPP	\$899,629,235	\$943,204,255	\$940,354,146	\$943,761,258	\$3,726,948,894
	NHPP*	\$70,850,925	\$47,481,290	\$50,331,075	\$46,923,000	\$215,586,290
	OTH-F	\$271,961	\$274,680	\$277,427	\$280,201	\$1,104,269
	REC	\$1,991,000	\$1,991,000	\$0	\$0	\$3,982,000
	RRX	\$7,049,000	\$7,011,000	\$7,113,200	\$7,196,000	\$28,369,200
	RRX*	\$0	\$185,000	\$82,800	\$0	\$267,800
	SPR	\$60,810,000	\$62,610,000	\$64,464,000	\$66,373,620	\$254,257,620
	SRTSF	\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000
	STP	\$226,884,574	\$234,050,865	\$221,284,541	\$234,114,578	\$916,334,558
	STP*	\$1,487,000	\$65,000	\$12,831,000	\$0	\$14,383,000
	STR	\$1,564,000	\$0	\$0	\$0	\$1,564,000
	STU	\$148,239,000	\$159,419,000	\$150,708,000	\$156,015,000	\$614,381,000
	STU*	\$5,121,000	\$425,000	\$9,136,000	\$3,829,000	\$18,511,000
	SXF	\$24,338,000	\$42,061,410	\$25,507,318	\$174,000	\$92,080,728
	TAP	\$18,309,000	\$18,309,000	\$18,309,000	\$18,309,000	\$73,236,000
	TAU	\$8,251,999	\$8,252,000	\$8,252,000	\$8,252,000	\$33,007,999
	TIGER	\$19,000,000	\$17,000,000	\$0	\$0	\$36,000,000
Total Federal		\$1,837,698,194	\$1,895,329,700	\$1,858,554,707	\$1,865,071,857	\$7,456,654,458
State	OTH-S	\$1,773,080	\$1,811,272	\$1,350,611	\$1,391,129	\$6,326,092
	TPK	\$1,600,000	\$5,000,000	\$9,952,000	\$12,502,000	\$29,054,000
	073	\$0	\$0	\$7,000,000	\$0	\$7,000,000
	179	\$2,120,000	\$758,000	\$606,100	\$0	\$3,484,100
	183	\$25,998,021	\$32,293,807	\$28,023,199	\$17,150,920	\$103,465,947
	185	\$322,683,979	\$316,140,193	\$315,434,801	\$326,362,080	\$1,280,621,053
	411	\$77,426,000	\$79,672,000	\$79,672,000	\$82,052,000	\$318,822,000
	581	\$553,496,153	\$595,707,014	\$610,369,829	\$657,468,220	\$2,417,041,216
	581*	\$500,000	\$750,365	\$300,000	\$383,333	\$1,933,698
	582	\$890,250	\$480,000	\$517,500	\$480,000	\$2,367,750
Total State		\$986,487,483	\$1,032,612,651	\$1,053,226,040	\$1,097,789,682	\$4,170,115,856
Local/Other	LOC	\$39,885,554	\$49,329,872	\$60,745,272	\$51,753,524	\$201,714,222
	PRIV	\$12,475,000	\$7,000,000	\$550,000	\$0	\$20,025,000
Total Local/Other		\$52,360,554	\$56,329,872	\$61,295,272	\$51,753,524	\$221,739,222
Overall Totals		\$2,876,546,231	\$2,984,272,223	\$2,973,076,019	\$3,014,615,063	\$11,848,509,536

* Conversion Amount

Appendix 7 – Highway Federal Funds Balances

PENNSYLVANIA BALANCE OF FUNDS (as of 7/31/2018)

FUND CATEGORY	BALANCE (\$M)
NFP	\$0.00
NHPP	\$293.93
CMAQ	\$145.50
STP	\$155.09
STP – BOF	\$73.20
HSIP	\$136.10
SRTSF	\$18.72
PL/SPR	\$75.90
TAP/TAU	\$85.58
STU	\$103.90
RRX	\$23.30
APD	\$141.30
HPP TEA-21 (SXF)	\$24.60
HPP SAFETEA-LU (SXF)	\$25.70
ISTEA Earmarks (SXF)	\$0.62
National Highway Exempt FAST	\$65.70
TOTAL	\$1,369.14

Appendix 8 - MPMS Transit STIP Summary

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Public Transit
2019 STIP

Page 1 of 1

	Fund Category	First Period	Second Period	Third Period	Fourth Period	Fund Total
Federal	CAQ	\$1,860,000	\$1,860,000	\$1,860,000	\$1,860,000	\$7,440,000
	FTAD	\$0	\$0	\$41,834,012	\$107,748,751	\$149,582,763
	OTH-F	\$42,653,316	\$12,321,066	\$3,200,000	\$7,657,550	\$65,831,932
	5307	\$193,492,724	\$193,120,122	\$195,702,187	\$191,411,364	\$773,726,397
	5309	\$52,475,000	\$50,727,000	\$2,260,000	\$2,264,000	\$107,726,000
	5310	\$12,737,000	\$13,576,000	\$13,146,000	\$13,346,000	\$52,805,000
	5311	\$33,915,853	\$31,253,463	\$33,690,200	\$33,713,617	\$132,573,133
	5317	\$373,500	\$373,500	\$373,500	\$373,500	\$1,494,000
	5329	\$1,354,068	\$1,354,068	\$1,354,068	\$1,354,068	\$5,416,272
	5337	\$143,320,000	\$145,730,000	\$145,758,000	\$145,746,000	\$580,554,000
	5339	\$13,923,466	\$14,345,032	\$14,217,032	\$14,232,966	\$56,718,496
Total Federal		\$496,104,927	\$464,660,251	\$453,394,999	\$519,707,816	\$1,933,867,993
State	CB	\$16,600,000	\$16,600,000	\$16,600,000	\$16,600,000	\$66,400,000
	OTH-S	\$249,761,036	\$182,505,305	\$132,817,633	\$52,339,074	\$617,423,048
	PTAF	\$32,089,000	\$24,480,000	\$24,393,000	\$12,058,000	\$93,020,000
	164	\$21,348,615	\$21,349,075	\$21,351,956	\$21,351,485	\$85,401,131
	338	\$926,973,592	\$1,009,966,413	\$1,062,778,730	\$988,624,218	\$3,988,342,953
	339	\$398,139,821	\$406,646,826	\$407,074,741	\$1,081,466,478	\$2,293,327,866
	340	\$18,053,864	\$11,965,884	\$18,731,443	\$6,062,431	\$54,813,622
	341	\$194,495	\$245,495	\$246,495	\$185,495	\$871,980
Total State		\$1,663,160,423	\$1,673,758,998	\$1,683,993,998	\$2,178,687,180	\$7,199,600,599
Local/Other	LOC	\$126,607,477	\$125,610,327	\$115,781,862	\$114,371,889	\$482,371,555
	OTH	\$105,575	\$0	\$242,000	\$0	\$347,575
Total Local/Other		\$126,713,052	\$125,610,327	\$116,023,862	\$114,371,889	\$482,719,130
Overall Totals		\$2,285,978,402	\$2,264,029,576	\$2,253,412,859	\$2,812,766,885	\$9,616,187,722

Appendix 9 - National Highway Freight Program Projects

2019-2022 Program - National Highway Freight Program By Planning Partner																
MPMS	Planning Partner	District	County	Project Title	Phase	Fund Flavor	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
57921	Interstate	5	Monroe	I-80/Exit 308 Realignment	CON	NFP	0	51,099,000	0	0	0	0	0	0	0	51,099,000
79828	Interstate	6	Philadelphia	I-95: Race - Shackamaxon	CON	NFP	0	0	0	0	0	0	61,099,000	0	0	61,099,000
79904	Interstate	6	Philadelphia	I-95: Betsy Ross Rmps A&B	CON	NFP	0	0	61,099,000	0	0	0	0	0	0	61,099,000
103558	Interstate	6	Philadelphia	I-95SB: Ann St -Wheatsheaf Lane	CON	NFP	0	0	0	0	0	0	0	0	61,099,000	61,099,000
103559	Interstate	6	Philadelphia	I-95 Btsy Rss MainIn SB	CON	NFP	0	0	0	0	0	0	0	0	61,099,000	61,099,000
70024	Interstate	8	Dauphin	I-83 East Shore Section 1	CON	NFP	54,989,000	10,000,000	0	0	0	0	0	0	0	64,989,000
97828	Interstate	8	Dauphin	I-83 East Shore Section 3	CON	NFP	0	0	0	0	0	0	0	61,099,000	122,198,000	183,297,000
92924	Interstate	8	York	North York Widening	CON	NFP	0	0	0	61,099,000	0	61,099,000	0	0	0	122,198,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	CON	NFP	0	0	0	0	61,099,000	0	0	0	0	61,099,000
							54,989,000	61,099,000	61,099,000	61,099,000	61,099,000	61,099,000	61,099,000	61,099,000	244,396,000	727,078,000

Appendix 10 - Railway-Highway Crossing Projects

2019-2022 Program - Railway-Highway Crossings Projects By Planning Partner															
MPMS	Planning Partner	District	County	Project Title	Phase	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
103198	Northwest	1	Crawford	Grade Crossing SR 27	CON	240,250	0	0	0	0	0	0	0	0	240,250
103206	Northwest	1	Crawford	SR 2008 Wilson Chute/Town	CON	320,000	0	0	0	0	0	0	0	0	320,000
106162	Northwest	1	Crawford	Mt Pleasant Rd RR Crossing	CON	0	150,000	168,500	0	0	0	0	0	0	318,500
106283	Northwest	1	Crawford	Cambridge Springs RR Corridor	CON	450,000	0	0	0	0	0	0	0	0	450,000
111140	Northwest	1	Crawford	Mead Ave RR Crossing	CON	0	0	0	50,000	200,000	0	0	0	0	250,000
111147	Erie	1	Erie	Huntley Road RR Crossing	CON	0	150,000	200,000	0	0	0	0	0	0	350,000
106281	SVTS	1	Mercer	Bessemer & Lake Erie RR Corridor	CON	0	0	450,000	850,000	951,000	0	0	0	0	2,251,000
105865	Centre	2	Centre	East Hanna Lane RR Warn Dev	CON	100,000	50,000	0	0	0	0	0	0	0	150,000
110875	North Central	2	Clearfield	Cooper Rd, RR Warn Device	CON	0	0	0	50,000	200,000	0	0	0	0	250,000
110876	North Central	2	Clearfield	SR 219, Main St, RR Warn Devices	CON	0	0	0	250,000	0	0	0	0	0	250,000
105866	SEDA-COG	2	Clinton	Walnut Street RR Warn Dev	CON	375,000	0	0	0	0	0	0	0	0	375,000
111078	SEDA-COG	2	Clinton	Spook Hollow RR Warning Device	CON	0	0	0	100,000	200,000	0	0	0	0	300,000
110879	North Central	2	Elk	Stony Hill Rd, RR Warn Devices	CON	0	0	0	50,000	200,000	0	0	0	0	250,000
111074	SEDA-COG	2	Juniata	River Road RR Warning Device	CON	0	0	0	50,000	250,000	0	0	0	0	300,000
102727	North Central	2	McKean	Kendall Ave BPRR Upgrade	CON	230,000	0	0	0	0	0	0	0	0	230,000
102728	North Central	2	McKean	Owens Hwy RR Warning Dev	CON	0	0	175,000	0	0	0	0	0	0	175,000
109569	North Central	2	McKean	Center Street RR Warn Device	CON	300,000	0	0	0	0	0	0	0	0	300,000
111079	North Central	2	McKean	WNYPa Corridor RR Warning Device	CON	0	0	0	200,000	1,300,000	0	0	0	0	1,500,000
110869	SEDA-COG	2	Mifflin	Chestnut St, RR Warn Device	CON	0	0	75,000	0	0	0	0	0	0	75,000
110889	SEDA-COG	3	Columbia	NSHR Corridor RRX	CON	100,000	490,000	0	0	0	0	0	0	0	590,000
109218	Williamsport	3	Lycoming	Nisbet RRX Corridor	CON	445,845	0	0	0	0	0	0	0	0	445,845
110890	Williamsport	3	Lycoming	Montgomery Corridor RRX	CON	60,000	95,355	0	0	0	0	0	0	0	155,355
110888	SEDA-COG	3	Montour	Danville Borough RRX	CON	100,000	282,354	0	0	0	0	0	0	0	382,354
110892	SEDA-COG	3	Union	UCIR Corridor 2 RRX	CON	100,000	332,291	967,709	0	0	0	0	0	0	1,400,000
106131	Scranton/W-B	4	Lackawanna	SR 3014 Dalton Street Railroad Lights /Gates	CON	0	0	59,750	0	0	0	0	0	0	59,750
106134	Scranton/W-B	4	Lackawanna	SR 3017 Main Street Railroad Lights /Gates	CON	0	0	47,750	0	0	0	0	0	0	47,750
111112	Scranton/W-B	4	Lackawanna	Archbald Corridor	CON	0	32,000	300,000	250,000	0	0	0	0	0	582,000
103196	Scranton/W-B	4	Luzerne	CP Pittston / Dupont Corr	CON	410,000	490,000	0	0	0	0	0	0	0	900,000
106127	Scranton/W-B	4	Luzerne	SR 2027 McAlpine Street over Mill Creek	CON	0	82,000	0	0	0	0	0	0	0	82,000
106130	Scranton/W-B	4	Luzerne	SR 2031 Stephenson Street Railroad Lights /Gates	CON	106,000	0	0	0	0	0	0	0	0	106,000
106324	Scranton/W-B	4	Luzerne	Commerce Boulevard Crossing	CON	50,000	250,000	0	0	0	0	0	0	0	300,000
111134	Scranton/W-B	4	Luzerne	C and H Corridor	CON	0	0	50,000	450,000	0	0	0	0	0	500,000
102865	Reading	5	Berks	Richmond St Fleetwood RRX	CON	0	250,000	0	0	0	0	0	0	0	250,000
106140	Reading	5	Berks	Reading NS RRX Corridor	CON	0	0	0	592,018	0	0	0	0	0	592,018
95270	NEPA	5	Carbon	Tannery Rd RR Crossing	CON	182,400	0	0	0	0	0	0	0	0	182,400
102868	Lehigh Valley	5	Lehigh	Ruppsville Rd	CON	0	270,200	0	0	0	0	0	0	0	270,200
102870	Lehigh Valley	5	Lehigh	Penn Ave Alburtis RRX	CON	0	0	281,377	0	0	0	0	0	0	281,377
102979	Lehigh Valley	5	Lehigh	Canal Rd Allentown RRX	CON	0	0	350,000	0	0	0	0	0	0	350,000
106142	Lehigh Valley	5	Lehigh	Union Street RR Upgrade	CON	0	185,000	0	0	0	0	0	0	0	185,000
109712	NEPA	5	Monroe	Summit Avenue RRXing Upgrade	CON	0	40,000	200,000	0	0	0	0	0	0	240,000
98094	Lehigh Valley	5	Northampton	Broad St Nazareth RRX	CON	0	32,423	350,000	350,000	0	0	0	0	0	732,423
102864	Lehigh Valley	5	Northampton	Bethlehem Corr. Safety	CON	0	500,000	660,000	0	0	0	0	0	0	1,160,000
102869	Lehigh Valley	5	Northampton	SR 512 (Midway Street) NS RRX	CON	0	0	284,109	0	0	0	0	0	0	284,109
95262	NEPA	5	Schuylkill	MainSt SchuylkillHaven RR	CON	600,000	0	0	0	0	0	0	0	0	600,000
111133	NEPA	5	Schuylkill	Reading BM&N RR Yield Signs	CON	10,000	0	0	0	0	0	0	0	0	10,000
36475	DVRPC	6	Bucks	Mill St. Grade Xing	CON	0	0	22,627	202,699	0	0	0	0	0	225,326
110451	DVRPC	6	Chester	Reedville Rd RR WD	CON	0	0	15,000	200,000	0	0	0	0	0	215,000
103216	DVRPC	6	Delaware	Jansen Ave Grade Xing	CON	0	273,000	0	0	0	0	0	0	0	273,000
103217	DVRPC	6	Delaware	Main Street Darby Boro.	CON	0	369,000	0	0	0	0	0	0	0	369,000
104610	DVRPC	6	Delaware	Erickson Ave. Grade Cross	CON	0	218,000	0	0	0	0	0	0	0	218,000
36878	DVRPC	6	Montgomery	Reliance Rd Grade X-ing	CON	268,000	0	0	0	0	0	0	0	0	268,000
106326	DVRPC	6	Montgomery	Union Street Grade X-ing	CON	0	208,000	0	0	0	0	0	0	0	208,000
110455	DVRPC	6	Montgomery	Main St. RR WD	CON	0	0	20,000	300,000	0	0	0	0	0	320,000
111129	DVRPC	6	Montgomery	Cannon Ave. Grade Xing	CON	0	0	10,000	300,000	0	0	0	0	0	310,000
103218	DVRPC	6	Philadelphia	Ashton Rd Grade Xing	CON	215,000	0	0	0	0	0	0	0	0	215,000
103219	DVRPC	6	Philadelphia	Blue Grass Rd Grade Xing	CON	214,000	0	0	0	0	0	0	0	0	214,000

2019-2022 Program - Railway-Highway Crossings Projects By Planning Partner															
MPMS	Planning Partner	District	County	Project Title	Phase	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
102974	Franklin	8	Franklin	South Third St Crossing	CON	0	185,000	100,000	0	0	0	0	0	0	285,000
106258	Altoona	9	Blair	Community Park Rd Grade Xing #1	CON	0	109,270	0	0	0	0	0	0	0	109,270
106288	Altoona	9	Blair	Community Park Rd grade Xing #2	CON	0	109,270	0	0	0	0	0	0	0	109,270
106320	Altoona	9	Blair	Church Street Railroad Grade Xing	CON	0	0	100,000	400,000	0	0	0	0	0	500,000
106260	Johnstown	9	Cambria	Hickory St CSXT Grade Crossing	CON	0	0	500,000	0	0	0	0	0	0	500,000
106287	Johnstown	9	Cambria	Poplar Street over CSXT Railroad	CON	0	0	100,000	0	0	0	0	0	0	100,000
110225	Johnstown	9	Cambria	RJ Corman Grade Crossings Improvement	CON	0	0	0	0	400,000	2,000,000	0	0	0	2,400,000
110459	Johnstown	9	Cambria	Bedford St Grade Crossing Impr	CON	0	0	0	230,208	769,792	0	0	0	0	1,000,000
103035	S. Alleghenies	9	Somerset	CSX Grade Xing Improvemnt	CON	0	0	0	500,000	660,000	0	0	0	0	1,160,000
106261	S. Alleghenies	9	Somerset	Windber Borough 15th St Grade Crossing	CON	200,000	0	0	0	0	0	0	0	0	200,000
106262	S. Alleghenies	9	Somerset	Somerset Ave Grade Crossing	CON	0	0	250,000	0	0	0	0	0	0	250,000
106263	S. Alleghenies	9	Somerset	Mount Davis Road Grade Crossing	CON	0	0	225,100	0	0	0	0	0	0	225,100
105574	SPC	10	Butler	Zelienople Railroad Corridor	CON	252,305	425,195	0	0	0	0	0	0	0	677,500
110766	SPC	10	Butler	Maple Avenue Crossing	CON	0	50,000	200,000	0	0	0	0	0	0	250,000
105550	SPC	10	Indiana	Chambersville Corridor Crossings	CON	605,000	0	0	0	0	0	0	0	0	605,000
105549	North Central	10	Jefferson	SR 36 / Cloe Crossing	CON	315,270	0	0	0	0	0	0	0	0	315,270
109387	North Central	10	Jefferson	South Park Street Crossing	CON	0	0	0	50,000	150,000	0	0	0	0	200,000
110767	North Central	10	Jefferson	Mitchell Avenue Crossing	CON	0	50,000	200,000	0	0	0	0	0	0	250,000
106074	SPC	11	Allegheny	Pittsburgh City Corridor Crossings (AVRR)	CON	0	237,833	106,582	0	0	0	0	0	0	344,415
108118	SPC	11	Allegheny	Bridge Street RR Etna (NS)	CON	240,000	200,000	0	0	0	0	0	0	0	440,000
106078	SPC	11	Beaver	NS RR Crossings in Darlington and Big Beaver	CON	0	0	0	100,000	500,000	0	0	0	0	600,000
102760	SPC	11	Lawrence	Ninth St (CSX)	CON	0	0	292,700	0	0	0	0	0	0	292,700
106060	SPC	12	Fayette	Dawson Corridor	CON	0	300,000	350,000	250,000	0	0	0	0	0	900,000
103183	SPC	12	Washington	Monongahela Corridor	CON	0	0	0	450,000	450,000	0	0	0	0	900,000
103184	SPC	12	Washington	PA 88 Grade Xing	CON	0	0	0	150,000	150,000	0	0	0	0	300,000
103187	SPC	12	Washington	Besco St. Grade Crossing	CON	0	0	0	328,000	0	0	0	0	0	328,000
106063	SPC	12	Washington	Elco Corridor	CON	500,000	150,000	0	0	0	0	0	0	0	650,000
103189	SPC	12	Westmoreland	Eureka Hill Rd Grade Xing	CON	0	300,000	0	0	0	0	0	0	0	300,000
103190	SPC	12	Westmoreland	Vine Street Grade Xing	CON	0	0	0	337,700	0	0	0	0	0	337,700
106061	SPC	12	Westmoreland	Bridge Street Grade Crossing	CON	0	300,000	0	0	0	0	0	0	0	300,000
110463	SPC	12	Westmoreland	Hillis Street Grade Crossing	CON	0	0	0	130,815	219,185	0	0	0	0	350,000
98255	STWD Items	99	Central Office	RRX Reserve	CON	9,930	29,809	84,796	24,560	596,023	5,196,000	7,196,000	7,196,000	28,784,000	49,117,118
102907	STWD Items	99	Central Office	Passive Xing Yield Signs	CON	50,000	0	0	0	0	0	0	0	0	50,000
						7,049,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	28,784,000	86,205,000

Appendix 11 - 2018 Selected Transportation Alternatives Program Projects

2018 TA Set-Aside Selected Projects					
District	MPO/RPO	County	Title	Sponsor	Statewide TA Set-Aside Funding
01	Erie MPO	Erie	City of Erie Safe Routes to School	City of Erie	\$ 1,000,000
01	Erie MPO	Erie	Downtown Erie Active Transportation Project	City of Erie	\$ 250,000
01	Erie MPO	Erie	SR 699 Pedestrian Safety Improvement Project	Borough of Edinboro	\$ 429,480
01	Northwest RPO	Crawford	Pymatuning State Park Spillway Trail Extension	DCNR - Pymatuning State Park	\$ 958,461
01	Northwest RPO	Forest	4 Seasons Trail & Multipurpose Trail Hub Project	Jenks Township	\$ 1,196,169
01	Northwest RPO	Venango	Allegheny Boulevard Multi-Use Trail Project	Venango County	\$ 1,000,000
01	Northwest RPO	Venango	Franklin Pedestrian Streetscape Safety Project	City of Franklin	\$ 966,760
01	Shenango Valley MPO	Mercer	Alan Avenue Sidewalk Project	Greenville Borough	\$ 748,600
01	Shenango Valley MPO	Mercer	Springfield Township Multimodal Trail - Phase 2	Springfield Township	\$ 574,920
02	Centre County MPO	Centre	Atherton St Pedestrian & Streetscape Improvements	Borough of State College	\$ 935,000
02	North Central RPO	McKean	Main Street Streetscape Improvements - Phase III	City of Bradford	\$ 969,150
02	North Central RPO	McKean	Mt. Jewett Route 6 Multi Modal Enhancement Project	Mount Jewett Borough	\$ 980,504
02	SEDA-COG MPO	Clinton	Clinton County Rail Trail	Clinton County	\$ 1,087,197
02	SEDA-COG MPO	Clinton	East Church Street Streetscape Project	City of Lock Haven	\$ 1,000,000
02	SEDA-COG MPO	Clinton	Sidewalk and Curb Enhancements	Renovo Borough	\$ 40,000
02	SEDA-COG MPO	Mifflin	Brown Township Streetscape	Mifflin County	\$ 834,610
03	Northern Tier RPO	Tioga	Marsh Creek Greenway	Tioga County	\$ 1,500,000
03	SEDA-COG MPO	Columbia	SR 0011/0487 Pedestrian Improvements	Town of Bloomsburg	\$ 1,113,350
03	SEDA-COG MPO	Montour	North Branch Canal Trail Levee Top Trail	Borough of Danville	\$ 620,629
03	SEDA-COG MPO	Union	Bull Run Greenway Phase I -- Kidsburg Initiative	Borough of Lewisburg	\$ 1,000,000
03	Williamsport MPO	Lycoming	Miller's Run Greenway Project Phase II	Loyalsock Township	\$ 682,000
03	Williamsport MPO	Lycoming	Willow Street Green Infrastructure Pathway Project	River Valley Transit	\$ 1,000,000
04	Northern Tier RPO	Susquehanna	Northern D&H Rail-Trail Improvements	Lanesboro Borough	\$ 1,358,920
04	Scranton/Wilkes-Barre MPO	Lackawanna	Keystone College Pedestrian and Trail Connections	Keystone College	\$ 917,815
04	Scranton/Wilkes-Barre MPO	Lackawanna	Lackawanna River Heritage Trail-Marvine Section	Lackawanna Heritage Valley Authority	\$ 200,000
04	Scranton/Wilkes-Barre MPO	Lackawanna	Main Street Dickson City Improvement project	Dickson City	\$ 991,100
04	Scranton/Wilkes-Barre MPO	Lackawanna	Pedestrian Bridge Connector: Trail to Steamtown	City of Scranton	\$ 1,000,000
04	Scranton/Wilkes-Barre MPO	Luzerne	City of Pittston North Main St Streetscape Project	City of Pittston	\$ 999,897
04	Scranton/Wilkes-Barre MPO	Luzerne	Wilkes University Pedestrian Safety Improvements	Wilkes University	\$ 1,156,616
05	Lehigh Valley MPO	Lehigh	Coopersburg Streetscape Plan Phase 4	Borough of Coopersburg	\$ 1,000,000
05	Lehigh Valley MPO	Lehigh	D&L Trail Construction, Catasqua to Canal Park	Lehigh County	\$ 838,188
05	Lehigh Valley MPO	Lehigh	Geiger's Covered Bridge Rehabilitation	Lehigh County	\$ 74,100
05	Lehigh Valley MPO	Lehigh	Jordan Creek Greenway Trail Construction	City of Allentown	\$ 1,000,000
05	Lehigh Valley MPO	Northampton	Hellertown Main St. Pedestrian Safety Initiative	Hellertown Borough	\$ 792,427
05	NEPA MPO	Carbon	Carbon County Parking Lot Trail Connection	Carbon County	\$ 403,986
05	NEPA MPO	Monroe	Pocono Hike & Bike Trail Project	Tobyhanna Township	\$ 550,000
05	Reading MPO	Berks	Perkiomen Avenue Pedestrian Access Project	Exeter Township	\$ 1,000,000
05	Reading MPO	Berks	Topton Pedestrian Connectivity Improvements	Topton Borough	\$ 927,078
06	DVRPC MPO	Bucks	Aquetong Park Segment - Route 202 Cross-County Trail	Solebury Township	\$ 1,000,000
06	DVRPC MPO	Bucks	Lower Makefield Township Community Trail Connection	Lower Makefield Township	\$ 700,000
06	DVRPC MPO	Bucks	Shady Retreat SRTS Trail	Doylestown Township	\$ 985,000
06	DVRPC MPO	Chester	My School on the Move Program	Greater Valley Forge TMA	\$ 111,000
06	DVRPC MPO	Chester	Route 82 Crosswalks and sidewalk	East Marlborough Township	\$ 750,000

2018 TA Set-Aside Selected Projects					
District	MPO/RPO	County	Title	Sponsor	Statewide TA Set-Aside Funding
06	DVRPC MPO	Chester	State Road Sidewalks	London Grove Township	\$ 1,280,300
06	DVRPC MPO	Delaware	Media Borough Ridge Road Stormwater Improvements	Media Borough	\$ 400,000
06	DVRPC MPO	Delaware	Octoraro Trail Construction - Phase 1	Concord Township	\$ 1,163,000
06	DVRPC MPO	Delaware	Walkable Chadds Ford	Chadds Ford Township	\$ 1,000,000
06	DVRPC MPO	Montgomery	Corinthian Trail	Borough of Hatboro	\$ 739,704
06	DVRPC MPO	Montgomery	I Love You and Your Brain Too - Bike Helmet Safety	The Partnership TMA	\$ 51,000
06	DVRPC MPO	Montgomery	Kriebel Road Trail	Towamencin Township	\$ 846,000
06	DVRPC MPO	Montgomery	Limekiln Pike Multimodal Safety Initiatives	Upper Dublin Township	\$ 750,000
06	DVRPC MPO	Montgomery	Lower Salford Sidewalk for SR 113 and Park Ave	Lower Salford Township	\$ 505,000
06	DVRPC MPO	Montgomery	Main Street Pedestrian Improvements	Schwenksville Borough	\$ 681,442
06	DVRPC MPO	Montgomery	Whitpain Twp. Trail Network - Core Connector III	Whitpain Township	\$ 641,552
06	DVRPC MPO	Philadelphia	Blvd Pedestrian Safety & Direct Bus Improvements	City of Philadelphia, Streets Department	\$ 1,000,000
06	DVRPC MPO	Philadelphia	Broad & Locust Modified Urban Intersection	City of Philadelphia, Streets Department	\$ 1,000,000
06	DVRPC MPO	Philadelphia	City Avenue Project	City Avenue Special Services District	\$ 986,715
06	DVRPC MPO	Philadelphia	Cramp Elementary School Traffic Safety Improvements	City of Philadelphia, Streets Department	\$ 995,000
06	DVRPC MPO	Philadelphia	Frankford & Belgrade Improvements	City of Philadelphia, Streets Department	\$ 300,000
06	DVRPC MPO	Philadelphia	Franklin Square Pedestrian Access Project	City of Philadelphia, Streets Department	\$ 432,000
06	DVRPC MPO	Philadelphia	Manayunk Canal Lower Locks Preservation Project	City of Philadelphia, Parks and Recreation	\$ 1,000,000
06	DVRPC MPO	Philadelphia	Mid-block Crossings in University City	Drexel University	\$ 1,000,000
06	DVRPC MPO	Philadelphia	North Broad Street - Vision Zero Priority Corridor	City of Philadelphia, Streets Department	\$ 700,000
06	DVRPC MPO	Philadelphia	Riverfront Gateway Sidewalk Project	Interstate Land Management Corporation (ILMC)	\$ 1,000,000
06	DVRPC MPO	Philadelphia	South Broad Street Sidepath, Phase 1	City of Philadelphia, Streets Department	\$ 997,000
08	Franklin Co MPO	Franklin	Waynesboro Pedestrian Safety Project - Phase I	Borough of Waynesboro	\$ 475,000
08	Lancaster MPO	Lancaster	Safe Harbor Trestle Bridge Rehabilitation	Manor Township	\$ 3,000,000
08	Lebanon MPO	Lebanon	Lebanon SD NW Elem. School Pedestrian & Bicycle Project	Lebanon School District	\$ 742,000
08	Lebanon MPO	Lebanon	LVRT Phase 6B	Lebanon County	\$ 964,000
08	York MPO	York	King St. Two-way Cycle Track - City of York	City of York	\$ 487,839
09	Altoona MPO	Blair	Logan Valley Streetcar Trail, Phase I	Antis Township	\$ 875,780
09	Johnstown MPO	Cambria	Adams Twp - Creslo Safe Routes to School Project	Adams Township	\$ 936,100
09	Johnstown MPO	Cambria	Mount Aloysius to Downtown Cresson Sidewalk	Mount Aloysius College	\$ 666,026
09	Southern Alleghenies RPO	Bedford	H&BT Rail Trail Extension	Broad Top Township	\$ 246,152
09	Southern Alleghenies RPO	Somerset	Berlin Revitalization Project - Phase II	Redevelopment Authority of Somerset County	\$ 1,200,000
10	SPC MPO	Indiana	D-10 CTSP Bicycling and Walking Safety Education	Indiana University of Pennsylvania	\$ 56,647
10	SPC MPO	Indiana	Eisenhower Safe Sidewalks	Indiana Borough	\$ 355,880
10	SPC MPO	Indiana	Hoodlebug Trail Resurfacing	Indiana County Parks and Trails	\$ 310,495
11	SPC MPO	Allegheny	Critical Sidewalk Gap Improvements	City of Pittsburgh	\$ 980,000
11	SPC MPO	Allegheny	Safe Routes to School Coordinator and Programming	City of Pittsburgh	\$ 464,011
11	SPC MPO	Lawrence	Shenango Township North Country Trail Safety Upgrade	Shenango Township	\$ 920,000
12	SPC MPO	Westmoreland	Loyalhanna Creek Trail Segments 5 & 6	Derry Township Municipal Authority	\$ 1,000,000
					\$ 66,791,600

Appendix 12 - Transportation Alternatives Program Carryover Projects

2019-2022 Program - TAP/TAU Carryover By Planning Partner																
MPMS	Planning Partner	District	County	Project Title	Phase	Fund Flavor	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
108089	Northwest	1	Crawford	Conneaut Lake Revitalization Phase 2	CON	TAP	475,000	0	0	0	0	0	0	0	0	475,000
108096	Northwest	1	Crawford	Porter St Ped Bridge Rehab	CON	TAP	219,940	0	0	0	0	0	0	0	0	219,940
108024	Erie	1	Erie	Little Italy Sidewalk Recon - Ph 2	CON	TAP	175,745	0	0	0	0	0	0	0	0	175,745
108119	Centre	2	Centre	Valley Vista Path 2016 TAP	CON	TAP	520,606	520,606	0	0	0	0	0	0	0	1,041,212
108120	North Central	2	Clearfield	Beaver Drive Walkway 2016 TAP	CON	TAP	700,000	0	0	0	0	0	0	0	0	700,000
108121	SEDA-COG	2	Mifflin	Monument Square Phase V 2016 TAP	CON	TAP	608,000	0	0	0	0	0	0	0	0	608,000
108113	Williamsport	3	Lycoming	Pathway to Health Phase IV	CON	TAP	798,500	0	0	0	0	0	0	0	0	798,500
108114	Williamsport	3	Lycoming	Loyalsock Township Recreational Pedestrian Bridges	CON	TAP	765,000	0	0	0	0	0	0	0	0	765,000
107968	NEPA	4	Pike	MEC Phase 14 - Completing the Connection	CON	TAP	514,674	0	0	0	0	0	0	0	0	514,674
107969	Northern Tier	4	Susquehanna	Lanesboro Borough Streetscape Project	CON	TAP	578,200	0	0	0	0	0	0	0	0	578,200
107978	Reading	5	Berks	Schuylkill River Trail N Gap Improvement Project	CON	TAP	910,099	0	0	0	0	0	0	0	0	910,099
102830	DVRPC	6	Bucks	Neshaminy Greenway Trail	CON	TAP	375,000	0	0	0	0	0	0	0	0	375,000
108002	DVRPC	6	Bucks	Moland Park Trail	CON	TAP	500,000	0	0	0	0	0	0	0	0	500,000
108003	DVRPC	6	Chester	McFarlan Road Sidewalks	CON	TAP	700,000	0	0	0	0	0	0	0	0	700,000
108004	DVRPC	6	Chester	Woodbine Rd Multi-Use Trail	CON	TAP	0	917,000	0	0	0	0	0	0	0	917,000
107995	DVRPC	6	Delaware	Radnor Township Trail	CON	TAP	500,000	500,000	0	0	0	0	0	0	0	1,000,000
108005	DVRPC	6	Delaware	Ave. of the States Streetscape	CON	TAP	913,000	0	0	0	0	0	0	0	0	913,000
107996	DVRPC	6	Montgomery	Abington Township Trail	CON	TAP	450,000	0	0	0	0	0	0	0	0	450,000
108006	DVRPC	6	Montgomery	Limerick Township Trail	CON	TAP	970,000	0	0	0	0	0	0	0	0	970,000
108008	DVRPC	6	Montgomery	Tookany Creek Trail Phase 3	CON	TAP	700,000	0	0	0	0	0	0	0	0	700,000
79830	DVRPC	6	Philadelphia	N Dela GreenTrail Sec1	CON	TAP	500,000	500,000	0	0	0	0	0	0	0	1,000,000
107198	DVRPC	6	Philadelphia	Safe Spaces for Cyclists	CON	TAP	300,000	0	0	0	0	0	0	0	0	300,000
107999	DVRPC	6	Philadelphia	S. 53rd St. & Baltimore Ave. Safety Improv	CON	TAP	600,000	0	0	0	0	0	0	0	0	600,000
108009	DVRPC	6	Philadelphia	Demand-Driven Indego Expansion	CON	TAP	985,000	0	0	0	0	0	0	0	0	985,000
102757	Harrisburg	8	Dauphin	Greenbelt 39 to Ft Hunter	CON	TAP	0	1,493,000	0	0	0	0	0	0	0	1,493,000
107985	Harrisburg	8	Dauphin	Riverwalk Slabs and Sidewalk	CON	TAP	500,000	500,000	0	0	0	0	0	0	0	1,000,000
107986	Franklin	8	Franklin	Scotland Main St Sidewalk	CON	TAP	0	498,420	0	0	0	0	0	0	0	498,420
107987	Lancaster	8	Lancaster	Conestoga Pines Connection	CON	TAP	0	962,378	0	0	0	0	0	0	0	962,378
107988	Lancaster	8	Lancaster	Elizabethtown Borough Bike-Ped	CON	TAP	400,000	0	0	0	0	0	0	0	0	400,000
107989	Lancaster	8	Lancaster	Main St Curb and Sidewalk	CON	TAP	465,172	534,638	0	0	0	0	0	0	0	999,810
107823	SPC	10	Butler	Zelienople Revitalize/Econ. Dev. Project Phase 2	CON	TAP	465,000	0	0	0	0	0	0	0	0	465,000
108116	SPC	11	Allegheny	Brownsville Road Streetscape Improvement Project	CON	TAP	745,714	0	0	0	0	0	0	0	0	745,714
73363	SPC	12	Fayette	HS Gen GC Marshall Plan 2	CON	TAP	999,350	0	0	0	0	0	0	0	0	999,350
107980	SPC	12	Washington	Charleroi Stormwater	CON	TAP	975,000	0	0	0	0	0	0	0	0	975,000
							20,203,110	6,990,642	0	0	0	0	0	0	0	27,193,752

Appendix 13 - Transportation Planning Management (TPM) Implementation Timeline

Final Rule/Measure Area		Performance Measure	Regulatory Chapter	Effective Date	States Set Targets By	MPO/RPOs Set Targets By	L RTP and STIP/TIP Inclusion After (Updates/Amendments)
Safety Performance Measures (PM1)	Safety	<ul style="list-style-type: none">Number of fatalitiesRate of fatalities per VMTNumber of serious injuriesRate of serious injuries per VMTNumber of non-motorized fatalities and serious injuries	PM1 – 23 CFR 490 (subpart A & B) HSIP – 23 CFR 924	4/14/2016	Initially: 8/31/2017 Annually by 8/31	Initially: 2/27/2018 Annually by 2/27	5/27/2018
Pavement/Bridge Performance Measures (PM2)	Pavement Condition	<ul style="list-style-type: none">% of Interstate pavements in Good condition% of Interstate pavements in Poor condition% of non-Interstate NHS pavements in Good condition% of non-Interstate NHS pavements in Poor condition	23 CFR 490 (Subpart A, C & D)	5/20/2017	5/20/2018	11/16/2018	5/20/2019
	Bridge Condition	<ul style="list-style-type: none">% of NHS bridges by deck area classified in Good condition% of NHS bridges by deck area classified in Poor condition					
System Performance Measures (PM3)	System Performance	<ul style="list-style-type: none">% of reliable person-miles traveled on the Interstate% of reliable person-miles traveled on the non-interstate NHS	23 CFR 490 (Subpart A, E, F, G & H)	5/20/2017	5/20/2018	11/16/2018	5/20/2019
	Freight Movement	<ul style="list-style-type: none">Truck travel time reliability (TTTR) Index on the Interstate system					
	Traffic Congestion	<ul style="list-style-type: none">Peak Hour Excessive Delay (PHED) measure: annual hours of PHED per capitaNon-Single Occupancy Vehicle Travel (SOV) measure: % of non-SOV travel					
	On-Road Mobile Source Emissions	<ul style="list-style-type: none">Total emission reductions					
Statewide non-metropolitan and metropolitan planning: Performance Based Planning & Programming		PennDOT, MPOs/RPOs, and public transportation providers must jointly develop written provisions for developing/sharing data, setting performance targets, reporting of performance targets, tracking progress toward, and the collection of data for the state asset management plan for the National Highway System.	23 CFR 450	5/27/2016	Jointly written provisions are due: <ul style="list-style-type: none">PM1 – 5/27/18PM2 – 5/20/19PM3 – 5/20/19		
Asset Management Plan			23 CFR 515 & 667	10/2/2017	By 4/30/18 State DOTs submit initial plans describing asset management plan processes. By June 30, 2019 State DOTs submit fully compliant asset Management plan.		
Transit Asset Management Plan		<ul style="list-style-type: none">% of rolling stock (revenue vehicles) that exceeds age and mileage standards% of equipment (non-revenue) that exceeds age and mileage standards% of facilities with condition rating of less than 3.0% of Infrastructure with condition rating of less than 3.0	49 CFR § 625	10/1/2016	1/1/2017	10/1/2018	
Transit Safety Plan		Measures to be developed.	49 CFR § 673	7/19/2018	TBD	7/19/2019	

Appendix 14 - HSIP Set-Aside Projects

2019-2022 Program - HSIP Set-Aside Projects By Planning Partner

MPMS	Planning Partner	District	County	Project Title	Phase	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
109996	Northwest	1	Crawford	PA 8 and PA 77 Intersection	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
109147	Erie	1	Erie	Zuck Rd: Zimmerly to 26th St	CON	300,000	700,000	0	0	0	0	0	0	0	1,000,000
109997	Erie	1	Erie	I-86 High Speed Ramp to I-90	CON	200,000	0	0	0	0	0	0	0	0	200,000
105775	SVTS	1	Mercer	US 62/State St Intersection	CON	1,600,000	1,600,000	0	0	0	0	0	0	0	3,200,000
93329	North Central	2	Clearfield	Philipsburg Add Center Ln	CON	0	1,000,000	2,000,000	0	0	0	0	0	0	3,000,000
109872	SEDA-COG	2	Clinton	SR 150 Lock Haven Signals	PE	247,500	0	0	0	0	0	0	0	0	247,500
106371	North Central	2	McKean	Port Allegany Betterment	CON	0	1,000,000	0	0	0	0	0	0	0	1,000,000
4689	SEDA-COG	2	Mifflin	Lewistown Signal Reconstruction	ROW	100,000	0	0	0	0	0	0	0	0	100,000
4689	SEDA-COG	2	Mifflin	Lewistown Signal Reconstruction	UTL	125,000	0	0	0	0	0	0	0	0	125,000
4689	SEDA-COG	2	Mifflin	Lewistown Signal Reconstruction	CON	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
101959	SEDA-COG	2	Mifflin	Lewistown Safety Corridor	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
109871	SEDA-COG	2	Mifflin	US Route 22 High Friction Surface HSIP	PE	238,500	0	0	0	0	0	0	0	0	238,500
109871	SEDA-COG	2	Mifflin	US Route 22 High Friction Surface HSIP	CON	0	700,000	1,100,000	0	0	0	0	0	0	1,800,000
106885	Northern Tier	3	Bradford	Districtwide Long Term UBE	CON	200,000	0	0	0	0	0	0	0	0	200,000
107265	SEDA-COG	3	Columbia	I-80 HTCMB from Susq Rv Br to Rest Area	CON	400,000	0	0	0	0	0	0	0	0	400,000
108942	Williamsport	3	Lycoming	I-180, SR 147 , & SR 220 Ramps Wrong Way Signs	CON	290,000	0	0	0	0	0	0	0	0	290,000
110769	Williamsport	3	Lycoming	Interstate Delineation Project	CON	725,000	0	0	0	0	0	0	0	0	725,000
110771	Williamsport	3	Lycoming	Districtwide Cable Guide Rail Upgrade	PE	200,000	0	0	0	0	0	0	0	0	200,000
110771	Williamsport	3	Lycoming	Districtwide Cable Guide Rail Upgrade	FD	100,000	0	0	0	0	0	0	0	0	100,000
110771	Williamsport	3	Lycoming	Districtwide Cable Guide Rail Upgrade	CON	0	750,000	0	0	0	0	0	0	0	750,000
108355	SEDA-COG	3	Northumberland	I-80 HTCMB Phase 3	CON	650,000	0	0	0	0	0	0	0	0	650,000
99162	Northern Tier	3	Tioga	Tioga US 15 MCGR3	CON	950,000	0	0	0	0	0	0	0	0	950,000
94686	NEPA	4	Pike	SR 739 Should / Widening	CON	1,000,000	2,000,000	1,000,000	0	0	0	0	0	0	4,000,000
94737	Northern Tier	4	Susquehanna	SR 11 Shoulders / ELRS	CON	0	1,400,000	0	0	0	0	0	0	0	1,400,000
94740	Northern Tier	4	Susquehanna	SR 11 Shoulder / ELRS	CON	0	1,000,000	400,000	0	0	0	0	0	0	1,400,000
79467	Reading	5	Berks	SR 12 Elizabeth Avenue	PE	500,000	0	0	0	0	0	0	0	0	500,000
104435	Reading	5	Berks	I-176 Median Barrier	CON	1,293,944	1,000,000	0	0	0	0	0	0	0	2,293,944
106483	Reading	5	Berks	SR 12 Median Barrier	CON	516,736	0	0	0	0	0	0	0	0	516,736
109971	Lehigh Valley	5	Lehigh	Route 145 Safety Improvements	PE	500,000	0	0	0	0	0	0	0	0	500,000
109971	Lehigh Valley	5	Lehigh	Route 145 Safety Improvements	CON	0	1,500,000	1,500,000	0	0	0	0	0	0	3,000,000
102167	NEPA	5	Monroe	SR 115 Corridor Imp-Effort	ROW	20,000	0	0	0	0	0	0	0	0	20,000
102167	NEPA	5	Monroe	SR 115 Corridor Imp-Effort	UTL	5,000	0	0	0	0	0	0	0	0	5,000
102167	NEPA	5	Monroe	SR 115 Corridor Imp-Effort	CON	0	520,000	0	0	0	0	0	0	0	520,000
104432	NEPA	5	Monroe	209 -Schafer School House	FD	0	250,000	0	0	0	0	0	0	0	250,000
104432	NEPA	5	Monroe	209 -Schafer School House	UTL	0	50,000	0	0	0	0	0	0	0	50,000
104432	NEPA	5	Monroe	209 -Schafer School House	ROW	0	50,000	0	0	0	0	0	0	0	50,000
104432	NEPA	5	Monroe	209 -Schafer School House	CON	0	0	5,380,000	0	0	0	0	0	0	5,380,000
72466	NEPA	5	Schuylkill	SR61/209 Intersection	UTL	20,000	0	0	0	0	0	0	0	0	20,000
72466	NEPA	5	Schuylkill	SR61/209 Intersection	ROW	20,000	0	0	0	0	0	0	0	0	20,000
72466	NEPA	5	Schuylkill	SR61/209 Intersection	CON	240,000	720,000	0	0	0	0	0	0	0	960,000
90318	NEPA	5	Schuylkill	Post & Cable Guide Rail	PE	100,000	0	0	0	0	0	0	0	0	100,000
90318	NEPA	5	Schuylkill	Post & Cable Guide Rail	CON	0	1,500,000	1,500,000	0	0	0	0	0	0	3,000,000
104365	DVRPC	6	Bucks	New Falls Rd HSIP	CON	950,000	0	0	0	0	0	0	0	0	950,000
110966	DVRPC	6	Bucks	Old Lincoln/Hulmeville Int Improv	PE	17,391	0	0	0	0	0	0	0	0	17,391
110966	DVRPC	6	Bucks	Old Lincoln/Hulmeville Int Improv	FD	10,434	0	0	0	0	0	0	0	0	10,434
110966	DVRPC	6	Bucks	Old Lincoln/Hulmeville Int Improv	UTL	34,000	0	0	0	0	0	0	0	0	34,000
110966	DVRPC	6	Bucks	Old Lincoln/Hulmeville Int Improv	ROW	6,956	0	0	0	0	0	0	0	0	6,956
110966	DVRPC	6	Bucks	Old Lincoln/Hulmeville Int Improv	CON	0	270,515	0	0	0	0	0	0	0	270,515
111024	DVRPC	6	Bucks	Easton Rd. Roundabout	ROW	145,230	0	0	0	0	0	0	0	0	145,230
111024	DVRPC	6	Bucks	Easton Rd. Roundabout	UTL	95,000	0	0	0	0	0	0	0	0	95,000
111024	DVRPC	6	Bucks	Easton Rd. Roundabout	CON	0	874,500	1,500,000	0	0	0	0	0	0	2,374,500
110949	DVRPC	6	Chester	Horseshoe Pike @ Manor Rd.	PE	17,384	0	0	0	0	0	0	0	0	17,384
110949	DVRPC	6	Chester	Horseshoe Pike @ Manor Rd.	FD	0	11,590	0	0	0	0	0	0	0	11,590
110949	DVRPC	6	Chester	Horseshoe Pike @ Manor Rd.	UTL	0	5,795	0	0	0	0	0	0	0	5,795
110949	DVRPC	6	Chester	Horseshoe Pike @ Manor Rd.	CON	0	270,425	0	0	0	0	0	0	0	270,425
110954	DVRPC	6	Chester	PA 10 Shoulder Widening	PE	200,000	0	0	0	0	0	0	0	0	200,000
110963	DVRPC	6	Chester	Manor Rd. Roundabout	UTL	39,100	0	0	0	0	0	0	0	0	39,100
110963	DVRPC	6	Chester	Manor Rd. Roundabout	ROW	216,200	0	0	0	0	0	0	0	0	216,200
110963	DVRPC	6	Chester	Manor Rd. Roundabout	CON	978,400	0	0	0	0	0	0	0	0	978,400
110951	DVRPC	6	Delaware	Macdade Blvd. Corridor	PE	179,717	0	0	0	0	0	0	0	0	179,717
110951	DVRPC	6	Delaware	Macdade Blvd. Corridor	FD	119,812	0	0	0	0	0	0	0	0	119,812
110951	DVRPC	6	Delaware	Macdade Blvd. Corridor	CON	0	795,604	2,000,000	0	0	0	0	0	0	2,795,604
110965	DVRPC	6	Delaware	Marshall Rd. Safety Improv	FD	322,041	0	0	0	0	0	0	0	0	322,041

2019-2022 Program - HSIP Set-Aside Projects By Planning Partner															
MPMS	Planning Partner	District	County	Project Title	Phase	2019	2020	2021	2022	2023	2024	2025	2026	2027-2031	Total
110965	DVRPC	6	Delaware	Marshall Rd. Safety Improv	CON	1,500,000	1,446,776	0	0	0	0	0	0	0	2,946,776
111021	DVRPC	6	Delaware	Bethel Rd. Roundabout	ROW	352,000	0	0	0	0	0	0	0	0	352,000
111021	DVRPC	6	Delaware	Bethel Rd. Roundabout	UTL	46,500	0	0	0	0	0	0	0	0	46,500
111021	DVRPC	6	Delaware	Bethel Rd. Roundabout	CON	0	762,600	400,000	0	0	0	0	0	0	1,162,600
111022	DVRPC	6	Delaware	Chichester Ave. Safety	PE	54,577	0	0	0	0	0	0	0	0	54,577
111022	DVRPC	6	Delaware	Chichester Ave. Safety	FD	36,385	0	0	0	0	0	0	0	0	36,385
111022	DVRPC	6	Delaware	Chichester Ave. Safety	CON	0	848,981	0	0	0	0	0	0	0	848,981
110469	DVRPC	6	Montgomery	Wrong Way Safety	FD	250,000	0	0	0	0	0	0	0	0	250,000
110469	DVRPC	6	Montgomery	Wrong Way Safety	CON	1,000,000	750,000	0	0	0	0	0	0	0	1,750,000
110961	DVRPC	6	Montgomery	Old Skippack Rd. Roundabout	ROW	219,900	0	0	0	0	0	0	0	0	219,900
110961	DVRPC	6	Montgomery	Old Skippack Rd. Roundabout	UTL	26,500	0	0	0	0	0	0	0	0	26,500
110961	DVRPC	6	Montgomery	Old Skippack Rd. Roundabout	CON	0	663,100	0	0	0	0	0	0	0	663,100
110971	DVRPC	6	Montgomery	Main St. Safety Improv	PE	306,888	0	0	0	0	0	0	0	0	306,888
110971	DVRPC	6	Montgomery	Main St. Safety Improv	FD	0	204,593	0	0	0	0	0	0	0	204,593
110971	DVRPC	6	Montgomery	Main St. Safety Improv	UTL	0	34,099	0	0	0	0	0	0	0	34,099
110971	DVRPC	6	Montgomery	Main St. Safety Improv	ROW	0	68,198	0	0	0	0	0	0	0	68,198
110971	DVRPC	6	Montgomery	Main St. Safety Improv	CON	0	0	4,773,832	0	0	0	0	0	0	4,773,832
106991	DVRPC	6	Philadelphia	5th Street Signal Improvements	CON	0	520,372	0	0	0	0	0	0	0	520,372
106992	DVRPC	6	Philadelphia	2nd Street Signal Improvements	CON	1,228,031	0	0	0	0	0	0	0	0	1,228,031
106993	DVRPC	6	Philadelphia	Frankford Avenue Signal Improvements	CON	1,000,000	607,235	0	0	0	0	0	0	0	1,607,235
106994	DVRPC	6	Philadelphia	Rising Sun Avenue Signal Imp.	CON	1,257,232	0	0	0	0	0	0	0	0	1,257,232
110958	DVRPC	6	Philadelphia	Castor Ave. Roundabout	UTL	45,700	0	0	0	0	0	0	0	0	45,700
110958	DVRPC	6	Philadelphia	Castor Ave. Roundabout	CON	762,200	0	0	0	0	0	0	0	0	762,200
91015	Interstate	8	Cumberland	I-81 Carlisle West	CON	700,000	900,000	0	0	0	0	0	0	0	1,600,000
110863	S. Alleghenies	9	Bedford	CMB I-70 Town Hill to Tpike Ramps	PE	50,000	0	0	0	0	0	0	0	0	50,000
110863	S. Alleghenies	9	Bedford	CMB I-70 Town Hill to Tpike Ramps	CON	1,000,000	600,000	0	0	0	0	0	0	0	1,600,000
110865	S. Alleghenies	9	Bedford	D9 2019 HSIP HFST	PE	50,000	0	0	0	0	0	0	0	0	50,000
110865	S. Alleghenies	9	Bedford	D9 2019 HSIP HFST	CON	1,000,000	900,000	0	0	0	0	0	0	0	1,900,000
110866	Johnstown	9	Cambria	D9 RSA Cambria RT 756	STUDY	300,000	0	0	0	0	0	0	0	0	300,000
109652	SPC	10	Armstrong	Local Road Enhancements	PE	15,000	0	0	0	0	0	0	0	0	15,000
109652	SPC	10	Armstrong	Local Road Enhancements	FD	25,000	0	0	0	0	0	0	0	0	25,000
109652	SPC	10	Armstrong	Local Road Enhancements	CON	210,000	0	0	0	0	0	0	0	0	210,000
110783	SPC	10	Butler	10-2 SR 3021 Corridor Improvements	PE	300,000	0	0	0	0	0	0	0	0	300,000
110783	SPC	10	Butler	10-2 SR 3021 Corridor Improvements	FD	200,000	0	0	0	0	0	0	0	0	200,000
110783	SPC	10	Butler	10-2 SR 3021 Corridor Improvements	CON	0	2,000,000	4,500,000	0	0	0	0	0	0	6,500,000
110826	SPC	10	Butler	PA 68 Zelenople Curve	PE	85,000	0	0	0	0	0	0	0	0	85,000
110826	SPC	10	Butler	PA 68 Zelenople Curve	FD	80,000	0	0	0	0	0	0	0	0	80,000
110826	SPC	10	Butler	PA 68 Zelenople Curve	UTL	25,000	0	0	0	0	0	0	0	0	25,000
110826	SPC	10	Butler	PA 68 Zelenople Curve	ROW	10,000	0	0	0	0	0	0	0	0	10,000
110826	SPC	10	Butler	PA 68 Zelenople Curve	CON	500,000	500,000	0	0	0	0	0	0	0	1,000,000
110827	SPC	10	Butler	Upgrades to the PA 38 Crash Avoidance Systems	FD	10,000	0	0	0	0	0	0	0	0	10,000
110827	SPC	10	Butler	Upgrades to the PA 38 Crash Avoidance Systems	CON	0	100,000	0	0	0	0	0	0	0	100,000
106771	SPC	11	Allegheny	Monroeville Blvd Safety Improvement (ACDPW)	CON	614,376	0	0	0	0	0	0	0	0	614,376
106772	SPC	11	Allegheny	Allegheny County Roads RDIP - ACDPW	CON	173,600	0	0	0	0	0	0	0	0	173,600
106773	SPC	11	Allegheny	Liberty Ave	FD	450,000	0	0	0	0	0	0	0	0	450,000
106773	SPC	11	Allegheny	Liberty Ave	CON	0	0	2,880,000	0	0	0	0	0	0	2,880,000
110471	SPC	11	Allegheny	District 9 & 11 Local Roads Safety Project (LTAP)	CON	310,000	0	0	0	0	0	0	0	0	310,000
106559	SPC	12	Fayette	PA 21 Fayette Co Corridor HSIP	CON	1,300,000	0	0	0	0	0	0	0	0	1,300,000
109870	SPC	12	Fayette	D12 Mountain Signage	CON	0	500,000	0	0	0	0	0	0	0	500,000
88436	SPC	12	Westmoreland	US 30 Bypass Upgrades	CON	0	750,000	1,250,000	0	0	0	0	0	0	2,000,000
101969	STWD Items	99	Central Office	HSIP Set Aside Reserve	CON	472,766	1,715,617	4,816,168	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	140,000,000	322,004,551
106544	STWD Items	99	Central Office	Municipal Safety LTAP	PE	160,000	160,000	0	0	0	0	0	0	0	320,000
110068	STWD Items	99	Central Office	MIRE FDE Local Road Data Collection	CON	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
						35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	140,000,000	420,000,000

Appendix 15 - FHWA-FTA-PennDOT MOU for STIP/TIP Revisions

MEMORANDUM OF UNDERSTANDING

Pennsylvania's Statewide Procedures for 2019-2022 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions

Purpose

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2019-2022 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute (23 CFR § 450.218) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs) and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include but are not limited to the Secretary of Transportation's SPIKE, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide interstate projects. The Commonwealth's Twelve Year Program (TYP), required by state law, includes the STIP/TIPs in first four-year period.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2019 Transportation Program General and Procedural Guidance* dated July 31, 2017 (attached).

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a Planning Partner, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon, and documented in the TIP.

MEMORANDUM OF UNDERSTANDING

STIP/TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, Pennsylvania's Long Range Transportation Plan (LRTP), and the Planning Partner's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets as well as the PennDOT's Connects policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and that enhances the overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the system.

STIP/TIP revisions must correspond to the adopted provisions of the Planning Partner's Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an amendment to the region's LRTP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP shall be required.

A LRTP lapse occurs when a Planning Partner has not updated their LRTP in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.324 (c)]. If a Planning Partner's LRTP lapses because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that Planning Partner. During a LRTP lapse, all STIP/TIP revisions within that MPO/RPO, where the LRTP lapse occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications for that MPO/RPO until that Planning Partner's LRTP is in compliance with the federal planning regulation.

If a STIP/TIP revision occurs based on FHWA August Redistribution that adds, advances, or adjusts federal funding for a project, Planning Partners will be notified of the Administrative Modification by PennDOT.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR § 450], revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP. Federally-funded Statewide Program projects are excluded from this provision;

MEMORANDUM OF UNDERSTANDING

- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$7.5 million for the Interstate Management (IM) Program
 - \$5 million for MPOs with 2010 US Census Urbanized Areas (UZA) population > 1,000,000
 - \$3 million for MPOs with 2010 US Census Urbanized Areas (UZA) population > 200,000 but < 1,000,000
 - \$2 million for the remaining Planning Partners
 - \$1 million for other federally-funded Statewide Programs
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU)
 - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project
- During a Planning Partner LRTP lapse, all STIP/TIP revisions within that planning region will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency. An eSTIP submission shall include:

- Fiscal Constraint Chart with remarks
- Pdf copy of the TIP
- Supporting materials to explain the reasoning, cause, and/or justification for the amendment revision, as needed, such as PMC items.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An *Administrative Modification* is a minor revision to a STIP/TIP that:

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved STIP/TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or regional TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner. A reserve line

MEMORANDUM OF UNDERSTANDING

item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;

- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the Planning Partner will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, the Planning Partner will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of the respective Planning Partner's LRTP.

Programming of Keystone Corridor Funding

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a "Keystone Corridor Project", the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as "Keystone Corridor Station Restoration" along with notations per-above and the federal funding amount will be listed as \$0.

Transit Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

MEMORANDUM OF UNDERSTANDING

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through a FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

All revisions must maintain year-to-year fiscal constraint [23 CFR § 450.326 (g), (j) & (k)] for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure, and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial report of actual federal obligations and state encumbrances for highway/bridge and transit programs in their region. At the end of the federal fiscal year (FFY), the PennDOT Progress Report can be used by the Planning Partners as the basis for compiling information to meet the federal annual listing of obligated project requirement [23 CFR § 450.334]. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a FFY.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR § 450.326 (c), PennDOT and Planning Partner will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

MPO/RPO TIP Revision Procedures

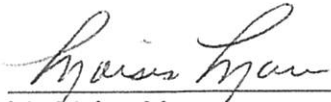
As each Planning Partner's TIP is adopted, their respective MOU between PennDOT and the Planning Partner will be included with the TIP documentation. The MOU will clarify how the Planning Partner will address all TIP revisions. **In all cases, individual Planning Partner revision procedures will be developed under the guidance umbrella of this document.** If a Planning Partner elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2018, and remain in effect until September 30, 2020, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

MEMORANDUM OF UNDERSTANDING

We, the undersigned hereby agree to the above procedures and principles.



Mr. Moises Marrero
Acting Division Administrator
Federal Highway Administrator

2-23-18

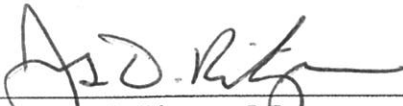
Date



Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

2-22-18

Date



Mr. James D. Ritzman, P.E.
Deputy Secretary for Planning
Pennsylvania Department of Transportation

2/27/18

Date

Appendix 16 - Pennsylvania Areas Requiring Transportation Conformity

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 ozone NAAQS.

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
Harrisburg	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Cumberland, Dauphin	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Cumberland, Dauphin, Perry	Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Maintenance
Lancaster	2008 8-hour Ozone	Lancaster, PA	Lancaster	Marginal
	2006 24-Hour PM _{2.5}	Lancaster, PA	Lancaster	Maintenance
Lebanon	2012 Annual PM _{2.5}	Lebanon County, PA	Lebanon	Moderate
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Cambria	Maintenance
NEPA	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Carbon	Marginal
	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Monroe	Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Moderate
	2008 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2006 24-Hour PM _{2.5}	Philadelphia-Wilmington, PA-NJ-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Maintenance
SPC	2012 Annual PM _{2.5}	Allegheny County, PA	Allegheny	Moderate
	2008 8-hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	Marginal
	2006 24-Hour PM _{2.5}	Pittsburgh-Beaver Valley, PA	Allegheny (P), Armstrong (P), Beaver, Butler, Greene (P), Lawrence (P), Washington, Westmoreland	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Indiana (P)	Maintenance
	2006 24-Hour PM _{2.5}	Liberty-Clairton, PA	Allegheny (P)	Moderate
	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Indiana	Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance
	1971 CO	Pittsburgh, PA	Allegheny (P)	Limited Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Altoona	1997 8-hour Ozone	Altoona, PA	Blair	Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Maintenance

(P) = designates partial county areas that are included in the nonattainment/maintenance area



State Transportation Commission

Pennsylvania's Twelve Year Program Public Outreach Campaign

Pennsylvania's Twelve Year Program (TYP) is the official Transportation Program for the commonwealth. This mid-range, collaborative planning tool is compiled by the [Pennsylvania Department of Transportation \(PennDOT\)](#) for adoption by the [State Transportation Commission \(STC\)](#) every two years. PennDOT and the STC, with support from McCormick Taylor, Inc., have used modernized public outreach strategies and communication methods in developing the TYP.

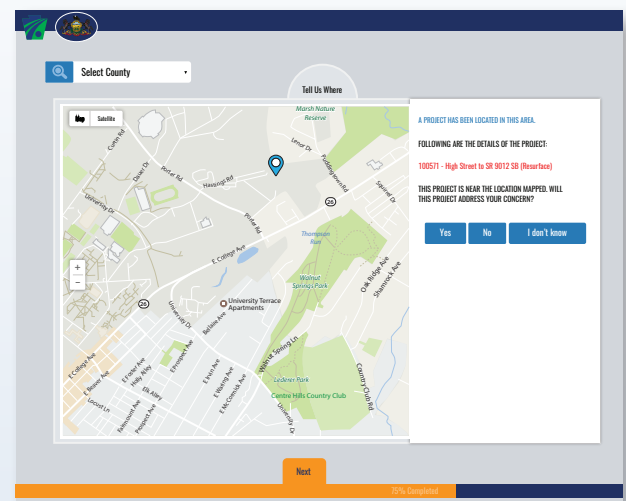
Key components of the 2019 TYP Update include:

- Customized Web-Based Survey
- Online Public Meeting
- Social Media Campaign
- STC Website Updates

The customized survey was created out of a need to improve the quality and usability of survey feedback. A unique attribute of the survey is the mapping exercise which is linked to PennDOT's web-based GIS mapping application for accessing multimodal project data. This feature enabled customers to instantaneously see if an existing planned project was located within a two-mile radius of the location they pinpointed. They could then decide if their concern would be addressed by an existing planned project, or if they had identified a new issue to submit.



Public Outreach efforts conducted in 2017 were in preparation for the 2019 TYP Update. The focus was on *generating usable feedback, maintaining a high level of and increasing the diversity of public participation, and educating the public on the transportation planning process.*



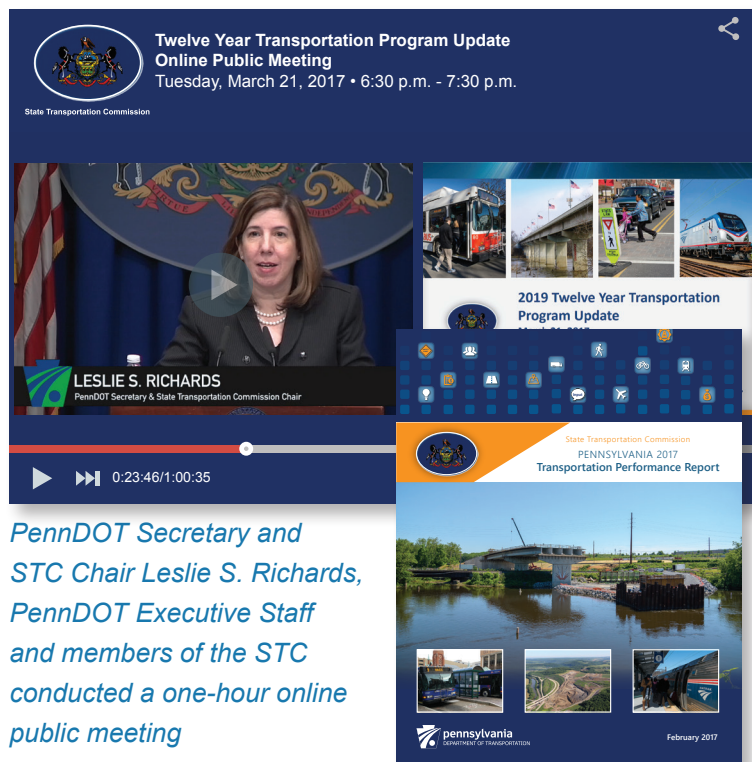
The customized mapping feature enabled customers to instantaneously see if an existing planned project was located within a two-mile radius of the location they pinpointed.

Pennsylvania's Twelve Year Program

Public Outreach Campaign

Online Public Meeting

PennDOT Secretary and STC Chair Leslie S. Richards, PennDOT Executive Staff and members of the STC conducted a one-hour online public meeting mid-way through the six-week-long public comment period. Secretary Richards delivered highlights from the [2017 Transportation Performance Report](#) (a report card on the performance of the statewide multimodal transportation system) and quizzed the audience on relevant topics via poll questions throughout the presentation, to actively engage them in the discussion. The second half of the meeting was a live Q&A session. Participants submitted questions through the meeting software or social media, and the Secretary and panel responded on-air.



PennDOT Secretary and STC Chair Leslie S. Richards, PennDOT Executive Staff and members of the STC conducted a one-hour online public meeting

2017 Transportation Performance Report

Social Media Promotions



A grassroots social media campaign produced photographs and testimonials from community members highlighting local transportation needs.

To encourage friendly competition among the Regional Planning Partners (MPOs and RPOs) and generate more of a grassroots promotion, a biennial Director's Challenge was implemented. The challenge, which was administered by PennDOT's Center for Program Development and Management Bureau Director, solicited photographs and testimonials from community members highlighting local transportation needs. This content was transformed into social media pieces featuring local faces and their individual and community-based transportation issues and concerns. These promotional pieces highlighted the importance of public input during the TYP update process by offering examples using recognizable figures and issues tied to Pennsylvania communities.



State Transportation Commission

Website

Key stakeholders were encouraged to support the outreach effort via the STC Website. Virtual Toolkits were developed to help to spread the outreach theme: “Tell Us What You Think!” The toolkits included social media images, sample posts and videos, and content for newsletters and email blasts.

www.TalkPATransportation.com/toolkit.html



This creative approach to the public outreach campaign allowed us to collect valuable and usable information on our customers' transportation needs.

The STC website www.TalkPATransportation.com is the primary repository for all the public outreach program materials and feedback.

Project Goals



Generate usable feedback and convert it to shareable data for our partners and stakeholders

Off-the-shelf survey tools did not include sufficient quality control features that would prevent or discourage repetitive responses or prompt the inclusion of necessary information specific to the state. The customized survey tool effectively addressed these concerns, and can be further modified by the owner more cost-effectively on an as needed basis.



Maintain high level of public participation and encourage diverse involvement amongst Commonwealth citizens

Demographic information from the previous TYP update cycles indicated a need for more diversity among the participants. Changes in outreach methods (increased social media) and accessibility (mobile-friendly survey and website) allowed us to see breakthroughs in these areas.



Continue to educate and provide supporting resources regarding transportation planning in Pennsylvania

Educating our audience was an overarching theme for all tools utilized for the outreach efforts. A user experience study was conducted as part of the campaign planning effort, and it identified a number of opportunities for improvement. A special effort was made to minimize the use of transportation industry jargon, and explanations and definitions were succinctly incorporated into all materials. In addition, the mapping tool shared project information for those projects already planned in order to familiarize the user with additional transportation planning resources.



Success Measures

Public participation is a key component of the TYP Update, and PennDOT and the STC are committed to finding new techniques to make participation as accessible and effective as possible. PennDOT closely measures feedback analytics to evaluate the effectiveness of each outreach method in real-time, and adjusts messaging or tools to encourage additional participation. Every step of the process was carefully planned to collect quantitative and qualitative information.



Audience Demographics

The survey invited respondents to share demographic information. While this information was not required, over 95% provided some information to us. This data will be valuable in measuring progress made in reaching targeted audiences.



Online Meeting Participation

Historically, PennDOT and the STC held town hall meetings across the state to solicit feedback. This process was labor intensive, time consuming, costly and generated low response rates. An online public meeting venue has been used for the past three TYP Update cycles. There were 250 online meeting registrations for the 2017 webcast. A recorded version is made available for those who may have been unable to take part in the live event.



Communication Results

The STC website is the primary repository for all TYP public outreach program material and feedback. The STC utilizes Google Analytics to track website activity. On average, 1,000 page views per month are recorded with significant spikes in traffic during key promotional events.

Office of the State Transportation Commission
and Transportation Advisory Committee

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Appendix 18 - Planning Partner TIP and LRTP Dates

PA Planning Partner Key Planning Dates											
Planning Partner	MPO/RPO	2019 Transportation Improvement Plan (TIP)			Transportation Management Area (TMA) Certification Review		Planning Process Review (Non-TMA)	Long Range Transportation Plan (LRTP)		Air Quality Conformity	Public Participation Plan
		Public Comment Start Date	Public Comment End Date	Adoption Date	Approval Date	Due Date	Report Date	MPO/RPO Adoption Date	Future Due Date *	MPO/RPO Adoption Date	Adoption Date
Adams	MPO	5/16/2018	6/18/2018	6/27/2018			N/A	7/26/2017	7/26/2022	6/27/2018	4/22/2015
Altoona	MPO	5/15/2018	6/15/2018	6/26/2018				2/10/2016	2/10/2021	6/26/2018	2/10/2016
Centre County	MPO	6/23/2018	7/23/2018	7/31/2018			11/24/2015	9/22/2015	9/22/2020	7/31/2018	11/24/2015
DVRPC	MPO	5/1/2018	6/3/2018	6/28/2018	4/24/2015	4/24/2019		10/26/2017	10/26/2021	6/28/2018	4/1/2012
Erie	MPO	5/14/2018	6/14/2018	8/06/2018				3/15/2017	3/15/2022	8/6/2018	5/1/2007
Franklin	MPO	7/30/2018	8/31/2018	9/12/2018			N/A	5/16/2018	2/1/2019**	9/12/2018	5/1/2013
Harrisburg	MPO	5/7/2018	6/7/2018	6/29/2018	9/20/2017	9/20/2021		12/19/2014	12/19/2018	6/29/2018	3/1/2014
Johnstown	MPO	5/6/2018	6/6/2018	6/6/2018				8/11/2016	8/11/2020	6/6/2018	3/1/2014
Lancaster	MPO	5/10/2018	6/8/2018	6/25/2018	3/20/2015	3/20/2019		6/27/2016	6/27/2020	6/25/2018	8/1/2014
Lebanon	MPO	5/21/2018	6/19/2018	6/21/2018			10/27/2015	6/16/2016	6/16/2020	6/21/2018	6/16/2016
Lehigh Valley	MPO	4/23/2018	5/22/2018	6/6/2018	7/7/2016	7/7/2020		10/23/2015	10/23/2019	8/1/2018	10/4/2017
NEPA	MPO	6/15/2018	7/17/2018	7/17/2018				3/15/2016	3/15/2020	7/17/2018	11/1/2015
North Central	RPO	6/13/2018	7/13/2018	8/14/2018				7/11/2017	7/11/2022	8/14/2018	7/12/2016
Northern Tier	RPO	6/4/2018	7/3/2018	8/13/2018				4/17/2015	4/17/2020	8/13/2018	11/10/2014
Northwest	RPO	5/11/2018	6/11/2018	6/26/2018				6/23/2015	6/23/2020		12/1/2012
Reading	MPO	6/4/2018	7/6/2018	7/19/2018	3/3/2017	3/3/2021		7/21/2016	7/21/2020	7/19/2018	3/20/2014
Scranton/ Wilkes-Barre	MPO	6/11/2018	7/16/2018	7/18/2018	1/24/2017	1/24/2021		2/17/2016	2/17/2021	7/18/2018	4/20/2016
SEDA-COG	MPO	4/20/2018	5/20/2018	6/15/2018				7/15/2016	7/15/2021		12/1/2014
Shenango Valley	MPO	6/8/2018	7/9/2018	7/10/2018	1/23/2017	1/23/2021		11/15/2016	11/15/2021	7/10/2018	7/12/2016
Southern Alleghenies	RPO	5/4/2018	6/4/2018	6/20/2018				11/2/2017	11/2/2022		3/2/2016
SPC	MPO	5/14/2018	6/13/2018	6/25/2018	1/24/2018	1/24/2022		6/29/2015	6/29/2019	6/25/2018	10/1/2015
Wayne County		5/18/2018	6/18/2018								
Williamsport	MPO	5/1/2018	5/31/2018	6/18/2018				12/19/2013	12/19/2018		12/19/2013
York	MPO	5/14/2018	6/12/2018	6/28/2018	1/22/2016	1/22/2020		4/27/2017	4/27/2021	6/28/2018	2/22/2007

* Anticipated future MPO/RPO adoption date is based on the previous MPO/RPO adoption of the updated LRTP. For nonattainment and maintenance areas, the date listed is 4 years after the last MPO/RPO adoption date and is strictly intended to provide sufficient time for FHWA, FTA, and US EPA to review and approve a new air quality conformity determination to meet the time requirement of 23 CFR 450.324(a) & (c).

**Franklin County MPO adopted an Interim LRTP and plans to adopt a full plan by no later than February 1, 2019.

Any LRTPs updated or amended after May 27, 2018 must be developed according to the performance-based provisions of 23 CFR Part 450 for the safety performance measures (PM1). Any MPO LRTPs updated or amended after May 20, 2019 must be developed according to the performance-based provisions of 23 CFR Part 450 for the Safety (PM1), Pavement/Bridge (PM2) and System Performance Measures (PM3).

Appendix 19 - State Certification of the Planning Process

SELF-CERTIFICATION RESOLUTION FOR THE COMMONWEALTH OF PENNSYLVANIA'S TRANSPORTATION PLANNING PROCESS

WHEREAS Title 23 CFR 450.220 legislation requires a State to certify that the transportation planning process is addressing the major issues in the state and is being conducted in accordance with all applicable requirements; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 USC 134 and 135, 49 U.S.C. Section 5303 and 5304, and 23 CFR Part 450 subparts A, B and C; and,

WHEREAS in States containing nonattainment and maintenance areas, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR 93; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; and,

WHEREAS the requirements of 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; and,

WHEREAS the requirements of Section 1101(b) of the Fast Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects; and,

WHEREAS the requirements of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; and,

WHEREAS the provisions of The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination based on age in programs or activities receiving Federal financial assistance; and,

WHEREAS the requirements of of Title 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and,

WHEREAS the requirements of Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and,

WHEREAS the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations); and

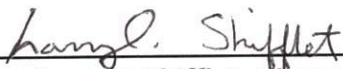
SELF-CERTIFICATION RESOLUTION FOR
THE COMMONWEALTH OF PENNSYLVANIA'S
TRANSPORTATION PLANNING PROCESS

WHEREAS the provisions of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met.


NOW, THEREFORE, BE IT RESOLVED THAT the Commonwealth of Pennsylvania certifies that the Statewide transportation planning process is being carried out in conformance with all the applicable federal requirements and certifies that the statewide process to enhance the participation of the general-public, including the transportation disadvantaged, has been followed in developing all plans and programs, including the FFY 2019-2022 Statewide Transportation Improvement Program (STIP).

I hereby certify that the conditions of this resolution have been carried out by the Pennsylvania Department of Transportation.

ATTEST:



Mr. Larry S. Shifflet, Director
Center for Program Development and
Management
Pennsylvania Department of Transportation

By 

Mr. James D. Ritzman, P.E.,
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date 8/7/18

Pennsylvania FFY 2017-2020 STIP Planning Finding

Issued by FTA Region III and FHWA Pennsylvania Division for Statewide, Nonmetropolitan, and Metropolitan Transportation Planning and Programming Processes

This is the documented Planning Finding for the Pennsylvania FFY 2017-2020 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs).

BACKGROUND INFORMATION

What is a Planning Finding?

- A Planning Finding is a formal action taken by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to ensure that STIPs and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with required statutory and regulatory planning and related provisions.
- A Planning Finding is a formal opportunity to highlight what works well and what needs improvement in a Statewide or metropolitan transportation planning process.
- A Planning Finding is a prerequisite to FTA/FHWA approval of the STIP and based on a planning process that substantially meets the requirements of Title 23 and Title 49.

What are the statutory and regulatory requirements for the planning findings?

- The Fixing America's Surface Transportation Act (FAST Act) contains a statutory requirement for a Planning Finding associated with the STIP, codified in 23 U.S.C. 135 (g)(8).
 - 23 U.S.C. does not contain a similar statutory requirement for a Planning Finding associated with TIPs.
- Through regulation, the requirement for a Planning Finding applies to both the TIP (23 CFR 450.330(a)) and the STIP (23 CFR 450.220(b)).

PLANNING PROCESS OBSERVATIONS AND SUGGESTED IMPROVEMENTS

The following strengths of the statewide and metropolitan transportation planning processes have been identified:

- The Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) strongly support performance management and performance-based planning to ensure sound investment into the transportation decision-making process. To support performance management and performance-based planning, PennDOT developed a Transportation Investment Plan. The Transportation Investment Plan provides business intelligence, analytics, and

technical assistance to ensure innovative solutions, sound stewardship, and collaborative transparent decisions. The purpose of the Transportation Investment Plan is to make ongoing assessments and to re-evaluate data associated with the Transportation Investment Plan decisions ensuring that each dollar invested is being directed in a fashion that meets PennDOT's strategic performance decisions and that enhances the overall performance of the Commonwealth's transportation system.

- As part of PennDOT's new performance management and performance-based planning approach to STIP development, PennDOT created an Interstate Management Committee to collectively evaluate, analyze, and develop the PennDOT Interstate Management TIP. This effort included each PennDOT District to deliver a District "State of the Interstate" presentation. PennDOT Central Office and the Districts should consider sharing these informative presentations with the Planning Partners.
- PennDOT Catalyst Team efforts and initiatives. The Planning Catalyst Team was formed to guide the implementation of Results-Oriented Planning. The vision of the Catalyst Team is to foster collaboration among key land use and transportation stakeholders, in order to promote vitality, economic growth, and mobility in Pennsylvania's communities.
- For the first time, the PennDOT Secretary's "Spike" funding recommendations were provided early in the program development process. This assisted the MPOs and RPOs in their overall planning efforts. The recommended "Spike" funded projects in the FY2017-2020 STIP continued previous "Spike" funded commitments, aligned with PennDOT's Transportation Investment Plan goals, and provided a significant investment in the Interstate System.
- PennDOT's commitment to ensuring the importance of transportation planning management systems via electronic web-based applications such as the Multimodal Project Management System (MPMS), MPMS Interactive Query (MPMS IQ), PennDOT SharePoint, Endeca, PennShare, and the Linking Planning & NEPA (LPN) process.
- The Moving Ahead for Progress in the 21st Century Act (MAP-21) included a number of provisions to improve the condition and performance of the primary freight network and support investment in freight-related surface transportation projects. 23 U.S.C. 167 and Section 1116 of the FAST Act established a new dedicated funding National Highway Freight Program (NHFP) to improve the efficient movement of freight on the required National Highway Freight Network (NHFN). Beginning on December 4, 2017 (two years after enactment of the FAST Act), a State may not obligate NHFP funds unless it has developed a freight plan that is consistent with 49 U.S.C. 70202—although the multimodal component of that plan need not be complete by that time. [23 U.S.C. 167(i)(4)] State Freight Plan guidance is currently being prepared by FHWA for FAST Act compliance determination. The FHWA Division Office will work with PennDOT and MPOs/RPOs to ensure all freight projects and freight network criteria identified in the guidance is met and revised, as necessary. PennDOT's development and future implementation of the stand-alone Comprehensive Freight Mobility Plan, the designation of freight staff, the

identification of Critical Rural and Urban Freight Corridors, and establishment of ancillary tasks such as freight modeling, demonstrates their commitment to the importance of freight movement in the Commonwealth and to fulfilling the requirements of the FAST Act.

- PennDOT's commitment to continue the collaborative statewide financial guidance process and demonstration of financial constraint, including financial projections provided to Planning Partners to be utilized for their financial plans and LRTPs.
- PennDOT's General and Procedural Guidance for the STIP and transportation planning processes.
- PennDOT's development and subsequent revisions to the Linking Planning & NEPA (LPN) process is aimed at integrating the program development and project delivery processes. The LPN has been accepted by FHWA as an equivalent approach for the Planning Environment Linkage questionnaire under the Every Day Counts initiative. PennDOT should showcase the LPN efforts of the Southwestern Pennsylvania Commission (SPC) and York Area MPO (YAMPO) to aid other Planning Partners and/or PennDOT Districts in advancing a consistent and systematic implementation of PennDOT's Design Manual 1 - Project Delivery Process across the Commonwealth.
- Pennsylvania's Metropolitan Planning/State Planning and Research (PL/SPR) formula provides a fair and reliable distribution of financial resources for the MPOs and RPOs to carry out a continuing, cooperative, and comprehensive (3-C) multimodal transportation planning process.
- PennDOT and FHWA Planning Process Reviews for the non-TMA MPOs and RPOs. The purpose of the Planning Process Review is to ensure adequate oversight, administration, and coordination of the statewide, metropolitan, and non-metropolitan planning processes, including but not limited to, the review of regional LRTPs and schedules, unified planning and work programs (UPWP), transportation improvement programs (TIP), public participation plans (PPP), etc. To date, we completed very successful reviews of the Centre County and Lebanon County MPOs.
- Increased utilization of the Pennsylvania State Transportation Commission (STC) website (www.talktparansportation.com) is a key component of PennDOT's public involvement and outreach process. The STC conducted an online public meeting for the STIP and the Twelve Year Program. This noteworthy practice to actively engage the public provided a cost effective venue to share transportation updates, discuss areas of investment and transportation priorities, answer questions, and gather feedback regarding transportation priorities from the public's perspective. The STC website also hosted an online survey to solicit direct input from the public, featuring an interactive map to locate geographic specific transportation issues. The public comments were summarized and results were posted to the website.

- Many MPOs/RPOs have also increased the use of online resources and social media tools to provide information to the public, to help educate the public, and to solicit public input in order to seek information and ideas for more meaningful decision-making in transportation planning. MPOs/RPOs with noteworthy practices include the Williamsport Area Transportation Study, the Delaware Valley Regional Planning Commission, the Southwestern Pennsylvania Commission, the SEDA-Council of Governments, and the North Central Pennsylvania Planning and Development Commission.
- Air Quality Interagency Consultation Process, a documented and formalized process involving PennDOT's Air Quality Work Group.
- STIP/TIP Modification Procedures Memorandum of Understanding for STIP/TIP amendments and administrative actions.
- The RPO process assures high-level consideration of input from locally elected and/or appointed officials and residents, in non-metropolitan areas.

The following areas of the statewide and metropolitan transportation planning processes have been identified for improvement:

- FHWA requests that PennDOT develop a multi-year schedule to continue conducting the PennDOT-led Planning Process Reviews for all non-TMA MPOs and RPOs to ensure adequate oversight, administration, and coordination of the statewide, metropolitan, and non-metropolitan planning processes.
- The PennDOT Planning Priorities Letter is intended to help guide the development of the MPO/RPO UPWPs. However, for the FY 2016-2018 UPWPs, the majority of the MPOs/RPOs used the Planning Priorities Letter as a template instead of as a guidance document. A large number of MPOs/RPOs did not tailor their UPWPs to fit their unique needs, specific planning tasks, or to document the tasks they actually commit to completing within the two-year period. For the FY 2018-2020 UPWPs, the PennDOT Program Center should consider working closely with the MPOs/RPOs to customize the UPWPs to document the distinctive and specific planning activities and work products that are to be completed.
- In accordance with 23 CFR 450.334, the Planning Partners, public transportation operators, and PennDOT shall cooperatively develop an 'annual listing of obligated projects' for which federal transportation funds were obligated in the preceding federal fiscal year for each planning partner region in the state. The listings shall be published, or otherwise made available, in accordance with the Planning Partners' public participation plans. The Harrisburg Area Transportation Study produces a noteworthy example.
- In accordance with 23 CFR 450.314, FHWA and FTA highly encourages the Planning Planners, PennDOT, and public transportation operators to cooperatively review and

update their respective planning agreement Memorandums of Understanding (MOUs) to account for the provisions related to the development and sharing of performance data, selection and reporting of targets, and data collection for the state asset management system for the National Highway System (NHS). The revised MOUs should accurately document and capture each agency's existing and future role in the metropolitan transportation planning process. This includes the Planning Partner(s), PennDOT Engineering District, PennDOT Central Office, the public transportation operators, etc. To the extent possible, a single written planning agreement MOU between all responsible agencies should be cooperatively developed and adopted to accurately document the collaborative planning processes, adequately reflect the various respective and mutual roles, responsibilities, and procedures governing the cooperative efforts in carrying out the federal and state required transportation planning processes. In addition, the planning agreement MOU will help facilitate any future succession planning, as well as identify the existing and future work tasks and collaboration opportunities. Items and tasks to be included, at a minimum: data collection activities, including those related to performance management; the development of MPO committee meeting agendas and meeting materials; the Annual List of Obligated Projects; the development of the UPWP, the LRTP; the TIP; PennDOT's LPN process; PennDOT Connects/Planning and Engineering 360°; performance measure target setting and tracking reports; public participation plan activities; website administration; etc.

- Since the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), coordination with the federal and state resource agencies for long range transportation planning purposes has been accomplished through PennDOT's Agency Coordination Meetings (ACM) in order to meet the requirements of 23 CFR 450.324(f)(10). However, as it is currently designed, this is not the most effective system for gathering meaningful input from the resource agencies. The ACM was designed for PennDOT to present detailed project information. The resource agency ACM attendees are typically focused on project impacts and permitting, or decision-making at the project level. While they can provide useful information, they are often not the decision-makers when it comes to a planning or policy level effort. Therefore, FHWA recommends forming a work group charged with the task of developing a planning version of the ACM, with the agency representatives who are the decision-makers at the program and planning level.
- PennDOT's Program Center and the Bureau of Equal Opportunity shall continue to work with the MPOs and RPOs in the assessment of Planning Partners' PPPs. Specifically, the review should focus on ensuring that the document is not so complex that it fails to afford reasonable opportunity for consideration of public information. Evaluate and modify PPPs and processes, as necessary, to ensure diverse representation on non-elected, or Governor appointed, planning boards, advisory councils or committees. Ensure that public notices include announcements of the availability of aids and services to provide effective communication for those persons with disabilities and limited English proficiency.

The following areas of the statewide and metropolitan transportation planning processes have been identified for enhancement:

- The PennDOT Program Center should improve their internal QA/QC for the Air Quality Interagency Consultation Process in determining which projects are coded as exempt, significant, or not regionally significant. This includes utilizing comments received from federal and state agencies to screen the various TIPs submitted by the MPOs, or Districts.
- In order to broaden support and engage in more collaborative discussions regarding PennDOT programs or initiatives, PennDOT Central Office should consider developing presentations and various materials in order to disseminate consistent information to all MPOs/RPOs and PennDOT Districts. Examples include, HSIP, SHSP, freight plan, historic metal truss bridge management plan, transit capital planning tool, the Transportation Investment Plan, PennDOT Connects, a planner in every district, etc. To date, other than at the Annual PennDOT Planning Partners meeting, little to no information is being shared with the MPO/RPO Committees or Boards.
- For new PennDOT initiatives that are to be implemented by the Districts and/or MPOs/RPOs, consider a role by PennDOT Central Office on how they can to provide oversight or assistance to ensure that implementation is consistently occurring in all districts or MPOs/RPOs, as well as, to provide technical support and share noteworthy practices.
- The functional classification of roadways defines the role each element of the roadway network plays in serving travel needs. As a result of MAP-21 and FAST Act Federal-aid program changes, functional classification has come to assume additional significance beyond its purpose as a framework for identifying the particular role of a roadway in moving vehicles through a network of highways. Functional classification carries with it expectations about a roadway's design, including its speed, capacity, and relationship to existing and future land use development. Federal transportation legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety. With MAP-21 and the FAST Act's fundamental shift of focusing a significant portion of FHWA funding to the higher order National Highway Performance Program (NHPP) and NHFP roadways which include the Interstate, NHS, NHFN, and principal arterials, the FHWA Pennsylvania Division has concerns that many of the State's Planning Partners have not reviewed, analyzed, or updated their overall functional classification and Intermodal connectors since the 2000 Census, or earlier. Therefore, FHWA highly recommends and encourages PennDOT and the Planning Partners to complete a comprehensive and coordinated review of the functional classification systems, to include a systematic review, of their current NHS intermodal connectors, and to develop Critical Rural and Urban Freight Corridors as part of the NHFP and NHFN.

- PennDOT and the Planning Partners need to evaluate the methods utilized by MPOs and RPOs to track and report Disadvantaged Business Enterprises (DBE) and small business utilization on federally-funded planning contracts. Emphasis should be placed on tracking commitment data by NAICS code and accurate reporting of actual payments made to DBEs. It is recommended that PennDOT District and Central Office Planning & Programming staff participate in these trainings with their planning partners.
- PennDOT and Planning Partners should develop an approach to ensure that determinations of benefits and burdens are based on the totality of circumstances and adequately documented. Efforts should be made to ensure that benefits are not overemphasized resulting in broad unsubstantiated conclusions. Further, PennDOT and Planning Partners should exercise caution in the use of thresholds in the Environmental Justice (EJ) analysis. Efforts should be made to focus the EJ analysis on the effects of transportation actions, and less emphasis on population size. Finally, PennDOT and Planning Partners should expand the EJ analysis to include identification and evaluation of potential public health concerns of transportation planning programs, policies and activities when assessing the potential long-term effects of those actions.
- FHWA is committed to continue working with PennDOT and the Planning Partners in order to be proactive, forwarding leaning, and continue being on the cutting edge of nationally recognized best practices. Therefore, FHWA recommends that PennDOT, the Planning Partners, and FHWA, cooperatively develop an action plan describing how the above-identified improvements will be considered and/or achieved. The action plan should be developed and agreed upon within three (3) months from the date of the STIP approval letter. At a minimum, FHWA and PennDOT should meet on a quarterly basis to mutually address the issues identified in this Federal Planning Finding and discuss other priorities.

Pennsylvania 2017-2020 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Action Plan Matrix - Priority Improvements/Enhancements				
STIP Findings	Owner/ Individual	Last Modified	Completion Date	Action(s) Taken
PennDOT to develop a multi-year schedule to continue conducting the PennDOT-led Planning Process Reviews for all non-TMA MPOs and RPOs	PennDOT	08/09/18		Process reviews are being scheduled in the following areas: SEDA-COG MPO - Fall 2018; Erie MPO - Spring 2019; Adams MPO - Fall 2019; NEPA MPO - Spring 2020;
PennDOT to work closely with the MPOs/RPOs to customize the UPWPs.	PennDOT/ FHWA	08/09/18		This was a discussion topic of the UPWP Work Group and has been included/highlighted in FFY 2018-2020 UPWP Actions and Procedures document. Program Center staff will closely monitor work task to reflect a more focused UPWP for the specific region.
PennDOT should improve their internal QA/QC for the Air Quality Interagency Consultation Process in determining which projects are coded as exempt, significant, or not regionally significant.	PennDOT	08/09/18		The 2019 STIP development marked the first time that the Interagency Consultation Group (ICG) utilized Share Point as a means of reviewing and commenting on draft TIPs. The general consensus was that this was a vast improvement in coordinating the overall process. Individual ICG members had the opportunity to see other member's comments and factor them into their decision-making process.
FHWA highly recommends and encourages PennDOT and the Planning Partners to complete a comprehensive and coordinated review of the functional classification systems, and to develop Critical Rural and Urban Freight Corridors as part of the NHFP and NHFN.	FHWA/ PennDOT/ Planning Partners	08/09/18		Meetings have been held with District 4-0 staff and Scranton/Wilkes-Barre MPO and NEPA MPO to begin the process of updating Functional Classification for the regions. Meetings have been held with District 3-0 staff, Williamsport MPO, and SEDA-COG MPO to begin the process of updating Functional Classification for the regions. Meetings have been held with District 2-0 staff, North Central RPO, SEDA-COG MPO and Centre MPO to begin the process of updating Functional Classification for the regions.

Pennsylvania 2017-2020 Statewide Transportation Improvement

Action Plan Matrix - Other Improvements/Enhancements				
STIP Findings	Owner/ Individual	Last Modified	Completion Date	Action(s) Taken
PennDOT shall cooperatively develop an "annual listing of obligated projects" for which federal transportation funds were obligated in the preceding federal fiscal year.	PennDOT	08/09/18		This information will be provided by the end of the CY. In future years, the annual listing of obligated projects will be included as an attachment as part of the Annual Progress Reports to the Planning Partners.
Planning Partners, PennDOT, and public transportation operators to cooperatively review and update their respective planning agreement Memorandums of Understanding (MOUs).	Planning Partners/ PennDOT/ FHWA			
FHWA recommends forming a work group charged with the task of developing a planning version of the ACM.	FHWA/ PennDOT			
PennDOT's Program Center and the Bureau of Equal Opportunity shall continue to work with the MPOs and RPOs in the assessment of Planning Partners' PPPs.	PennDOT	08/09/18		The Program Center has met with the new staff of the Bureau of Equal Opportunity (BEO) and providing background information and discussing respective roles in MonitoringMPOs/MPOs as it relates to Title VI, EJ, PPP, LEP, and nondiscrimination requirements. A number of triennial visits have been scheduled for the coming months.
PennDOT should consider developing presentations & various materials in order to disseminate consistent information to all MPOs/RPOs & PennDOT Districts.	PennDOT	.		
For new PennDOT initiatives that are to be implemented by the Districts and/or MPOs/RPOs, consider a role by PennDOT Central Office on how they can provide oversight or assistance to ensure that implementation is consistently occurring in all districts or MPOs/RPOs.	PennDOT			
PennDOT & the Planning Partners need to evaluate the methods utilized by MPOs & RPOs to track & report Disadvantaged Business Enterprises (DBE) & small business utilization on federally-funded planning contracts.	PenDOT/ Planning Partners			
PennDOT and Planning Partners should develop an approach to ensure that determinations of benefits and burdens are based on the totality of circumstances and adequately documented.	FHWA/ PennDOT/ Planning Partners			
FHWA recommends that PennDOT, the Planning Partners, and FHWA, cooperatively develop an action plan describing how the above-identified improvements will be considered and/or achieved.	PennDOT/ FHWA	08/09/18		2017-2020 STIP Action Plan Matrix developed and prioritized.



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