



The Central Susquehanna Valley Transportation River Bridge in Northumberland County
Photo by PennDOT Photogrammetry and Surveys Section

PENNSYLVANIA'S STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2023-2026

EXECUTIVE SUMMARY
AUGUST 17, 2022

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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) 2023-2026 Statewide Transportation Improvement Program (STIP), also referred to as the 2023 STIP.

The 2023 STIP includes \$27.5 billion (\$16.1 billion for Highway/Bridge and \$11.4 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 2023 STIP includes Transportation Improvement Programs (TIPs) as adopted by each Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) as well as the TIP for Wayne County and the centrally managed Interstate Management (IM) and the Statewide Items (STWD) TIPs. The 2023 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 of Pennsylvania's Transportation System. **Appendix 1** shows a Transportation Program Funding Summary from the Governor's Executive Budget 2022-2023 as well as the sources and uses of funds to support PennDOT's programs.

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, FTA, and MPO/RPOs at the county and regional levels. The 2023 STIP was developed as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents. This includes the *Financial Guidance and General and Procedural* documents (**Appendix 2, Appendix 3**) for the 2023 Program update. PennDOT, FHWA and all MPO/RPOs concurred with these guidance documents prior to final issuance.

Key aspects in the development of the 2023 STIP were:

- Final *Financial Guidance and General and Procedural Guidance* for the 2023 Program development were issued on June 29, 2021 after PennDOT and the MPO/RPOs reached consensus.
- Following the enactment of the [Infrastructure Investment and Jobs Act \(IIJA\)](#), also known as the Bipartisan Infrastructure Law (BIL) on November 15, 2021, the Financial Guidance Work Group reconvened on November 18, 2021 and December 1, 2021. Updated 2023 Financial Guidance was issued on March 10, 2022.
- The State Transportation Commission (STC), PennDOT, and MPOs/RPOs coordinated an early public involvement process that featured an open comment period held from March 1 to April 14, 2021. This open comment period featured an online survey and Online Public Forum hosted by Secretary of the Pennsylvania Department of Transportation and STC Chair, Yassmin Gramian on March 23, 2021.

- MPOs/RPOs, with input from PennDOT, the STC and transit providers, produced draft TIPs for their regions and submitted them to PennDOT by December 31, 2021, for review and response.
- Project funding information, Public Narratives, and Air Quality information for the 2023 STIP have been entered into PennDOT's Multimodal Project Management System (MPMS).
- To align with Federal requirements and existing needs, the information depicted in the MPO/RPOs' TIPs continue to reflect the change to move additional funding to the Interstate system (beginning with \$150 million in 2021 and increasing by \$50 million per year through 2028) to get an annual investment of \$1 Billion by 2028. The move was agreed upon during the development of the 2021 Financial Guidance.
- 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 2023 Program update.
- Air quality analyses were undertaken in ozone and PM2.5 non-attainment and maintenance areas and draft conformity determinations were completed. Conformity determinations were also conducted for the 1997 ozone orphan areas.
- Federal and state agencies utilized an interagency consultation process to review and comment on the draft conformity determinations.
- Subsequently, the MPOs/RPOs held public comment periods, considered comments, and adopted their respective TIPs.
- A separate STIP 15-day public comment period was held from June 15 to June 30, 2022. PennDOT considered comments and developed responses.
- MPO/RPO TIPs are incorporated directly into the STIP, without modification.
- With the adoption of the Commonwealth's 12-Year Program (TYP) on August 17, 2022, the STC thereby endorsed the 2023 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 2023 STIP is consistent with PennDOT's 2045 statewide long-range transportation plan (LRTP), statewide freight plan and MPO/RPO regional LRTPs.
- The Highway and Bridge portion of the STIP continues the Commonwealth's asset management philosophy, while advancing a PBPP approach to address federal Transportation Performance Management (TPM) requirements.
- The capacity expansion and new facility projects are consistent with the statewide LRTP and MPO/RPO regional LRTPs.
- The Public Transit portion of the STIP is based on the projects and line items included on the MPO/RPO 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/bridge and transit portions of the STIP. Additional information is provided on air quality conformity, public participation and other specifics related to STIP development and management. MPO/RPO TIP

submissions include regional TIP listings, air quality conformity reports, public comment documentation, TIP revision 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 2023 Program. PennDOT, FHWA and the MPOs/RPOs jointly developed the guidance documents, first through two respective workgroups, and later through agreement by all parties. This guidance was reviewed with all MPOs/RPOs during the spring Planning Partners meeting on June 29, 2021, and unanimous concurrence was achieved. Final Financial Guidance and General and Procedural Guidance were issued on July 15, 2021. Furthermore, Financial Guidance was updated on March 8, 2022 in response to legislative updates.

Financial Guidance

Financial Guidance provides funding levels available for the development of the STIP for all anticipated federal and state funding over the FFY 2023-2026 period. For highways and bridges, federal funding assumptions are based upon the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) which was enacted on November 15, 2021.

State revenues are based on the budget estimates for highway and bridge capital appropriations. Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed and agreed upon formulas. A portion of highway funding is reserved for distribution by the Secretary of Transportation (referred to as Spike funding) to offset the impact of high-cost projects, special initiatives, or program spikes, which are beyond a region's allocation. The Spike funded projects for the 2023 Program (**Appendix 4**) continued previous "Spike" funded project commitments, aligned with the Department's investment initiatives. The Financial Guidance Work Group recommended that the IM Program, the National Highway Freight Program (NHFP/NFP) and Railway-Highway Crossings Program (Section 130/RRX) continue to be centrally managed. Funds associated with the newly established Carbon Reduction, Electric Vehicles and PROTECT formula programs are assigned to the statewide program due to timing with the 2023 Program Update, implementing guidance and apportionments. Necessary updates to the 2023 Program for these new programs will take place after STIP adoption in October 2022.

For transit, the Financial Guidance includes a combination of federal and state resources. Federal funding levels are based upon expectations from IIJA/BIL. 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 2023 Program development process within the context of multiple interrelated, 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 2023 Program update included the federal TPM requirements and the PennDOT Connects/Local Government Collaboration policy.

TPM is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 CFR 490 outlines the national performance goal areas for the Federal-aid program. In addition, PennDOT integrated its Transportation Asset Management Plan (TAMP) into the General and Procedural Guidance. The TAMP commits PennDOT to two overarching requirements:

- Meeting FHWA minimum condition thresholds for National Highway System (NHS) pavements and bridges.
- Transitioning from “worst first” programming to lowest life-cycle cost (LLCC) asset management.

Achieving both requirements is challenging, primarily because funding is inadequate to cover the size and age of Pennsylvania’s NHS roads and bridges. Additionally, meeting condition targets and managing to LLCC can be conflicting approaches when funding is insufficient to invest in reducing the percentage of poor pavements and bridges while also investing in preventative maintenance on structures in good and fair condition.

The PennDOT Connects initiative provides a collaborative 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. Program 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.

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 anticipated over the next four federal fiscal years, FFY 2023–2026. This funding has been assigned to projects consistent with an integrated and cooperative process between PennDOT and the MPOs/RPOs. Local and other sources of revenue are included as identified for individual projects.

PennDOT and MPOs/RPOs worked together to set performance measure targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provides a common framework for decision-making that aligns with TPM requirements.

The 2023 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 are 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. **Appendix 5** provides a summary and a chart by MPO/RPO showing available funding outside of the TIP that supports transportation operation and maintenance needs in the Commonwealth.

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	2021	2022	2023	2024	Total
Federal	\$2,694	\$2,752	\$2,785	\$2,813	\$11,044
State	\$1,013	\$1,097	\$1,224	\$1,457	\$4,791
Local/Other	\$147	\$82	\$49	\$49	\$327
Totals	\$3,854	\$3,931	\$4,058	\$4,319	\$16,162

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 2023 STIP assumes new funding levels established in IIJA/BIL which was enacted on November 15, 2021.
- State funds are based on reasonable budget estimates in the years covered by the STIP.

- Most federal funding categories assume a four-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 doesn't assume any reserve balance of State highway or bridge funds. However, historically there are balances in both categories. The 2023 STIP includes approximately \$100 million in reserve highway funds and \$100 million in reserve 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 2023 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 6** and total federal, state, and other funding amounts are provided by fund category in **Appendix 7**.

The table below demonstrates the financial capacity of the STIP. The amount of funding identified in Financial Guidance and the programmed amount do not always match exactly in some of the categories. The section "Additional Funding in the STIP" accounts for some of the differences along with PennDOT managing fiscal constraint based on available balances in state and federal categories, coupled with the transferability provisions of the federal program. **Appendix 8** shows Pennsylvania's Highway Federal funds balances as of July 29, 2022. 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.
- PennDOT develops all transportation projects based on federal procedures and requirements to allow greater flexibility in programming both state and federal funds. This approach allows PennDOT to react to variations in annual obligation authority because project development based on state standards alone does not allow a switch to federal funding.
- Programmed projects reflect Year of Expenditure (YOE) requirements.

FFY 2023-2026 Statewide Transportation Improvement Program
Highway and Bridge Funding Summary Chart
Available Funds vs. Programmed Funds (\$000)

	2023		2024		2025		2026		Totals	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Highway Funds										
National Highway System	1,172.8	1,172.8	1,196.2	1,196.2	1,220.1	1,220.1	1,244.5	1,244.5	4,833.6	4,833.6
Surface Transportation Program	246.0	246.0	252.9	252.9	259.9	259.9	267.0	267.0	1,025.8	1,025.8
STP-Urban	178.8	178.8	182.3	182.3	186.0	186.0	189.7	189.7	736.8	736.8
State Highway	479.0	479.0	508.0	508.0	516.0	516.0	555.0	555.0	2,058.0	2,058.0
Highway Sub-Total	2,076.6	2,076.6	2,139.4	2,139.4	2,182.0	2,182.0	2,256.2	2,256.2	8,654.2	8,654.2
Bridge Funds										
Special Bridge Formula	278.1	278.1	278.1	278.1	278.1	278.1	278.1	278.1	1,112.4	1,112.4
Bridge Off-System	147.5	147.5	147.5	147.5	147.5	147.5	147.5	147.5	590.0	590.0
State Bridge	282.0	282.0	277.0	277.0	277.0	277.0	276.0	276.0	1,112.0	1,112.0
Bridge Sub-Total	707.6	707.6	702.6	702.6	702.6	702.6	701.6	701.6	2,814.4	2,814.4
Other Funds										
Cong. Mitigation/Air Quality	113.8	113.8	116.1	116.1	118.4	118.4	120.8	120.8	469.1	469.1
National Highway Freight Program	56.9	56.9	58.0	58.0	59.2	59.2	60.4	60.4	234.5	234.5
Rail/Hwy Crossings	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	28.8	28.8
Safety	125.9	125.9	128.6	128.6	131.3	131.3	134.1	134.1	519.9	519.9
Transportation Alternatives	47.4	47.4	48.4	48.4	49.3	49.3	50.3	50.3	195.4	195.4
Carbon Reduction	64.6	64.6	65.7	65.7	66.7	66.7	67.8	67.8	264.8	264.8
PROTECT	73.5	73.5	74.7	74.7	75.9	75.9	77.1	77.1	301.2	301.2
Other Sub-Total	489.3	489.3	498.7	498.7	508.0	508.0	517.7	517.7	2,013.7	2,013.7
Total	3,273.5	3,273.5	3,340.7	3,340.7	3,392.6	3,392.6	3,475.5	3,475.5	13,482.3	13,482.3
Additional Funding Included in STIP										
APD/APL		63.4		47.3		45.8		40.8		197.3
SPR/PL		70.5		73.3		76.2		79.2		299.2
Carryover State Highway		25.0		25.0		25.0		25.0		100.0
Carryover State Bridge		25.0		25.0		25.0		25.0		100.0
Multimodal		80.6		82.0		82.0		83.6		328.2
Electric Vehicle Infrastructure		40.7		40.7		40.7		40.7		162.8
Other (A-582, Local, SXF, FSRTS, etc.)		266.4		288.5		361.1		539.6		1,455.6
Subtotal Additional Funding		571.6		581.8		655.8		833.9		2,643.1
Total	3,273.5	3,845.1	3,340.7	3,922.5	3,392.6	4,048.4	3,475.5	4,309.4	13,482.3	16,125.4

Transit Summary

Funding for transit improvements in Pennsylvania is a combination of federal, state and local monies. Federal funding of FTA programs is authorized by the IIJA/BIL which amended Chapter 53 of Title 49 of the U.S. Code. Federal funding includes various categories of funds, including those related to urban formula, rural, fixed guideway, new starts, elderly and persons with disabilities, 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	2023	2024	2025	2026	Total
Federal	\$595	\$609	\$621	\$635	\$2,460
State	\$1,835	\$1,890	\$1,947	\$2,005	\$7,676
Other	\$449	\$232	\$288	\$287	\$1,256
Totals	\$2,879	\$2,731	\$2,856	\$2,927	\$11,391

Assumptions

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

- The IIJA/BIL of 2021 substantially increased public transportation funding over FAST Act levels. The increases varied by transit agency and program, but overall transit funding increased approximately 36% over the final year of the FAST Act.
- The 2023 STIP assumes funding growth between 2% and 3% annually, as identified in the IIJA/BIL.
- 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 2023 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 6**.

Appendix 9 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 (CY). Once funding is committed through a grant, the appropriate federal or state MPMS funding codes are applied to the project (which may have been previously programmed with MPMS funds codes OTH-F or OTH-S) and funding is reduced in the corresponding federal funding line item. 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 2023-2026 Statewide Transportation Improvement Program
Transit Funding Summary Chart
Available Funds vs. Programmed Funds (\$ Millions)**

Fund Type	2023		2024		2025		2026		Total	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Federal Transit										
COVID	0.59	0.59	0.19	0.19	0.24	0.24	0.24	0.24	1.25	1.25
FTAD	4.92	4.92	49.19	49.19	54.87	54.87	93.53	93.53	202.51	202.51
OTH-F	30.03	30.03	10.90	10.90	12.08	12.08	18.87	18.87	71.89	71.89
STP	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28
SXF	4.48	4.48	0.00	0.00	0.00	0.00	0.00	0.00	4.48	4.48
5307	233.31	233.31	234.55	234.55	235.08	235.08	212.70	212.70	914.58	914.58
5309	0.40	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40
5310	16.13	16.13	15.58	15.58	16.01	16.01	15.70	15.70	63.42	63.42
5311	39.22	39.22	46.30	46.30	47.04	47.04	44.01	44.01	176.57	176.57
5329	1.59	1.59	1.83	1.83	1.98	1.98	2.07	2.07	7.47	7.47
5337	233.98	233.98	237.49	237.49	240.54	240.54	235.04	235.04	947.04	947.04
5339	30.05	30.05	13.25	13.25	12.92	12.92	13.14	13.14	69.36	69.36
Total Federal	594.99	594.99	609.28	609.28	620.76	620.76	635.30	635.30	2,459.26	2,459.26
State Transit										
OTH-S	154.16	154.16	73.58	73.58	65.13	65.13	72.44	72.44	365.31	365.31
PTAF	12.27	12.27	12.28	12.28	12.27	12.27	12.27	12.27	49.10	49.10
160	0.05	0.05	0.04	0.04	0.06	0.06	0.02	0.02	0.16	0.16
164	17.98	17.98	17.98	17.98	17.98	17.98	17.98	17.98	71.92	71.92
338	736.44	736.44	827.38	827.38	856.43	856.43	886.14	886.14	3,306.40	3,306.40
339	895.33	895.33	942.25	942.25	976.67	976.67	1,004.73	1,004.73	3,818.97	3,818.97
340	12.16	12.16	5.95	5.95	8.24	8.24	5.97	5.97	32.33	32.33
341	6.44	6.44	10.42	10.42	9.79	9.79	5.42	5.42	31.75	31.75
Total State	1,834.83	1,834.83	1,889.88	1,889.88	1,946.57	1,946.57	2,004.97	2,004.97	7,675.93	7,675.93
Other										
LOC		436.90		227.21		283.93		283.66		1,231.70
OTH		12.32		4.34		3.76		3.66		24.09
Total Other		449.22		231.55		287.70		287.32		1,255.79
Grand Total	2,429.82	2,879.04	2,499.15	2,730.71	2,567.33	2,855.03	2,640.27	2,927.59	10,135.19	11,390.98

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 Continuing, Comprehensive, and Cooperative process with input from PennDOT, MPOs, RPOs, FHWA, STC and any other involved interested parties.

Interstate Management Program

The Interstate Management (IM) Program is a separate TIP that is centrally developed and managed based on statewide needs. Pennsylvania has one of the largest Interstate Systems in the nation, with more than 2,743 miles of roadway and 2,216 bridges. Based on asset condition it is estimated that the annual need on the Interstates is \$1.2 billion to meet basic maintenance and preservation needs. Currently, Pennsylvania spends between \$700-\$750 million per year on the Interstate System.

From a programming standpoint, the IM Program is constrained to an annual funding level provided as part of Financial Guidance. Working in collaboration with MPOs/RPOs, PennDOT issued Financial Guidance that increased Interstate Investments by \$50 million per year beginning in FFY 2021 up to \$1 billion in FFY 2028.

With the passage of the IJJA/BIL, Pennsylvania's highway and bridge funding will increase by \$4 billion over five years. The anticipated funding has been distributed statewide utilizing existing formulas and data established as part of the Financial Guidance process. The Interstate Program will receive approximately an additional \$70 million per year in bridge funds from the IJJA/BIL.

To manage the significant needs of the Statewide Interstate System more efficiently, PennDOT formed an Interstate Steering Committee (ISC). The ISC contains representation from PennDOT's CPDM, the Bureau of Operations (BOO), the Bureau of Design and Delivery, and the PennDOT Engineering Districts (Districts). The ISC works with PennDOT, MPO/RPOs, FHWA and STC on the development and management of the IM Program. They assist with project prioritization and re-evaluate projects during Program updates. The ISC meets at least quarterly and assists with the management of the IM Program. Strategic planning is being conducted to update the roles and responsibilities of the ISC moving forward.

As part of the 2023 Program Update, the ISC requested each District provide a presentation on Interstate conditions, needs, challenges, and best practices occurring within their jurisdiction. The presentations occurred in August 2021. All presentations were available via web conference so MPOs/RPOs, FHWA, other Districts and PennDOT Central Office staff could participate. The Interstate presentations provided a statewide perspective of current conditions and offered an opportunity to review currently planned and potential projects.

TPM measures and targets are outlined in the TPM section of this document. The TPM section will also outline how the IM program performance will be evaluated.

Project Prioritization

In coordination with the District presentations, the individual Districts provided prioritized lists of Interstate needs. These lists were compiled into a statewide prioritized Interstate needs list and reviewed by the Asset Management Division as well as Operations and Safety. District priorities were given great consideration and Central Office BOO staff provided needs for the next four years. The District-prioritized project needs were also reviewed against performance-based documents.

Initial programming consideration was given to currently programmed Interstate projects without regular obligation/encumbrance or with Advance Construct (AC) obligation that need to be carried over from the current 2021 Interstate Program. Once the financial magnitude of the carry-over projects was determined, an estimate was made on the amount of program funds available for new IM projects, with consideration of - project schedules.

Previous priority lists were shared with Districts. To help evaluate and prioritize projects, the Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS) were utilized to provide an optimized program based on LLCC principles. BAMS and PAMS were utilized to review how well committed projects aligned with LLCC principals as well as to help ensure no known needs were missed. Candidate projects were then compared and rated with a high-medium-low rating against the LLCC principals from the fiscally unconstrained runs. Project bridge and pavement data and guidance from Chapter 13 of [Publication 242](#) were also used in project selection. Pennsylvania's TAMP defines how LLCC is required and applied to planning and programming.

During development of the IM Program, consideration was given to Intelligent Transportation Systems (ITS) and various safety measures. Line items were programmed for ITS and All-weather Pavement Markings (AWPM), each of which will be ramped up over the first 4-years of the Interstate Program. The ITS line item will focus on addressing antiquated devices, new devices, and equipment gaps on the Interstate system. The AWPM line item will focus on the deployment of AWPMs as the center line for Interstates statewide.

New LLCC principal projects were selected for the balance of funds available for the 2023 IM Program. The District-prioritized lists were compared with the BAMS and PAMS runs. Projects with high District and high Asset Management Division Priorities were added to the Program as new projects.

Funds that were not allocated to projects were programmed in a set-aside line item to address programmatic contingencies, emergencies, and necessary project cost adjustments (increases and decreases). The line item will also be utilized to account for any obligation conversions that were anticipated to occur prior to end of the 2021 program and did not get converted. The line item is continually monitored and, if not necessary for programmatic contingencies or emergencies, it is used to advance other prioritized needs.

The draft IM Program was shared with the ISC, Districts and MPOs/RPOs on January 24, 2022. A final draft was shared with MPO/RPOs on February 8, 2022.

Secretary's Discretionary Funding on the Interstate

As part of the Secretary's discretionary (Spike) funded projects for the 2023 Program, several major Interstate Projects were included that otherwise would not have been able to advance and are vitally important to maintaining and improving Interstate infrastructure. These projects are in support of Preventative Maintenance, PBPP, the Pennsylvania TAMP, and other state initiatives. Previously approved projects were reviewed and support state initiatives. The Spike-funded Interstate projects are included in the 2023 IM Program and are listed on the recommended Spike-funded projects for the 2023 Program.

National Highway Freight Program

The National Highway Freight Program (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 2023 Financial Guidance all NHFP funds continue to be allocated to the Interstates and included on the IM Program with the MPMS fund code NFP. Projects were selected 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 MPOs/RPOs.
- The Freight Bottleneck criterion supports the TPM bottleneck measure progress.
- 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.

The table below includes all NHFP-funded projects that are programmed in the 2023 STIP. More information is available in **Appendix 10**.

National Highway Freight Program Projects:

County	Project Title
Allegheny	I-376: Commercial Street Bridge
Dauphin	I-83 East Shore (Section 3)
Dauphin	I-83 East Shore (Section 3B)
Dauphin	I-83 Eisenhower Interchange D
Monroe	I-80/Exit 308 Realignment
Philadelphia	I-95: Betsy Ross Ramps A&B
Philadelphia	I-95: Race – Shackamaxon
Philadelphia	I-95 Betsy Ross Mainline Southbound
Philadelphia	I-95 Southbound: Ann Street – Wheatsheaf Lane
York	I-83, North York Widening
Central Office	National Highway Freight Program Reserve

Statewide Items Program

The STWD Items TIP contains approximately \$602 million per year of transportation funding and is managed in PennDOT's CPDM as a stand-alone TIP. It is comprised of a variety of statewide and multi-region projects, spending line items for routine transportation related work, and reserve line items that hold funds for a variety of programs.

Statewide and multi-region projects generally have a scope of work that includes locations throughout Pennsylvania or with locations that span across more than one planning region or District. Statewide projects may also include research or demonstration projects funded with a specified allocation of state or federal funding. Other examples include projects coordinated with the Pennsylvania Turnpike Commission or other state agencies or commissions, projects coordinated with county and local government agencies, and projects coordinated with other business partners and associations. Statewide projects are of a statewide nature and would not typically be funded on an MPO/RPO Highway and Bridge TIP.

Routine spending line items generally have predictable costs each year and cover various aspects of project development, construction, and asset management. They include funding for planning, Pooled Fund Studies, inter-agency environmental review, accounts for take-up of right-of-way claims for project closeout, training for, and inspection of, state and local bridges and other structures, the Local Technical Assistance Program, Disadvantaged Business Enterprise Supportive Services, Traffic Monitoring Site installation and repair, costs related to the deployment of Transportation Systems Management and Operations projects, costs associated with the Rapid Bridge Replacement program, and statewide oversight and management reserves.

Reserve line items on the STWD Items TIP are used to maintain fiscal constraint of the overall STIP. They provide a STIP fiscal balancing facility to use when adding or removing projects, or when existing projects have cost savings or overruns, whether those projects are on the STWD Items TIP, or not. Reserve line items are held for state and federal highway and bridge funds, and a variety of other programs and fund types. For example, the Multimodal Reserve is used to

fund state multimodal projects on regional TIPs. The Transit Flex Reserve holds highway funds that are flexed to transit and used each year to add regional transit projects as determined by the Pennsylvania Public Transit Association in cooperation with PennDOT's Bureau of Public Transit. The Department of Conservation and Natural Resources (DCNR) Recreation Trail Reserve provides funds for the Recreational Trails program which continues to be a sub-allocation of the Transportation Alternatives Set-Aside. This program is operated by the DCNR in cooperation with PennDOT's CPDM. Projects for education and administration of the program, as well as the Rec Trails projects themselves, are maintained on the STWD Items TIP.

Rail-Highway Crossing Safety Program (RRX)

Pennsylvania is allocated \$7.2 million each year in federal Section 130 funding for the Rail-Highway Crossing Safety program. The RRX Program provides funding to eliminate hazards associated with at-grade highway and railroad crossings. Funding is used for installation of gates and flashing light warning systems, to upgrade existing warning systems, and for the removal of at-grade crossings. The RRX Reserve line item is held on the STWD Items TIP, and projects are programmed on regional TIPs with the MPMS fund code RRX.

The RRX program was developed by PennDOT CPDM and Bureau of Design and Delivery staff in coordination with District Grade Crossing Engineers/Administrators (DGCE/As) at the annual Statewide Grade Crossing meeting held in December 2021. Projects without regular obligation, or with AC obligation, are carried on the 2023 STIP. New projects are cash-flowed to later years. Regular obligation of carry-over projects prior to 2023 STIP adoption frees up funding to advance new projects.

RRX funding may only be used on open, public heavy (passenger and freight) rail crossings. Projects are prioritized first at locations in the top 25% highest hazard rating from the FRA Web Accident Prediction System (WBAPS). Other crossings along the same rail line can be included to form larger corridor projects. Local or railroad safety concerns, or MPO/RPO concerns communicated through their DGCE/A, which may not be identified in WBAPS, are also considered. These include issues such as increased train traffic, limited sight-distance, near-miss history, or antiquated warning devices. A list of RRX Program projects is included in **Appendix 11**.

Highway Safety Improvement Program (HSIP) Set-aside

The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads. Implementation of the [Strategic Highway Safety Plan \(SHSP\)](#) through data driven safety analysis supports achieving these reductions. Pennsylvania receives \$125.9 million in HSIP funding in 2023 which increases by approximately 2.1% per year until 2026. \$40 million of HSIP funds is designated for the HSIP Set-aside. Utilization of low-cost safety improvements system-wide also supports fatal and serious injury reductions. The HSIP Set-aside is used to implement the low-cost, systematic safety countermeasures identified in the Roadway Departure Safety Implementation Plan (RDIP) and the Intersection Safety Implementation Plan (ISIP). The HSIP Set-aside is also used to advance larger safety projects by providing additional funding where

necessary. The HSIP Set-aside Reserve line item is held on the STWD Items TIP, and projects are programmed on regional TIPs with the MPMS fund code sHSIP.

HSIP funding proposals may be submitted by an MPO/RPO and are reviewed for eligibility through an approval workflow involving District and Central Office Safety and Planning staff prior to programming on a TIP. Communication announcing the HSIP Set-aside application period was shared on July 15, 2021. Set-aside funding applications were accepted from August 1 – September 30, 2021. A data-driven safety analysis in the form of Benefit/Cost (B/C) Life-Cycle analysis or Highway Safety Manual (HSM) analysis was required. Evaluation criteria were weighted, and each project was 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.

Recommended projects meeting PennDOT's eligibility requirements, including a minimum 1:1 B/C ratio, were selected based on evaluation criteria scoring. Selected projects demonstrate a significant potential safety return for the cost, within the current available funding. Carryover projects were approved in prior rounds of funding, or separately by the Program Management Committee (PMC) which is the central decision-making body for transportation improvement projects within PennDOT and was structured to cover impacts of changes to the capital funds program. Projects not recommended for funding will remain as candidate proposals to be considered as HSIP funds become available. FHWA has reviewed and concurs with the proposed program of projects. The HSIP Set-aside is continually monitored by Central Office CPDM and Bureau of Operations staff to maximize funding and project delivery. A list of HSIP Set-aside Program projects is included in **Appendix 12**.

Transportation Alternatives Set-aside (TASA)

The Transportation Alternatives Set-aside of the Surface Transportation Block Grant Program (TA Set-aside) provides \$45 million per year for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA/BIL further sub-allocates TA Set-aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 49,999, 50,000 to 200,000 and areas with population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support Environmental Justice principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-aside funds are handled by PennDOT CPDM and funding is fiscally constrained to an annual funding

level by Financial Guidance. The statewide TA Set-aside projects are programmed on regional TIPs with the MPMS fund code TAP.

Selected projects are added to regional TIPs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program. Additional information about the TA Set-aside can be found on PennDOT's [TA Set-aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive applications rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance utilizing MPMS fund code TAU. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-aside state coordinator prior to initiating a project selection round. A list of TAP projects is included in **Appendix 13**.

Transportation Infrastructure Investment Fund (TIIF)

\$25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the office of the Secretary of the Department of Community and Economic Development (DCED). DCED works closely with PennDOT and the Office of the Deputy Secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs. A list of TIIF Program projects is included in **Appendix 14**.

Secretary's Discretionary (Spike)

As mentioned previously, a portion of highway funding is reserved for distribution by the Secretary of Transportation (referred to as Spike funding). The Secretary's Spike funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are included in regional TIPs or the Interstate Management TIP, utilizing Reserve Line Items from the STWD Items TIP to maintain overall STIP fiscal constraint. Spike projects are indicated with a lower-case "s" before the MPMS fund code (ex. sNHPP).

To ensure Pennsylvania has a high-quality, well-functioning intelligent transportation system, \$5 million of Spike funds is set-aside per year for the Transportation Systems Management and

Operations (TSMO) initiative. Projects were selected that promote and support the implementation of TSMO strategies to resolve key mobility and safety issues.

MPO/RPO candidate projects were submitted for review from August 9, 2021 through September 30, 2021. Selected projects were shared with FHWA on November 15, 2021. Selected TSMO projects and Spike decisions were shared with MPO/RPOs and Districts on December 8, 2021. A list of SPIKE projects is included in **Appendix 4**.

Independent County

Wayne County is not part of a MPO or RPO and is considered an independent county. As an independent County, PennDOT, through the CPDM and Engineering District 4-0, develops and manages the Wayne County TIP as part of the STIP. The production of the TIP is the culmination of the transportation planning process which the Department coordinates with Wayne County officials to discuss important transportation needs and priorities, identifying which transportation projects need to be developed and advanced based on available funding. The inclusion of a project on the Wayne County Independent TIP signifies agreement on the priority of the project and establishes eligibility for federal and state funding. To help evaluate and prioritize projects, the BAMS and PAMS were utilized to provide an optimized program based on LLCC principles. The needs and priorities are taken into consideration when developing and managing the fiscally constrained TIP. From a programming standpoint, the Wayne County TIP is fiscally constrained to an annual funding level provided as part of Financial Guidance.

TPM measures and targets are outlined in the TPM section of this document. The TPM section will also outline how the Wayne County program performance will be evaluated.

Supporting Wayne TIP documentation can be found in **Appendix 22**.

TRANSPORTATION PERFORMANCE MANAGEMENT

The IJJA/BIL continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures 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 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires that FHWA and FTA establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

Pennsylvania continues to follow a PBPP process, with a focus on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and Transit Agencies at the county and regional levels. These activities are carried out as part of a 3C planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including but not limited to PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset

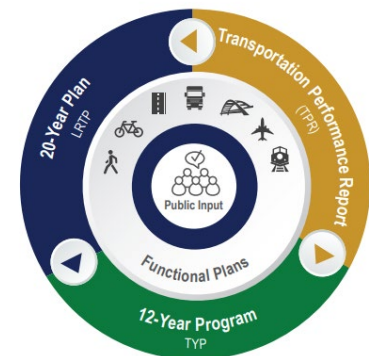
management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA and FTA), state (PennDOT) and regions (MPOs/RPOs and Transit Agencies) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Appendix 15**. In addition, PennDOT has updated Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP.

Evaluating 2023-2026 STIP Performance

The 2023 STIP supports the goal areas established in PennDOT’s [2045](#) long-range transportation plan. These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the CY 2022-2025 performance period, the current project selection process for the 2023 STIP is highlighted and related to meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools, including transportation data and project-level prioritization methods, will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures

Background

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 rules established five safety performance measures (commonly known as PM1). The current regulations are found at [23 CFR 490 Subpart B](#) and [23 CFR 924](#). Targets for the safety measures are established on an annual basis.

Data Source

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

2022 Safety Measures and Targets (Statewide)		
Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	1,113.7
Rate of fatalities per 100 million VMT	1.157	1.205
Number of serious injuries	4,445.6	4,490.8
Rate of Serious injuries per 100 VMT	4.510	4.86
Number of non-motorized fatalities & serious injuries	761.2	730.1

Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the [Strategic Highway Safety Plan \(SHSP\)](#), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's SHSP serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania's 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2023 an amount of HSIP funding that is equal to the FFY 2019 HSIP apportionment.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2023 STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in **Appendix 12**.

- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPOs in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead to new strategies that will be incorporated into the future updates of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

Pavement/Bridge Performance Measures

Background

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

System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a 4-year performance period, the first was CY 2018 to 2021. This TIP includes projects that will impact the second 4-year performance period of CY 2022 to 2025.

Data Source

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

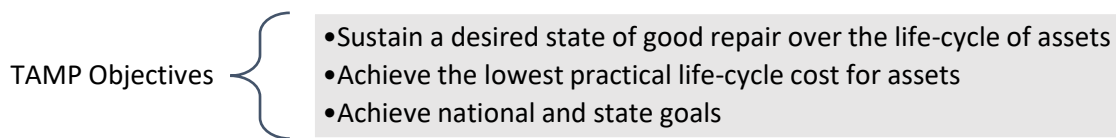
2022-2025 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	TBD	TBD	TBD
% of Interstate pavements in Poor condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Good condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Poor condition	TBD	TBD	TBD
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	TBD	TBD	TBD
% of NHS bridges by deck area in Poor condition	TBD	TBD	TBD

Methods for Developing Targets

Pennsylvania's pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets will be consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. Targets are expected to be calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.

Progress Towards Target Achievement and Reporting

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP. PennDOT is transitioning to the new TAMP that was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:



PennDOT’s analyses pertaining to life-cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and targets established in the TAMP. **Appendix 16** includes PennDOT’s annual TAMP Implementation Plan to FHWA and FHWA’s approval.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. Pennsylvania’s pavement and bridge projects provided in the 2023 STIP were selected through extensive coordination with PennDOT’s Asset Management Section in accordance with the TAMP. The projects are consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life-cycle costs (LLCC), and achieving national and state transportation goals.

Evaluation of STIP for Target Achievement

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in bridge and pavement conditions for the state interstate and NHS roads:

- Nearly 85% of PennDOT’s STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state’s Interstate and NHS roadways.
- Pennsylvania’s investment strategy, reflected in the statewide 2023 TYP and 2023 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP, TYP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to re-evaluate data associated with its future investment decisions.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents. The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT’s asset

management tools and methods evolve and enhance its ability to program to lowest life-cycle cost.

- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life-cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

System Performance Measures (PM3)

Background

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). The current regulations are found at [23 CFR 490 Subparts E, F, G & H](#). Targets are established for these measures as part of a 4-year performance period, the first was 2018 to 2021. The STIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate all the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	TBD	TBD	TBD
Non-Interstate Reliability (Statewide)	TBD	TBD	TBD
Truck Reliability Index (Statewide)	TBD	TBD	TBD
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh - TBD	TBD	TBD
	Reading – TBD	TBD	TBD
	Allentown – TBD	TBD	TBD
	Harrisburg – TBD	TBD	TBD
	York – TBD	TBD	TBD
	Lancaster - TBD	TBD	TBD

Non-SOV Travel Measure Targets			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia – TBD	TBD	TBD
	Pittsburgh - TBD	TBD	TBD
CMAQ Emission Targets			
Measure		2-year Target 2023	4-year Target 2025
VOC Emissions (Statewide)		TBD	TBD
NOx Emissions (Statewide)		TBD	TBD
PM2.5 Emissions (Statewide)		TBD	TBD
PM10 Emissions (Statewide)		TBD	TBD
CO Emissions (Statewide)		TBD	TBD

Methods for Developing Targets

The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the CY 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides objectives to address mobility across the transportation system that will guide investment decisions. The federal systems performance measures will be used to assess future progress in meeting these objectives and the associated targets.

MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

Evaluation of STIP for Target Achievement

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their TSMO initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded Interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the Interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT continues to work with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over \$210 million is provided in the STIP for multimodal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling, and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce VMT and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures is still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Performance Measures

Background

In July 2016, FTA issued a final rule ([TAM Rule](#)) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: [Transit Asset Management | FTA \(dot.gov\)](#)

Data Source

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at [PennDOT Group Plan](#). The group plan is updated annually with new targets as well as the current performance of the group.

Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Measure	Asset Class	FY 2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	16%	18%	18%
	BR-Over-the-road Bus	12%	18%	18%
	BU-Bus	29%	28%	28%
	CU-Cutaway	42%	52%	52%
	VN-Van	64%	63%	63%
	SV-Sports Utility Vehicle	17%	33%	33%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	57%	57%
	Trucks/Rubber Tire Vehicles	50%	27%	27%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	30%	14%	14%
	Passenger / Parking Facilities	83%	84%	84%

Methods for Developing Targets

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.

Progress Towards Target Achievement and Reporting

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local TIP and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

Evaluation of STIP for Target Achievement

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL
 - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
 - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients of only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events, and System Reliability

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

MANAGING STIP FUNDING

Funding included in the 2023 STIP and summarized in the earlier tables includes resources that can reasonably be assumed to be available over the 4-year period. Actual obligation of federal funds will be controlled by annual obligation limitations as determined through annual Federal Department of 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 MPO/RPO and PennDOT priorities. A summary of the Highway Federal funds balances is included in **Appendix 8**.

PennDOT, FHWA and the FTA have a Memorandum of Understanding (MOU) establishing the procedures for STIP modifications. This agreement is included in **Appendix 17**. The STIP will be managed in each planning region based on agreed upon TIP modification procedures. Each MPO/RPO 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 MOU with FHWA and FTA, PennDOT has agreed to provide each MPO/RPO 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 HSIP set-aside, Statewide Rapid Bridge Replacement (RBR) program, Transportation Infrastructure Investment Fund (TIIF) 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 (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 2023 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 AC and partial conversions to manage federal funds required for each project/phase.

Project Cost Estimating and Scheduling

The Bureau of Design and 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 Program 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 phase.

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

In order to receive transportation funding and approvals from FHWA and/or FTA, state and local transportation agencies must demonstrate that their plans, programs, and projects meet the transportation conformity requirements of the Clean Air Act (CAA), as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable State Implementation Plan (SIP) in nonattainment or maintenance areas, as defined by the Environmental Protection Agency (EPA). The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable National Ambient Air Quality Standard (NAAQS).
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

PennDOT has worked with its MPOs/RPOs to complete and document conformity determinations for the 2023 STIP. The conformity determinations address the current NAAQS that are applicable to each region. These include the 1997 8-hour ozone, 2006 24-hour fine particulate (PM_{2.5}), 2008 8-hour ozone, 2012 annual PM_{2.5}, and 2015 8-hour ozone NAAQS. A table and map documenting the areas that require Transportation Conformity can be found in **Appendix 18**.

The transportation conformity determination typically includes an assessment of future highway emissions for defined analysis years. Emissions are estimated using the latest available planning assumptions and available analytical tools, including the EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for applicable precursor pollutants, showing that the required conformity test was met for each analysis year. In 2018, the EPA issued guidance that addresses how transportation conformity determinations can be made in areas subject to the 1997 8-hour ozone NAAQS standard. The guidance is based on a February 16, 2018 District of Columbia Circuit court decision for *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d1138). Conformity determinations for the 1997 8-hour ozone NAAQS do not require an emissions analysis.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. To meet this requirement, PennDOT and the MPOs/RPOs have a formalized Interagency Consultation Process. The process was developed and documented in collaboration with the Statewide Interagency Consultation Group (ICG). The consultation process included conference calls and meetings of the *Pennsylvania Transportation and Air Quality Work Group*. Participants of this work group include PennDOT, Pennsylvania Department of Environmental Protection (DEP), EPA, FHWA, FTA and representatives from larger MPOs within the state. Meetings and conference calls were conducted to review all input planning assumptions, methodologies, and analysis years. PennDOT used a SharePoint website to share project narrative lists and air quality reports with consultation partners and to obtain and manage comments. In addition, weekly email updates were sent to consultation partners identifying the critical reviews based on the start date of the

MPO's/RPO's public comment period. This process provided for collaboration and efficient reviews of draft materials. In addition to coordination with the ICG, PennDOT hosted a training session with FHWA, EPA, and MPOs/RPOs to educate stakeholders on Air Quality requirements and discuss the transportation conformity process and procedures for the 2023 STIP update.

PUBLIC PARTICIPATION SUMMARY INFORMATION

PennDOT and all MPO and RPOs, along with the STC, jointly conducted public involvement for the development of Pennsylvania's 2023 Transportation Program.

In preparation for the 2023 program update, the STC evaluated the performance of Pennsylvania's transportation system and released its findings in the [2021 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 2023 Program update.

The STC accepted public comments for six weeks from March 1, 2021 through April 14, 2021. The STC used many outreach tools to provide the public with accessible opportunities to provide feedback, among them:

- A statewide online public forum hosted by PennDOT Secretary Yassmin Gramian was held on March 23, 2021. State Transportation Commissioner Ronald Drnevich and Deputy Secretary for Planning Larry Shifflet were presenters and keynote speakers at the forum.
- A customized, interactive online survey (also available via paper upon request) invited participants to rank their transportation system priorities, develop their version of a transportation budget and map their transportation concerns.

These public feedback tools were promoted and made available on the STC's website, www.talkpatransportation.com. The STC, along with PennDOT and MPOs/RPOs across the Commonwealth promoted the 2023 TYP Open Comment Period through a series of email blasts, social media posts (Facebook and Twitter), and traditional press releases. Through this cooperative effort, over 7,400 customers visited the online survey and identified nearly 2,500 transportation issues.

The STC posted the results of the Open Comment Period on the [website](#) so the MPOs/RPOs could utilize the data for their regional TIPs and, in some regions, L RTPs.

The [2023 TYP](#) is available on www.talkpatransportation.com.

After TIPs were developed and air quality conformity determinations were completed, a minimum 30-day public comment period was conducted for each region per their regional public participation plans. Public comment period dates are included in **Appendix 19**. Block advertisements were placed in area newspapers, and in some cases, public service announcements were aired on local radio or TV stations. The publicly shared documents (including the TIP, air quality conformity determination, if appropriate, and the TIP Modification Procedures) were available electronically, and in some cases, were placed in public buildings and

other locations accessible to the public via appointment. MPOs/RPOs placed documents on their websites, and PennDOT provided links to each MPO/RPO website through the STC website. In addition, all MPOs/RPOs held public meetings during the public comment period.

Before the 30-day comment periods were opened, each MPO/RPO and PennDOT began the Environmental Justice (EJ) outreach efforts using Census Tract information and other data to determine the locations and concentrations of traditionally underserved 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. MPOs/RPOs led efforts to consider the potential impacts of the TIP to low-income and minority populations and the Environmental Justice analysis can be found in each regional TIP. The Interstate projects and Statewide funds were considered with each regional TIP. A pilot effort to evaluate analyzing the Interstate from a statewide aspect was conducted. The objective was to evaluate and determine if producing a statewide EJ Analysis for the Interstate TIP vs. the Planning Partners including the network would be the best approach. Efforts will continue to refine and improve public outreach efforts to traditionally underserved populations to gather more input early and often on long-range and short-range programs.

Additionally, each MPO/RPO provided copies of their respective TIP documents to representatives of Federally Recognized Native American Tribes and Nations with interests within their geographic areas of responsibility so that the tribal leaders could provide comments and feedback. The list of tribal contacts included the Absentee-Shawnee Tribe of Oklahoma, the Cayuga Nation, the Delaware Nation, the Delaware Tribe of Indians, 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 TIPs on a Commonwealth website with links between projects, location maps, video logs, and the MPOs’/RPOs’ websites. Upon approval of the 2023 STIP, PennDOT will utilize mapping tools to provide more detailed information for those projects that can be mapped.

In accordance with the [Statewide Public Participation Plan \(PPP\)](#), a STIP 15-day public comment period was held from June 15 through June 30, 2022. The statewide Interstate, Statewide Items, and Independent County TIPs were included for review during this period. In addition, PennDOT provided copies of STIP documents to representatives of the above referenced Federally Recognized Native American Tribes and Nations to invite comments and feedback.

All comments, concerns and questions were summarized after the 15-day statewide and 30-day regional comment periods. The MPO/RPO, transit authority/authorities and PennDOT coordinated/collaborated 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 2023 STIP submission.

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all its programs, services, and activities. To request a copy of the STIP in alternative formats, contact the Bureau of Equal Opportunity at (800) 468-4201.

CONSULTATION WITH RURAL LOCAL OFFICIALS

Pennsylvania's planning and programming process has led PennDOT and its Rural Planning Organizations into many joint planning and programming ventures. As with the development of previous STIPs, the 2023 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 RPO work together cooperatively to develop the TIP for that region. PennDOT continues to work with each RPO to maintain and update LRTPs.

PennDOT, in accordance with 23 CFR 450.210 (b), requested feedback from the Non-Metropolitan Local Officials on the effectiveness of PennDOT's consultation process in the development of statewide LRTP and STIP. Feedback indicated an appreciation of the collaboration, communication and openness in the planning and programming process.

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, Larry S. Shifflet, has signed this certification, and it is included as **Appendix 20** to this document.

LONG-RANGE PLANNING

In December 2021, PennDOT completed the most recent update to its statewide Long-Range Transportation Plan (LRTP). The [2045 LRTP](#), as it is titled, is a multimodal long-range policy plan completed through extensive collaboration with the public, MPO/RPO partners, and other multimodal transportation agencies and stakeholders in Pennsylvania. Simultaneously, an updated Freight Movement Plan (FMP) was developed in accordance with the FAST Act. The [2045 FMP](#), updates Pennsylvania's **PAOnTrack** Comprehensive Freight Movement Plan from 2016 in accordance with FAST Act provisions. At the time of this writing, however, **PAOnTrack** remains the current Pennsylvania Freight Movement Plan of record pending finalization of the FMP based upon impending updated guidance on IIJA/BIL provisions.

The 2023 STIP supports the 2045 Statewide LRTP as well as the regional LRTPs.

The table included in **Appendix 19** 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 RPO to maintain and update a long-range plan.

FFY 2021-2024 STIP PLANNING FINDINGS

FTA Region III and FHWA Pennsylvania Division documented Planning Findings for the Pennsylvania 2021 STIP and all incorporated TIPs as part of their joint 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 2023 STIP update. A complete copy of the Pennsylvania 2021 STIP Planning Finding can be found in **Appendix 21**. Also included in **Appendix 21** is a matrix used to track progress of the findings for the 2023 STIP.

APPENDICES

Program Funding Summary

(Dollar Amounts in Thousands)

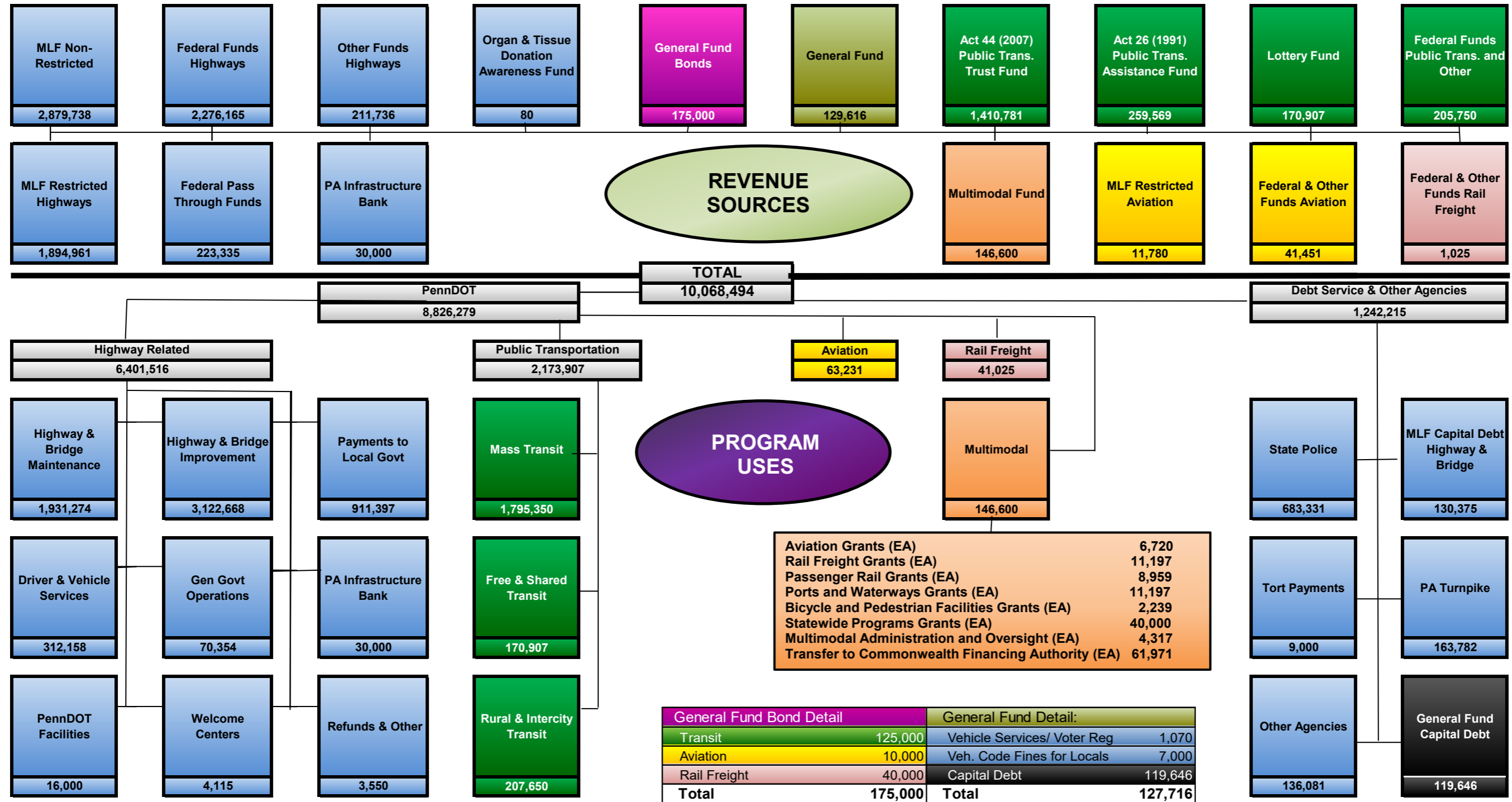
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
	Actual	Available	Budget	Estimated	Estimated	Estimated	Estimated
TRANSPORTATION SUPPORT SERVICES:							
GENERAL FUND.....	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND...	65,400	71,100	75,693	75,693	75,693	75,693	75,693
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	160,550	3,500	-	-	-	-	-
AUGMENTATIONS	1,182	1,754	1,754	1,754	1,754	1,754	1,754
RESTRICTED	-	325	325	325	325	325	325
OTHER FUNDS.....	13	105	4	4	4	4	4
SUBCATEGORY TOTAL....	<u>\$ 229,045</u>	<u>\$ 78,684</u>	<u>\$ 77,776</u>	<u>\$ 77,776</u>	<u>\$ 77,776</u>	<u>\$ 77,776</u>	<u>\$ 77,776</u>
HIGHWAYS AND BRIDGES:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND...	1,250,111	1,380,994	1,670,703	1,610,083	1,657,748	1,680,373	1,697,979
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	1,750,005	3,371,179	2,741,704	2,771,049	2,816,282	2,862,419	1,978,665
AUGMENTATIONS	50,777	88,494	63,229	64,281	64,281	64,281	64,281
RESTRICTED	1,397,880	1,539,886	1,588,440	1,575,537	1,570,339	1,565,218	1,560,181
OTHER FUNDS.....	42,850	42,350	30,350	30,350	30,350	30,350	30,350
SUBCATEGORY TOTAL....	<u>\$ 4,491,623</u>	<u>\$ 6,422,903</u>	<u>\$ 6,094,426</u>	<u>\$ 6,051,300</u>	<u>\$ 6,139,000</u>	<u>\$ 6,202,641</u>	<u>\$ 5,331,456</u>
LOCAL HIGHWAY AND BRIDGE ASSISTANCE:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND...	289,816	309,361	328,458	331,062	330,095	329,153	328,231
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	17,565	12,751	12,551	12,500	12,500	12,500	12,500
AUGMENTATIONS	363	175	100	100	100	100	100
RESTRICTED	506,605	553,156	563,447	559,696	558,856	558,051	557,258
OTHER FUNDS.....	24,964	29,906	28,923	29,245	29,136	29,032	28,928
SUBCATEGORY TOTAL....	<u>\$ 839,313</u>	<u>\$ 905,349</u>	<u>\$ 933,479</u>	<u>\$ 932,603</u>	<u>\$ 930,687</u>	<u>\$ 928,836</u>	<u>\$ 927,017</u>

Program Funding Summary

(Dollar Amounts in Thousands)

	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
	Actual	Available	Budget	Estimated	Estimated	Estimated	Estimated
MULTIMODAL TRANSPORTATION:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND...	-	-	-	-	-	-	-
LOTTERY FUND	170,907	170,907	170,907	170,907	170,907	170,907	170,907
FEDERAL FUNDS.....	249,528	246,350	246,560	236,161	236,161	236,161	236,161
AUGMENTATIONS	331	500	500	540	540	540	540
RESTRICTED	16,218	18,780	15,864	15,864	15,364	15,364	15,364
OTHER FUNDS.....	2,440,181	2,455,031	2,024,966	2,063,776	2,101,185	2,143,253	2,178,103
SUBCATEGORY TOTAL....	<u>\$ 2,877,165</u>	<u>\$ 2,891,568</u>	<u>\$ 2,458,797</u>	<u>\$ 2,487,248</u>	<u>\$ 2,524,157</u>	<u>\$ 2,566,225</u>	<u>\$ 2,601,075</u>
DRIVER AND VEHICLE SERVICES:							
GENERAL FUND.....	\$ 1,228	\$ 1,070	\$ 1,129	\$ 1,129	\$ 1,129	\$ 1,129	\$ 1,129
MOTOR LICENSE FUND...	221,304	251,735	272,393	272,393	272,393	272,393	272,393
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	4,000	4,000	4,000	4,000	4,000	4,000	4,000
AUGMENTATIONS	32,316	34,453	34,453	34,453	34,453	34,453	34,453
RESTRICTED	13,788	20,000	20,000	20,000	20,000	20,000	20,000
OTHER FUNDS.....	44	151	16	16	16	16	16
SUBCATEGORY TOTAL....	<u>\$ 272,680</u>	<u>\$ 311,409</u>	<u>\$ 331,991</u>	<u>\$ 331,991</u>	<u>\$ 331,991</u>	<u>\$ 331,991</u>	<u>\$ 331,991</u>
ALL PROGRAMS:							
GENERAL FUND.....	\$ 3,128	\$ 2,970	\$ 1,129	\$ 1,129	\$ 1,129	\$ 1,129	\$ 1,129
MOTOR LICENSE FUND...	1,826,631	2,013,190	2,347,247	2,289,231	2,335,929	2,357,612	2,374,296
LOTTERY FUND	170,907	170,907	170,907	170,907	170,907	170,907	170,907
FEDERAL FUNDS.....	2,181,648	3,637,780	3,004,815	3,023,710	3,068,943	3,115,080	2,231,326
AUGMENTATIONS	84,969	125,376	100,036	101,128	101,128	101,128	101,128
RESTRICTED	1,934,491	2,132,147	2,188,076	2,171,422	2,164,884	2,158,958	2,153,128
OTHER FUNDS.....	2,508,052	2,527,543	2,084,259	2,123,391	2,160,691	2,202,655	2,237,401
DEPARTMENT TOTAL	<u>\$ 8,709,826</u>	<u>\$10,609,913</u>	<u>\$ 9,896,469</u>	<u>\$ 9,880,918</u>	<u>\$10,003,611</u>	<u>\$10,107,469</u>	<u>\$ 9,269,315</u>

DEPARTMENT OF TRANSPORTATION - ENACTED BUDGET
SOURCES & USES OF FUNDS TO SUPPORT 21-22 PROGRAMS
(\$ in thousands)



Appendix 2 - Financial Guidance

Updated March 8, 2022

PENNSYLVANIA 2023 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

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INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial 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
- Coordination with other agencies and initiatives.

2023 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on June 15, 2021 with the following recommendations:

- The National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STP), Off-System Bridge (BOF) and State Highway and Bridge funds will utilize the new formulas established during the 2021 Program Update for all twelve years of the Program that reflect Transportation Performance Management (TPM) requirements and an asset management philosophy based upon lowest life cycle costs.
- The Highway Safety Improvement Program (HSIP) will utilize a new formula while maintaining existing program set-asides and base funding allocations.
- Remaining funding categories will utilize existing formulas.
- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.

- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- The Interstate Management Program will continue to be managed with an enhanced level of funding.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program 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.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2023 Transportation Program Financial Guidance* and *Pennsylvania 2023 Transportation Program General and Procedural Guidance* at the Planning Partners Meeting, on June 29, 2021.

Following enactment of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) on November 15, 2021, the Financial Guidance Work Group reconvened on November 18, 2021 and December 1, 2021 with additional or updated recommendations:

- Existing formulas and data will continue to be utilized.
- Anticipated available federal highway, bridge and transit funds will reflect IIJA/BIL authorized amounts for the first four years then remain flat for the remaining eight years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$40 million.
- Bridge Formula Investment Program funds will be distributed based upon a formula using STP and NHPP bridge themes and data.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and guidance for the new Carbon Reduction and PROTECT formula fund programs, all funds will be held in a statewide line item, until further guidance is provided from FHWA. Any necessary updates to the program will take place after adoption in October 2022.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and information from the Federal Transit Administration (FTA), the transit portion of the financial guidance remains unchanged. When FTA updates full year appropriations, it will be communicated with transit agencies and planning partners. Any necessary updates to the program will take place after adoption in October 2022.

FUNDING

Pennsylvania's 2023 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Appropriation 581 funding for highway capital projects
- State Appropriations 185 (state owned) and 183 (locally owned) funding for bridge capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each MPO and RPO and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through 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. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP):**
 - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized by year 2028 of the TYP.
 - Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
 - An average of \$7.5 million per year will be reserved for State and Local Bridge Inspection.
 - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2023 through 2034	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 7.
- **Surface Transportation Block Grant Program (STP, STN, STR):**
 - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
 - An average of \$17 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
 - Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2023 through 2034	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU):**
 - Funding is allocated to each MPO 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.

- **Off System Bridges (BOF):**

- Funding for minor collector and local functional class bridges will utilize the following formula:

2023 through 2034
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- Funding for off-system bridges comes from Surface Transportation Block Grant Program and the Bridge Formula Investment Program set-asides.

- **Bridge Formula Investment Program (BRIP):**

- Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to MPOs, RPOs and the Interstate Program based upon the share of these factors:

2023 through 2034	
40% STP Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**

- \$40 million in funding for this program will be reserved statewide for various safety initiatives.
- \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address systemic safety projects.
- The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**

- In accordance with agreements reached in conjunction with Pennsylvania Act 3 of 1997, \$25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
- Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.

- **National Highway Freight Program (NFP):**
 - Funding for this program will be allocated to the Interstate Management Program.
- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
 - Federal Law requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% 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 41% available to any area of the state (TAP) are 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.
- **Railway-Highway Crossings, Section 130 (RRX):**
 - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
 - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher costs projects.
- **Carbon Reduction Program (CRP, CRPU):**
 - Funds will be held in a statewide line item pending further guidance from FHWA.
 - 65% of apportioned funds are sub-allocated by population. Part of the sub-allocation is assigned, by federal formula, to regions with populations greater than 200,000 (CRPU).
- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
 - Funds will be held in a statewide line item pending further guidance from FHWA.
- **Highway (Capital) Funding (State):**
 - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
 - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
 - An average of \$31 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
 - Remaining state highway funds will be distributed based upon the regional share of these factors:

2023 through 2034
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (State):**
 - Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2023 through 2034
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF):**
 - This funding is earmarked for specific projects that were authorized by federal legislation.
- **Appalachia Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA/BIL 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).
- **National Electric Vehicle Infrastructure Formula Program (EV):**
 - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.
- **All Discretionary Federal Funding:**
 - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure for Rebuilding America (INFRA)
 - Advanced Transportation and Congestion Management Technologies deployment (ATCMTD)

- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. 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.
- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.
- **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 available.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) 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 PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2021 via 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 most recent FAST Act authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, 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 are derived 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.

Note:

In FY 2022/2023, the Public Transportation law shifts funding sources as follows:

- The PTC contribution is reduced to \$50 million and;
- \$450 million in motor vehicle sales tax is deposited into the PTTF.

Because this shift would divert funding from the PA General Fund, there remains some uncertainty as to whether this will be the ultimate funding solution.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

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. This program also provides for free transit for seniors on any fixed route service.

- **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 was deposited in this program after December 31, 2013. Since the creation of Act 89, capital funding was included as part of Section 1514 – Asset Improvement.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.
- **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 since it has not been appropriated by the legislature.
- **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. For the purposes of this document, we have assumed that funding shifts from the General Fund via the Vehicle Sales Tax will occur in FY 2022/23.

The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

**Appendix 1: Available Funds
2023 Financial Guidance FINAL
Highway and Bridge Funds (\$000)**

Federal Funds	2023	2024	2025	2026	Total
National Highway Performance Program (NHPP)*	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Surface Transportation Block Grant Program (STP)*	570,531	581,941	593,580	605,452	2,351,505
Highway Safety Improvement Program (HSIP)*	125,942	128,604	131,320	134,090	519,956
Congestion Mitigation and Air Quality (CMAQ)*	113,817	116,093	118,415	120,784	469,110
National Highway Freight Program*	56,879	58,016	59,177	60,360	234,432
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	64,634	65,672	66,731	67,811	264,848
PROTECT Formula Program (PRTCT)	73,493	74,674	75,878	77,106	301,151
Bridge Formula Program (BRIP)	327,179	327,179	327,179	327,179	1,308,714
Subtotal -- Federal Funds	2,374,289	2,415,232	2,456,993	2,499,589	9,746,102
State Funds	2023	2024	2025	2026	Total
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
Subtotal -- State Funds	761,000	785,000	793,000	831,000	3,170,000
Grand Total	3,135,289	3,200,232	3,249,993	3,330,589	12,916,102

*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	2023	2024	2025	2026	Total
NHPP Apportionment	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Enhanced Interstate Management	250,947	300,947	350,947	400,947	1,303,788
Remaining	921,811	895,266	869,190	843,593	3,529,860
20% Statewide Reserve	184,362	179,053	173,838	168,719	705,972
Less Local Bridge Inspection	6,152	7,998	7,998	7,998	30,145
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	413,919	390,837	369,977	349,499	1,524,232

Surface Transportation Block Grant Program	2023	2024	2025	2026	Total
STP Apportionment	570,531	581,941	593,580	605,452	2,351,505
Less Transportation Alternatives (10%)	47,404	48,352	49,319	50,305	195,379
Less STP-Urban Mandatory Distribution	178,760	182,336	185,982	189,702	736,780
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	8,552	10,398	10,398	10,398	39,745
Less Environmental Resource Agencies	3,312	3,415	3,518	3,623	13,868
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	230,362	235,301	242,224	249,284	957,171
Less Spike (20% of Remaining STP)	46,072	47,060	48,445	49,857	191,434
STP Funds to Distribute	184,290	188,241	193,779	199,427	765,737

Highway Safety Improvement Program	2023	2024	2025	2026	Total
HSIP Apportionment	125,942	128,604	131,320	134,090	519,956
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	40,000	40,000	40,000	40,000	160,000
HSIP Funds to Distribute	73,942	76,604	79,320	82,090	311,956

Congestion Mitigation and Air Quality	2023	2024	2025	2026	Total
CMAQ Apportionment	113,817	116,093	118,415	120,784	469,110
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	90,562	92,838	95,160	97,528	376,089

National Highway Freight Program	2023	2024	2025	2026	Total
Interstate Program	56,879	58,016	59,177	60,360	234,432

Transportation Alternatives	2023	2024	2025	2026	Total
Transportation Alternatives Apportionment	47,404	48,352	49,319	50,305	195,379
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	16,647	16,994	17,349	17,710	68,700
TAP Funds -- Statewide Competitive Program	28,766	29,366	29,979	30,604	118,714

Railway-Highway Safety Crossings	2023	2024	2025	2026	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2023	2024	2025	2026	Total
Special Bridge Formula Program Apportionment	327,179	327,179	327,179	327,179	1,308,714
15% Off System Bridge Funds to Distribute	49,077	49,077	49,077	49,077	196,307
Special Bridge Formula Funds to Distribute	278,102	278,102	278,102	278,102	1,112,407

Carbon Reduction Program	2023	2024	2025	2026	Total
Carbon Reduction Apportionment	64,634	65,672	66,731	67,811	264,848
Carbon Reduction Program	64,634	65,672	66,731	67,811	264,848

PROTECT Formula Program	2023	2024	2025	2026	Total
PROTECT Formula Program	73,493	74,674	75,878	77,106	301,151

**Appendix 1: Available Funds
2023 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2023	2024	2025	2026	Total
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
Total State Funds (for Discretionary Calculation)	761,000	785,000	793,000	831,000	3,170,000
Mandatory 15% Discretionary (Highway Funds)	114,150	117,750	118,950	124,650	475,500

State Highway (Capital)	2023	2024	2025	2026	Total
Highway (Capital) After Discretionary Set-Aside	364,850	390,250	397,050	430,350	1,582,500
Less Environmental Resource Agencies	828	854	879	906	3,467
Less State Bridge Inspection	25,886	26,663	27,463	28,287	108,299
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	309,736	334,333	340,308	372,757	1,357,134

State Bridge	2023	2024	2025	2026	Total
State Bridge Funds to Distribute	282,000	277,000	277,000	276,000	1,112,000

Total Distributed/Statewide Reserve	3,125,222	3,186,799	3,236,510	3,317,047	12,865,578
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Amounts in **Bold** are further reflected on the regional distribution charts.

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	121,609	27,899	43,021	38,354	18,698	24,528	0	0	39,553	7,932	85,174	0	0	41,313	448,080
SPC	93,590	38,926	45,969	49,056	34,128	13,550	0	0	22,909	3,657	39,272	0	0	52,795	393,854
Harrisburg	23,190	8,533	11,130	10,690	6,913	3,897	0	0	4,968	938	10,067	0	0	11,432	91,758
Scranton/WB	17,218	7,168	8,494	8,712	5,382	4,142	0	0	0	805	8,641	0	0	8,584	69,145
Lehigh Valley	19,691	6,836	9,906	7,581	5,514	5,224	0	0	6,386	1,333	14,320	0	0	7,848	84,638
NEPA	8,306	7,844	8,319	4,458	5,291	3,292	0	0	536	0	0	0	0	5,055	43,101
SEDA-COG	19,685	9,795	12,409	12,650	9,239	2,377	0	0	0	0	0	0	0	12,018	78,172
Altoona	3,167	2,345	2,293	2,674	2,297	1,302	0	0	0	0	0	0	0	2,472	16,550
Johnstown	6,765	2,524	3,642	3,328	2,106	1,133	0	0	1,418	0	0	0	0	3,005	23,920
Centre County	4,634	2,065	2,711	1,955	1,356	1,117	0	0	0	0	0	0	0	1,969	15,806
Williamsport	5,467	3,370	3,734	4,001	3,152	1,084	0	0	0	0	0	0	0	3,749	24,558
Erie	5,537	3,744	4,820	3,376	2,703	2,096	0	0	0	0	0	0	0	3,013	25,288
Lancaster	15,401	8,532	10,283	7,903	6,712	3,820	0	0	5,125	848	9,105	0	0	7,827	75,556
York	6,062	5,953	7,963	3,551	3,478	2,930	0	0	4,291	489	5,256	0	0	3,509	43,483
Reading	15,658	5,183	7,899	6,246	4,043	3,331	0	0	4,059	562	6,031	0	0	6,743	59,755
Lebanon	2,006	1,915	2,526	1,372	1,372	1,363	0	0	1,318	0	0	0	0	1,265	13,137
Mercer	1,895	3,031	3,317	2,424	2,575	1,128	0	0	0	83	894	0	0	2,319	17,667
Adams	3,759	1,897	2,813	1,075	1,361	1,046	0	0	0	0	0	0	0	1,304	13,256
Franklin	1,939	2,625	3,097	1,475	1,712	1,330	0	0	0	0	0	0	0	1,458	13,635
Total Urban	375,579	150,183	194,348	170,880	118,033	78,689	0	0	90,562	16,647	178,760	0	0	177,677	1,551,358
Northwest	10,189	8,375	10,365	6,677	6,672	1,713	0	0	0	0	0	0	0	6,816	50,808
N. Central	9,017	7,911	9,333	5,808	6,302	1,611	0	0	0	0	0	0	0	6,191	46,173
N. Tier	10,140	8,729	11,422	8,563	8,094	1,492	0	0	0	0	0	0	0	8,388	56,829
S. Alleghenies	8,993	7,360	8,667	7,784	7,124	1,634	0	0	0	0	0	0	0	7,659	49,222
Wayne County	0	1,732	2,125	948	1,247	802	0	0	0	0	0	0	0	941	7,795
Total Rural	38,340	34,107	41,912	29,780	29,440	7,253	0	0	0	0	0	0	0	29,994	210,826
Interstate Program	568,325	0	57,918	65,782	0	0	56,879	0	0	0	0	0	0	70,430	819,334
Statewide Program	0	0	0	0	0	0	0	7,184	0	28,766	0	64,634	73,493	0	174,077
Statewide Reserve	184,362	0	114,150	0	0	40,000	0	0	0	0	0	0	0	0	338,512
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	0	0	0	31,115
GRAND TOTAL	1,166,606	184,290	423,886	282,000	147,472	125,942	56,879	7,184	90,562	45,412	178,760	64,634	73,493	278,102	3,125,222

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	114,828	28,497	46,455	37,669	18,698	25,394	0	0	40,547	8,097	86,877	0	0	41,313	448,374
SPC	88,372	39,760	49,993	48,082	34,128	14,020	0	0	23,485	3,733	40,058	0	0	52,795	394,426
Harrisburg	21,897	8,715	12,062	10,487	6,913	4,019	0	0	5,092	957	10,269	0	0	11,432	91,844
Scranton/WB	16,258	7,321	9,186	8,552	5,382	4,273	0	0	0	821	8,814	0	0	8,584	69,192
Lehigh Valley	18,593	6,982	10,749	7,431	5,514	5,394	0	0	6,546	1,361	14,606	0	0	7,848	85,025
NEPA	7,842	8,012	9,076	4,352	5,291	3,392	0	0	550	0	0	0	0	5,055	43,570
SEDA-COG	18,587	10,005	13,435	12,414	9,239	2,445	0	0	0	0	0	0	0	12,018	78,143
Altoona	2,990	2,395	2,484	2,624	2,297	1,331	0	0	0	0	0	0	0	2,472	16,594
Johnstown	6,388	2,579	3,937	3,267	2,106	1,156	0	0	1,453	0	0	0	0	3,005	23,889
Centre County	4,375	2,109	2,949	1,914	1,356	1,139	0	0	0	0	0	0	0	1,969	15,811
Williamsport	5,162	3,443	4,047	3,926	3,152	1,105	0	0	0	0	0	0	0	3,749	24,583
Erie	5,228	3,824	5,206	3,315	2,703	2,153	0	0	0	0	0	0	0	3,013	25,442
Lancaster	14,542	8,715	11,161	7,745	6,712	3,939	0	0	5,254	866	9,288	0	0	7,827	76,048
York	5,723	6,081	8,623	3,480	3,478	3,018	0	0	4,399	500	5,361	0	0	3,509	44,173
Reading	14,784	5,294	8,538	6,132	4,043	3,432	0	0	4,161	573	6,151	0	0	6,743	59,853
Lebanon	1,894	1,956	2,729	1,347	1,372	1,394	0	0	1,351	0	0	0	0	1,265	13,308
Mercer	1,790	3,095	3,586	2,380	2,575	1,151	0	0	0	85	912	0	0	2,319	17,893
Adams	3,550	1,938	3,074	1,046	1,361	1,066	0	0	0	0	0	0	0	1,304	13,339
Franklin	1,831	2,681	3,355	1,446	1,712	1,359	0	0	0	0	0	0	0	1,458	13,841
Total Urban	354,635	153,403	210,643	167,609	118,033	81,181	0	0	92,838	16,994	182,336	0	0	177,677	1,555,349
Northwest	9,621	8,555	11,249	6,542	6,672	1,757	0	0	0	0	0	0	0	6,816	51,211
N. Central	8,514	8,080	10,165	5,679	6,302	1,651	0	0	0	0	0	0	0	6,191	46,583
N. Tier	9,575	8,916	12,407	8,390	8,094	1,528	0	0	0	0	0	0	0	8,388	57,297
S. Alleghenies	8,492	7,518	9,437	7,623	7,124	1,675	0	0	0	0	0	0	0	7,659	49,528
Wayne County	0	1,769	2,303	929	1,247	813	0	0	0	0	0	0	0	941	8,002
Total Rural	36,202	34,838	45,560	29,163	29,440	7,424	0	0	0	0	0	0	0	29,994	212,621
Interstate Program	618,325	0	62,518	64,615	0	0	58,016	0	0	0	0	0	0	70,430	873,905
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,366	0	65,672	74,674	0	176,896
Statewide Reserve	179,053	0	117,750	0	0	40,000	0	0	0	0	0	0	0	0	336,803
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	0	0	0	31,225
GRAND TOTAL	1,188,215	188,241	452,083	277,000	147,472	128,604	58,016	7,184	92,838	46,360	182,336	65,672	74,674	278,102	3,186,799

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	108,699	29,335	47,289	37,669	18,698	26,276	0	0	41,561	8,266	88,615	0	0	41,313	447,720
SPC	83,655	40,930	50,966	48,073	34,128	14,499	0	0	24,072	3,811	40,859	0	0	52,795	393,789
Harrisburg	20,729	8,972	12,287	10,486	6,913	4,144	0	0	5,220	977	10,474	0	0	11,432	91,634
Scranton/WB	15,390	7,537	9,355	8,551	5,382	4,407	0	0	0	839	8,990	0	0	8,584	69,035
Lehigh Valley	17,601	7,188	10,953	7,429	5,514	5,568	0	0	6,710	1,390	14,898	0	0	7,848	85,098
NEPA	7,424	8,248	9,258	4,350	5,291	3,495	0	0	564	0	0	0	0	5,055	43,684
SEDA-COG	17,595	10,300	13,684	12,413	9,239	2,514	0	0	0	0	0	0	0	12,018	77,762
Altoona	2,831	2,466	2,531	2,624	2,297	1,360	0	0	0	0	0	0	0	2,472	16,580
Johnstown	6,047	2,654	4,008	3,267	2,106	1,179	0	0	1,490	0	0	0	0	3,005	23,755
Centre County	4,142	2,172	3,006	1,913	1,356	1,162	0	0	0	0	0	0	0	1,969	15,719
Williamsport	4,887	3,544	4,122	3,925	3,152	1,126	0	0	0	0	0	0	0	3,749	24,506
Erie	4,949	3,937	5,299	3,315	2,703	2,212	0	0	0	0	0	0	0	3,013	25,428
Lancaster	13,766	8,971	11,373	7,744	6,712	4,061	0	0	5,385	884	9,473	0	0	7,827	76,197
York	5,418	6,260	8,783	3,480	3,478	3,107	0	0	4,509	510	5,468	0	0	3,509	44,522
Reading	13,995	5,450	8,693	6,132	4,043	3,536	0	0	4,265	585	6,274	0	0	6,743	59,718
Lebanon	1,793	2,014	2,778	1,347	1,372	1,426	0	0	1,385	0	0	0	0	1,265	13,379
Mercer	1,694	3,187	3,651	2,380	2,575	1,174	0	0	0	87	930	0	0	2,319	17,996
Adams	3,360	1,995	3,137	1,045	1,361	1,086	0	0	0	0	0	0	0	1,304	13,288
Franklin	1,733	2,760	3,417	1,445	1,712	1,390	0	0	0	0	0	0	0	1,458	13,915
Total Urban	335,707	157,916	214,590	167,589	118,033	83,722	0	0	95,160	17,349	185,982	0	0	177,677	1,553,725
Northwest	9,107	8,806	11,462	6,541	6,672	1,801	0	0	0	0	0	0	0	6,816	51,206
N. Central	8,060	8,318	10,366	5,677	6,302	1,692	0	0	0	0	0	0	0	6,191	46,606
N. Tier	9,064	9,178	12,645	8,388	8,094	1,564	0	0	0	0	0	0	0	8,388	57,321
S. Alleghenies	8,039	7,739	9,623	7,621	7,124	1,717	0	0	0	0	0	0	0	7,659	49,522
Wayne County	0	1,821	2,346	928	1,247	824	0	0	0	0	0	0	0	941	8,108
Total Rural	34,270	35,863	46,443	29,155	29,440	7,598	0	0	0	0	0	0	0	29,994	212,763
Interstate Program	668,325	0	63,635	64,615	0	0	59,177	0	0	0	0	0	0	70,430	926,182
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,979	0	66,731	75,878	0	179,772
Statewide Reserve	173,838	0	118,950	0	0	40,000	0	0	0	0	0	0	0	0	332,788
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	1,212,140	193,779	459,258	277,000	147,472	131,320	59,177	7,184	95,160	47,327	185,982	66,731	75,878	278,102	3,236,510

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	102,682	30,190	51,819	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	450,830
SPC	79,025	42,123	56,278	47,863	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	397,438
Harrisburg	19,581	9,233	13,516	10,444	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	92,421
Scranton/WB	14,538	7,756	10,269	8,519	5,382	4,543	0	0	0	856	9,170	0	0	8,584	69,618
Lehigh Valley	16,627	7,397	12,066	7,397	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	86,085
NEPA	7,013	8,488	10,257	4,325	5,291	3,599	0	0	578	0	0	0	0	5,055	44,606
SEDA-COG	16,621	10,600	15,039	12,364	9,239	2,584	0	0	0	0	0	0	0	12,018	78,464
Altoona	2,674	2,538	2,783	2,614	2,297	1,390	0	0	0	0	0	0	0	2,472	16,767
Johnstown	5,712	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,935
Centre County	3,912	2,235	3,320	1,904	1,356	1,185	0	0	0	0	0	0	0	1,969	15,881
Williamsport	4,616	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,757
Erie	4,675	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,825
Lancaster	13,004	9,233	12,532	7,710	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	77,288
York	5,118	6,442	9,654	3,464	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	45,584
Reading	13,221	5,609	9,535	6,109	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	60,271
Lebanon	1,694	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,668
Mercer	1,600	3,279	4,005	2,371	2,575	1,198	0	0	0	89	949	0	0	2,319	18,384
Adams	3,174	2,053	3,482	1,037	1,361	1,106	0	0	0	0	0	0	0	1,304	13,518
Franklin	1,637	2,840	3,758	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,265
Total Urban	317,126	162,519	236,096	166,899	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,569,604
Northwest	8,603	9,063	12,628	6,511	6,672	1,847	0	0	0	0	0	0	0	6,816	52,140
N. Central	7,614	8,560	11,465	5,647	6,302	1,733	0	0	0	0	0	0	0	6,191	47,514
N. Tier	8,562	9,446	13,945	8,350	8,094	1,601	0	0	0	0	0	0	0	8,388	58,386
S. Alleghenies	7,594	7,964	10,640	7,586	7,124	1,759	0	0	0	0	0	0	0	7,659	50,326
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,402
Total Rural	32,373	36,908	51,259	29,019	29,440	7,776	0	0	0	0	0	0	0	29,994	216,769
Interstate Program	718,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	983,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	67,811	77,106	0	182,705
Statewide Reserve	168,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	333,369
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	67,811	77,106	278,102	3,317,047

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	447,818	115,921	188,583	151,224	74,792	103,374	0	0	164,255	32,733	351,053	0	0	165,250	1,795,004
SPC	344,641	161,739	203,206	193,075	136,513	57,058	0	0	95,137	15,093	161,865	0	0	211,179	1,579,506
Harrisburg	85,397	35,453	48,995	42,107	27,653	16,330	0	0	20,629	3,869	41,494	0	0	45,730	367,658
Scranton/WB	63,403	29,782	37,303	34,334	21,527	17,366	0	0	0	3,321	35,615	0	0	34,338	276,989
Lehigh Valley	72,512	28,403	43,674	29,838	22,055	21,930	0	0	26,518	5,503	59,020	0	0	31,392	340,846
NEPA	30,585	32,591	36,911	17,484	21,163	13,778	0	0	2,228	0	0	0	0	20,221	174,960
SEDA-COG	72,488	40,700	54,567	49,841	36,955	9,919	0	0	0	0	0	0	0	48,070	312,542
Altoona	11,662	9,744	10,091	10,536	9,189	5,384	0	0	0	0	0	0	0	9,887	66,492
Johnstown	24,911	10,489	15,983	13,117	8,422	4,672	0	0	5,887	0	0	0	0	12,018	95,500
Centre County	17,063	8,581	11,986	7,686	5,422	4,603	0	0	0	0	0	0	0	7,876	63,217
Williamsport	20,133	14,004	16,438	15,761	12,609	4,463	0	0	0	0	0	0	0	14,996	98,404
Erie	20,388	15,556	21,133	13,309	10,812	8,732	0	0	0	0	0	0	0	12,053	101,982
Lancaster	56,714	35,450	45,349	31,102	26,848	16,006	0	0	21,283	3,499	37,529	0	0	31,307	305,088
York	22,321	24,736	35,024	13,975	13,914	12,254	0	0	17,822	2,020	21,663	0	0	14,035	177,762
Reading	57,658	21,535	34,665	24,620	16,172	13,942	0	0	16,857	2,318	24,856	0	0	26,974	239,597
Lebanon	7,387	7,958	11,079	5,407	5,489	5,640	0	0	5,473	0	0	0	0	5,060	53,493
Mercer	6,980	12,592	14,558	9,554	10,300	4,651	0	0	0	344	3,685	0	0	9,275	71,940
Adams	13,843	7,882	12,507	4,203	5,446	4,303	0	0	0	0	0	0	0	5,217	53,402
Franklin	7,141	10,905	13,626	5,805	6,848	5,500	0	0	0	0	0	0	0	5,830	55,656
Total Urban	1,383,046	624,022	855,676	672,978	472,131	329,906	0	0	376,089	68,700	736,780	0	0	710,709	6,230,036
Northwest	37,521	34,800	45,705	26,272	26,688	7,118	0	0	0	0	0	0	0	27,262	205,365
N. Central	33,205	32,869	41,330	22,811	25,209	6,687	0	0	0	0	0	0	0	24,764	186,876
N. Tier	37,341	36,269	50,420	33,691	32,376	6,186	0	0	0	0	0	0	0	33,551	229,833
S. Alleghenies	33,118	30,581	38,366	30,615	28,497	6,784	0	0	0	0	0	0	0	30,637	198,598
Wayne County	0	7,197	9,353	3,729	4,989	3,275	0	0	0	0	0	0	0	3,763	32,307
Total Rural	141,185	141,715	185,174	117,117	117,759	30,051	0	0	0	0	0	0	0	119,978	852,979
Interstate Program	2,573,300	0	253,774	259,395	0	0	234,432	0	0	0	0	0	0	281,721	3,602,622
Statewide Program	0	0	0	0	0	0	0	28,737	0	118,714	0	264,848	301,151	0	713,449
Statewide Reserve	705,972	0	475,500	0	0	160,000	0	0	0	0	0	0	0	0	1,341,472
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	0	0	0	125,020
GRAND TOTAL	4,803,504	765,737	1,832,634	1,112,000	589,890	519,956	234,432	28,737	376,089	187,414	736,780	264,848	301,151	1,112,407	12,865,578

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	90,931	30,190	51,818	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	439,077
SPC	69,980	42,123	56,262	47,847	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	388,362
Harrisburg	17,340	9,233	13,514	10,442	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	90,176
Scranton/WB	12,874	7,756	10,268	8,518	5,382	4,543	0	0	0	856	9,170	0	0	8,584	67,952
Lehigh Valley	14,724	7,397	12,064	7,394	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	84,177
NEPA	6,210	8,488	10,253	4,321	5,291	3,599	0	0	578	0	0	0	0	5,055	43,795
SEDA-COG	14,719	10,600	15,037	12,363	9,239	2,584	0	0	0	0	0	0	0	12,018	76,559
Altoona	2,368	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,461
Johnstown	5,058	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,281
Centre County	3,465	2,235	3,319	1,903	1,356	1,185	0	0	0	0	0	0	0	1,969	15,432
Williamsport	4,088	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,227
Erie	4,140	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,289
Lancaster	11,516	9,233	12,529	7,707	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	75,794
York	4,532	6,442	9,653	3,463	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,996
Reading	11,708	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	58,757
Lebanon	1,500	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,474
Mercer	1,417	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,201
Adams	2,811	2,053	3,481	1,036	1,361	1,106	0	0	0	0	0	0	0	1,304	13,152
Franklin	1,450	2,840	3,757	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,076
Total Urban	280,831	162,519	236,059	166,863	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,533,236
Northwest	7,619	9,063	12,626	6,509	6,672	1,847	0	0	0	0	0	0	0	6,816	51,151
N. Central	6,742	8,560	11,461	5,644	6,302	1,733	0	0	0	0	0	0	0	6,191	46,635
N. Tier	7,582	9,446	13,942	8,347	8,094	1,601	0	0	0	0	0	0	0	8,388	57,400
S. Alleghenies	6,725	7,964	10,636	7,582	7,124	1,759	0	0	0	0	0	0	0	7,659	49,450
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,401
Total Rural	28,668	36,908	51,245	29,005	29,440	7,776	0	0	0	0	0	0	0	29,994	213,036
Interstate Program	768,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,033,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	158,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	323,369
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,530	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,324
SPC	63,246	42,123	56,243	47,828	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,589
Harrisburg	15,671	9,233	13,511	10,439	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,503
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,712
Lehigh Valley	13,307	7,397	12,061	7,392	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,755
NEPA	5,613	8,488	10,248	4,316	5,291	3,599	0	0	578	0	0	0	0	5,055	43,188
SEDA-COG	13,302	10,600	15,035	12,360	9,239	2,584	0	0	0	0	0	0	0	12,018	75,138
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,232
Johnstown	4,571	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,902	1,356	1,185	0	0	0	0	0	0	0	1,969	15,096
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,832
Erie	3,741	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,526	7,704	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,680
York	4,096	6,442	9,652	3,462	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,557
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,629
Lebanon	1,356	2,073	3,045	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,330
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,064
Adams	2,540	2,053	3,479	1,034	1,361	1,106	0	0	0	0	0	0	0	1,304	12,878
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,936
Total Urban	253,806	162,519	236,016	166,819	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,506,124
Northwest	6,886	9,063	12,623	6,506	6,672	1,847	0	0	0	0	0	0	0	6,816	50,411
N. Central	6,094	8,560	11,457	5,639	6,302	1,733	0	0	0	0	0	0	0	6,191	45,976
N. Tier	6,853	9,446	13,938	8,343	8,094	1,601	0	0	0	0	0	0	0	8,388	56,662
S. Alleghenies	6,078	7,964	10,632	7,578	7,124	1,759	0	0	0	0	0	0	0	7,659	48,794
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,401
Total Rural	25,909	36,908	51,229	28,989	29,440	7,776	0	0	0	0	0	0	0	29,994	210,245
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,529	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,323
SPC	63,246	42,123	56,233	47,818	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,569
Harrisburg	15,671	9,233	13,510	10,438	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,500
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,711
Lehigh Valley	13,307	7,397	12,059	7,390	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,751
NEPA	5,613	8,488	10,246	4,313	5,291	3,599	0	0	578	0	0	0	0	5,055	43,182
SEDA-COG	13,302	10,600	15,034	12,359	9,239	2,584	0	0	0	0	0	0	0	12,018	75,136
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,231
Johnstown	4,571	2,732	4,396	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,901	1,356	1,185	0	0	0	0	0	0	0	1,969	15,095
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,831
Erie	3,741	4,051	5,808	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,525	7,703	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,676
York	4,096	6,442	9,651	3,461	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,555
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,628
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,478	1,033	1,361	1,106	0	0	0	0	0	0	0	1,304	12,875
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,935
Total Urban	253,806	162,519	235,992	166,795	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,506,076
Northwest	6,886	9,063	12,621	6,504	6,672	1,847	0	0	0	0	0	0	0	6,816	50,408
N. Central	6,094	8,560	11,454	5,636	6,302	1,733	0	0	0	0	0	0	0	6,191	45,971
N. Tier	6,853	9,446	13,936	8,341	8,094	1,601	0	0	0	0	0	0	0	8,388	56,658
S. Alleghenies	6,078	7,964	10,630	7,576	7,124	1,759	0	0	0	0	0	0	0	7,659	48,790
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,400
Total Rural	25,909	36,908	51,220	28,980	29,440	7,776	0	0	0	0	0	0	0	29,994	210,228
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,816	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,322
SPC	63,246	42,123	56,213	47,798	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,529
Harrisburg	15,671	9,233	13,508	10,435	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,495
Scranton/WB	11,635	7,756	10,266	8,516	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,709
Lehigh Valley	13,307	7,397	12,056	7,387	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,745
NEPA	5,613	8,488	10,241	4,308	5,291	3,599	0	0	578	0	0	0	0	5,055	43,172
SEDA-COG	13,302	10,600	15,032	12,357	9,239	2,584	0	0	0	0	0	0	0	12,018	75,131
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,316	1,900	1,356	1,185	0	0	0	0	0	0	0	1,969	15,092
Williamsport	3,695	3,647	4,532	3,907	3,152	1,148	0	0	0	0	0	0	0	3,749	23,830
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,521	7,699	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,670
York	4,096	6,442	9,649	3,459	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,552
Reading	10,581	5,609	9,533	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,627
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,476	1,031	1,361	1,106	0	0	0	0	0	0	0	1,304	12,871
Franklin	1,310	2,840	3,755	1,437	1,712	1,421	0	0	0	0	0	0	0	1,458	13,934
Total Urban	253,806	162,519	235,946	166,750	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,985
Northwest	6,886	9,063	12,618	6,501	6,672	1,847	0	0	0	0	0	0	0	6,816	50,402
N. Central	6,094	8,560	11,450	5,632	6,302	1,733	0	0	0	0	0	0	0	6,191	45,962
N. Tier	6,853	9,446	13,932	8,336	8,094	1,601	0	0	0	0	0	0	0	8,388	56,650
S. Alleghenies	6,078	7,964	10,625	7,572	7,124	1,759	0	0	0	0	0	0	0	7,659	48,781
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,399
Total Rural	25,909	36,908	51,203	28,963	29,440	7,776	0	0	0	0	0	0	0	29,994	210,194
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2026-2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	337,471	120,761	207,267	150,118	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,730,046
SPC	259,718	168,492	224,950	191,292	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,533,049
Harrisburg	64,354	36,934	54,043	41,754	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	355,674
Scranton/WB	47,780	31,026	41,067	34,067	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	268,083
Lehigh Valley	54,644	29,588	48,240	29,563	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	332,429
NEPA	23,048	33,952	40,988	17,257	21,163	14,397	0	0	2,311	0	0	0	0	20,221	173,337
SEDA-COG	54,626	42,400	60,137	49,439	36,955	10,336	0	0	0	0	0	0	0	48,070	301,964
Altoona	8,788	10,151	11,127	10,450	9,189	5,562	0	0	0	0	0	0	0	9,887	65,154
Johnstown	18,773	10,927	17,583	13,018	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,659
Centre County	12,858	8,939	13,271	7,607	5,422	4,740	0	0	0	0	0	0	0	7,876	60,714
Williamsport	15,172	14,589	18,131	15,631	12,609	4,592	0	0	0	0	0	0	0	14,996	95,720
Erie	15,364	16,206	23,230	13,210	10,812	9,086	0	0	0	0	0	0	0	12,053	99,961
Lancaster	42,739	36,930	50,102	30,813	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	299,819
York	16,821	25,768	38,605	13,845	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,660
Reading	43,451	22,434	38,135	24,431	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	231,642
Lebanon	5,566	8,291	12,182	5,366	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,462
Mercer	5,260	13,118	16,016	9,480	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,390
Adams	10,432	8,211	13,913	4,133	5,446	4,424	0	0	0	0	0	0	0	5,217	51,776
Franklin	5,381	11,361	15,025	5,751	6,848	5,684	0	0	0	0	0	0	0	5,830	55,880
Total Urban	1,042,248	650,076	944,013	667,227	472,131	345,255	0	0	390,114	70,841	758,808	0	0	710,709	6,051,422
Northwest	28,275	36,253	50,487	26,019	26,688	7,387	0	0	0	0	0	0	0	27,262	202,372
N. Central	25,023	34,241	45,822	22,550	25,209	6,934	0	0	0	0	0	0	0	24,764	184,544
N. Tier	28,140	37,783	55,748	33,366	32,376	6,406	0	0	0	0	0	0	0	33,551	227,370
S. Alleghenies	24,957	31,857	42,523	30,308	28,497	7,036	0	0	0	0	0	0	0	30,637	195,816
Wayne County	0	7,498	10,317	3,692	4,989	3,342	0	0	0	0	0	0	0	3,763	33,601
Total Rural	106,396	147,632	204,897	115,937	117,759	31,105	0	0	0	0	0	0	0	119,978	843,703
Interstate Program	3,184,990	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,244,492
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	612,536	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,271,136
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	0	0	0	126,615
GRAND TOTAL	4,946,170	797,708	1,989,629	1,104,000	589,890	536,360	241,441	28,737	390,114	193,255	758,808	220,352	250,556	1,112,407	13,159,426

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,815	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,320
SPC	63,246	42,123	56,195	47,781	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,495
Harrisburg	15,671	9,233	13,506	10,433	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,491
Scranton/WB	11,635	7,756	10,265	8,515	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,707
Lehigh Valley	13,307	7,397	12,054	7,384	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,740
NEPA	5,613	8,488	10,236	4,304	5,291	3,599	0	0	578	0	0	0	0	5,055	43,163
SEDA-COG	13,302	10,600	15,030	12,355	9,239	2,584	0	0	0	0	0	0	0	12,018	75,128
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,792
Centre County	3,131	2,235	3,315	1,899	1,356	1,185	0	0	0	0	0	0	0	1,969	15,090
Williamsport	3,695	3,647	4,531	3,906	3,152	1,148	0	0	0	0	0	0	0	3,749	23,828
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,519	7,696	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,664
York	4,096	6,442	9,648	3,458	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,550
Reading	10,581	5,609	9,532	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,626
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,474	1,029	1,361	1,106	0	0	0	0	0	0	0	1,304	12,868
Franklin	1,310	2,840	3,755	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,932
Total Urban	253,806	162,519	235,906	166,710	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,905
Northwest	6,886	9,063	12,615	6,498	6,672	1,847	0	0	0	0	0	0	0	6,816	50,396
N. Central	6,094	8,560	11,445	5,627	6,302	1,733	0	0	0	0	0	0	0	6,191	45,953
N. Tier	6,853	9,446	13,928	8,333	8,094	1,601	0	0	0	0	0	0	0	8,388	56,643
S. Alleghenies	6,078	7,964	10,622	7,568	7,124	1,759	0	0	0	0	0	0	0	7,659	48,774
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,398
Total Rural	25,909	36,908	51,188	28,948	29,440	7,776	0	0	0	0	0	0	0	29,994	210,164
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,814	37,527	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,318
SPC	63,246	42,123	56,174	47,760	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,452
Harrisburg	15,671	9,233	13,503	10,430	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,485
Scranton/WB	11,635	7,756	10,264	8,514	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,705
Lehigh Valley	13,307	7,397	12,051	7,381	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,734
NEPA	5,613	8,488	10,231	4,298	5,291	3,599	0	0	578	0	0	0	0	5,055	43,152
SEDA-COG	13,302	10,600	15,027	12,353	9,239	2,584	0	0	0	0	0	0	0	12,018	75,123
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,229
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,314	1,898	1,356	1,185	0	0	0	0	0	0	0	1,969	15,087
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,826
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,515	7,693	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,657
York	4,096	6,442	9,647	3,457	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,547
Reading	10,581	5,609	9,532	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,625
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,472	1,027	1,361	1,106	0	0	0	0	0	0	0	1,304	12,864
Franklin	1,310	2,840	3,754	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,931
Total Urban	253,806	162,519	235,857	166,660	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,806
Northwest	6,886	9,063	12,612	6,495	6,672	1,847	0	0	0	0	0	0	0	6,816	50,389
N. Central	6,094	8,560	11,440	5,622	6,302	1,733	0	0	0	0	0	0	0	6,191	45,943
N. Tier	6,853	9,446	13,924	8,328	8,094	1,601	0	0	0	0	0	0	0	8,388	56,634
S. Alleghenies	6,078	7,964	10,617	7,563	7,124	1,759	0	0	0	0	0	0	0	7,659	48,764
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,397
Total Rural	25,909	36,908	51,170	28,930	29,440	7,776	0	0	0	0	0	0	0	29,994	210,127
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,813	37,526	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,317
SPC	63,246	42,123	56,162	47,748	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,428
Harrisburg	15,671	9,233	13,501	10,429	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,482
Scranton/WB	11,635	7,756	10,263	8,513	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,704
Lehigh Valley	13,307	7,397	12,049	7,379	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,730
NEPA	5,613	8,488	10,228	4,295	5,291	3,599	0	0	578	0	0	0	0	5,055	43,146
SEDA-COG	13,302	10,600	15,026	12,352	9,239	2,584	0	0	0	0	0	0	0	12,018	75,120
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,228
Johnstown	4,571	2,732	4,395	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,313	1,897	1,356	1,185	0	0	0	0	0	0	0	1,969	15,086
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,825
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,513	7,691	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,653
York	4,096	6,442	9,646	3,456	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,545
Reading	10,581	5,609	9,531	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,624
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,471	1,026	1,361	1,106	0	0	0	0	0	0	0	1,304	12,861
Franklin	1,310	2,840	3,754	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,930
Total Urban	253,806	162,519	235,830	166,633	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,752
Northwest	6,886	9,063	12,610	6,493	6,672	1,847	0	0	0	0	0	0	0	6,816	50,385
N. Central	6,094	8,560	11,437	5,619	6,302	1,733	0	0	0	0	0	0	0	6,191	45,937
N. Tier	6,853	9,446	13,921	8,326	8,094	1,601	0	0	0	0	0	0	0	8,388	56,629
S. Alleghenies	6,078	7,964	10,614	7,561	7,124	1,759	0	0	0	0	0	0	0	7,659	48,759
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,397
Total Rural	25,909	36,908	51,160	28,920	29,440	7,776	0	0	0	0	0	0	0	29,994	210,107
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,812	37,525	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,315
SPC	63,246	42,123	56,140	47,726	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,384
Harrisburg	15,671	9,233	13,499	10,426	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,477
Scranton/WB	11,635	7,756	10,262	8,512	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,701
Lehigh Valley	13,307	7,397	12,045	7,376	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,723
NEPA	5,613	8,488	10,222	4,289	5,291	3,599	0	0	578	0	0	0	0	5,055	43,135
SEDA-COG	13,302	10,600	15,024	12,349	9,239	2,584	0	0	0	0	0	0	0	12,018	75,115
Altoona	2,140	2,538	2,779	2,610	2,297	1,390	0	0	0	0	0	0	0	2,472	16,227
Johnstown	4,571	2,732	4,394	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,312	1,896	1,356	1,185	0	0	0	0	0	0	0	1,969	15,083
Williamsport	3,695	3,647	4,529	3,904	3,152	1,148	0	0	0	0	0	0	0	3,749	23,823
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,889
Lancaster	10,408	9,233	12,509	7,687	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,646
York	4,096	6,442	9,644	3,454	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,542
Reading	10,581	5,609	9,531	6,105	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,623
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,328
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,061
Adams	2,540	2,053	3,468	1,023	1,361	1,106	0	0	0	0	0	0	0	1,304	12,857
Franklin	1,310	2,840	3,753	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,929
Total Urban	253,806	162,519	235,779	166,582	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,650
Northwest	6,886	9,063	12,606	6,489	6,672	1,847	0	0	0	0	0	0	0	6,816	50,378
N. Central	6,094	8,560	11,432	5,614	6,302	1,733	0	0	0	0	0	0	0	6,191	45,926
N. Tier	6,853	9,446	13,917	8,321	8,094	1,601	0	0	0	0	0	0	0	8,388	56,620
S. Alleghenies	6,078	7,964	10,609	7,556	7,124	1,759	0	0	0	0	0	0	0	7,659	48,750
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,396
Total Rural	25,909	36,908	51,141	28,901	29,440	7,776	0	0	0	0	0	0	0	29,994	210,069
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2031-2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	328,720	120,761	207,254	150,105	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,721,270
SPC	252,983	168,492	224,672	191,014	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,525,759
Harrisburg	62,686	36,934	54,008	41,719	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	353,936
Scranton/WB	46,541	31,026	41,054	34,054	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	266,817
Lehigh Valley	53,227	29,588	48,198	29,521	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	330,927
NEPA	22,451	33,952	40,916	17,186	21,163	14,397	0	0	2,311	0	0	0	0	20,221	172,597
SEDA-COG	53,210	42,400	60,107	49,409	36,955	10,336	0	0	0	0	0	0	0	48,070	300,486
Altoona	8,561	10,151	11,120	10,444	9,189	5,562	0	0	0	0	0	0	0	9,887	64,913
Johnstown	18,286	10,927	17,579	13,014	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,165
Centre County	12,525	8,939	13,254	7,590	5,422	4,740	0	0	0	0	0	0	0	7,876	60,347
Williamsport	14,779	14,589	18,119	15,619	12,609	4,592	0	0	0	0	0	0	0	14,996	95,303
Erie	14,966	16,206	23,228	13,208	10,812	9,086	0	0	0	0	0	0	0	12,053	99,558
Lancaster	41,631	36,930	50,056	30,768	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	298,620
York	16,385	25,768	38,584	13,825	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,183
Reading	42,324	22,434	38,127	24,423	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	230,499
Lebanon	5,422	8,291	12,180	5,364	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,315
Mercer	5,123	13,118	16,013	9,477	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,247
Adams	10,162	8,211	13,884	4,105	5,446	4,424	0	0	0	0	0	0	0	5,217	51,450
Franklin	5,242	11,361	15,016	5,742	6,848	5,684	0	0	0	0	0	0	0	5,830	55,723
Total Urban	1,015,223	650,076	943,371	666,585	472,131	345,255	0	0	390,114	70,841	758,808	0	0	710,709	6,023,113
Northwest	27,542	36,253	50,443	25,974	26,688	7,387	0	0	0	0	0	0	0	27,262	201,549
N. Central	24,374	34,241	45,754	22,482	25,209	6,934	0	0	0	0	0	0	0	24,764	183,759
N. Tier	27,410	37,783	55,690	33,308	32,376	6,406	0	0	0	0	0	0	0	33,551	226,524
S. Alleghenies	24,310	31,857	42,462	30,248	28,497	7,036	0	0	0	0	0	0	0	30,637	195,047
Wayne County	0	7,498	10,310	3,686	4,989	3,342	0	0	0	0	0	0	0	3,763	33,588
Total Rural	103,637	147,632	204,659	115,699	117,759	31,105	0	0	0	0	0	0	0	119,978	840,468
Interstate Program	3,222,220	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,281,722
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	605,090	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,263,690
RBR Regional Share	0	0	64,188	64,188	0	0	0	0	0	0	0	0	0	0	128,375
GRAND TOTAL	4,946,170	797,708	1,989,629	1,104,000	589,890	536,360	241,441	28,737	390,114	193,255	758,808	220,352	250,556	1,112,407	13,159,426

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3 -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	226.89	227.69	228.09	228.97	911.63	229.69	230.57	231.04	231.96	232.76	233.74	234.29	235.31	2,770.99
SPC	276,302.9	31.59%	4,914.71	4,932.09	4,940.77	4,959.73	19,747.30	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	60,023.76
Harrisburg	34,925.0	3.99%	621.23	623.42	624.52	626.92	2,496.08	628.91	631.31	632.61	635.10	637.30	639.99	641.49	644.29	7,587.07
Scranton/WB	13,629.0	1.56%	242.42	243.28	243.71	244.65	974.06	245.42	246.36	246.87	247.84	248.70	249.75	250.33	251.42	2,960.75
Lehigh Valley	41,874.0	4.79%	744.83	747.46	748.78	751.65	2,992.72	754.05	756.92	758.47	761.47	764.10	767.33	769.13	772.48	9,096.66
NEPA	70,903.5	8.11%	1,261.19	1,265.65	1,267.88	1,272.74	5,067.45	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	15,403.00
SEDA-COG	30,389.6	3.47%	540.55	542.46	543.42	545.50	2,171.94	547.24	549.33	550.45	552.63	554.54	556.88	558.19	560.62	6,601.81
Altoona	6,584.4	0.75%	117.12	117.53	117.74	118.19	470.59	118.57	119.02	119.26	119.74	120.15	120.66	120.94	121.47	1,430.39
Johnstown	3,702.1	0.42%	65.85	66.08	66.20	66.45	264.59	66.67	66.92	67.06	67.32	67.55	67.84	68.00	68.30	804.24
Centre County	16,835.4	1.92%	299.46	300.52	301.05	302.20	1,203.22	303.16	304.32	304.94	306.15	307.21	308.50	309.23	310.57	3,657.30
Williamsport	11,654.8	1.33%	207.31	208.04	208.41	209.21	832.97	209.87	210.67	211.11	211.94	212.67	213.57	214.07	215.00	2,531.88
Erie	2,079.0	0.24%	36.98	37.11	37.18	37.32	148.59	37.44	37.58	37.66	37.81	37.94	38.10	38.19	38.35	451.64
Lancaster	45,475.8	5.20%	808.90	811.76	813.19	816.31	3,250.14	818.91	822.02	823.71	826.96	829.82	833.33	835.28	838.92	9,879.12
York	20,394.8	2.33%	362.77	364.05	364.69	366.09	1,457.61	367.26	368.66	369.42	370.87	372.16	373.73	374.60	376.24	4,430.55
Reading	8,141.2	0.93%	144.81	145.32	145.58	146.14	581.85	146.60	147.16	147.46	148.05	148.56	149.19	149.53	150.19	1,768.59
Lebanon	1,655.0	0.19%	29.44	29.54	29.59	29.71	118.28	29.80	29.92	29.98	30.10	30.20	30.33	30.40	30.53	359.53
Mercer	3,586.9	0.41%	63.80	64.03	64.14	64.39	256.35	64.59	64.84	64.97	65.23	65.45	65.73	65.88	66.17	779.21
Adams	28,042.5	3.21%	498.80	500.57	501.45	503.37	2,004.19	504.98	506.90	507.94	509.94	511.71	513.87	515.07	517.32	6,091.92
Franklin	8,918.4	1.02%	158.64	159.20	159.48	160.09	637.40	160.60	161.21	161.54	162.18	162.74	163.43	163.81	164.52	1,937.42
Northwest	44,543.1	5.09%	792.31	795.11	796.51	799.56	3,183.48	802.11	805.17	806.82	810.00	812.80	816.24	818.15	821.72	9,676.50
N. Central	67,603.4	7.73%	1,202.49	1,206.74	1,208.87	1,213.50	4,831.60	1,217.37	1,222.01	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	14,686.09
N. Tier	57,527.4	6.58%	1,023.26	1,026.88	1,028.69	1,032.64	4,111.47	1,035.92	1,039.87	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	12,497.19
S. Alleghenies	60,493.3	6.92%	1,076.02	1,079.82	1,081.72	1,085.87	4,323.44	1,089.33	1,093.48	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	13,141.50
Wayne	6,618.9	0.76%	117.73	118.15	118.36	118.81	473.05	119.19	119.64	119.89	120.36	120.78	121.29	121.57	122.10	1,437.88
Total (No IM)	874,635.9	100.00%	15,557.50	15,612.50	15,640.00	15,700.00	62,510.00	15,750.00	15,810.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	190,005.00

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

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	226.89	227.69	228.09	228.97	911.63	229.69	230.57	231.04	231.96	232.76	233.74	234.29	235.31	2,770.99
SPC	276,302.9	31.59%	4,914.71	4,932.09	4,940.77	4,959.73	19,747.30	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	60,023.76
Harrisburg	34,925.0	3.99%	621.23	623.42	624.52	626.92	2,496.08	628.91	631.31	632.61	635.10	637.30	639.99	641.49	644.29	7,587.07
Scranton/WB	13,629.0	1.56%	242.42	243.28	243.71	244.65	974.06	245.42	246.36	246.87	247.84	248.70	249.75	250.33	251.42	2,960.75
Lehigh Valley	41,874.0	4.79%	744.83	747.46	748.78	751.65	2,992.72	754.05	756.92	758.47	761.47	764.10	767.33	769.13	772.48	9,096.66
NEPA	70,903.5	8.11%	1,261.19	1,265.65	1,267.88	1,272.74	5,067.45	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	15,403.00
SEDA-COG	30,389.6	3.47%	540.55	542.46	543.42	545.50	2,171.94	547.24	549.33	550.45	552.63	554.54	556.88	558.19	560.62	6,601.81
Altoona	6,584.4	0.75%	117.12	117.53	117.74	118.19	470.59	118.57	119.02	119.26	119.74	120.15	120.66	120.94	121.47	1,430.39
Johnstown	3,702.1	0.42%	65.85	66.08	66.20	66.45	264.59	66.67	66.92	67.06	67.32	67.55	67.84	68.00	68.30	804.24
Centre County	16,835.4	1.92%	299.46	300.52	301.05	302.20	1,203.22	303.16	304.32	304.94	306.15	307.21	308.50	309.23	310.57	3,657.30
Williamsport	11,654.8	1.33%	207.31	208.04	208.41	209.21	832.97	209.87	210.67	211.11	211.94	212.67	213.57	214.07	215.00	2,531.88
Erie	2,079.0	0.24%	36.98	37.11	37.18	37.32	148.59	37.44	37.58	37.66	37.81	37.94	38.10	38.19	38.35	451.64
Lancaster	45,475.8	5.20%	808.90	811.76	813.19	816.31	3,250.14	818.91	822.02	823.71	826.96	829.82	833.33	835.28	838.92	9,879.12
York	20,394.8	2.33%	362.77	364.05	364.69	366.09	1,457.61	367.26	368.66	369.42	370.87	372.16	373.73	374.60	376.24	4,430.55
Reading	8,141.2	0.93%	144.81	145.32	145.58	146.14	581.85	146.60	147.16	147.46	148.05	148.56	149.19	149.53	150.19	1,768.59
Lebanon	1,655.0	0.19%	29.44	29.54	29.59	29.71	118.28	29.80	29.92	29.98	30.10	30.20	30.33	30.40	30.53	359.53
Mercer	3,586.9	0.41%	63.80	64.03	64.14	64.39	256.35	64.59	64.84	64.97	65.23	65.45	65.73	65.88	66.17	779.21
Adams	28,042.5	3.21%	498.80	500.57	501.45	503.37	2,004.19	504.98	506.90	507.94	509.94	511.71	513.87	515.07	517.32	6,091.92
Franklin	8,918.4	1.02%	158.64	159.20	159.48	160.09	637.40	160.60	161.21	161.54	162.18	162.74	163.43	163.81	164.52	1,937.42
Northwest	44,543.1	5.09%	792.31	795.11	796.51	799.56	3,183.48	802.11	805.17	806.82	810.00	812.80	816.24	818.15	821.72	9,676.50
N. Central	67,603.4	7.73%	1,202.49	1,206.74	1,208.87	1,213.50	4,831.60	1,217.37	1,222.01	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	14,686.09
N. Tier	57,527.4	6.58%	1,023.26	1,026.88	1,028.69	1,032.64	4,111.47	1,035.92	1,039.87	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	12,497.19
S. Alleghenies	60,493.3	6.92%	1,076.02	1,079.82	1,081.72	1,085.87	4,323.44	1,089.33	1,093.48	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	13,141.50
Wayne	6,618.9	0.76%	117.73	118.15	118.36	118.81	473.05	119.19	119.64	119.89	120.36	120.78	121.29	121.57	122.10	1,437.88
Total (No IM)	874,635.9	100.00%	15,557.50	15,612.50	15,640.00	15,700.00	62,510.00	15,750.00	15,810.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	190,005.00

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	453.77	455.38	456.18	457.93	1,823.26	459.39	461.14	462.09	463.91	465.51	467.48	468.58	470.62	5,541.98
SPC	276,302.9	31.59%	9,829.42	9,864.17	9,881.55	9,919.45	39,494.59	9,951.05	9,988.95	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	120,047.51
Harrisburg	34,925.0	3.99%	1,242.45	1,246.84	1,249.04	1,253.83	4,992.16	1,257.82	1,262.62	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	15,174.14
Scranton/WB	13,629.0	1.56%	484.85	486.56	487.42	489.29	1,948.12	490.85	492.72	493.73	495.68	497.39	499.50	500.67	502.85	5,921.50
Lehigh Valley	41,874.0	4.79%	1,489.66	1,494.93	1,497.56	1,503.30	5,985.45	1,508.09	1,513.84	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	18,193.33
NEPA	70,903.5	8.11%	2,522.38	2,531.30	2,535.75	2,545.48	10,134.91	2,553.59	2,563.32	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	30,806.01
SEDA-COG	30,389.6	3.47%	1,081.10	1,084.93	1,086.84	1,091.01	4,343.87	1,094.48	1,098.65	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	13,203.61
Altoona	6,584.4	0.75%	234.24	235.07	235.48	236.38	941.17	237.14	238.04	238.53	239.47	240.30	241.32	241.88	242.93	2,860.78
Johnstown	3,702.1	0.42%	131.70	132.17	132.40	132.91	529.18	133.33	133.84	134.11	134.64	135.11	135.68	136.00	136.59	1,608.48
Centre County	16,835.4	1.92%	598.92	601.03	602.09	604.40	2,406.44	606.33	608.64	609.89	612.29	614.41	617.01	618.45	621.15	7,314.61
Williamsport	11,654.8	1.33%	414.62	416.08	416.82	418.41	1,665.93	419.75	421.35	422.21	423.88	425.34	427.14	428.14	430.01	5,063.75
Erie	2,079.0	0.24%	73.96	74.22	74.35	74.64	297.17	74.88	75.16	75.31	75.61	75.87	76.19	76.37	76.71	903.28
Lancaster	45,475.8	5.20%	1,617.79	1,623.51	1,626.37	1,632.61	6,500.29	1,637.81	1,644.05	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	19,758.23
York	20,394.8	2.33%	725.54	728.11	729.39	732.19	2,915.22	734.52	737.32	738.83	741.75	744.31	747.46	749.21	752.47	8,861.09
Reading	8,141.2	0.93%	289.62	290.65	291.16	292.27	1,163.70	293.21	294.32	294.93	296.09	297.11	298.37	299.07	300.37	3,537.17
Lebanon	1,655.0	0.19%	58.88	59.08	59.19	59.42	236.56	59.60	59.83	59.95	60.19	60.40	60.65	60.80	61.06	719.06
Mercer	3,586.9	0.41%	127.60	128.05	128.28	128.77	512.71	129.18	129.67	129.94	130.45	130.90	131.46	131.77	132.34	1,558.43
Adams	28,042.5	3.21%	997.61	1,001.13	1,002.90	1,006.74	4,008.38	1,009.95	1,013.80	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	12,183.85
Franklin	8,918.4	1.02%	317.27	318.39	318.95	320.18	1,274.79	321.20	322.42	323.08	324.36	325.48	326.86	327.62	329.05	3,874.85
Northwest	44,543.1	5.09%	1,584.61	1,590.21	1,593.02	1,599.13	6,366.97	1,604.22	1,610.33	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	19,352.99
N. Central	67,603.4	7.73%	2,404.98	2,413.48	2,417.73	2,427.01	9,663.19	2,434.74	2,444.01	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	29,372.19
N. Tier	57,527.4	6.58%	2,046.53	2,053.76	2,057.38	2,065.27	8,222.94	2,071.85	2,079.74	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	24,994.39
S. Alleghenies	60,493.3	6.92%	2,152.04	2,159.65	2,163.45	2,171.75	8,646.88	2,178.67	2,186.97	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	26,283.00
Wayne	6,618.9	0.76%	235.47	236.30	236.71	237.62	946.10	238.38	239.29	239.78	240.73	241.56	242.58	243.15	244.21	2,875.77
Total (No IM)	874,635.9	100.00%	31,115.00	31,225.00	31,280.00	31,400.00	125,020.00	31,500.00	31,620.00	31,685.00	31,810.00	31,920.00	32,055.00	32,130.00	32,270.00	380,010.00

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania's Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region's dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys (STAMPP Program):
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys
- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility
- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON- Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Bridges

- Condition Surveys
 - Bridge inspections have been performed through progressive Federal minimum standards since 1971
 - Bridges are inspected every 2 years or less, depending on condition
- Condition Survey Field Manual
 - Publication 100A
- Treatment / Dollar needs
 - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
 - For each bridge, the treatment and cost are determined.
 - Total cost of treatments = Dollar Needs
 - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2023 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
		1/4 Pavement AMF*
	Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program	
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway		1/4 VMT
		1/4 Truck VMT
		1/2 Lane Miles
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$35 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet

* Asset Management Factor

Appendix 6: 2023 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	364,290	711,527	15,100	1,090,917
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	118,630	244,850	12,500	375,980
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	482,920	1,081,732	55,946	1,620,598
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	Rural Total	0	20,111	5,288	25,399
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	Shared-Ride Total	0	0	22,189	22,189
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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	4,407	0	4,407
	PennDOT Discretion	27,630	0	0	27,630
	Other Unallocated (Urban/Rural)	41,990	27,656	0	69,646
	GRAND TOTAL	552,540	1,133,906	83,423	1,769,869

* 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 22-23.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2024 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	369,550	711,527	15,100	1,096,177
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	120,340	244,850	12,500	377,690
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	489,890	1,081,732	55,946	1,627,568
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	Rural Total	0	20,111	5,288	25,399
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	Shared-Ride Total	0	0	22,189	22,189
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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	4,407	0	4,407
	PennDOT Discretion	28,030	0	0	28,030
	Other Unallocated (Urban/Rural)	42,600	56,004	0	98,604
	GRAND TOTAL	560,520	1,162,254	83,423	1,806,197

* 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 23-24.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2025 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	373,780	711,527	15,100	1,100,407
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	121,720	244,850	12,500	379,070
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	495,500	1,081,732	55,946	1,633,178
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	Rural Total	0	20,111	5,288	25,399
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	Shared-Ride Total	0	0	22,189	22,189
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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	4,407	0	4,407
	PennDOT Discretion	28,350	0	0	28,350
	Other Unallocated (Urban/Rural)	43,090	85,060	0	128,150
	GRAND TOTAL	566,940	1,191,310	83,423	1,841,673

* 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 24-25.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent

Date Prepared: 5/25/2021

Appendix 6: 2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	373,360	711,527	15,100	1,099,987
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	121,580	244,850	12,500	378,930
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	494,940	1,081,732	55,946	1,632,618
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	Rural Total	0	20,111	5,288	25,399
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	Shared-Ride Total	0	0	22,189	22,189
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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	4,407	0	4,407
	PennDOT Discretion	28,320	0	0	28,320
	Other Unallocated (Urban/Rural)	43,040	114,843	0	157,883
	GRAND TOTAL	566,300	1,221,093	83,423	1,870,816

* 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 25-26.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2023-2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,480,980	2,846,108	60,400	4,387,488
	<i>Krapf's Coach - Chester</i>	0	72	0	72
	<i>Upper Merion</i>	0	76	0	76
	PAAC	482,270	979,400	50,000	1,511,670
	AMTRAN -- Blair	0	13,264	0	13,264
	BCTA -- Beaver	0	16,780	2,364	19,144
	CAT -- Dauphin	0	37,748	5,520	43,268
	CATA -- Centre	0	30,524	1,172	31,696
	CCTA -- Cambria	0	30,108	3,684	33,792
	COLTS -- Lackawanna	0	30,252	7,784	38,036
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	30,480	22,800	53,280
	EMTA -- Erie	0	43,528	4,864	48,392
	FACT -- Fayette	0	5,304	2,308	7,612
	HPT -- Hazleton	0	8,700	0	8,700
	LANTA -- Lehigh-Northampton	0	76,340	14,512	90,852
	LCTA -- Luzerne	0	25,648	2,776	28,424
	<i>Martz</i>	0	52	0	52
	LT -- Lebanon	0	8,628	2,324	10,952
	MMVTA -- Mid Mon Valley	0	12,692	0	12,692
	MCTA -- Monroe	0	8,932	5,488	14,420
	Pottstown -- Montgomery	0	5,628	0	5,628
	SCTA -- South Central	0	70,660	18,448	89,108
	SVSS -- Shenango Valley	0	3,472	3,852	7,324
	WCTA -- Washington	0	6,556	8,860	15,416
	WBT -- Williamsport	0	18,572	0	18,572
	WCTA -- Westmoreland	0	17,404	6,628	24,032
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	1,963,250	4,326,928	223,784	6,513,962
RURAL	ATA	0	24,004	1,812	25,816
	BTA -- Butler	0	4,124	0	4,124
	Carbon	0	1,092	2,024	3,116
	CATA -- Crawford	0	6,072	3,140	9,212
	EMTA -- Endless Mtns.	0	4,596	5,164	9,760
	ICTA -- Indiana	0	7,420	1,632	9,052
	Mid-County -- Armstrong	0	2,628	1,260	3,888
	Mt. Carmel	0	1,368	0	1,368
	NCATA -- New Castle	0	19,132	0	19,132
	STS -- Schuylkill	0	6,988	4,128	11,116
	TAWC -- Warren	0	3,020	1,992	5,012
	Rural Total	0	80,444	21,152	101,596
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,624	4,624
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,612	2,612
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lycoming)	0	0	4,060	4,060
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,248	3,248
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	4,588	4,588
	Shared-Ride Total	0	0	88,756	88,756
Other Agencies	Bucks County Transport	0	2,552	0	2,552
	Chester County TMA	0	3,716	0	3,716
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	3,548	0	3,548
	Other Agency Total	0	17,628	0	17,628
	PennDOT Discretion	112,330	0	0	112,330
	Other Unallocated (Urban/Rural)	170,720	283,563	0	454,283
	GRAND TOTAL	2,246,300	4,708,563	333,692	7,288,555

* 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%.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	FFY 2023						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachia Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738

Date prepared: 5/25/2021

+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 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	FFY 2024						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738

Date prepared: 5/25/2021

+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 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	FFY 2025						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738

Date prepared: 5/25/2021

+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 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738

Date prepared: 5/25/2021

+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 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	Total FFY 2023 - FFY 2026						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	30,408	0	2,800	0	0	3,700	36,908
Altoona*	5,264	0	0	0	0	0	5,264
East Stroudsburg*	4,888	0	0	0	0	0	4,888
Erie*	17,044	0	0	0	0	0	17,044
Harrisburg*	22,136	0	1,828	0	0	2,328	26,292
Hanover*	4,000	0	0	0	0	0	4,000
Hazleton*	3,544	0	0	0	0	0	3,544
Johnstown*	6,448	56	0	0	0	0	6,504
Lancaster*	19,292	0	1,748	0	0	2,140	23,180
Lebanon*	4,592	0	0	0	0	0	4,592
Monessen*	5,928	0	0	0	0	0	5,928
Philadelphia**	420,448	494,288	13,996	0	0	34,116	962,848
Pittsburgh**	138,884	89,736	7,620	0	0	13,164	249,404
Pottstown*	5,724	0	0	0	0	0	5,724
Reading*	14,912	0	1,128	0	0	1,700	17,740
Scranton/Wilkes-Barre*	20,036	0	1,796	0	0	2,272	24,104
Sharon*	2,900	0	206	0	0	296	3,402
State College*	13,556	0	0	0	0	0	13,556
Uniontown-Connellsville*	5,040	0	0	0	0	0	5,040
Williamsport*	10,316	0	0	0	0	0	10,316
York*	13,304	0	972	0	0	1,532	15,808
Large Urban	26,404	15,612	0	0	0	0	42,016
Small Urban	6,624	0	8,896	0	0	7,552	23,072
Large or Small Urban	0	47,140	0	0	0	14,000	61,140
Non Urbanized	0	0	9,944	86,312	0	0	96,256
Intercity Bus	0	0	0	15,232	0	0	15,232
Appalachian Counties	0	0	0	0	19,152	0	19,152
TOTALS	801,692	646,832	50,934	101,544	19,152	82,800	1,702,954

Date prepared: 5/25/2021

+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 8
2023-2026 Federal and State Transit Funding by Region
(\$000)

Region	2023			2024			2025			2026			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	242,143	1,108,227	1,350,370	242,143	1,113,487	1,355,630	242,143	1,117,717	1,359,860	242,143	1,117,297	1,359,440	968,572	4,456,728	5,425,300
SPC	65,093	407,564	472,657	65,093	409,274	474,367	65,093	410,654	475,747	65,093	410,514	475,607	260,372	1,638,006	1,898,378
Harrisburg	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	26,292	43,268	69,560
Scranton/WB	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	27,648	75,212	102,860
Lehigh Valley	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	36,908	90,852	127,760
NEPA	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	4,888	30,532	35,420
SEDA-COG	0	772	772	0	772	772	0	772	772	0	772	772	0	3,088	3,088
Altoona	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	5,264	17,888	23,152
Johnstown	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	6,504	33,792	40,296
Centre County	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	13,556	34,308	47,864
Williamsport	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	10,316	22,632	32,948
Erie	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	17,044	48,392	65,436
Lancaster	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	23,180	0	23,180
York	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	19,808	0	19,808
Reading	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	17,740	0	17,740
Lebanon	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	4,592	10,952	15,544
Mercer	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	3,402	7,324	10,726
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	361,521	1,620,351	1,981,872	361,521	1,627,321	1,988,842	361,521	1,632,931	1,994,452	361,521	1,632,371	1,993,892	1,446,086	6,512,974	7,959,060
Northwest	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	17,536	17,536
N. Central	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	25,816	25,816
N. Tier	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	13,008	13,008
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	4,588	4,588
Total Rural	0	16,645	16,645	0	16,645	16,645	0	16,645	16,645	0	16,645	16,645	0	66,580	66,580
Unallocated	64,217	97,276	161,493	64,217	126,634	190,851	64,217	156,500	220,717	64,217	186,203	250,420	256,868	566,613	823,481
Multiple -- SCTA*	0	22,277	22,277	0	22,277	22,277	0	22,277	22,277	0	22,277	22,277	0	89,108	89,108
Multiple -- CPTA*	0	13,320	13,320	0	13,320	13,320	0	13,320	13,320	0	13,320	13,320	0	53,280	53,280
Grand Total	425,738	1,769,869	2,195,608	425,738	1,806,197	2,231,935	425,738	1,841,673	2,267,412	425,738	1,870,816	2,296,554	1,702,954	7,288,555	8,991,509

* 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 shared by the Lancaster and Reading MPOs

* Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDACOG, Harrisburg, Franklin and York MPOs

June 29, 2021

**PENNSYLVANIA'S 2023
TRANSPORTATION PROGRAM
GENERAL AND PROCEDURAL
GUIDANCE**

2023 Transportation Program General and Procedural Guidance

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2023 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2023-2026 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2021-2024 STIP Federal Planning Finding](#), these regulations guide the development process of the 2023 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the Fixing America's Surface Transportation (FAST) Act. Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM). With these changes, the regional TIPs will continue to evolve into more narrative-based planning documents, similar to the regional LRTPs.

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This document will oversee the development process of the 2023 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania's MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2023 Transportation Program development schedule is available in Appendix 1.

[PA Act 120 of 1970](#), enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

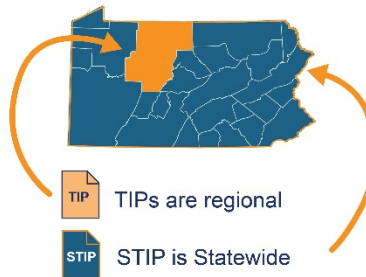
12-Year Program Cycle for Federal Fiscal Year (FFY) 2023-2034

FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
← TYP →											
← TAMP →											

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Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, Statewide Items TIP, and Interstate Management (IM) Program TIP. PennDOT takes the lead in developing the independent county TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of

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limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a key component of updating the Program. The release of the [2021 Transportation Performance Report](#) (TPR) by the STC on February 18, 2021 was the official start of the 2023 Program update process in Pennsylvania. PennDOT, the STC and the MPOs/RPOs welcomed the public to review the TPR prior to providing input and feedback on transportation priorities to help identify projects for the 2023 Program. The 2023 TYP update open public comment period took place from March 1 to April 14, 2021. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns on STC's [Public Outreach](#) page and attend an [Online Public Meeting](#) hosted by the Secretary of Transportation, who is also STC Chair. During the Public Meeting, the findings of the 2021 TPR were presented and the public was given the opportunity to ask questions.

To increase public participation and gather as much feedback as possible, PennDOT, the STC and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through both social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2023 TYP as well as the 2045 LRTP and the CFMP. Feedback was also shared with the BPT, Districts and MPOs/RPOs, who will consider these results in their project selection process for the TIP. The same process is utilized for the respective regional portions of the Program. STC's [How It Works](#) describes how PennDOT, the STC and the Transportation Advisory Committee (TAC) use a variety of tools including programs, plans and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related

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activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their own regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and the public. The MPOs/RPOs must post their own regional PPPs on their respective websites. The MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. Recently, FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principle points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's

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complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2023 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of government-to-government consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. Non-TMA MPOs, metropolitan areas with populations less than 200,000 as deemed by the US Census, and RPOs must include documentation to indicate compliance as part of their TIP submissions. MPOs that are in Transportation Management Areas (TMAs), metropolitan areas with populations exceeding 200,000 as deemed by the US Census, are required to have Federal certification reviews performed by FHWA/FTA every four years, in accordance with [23 CFR 450.336\(b\)](#). Based on the higher level of oversight by FHWA/FTA, the TMA MPOs aren't asked to provide the additional compliance documents because those materials are reviewed as part of the Federal certification review process. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **Examples** of self-certification resolutions

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and documentation can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above, and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2023 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2023 Program from a previous Program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, and funds obligation. As the project

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progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPO/RPO's in consultation with the Engineering Districts, should consider cross asset optimization of these multiple project focus areas when considering whether or not to adopt the statewide targets that have been established. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

PennDOT Connects

Overarching guidance for PennDOT's project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

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The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. “Cultural resources” is a term that is typically used synonymously with the term “historic properties”, which are defined in the [National Historic Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation’s implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania’s communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania’s [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

Long Range Transportation Plans

PA On Track is Pennsylvania’s current [L RTP](#) and [CFMP](#). They were developed with the cooperation and input from dozens of state, regional and local transportation agencies. PA On Track sets goal areas that include system preservation, safety, personal and freight mobility, and investment. Pennsylvania’s Statewide LRTP and CFMP are currently being updated for 2045 to meet the [federal requirement](#) to update the State Freight Plans every five years.



Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance to MPOs/RPOs in the development of regional LRTPs in its [Developing Regional Long Range Plans](#), PennDOT Publication (PUB) 575, which is currently being updated. PennDOT has also created [Freight Planning Guidance](#) (PUB 790).

The regional LRTPs are consistent with the goals laid out in the statewide LRTP, are based on extensive public and stakeholder involvement, and include a list of fiscally constrained projects that support

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regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional L RTPs, comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional L RTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act and reaffirmed in the [Fixing America's Surface Transportation](#) (FAST) Act. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.



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The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, all MPOs/RPOs have adopted PennDOT's statewide targets. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

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Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOMO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania CFMP](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs. As part of the regional TIP development process, the MPOs/RPOs and Districts must also document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

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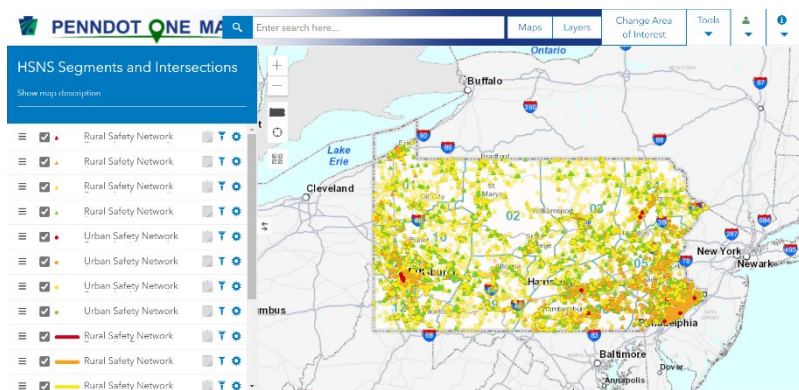
Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the FHWA FY [2019-2022 Strategic Plan](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOMO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOMO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads. This directly ties to achieving the targets established under PM1. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT [District, BOMO, and CPDM staff]. These projects must be consistent with the strategies from the SHSP.

All projects utilizing HSIP funds shall be evaluated based on Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. As a **minimum**, HSIP projects shall have a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries.



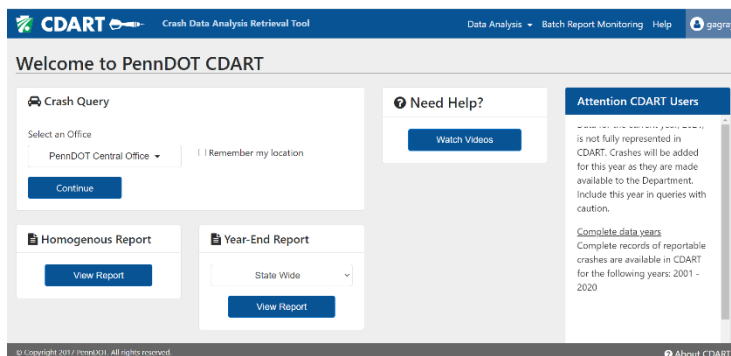
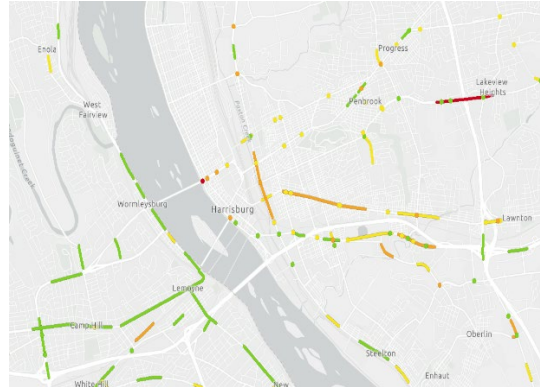
The process for selecting safety projects for inclusion in the TIP should begin with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This

evaluation has been mapped and is included in [PennDOT's OneMap](#) to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently

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evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes (excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.

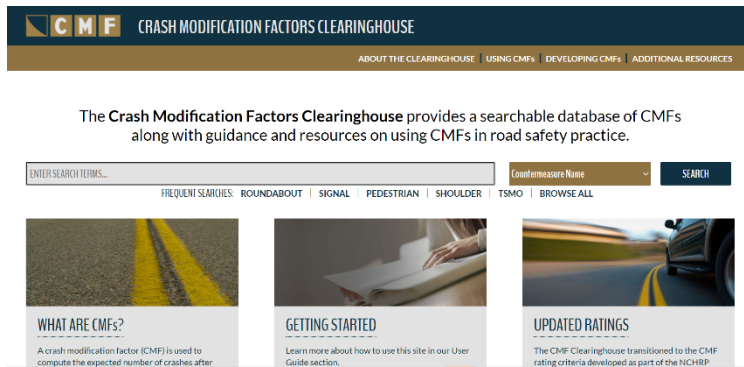


Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)

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Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset. MPO/RPO's should use this information to assess

the complexity of the project needed. For example, can a situation involving roadway departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivery of safety that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets.

These analysis options are explored in more detail at the following locations:

- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – District Highway Safety Guidance Manual](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)

More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

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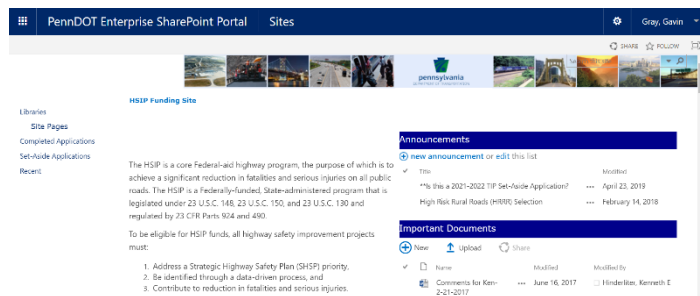
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The [SharePoint HSIP funding site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow

involving the PennDOT Engineering District, BOMO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Failure to do this could result in projects being included in the TIP that do not meet the minimum 1:1 benefit cost ratio for utilization of HSIP funding. The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOMO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside \$35 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOMO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document.



Pavement and Bridge Asset Management

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines

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the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT BOMO's Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its investment decisions for this Program update as well as future updates. Analyses done during the development of the TAMP were utilized to establish the current Pavement and Bridge Condition Performance Measure (PM2) targets.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#).

PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and cost matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset

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condition and performance. Implementation of these improved asset management practices should be implemented on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within a LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT BOMO-Asset Management will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2023 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs. The PAMS and BAMS outputs for the 2023 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions on the NHS
- projected future conditions on the NHS
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. Future updates of Pennsylvania's TAMP will consider expanding the pavement and bridge inventory to include non-NHS pavements and bridges as well as additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT BOMO will work with PennDOT CPDM, PennDOT Districts and the

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MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to prevent bridge or pavement conditions from falling below FHWA minimum condition thresholds. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve NHS performance targets, if available. This will be based on coordination between PennDOT BOMO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are

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derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOMO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOMO and CPDM will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional target assessment and progress. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOMO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

Transportation Systems Management and Operations

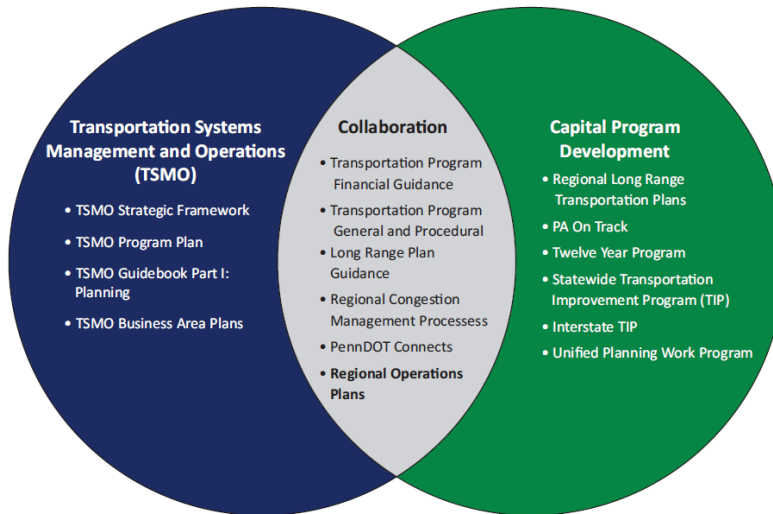
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using operations-focused strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. TSMO strategies must first be considered before the implementation of a capacity-adding project. TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

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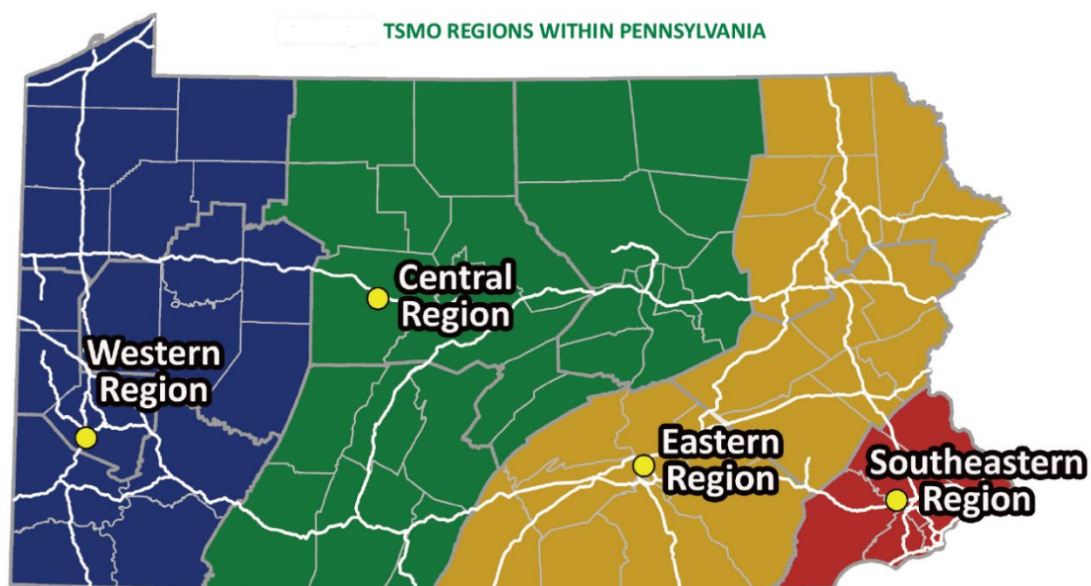
TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects.

Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania's four TSMO regions to better align the planning of operations with PennDOT's four Regional Traffic Management Centers (RTMC).



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The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

The National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#):

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [CFMP](#) must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the CFMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the CFMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the CFMP will be updated concurrently.

Congestion Mitigation and Air Quality Program

The purpose of the CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5/10}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

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FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.
- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

PennDOT CPDM works with the MPOs/RPOs and District Offices to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects).

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For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas except DVRPC and SPC, a simplified evaluation, selection, and eligibility determination process such as the one outlined below is recommended to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA's [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. As part of the draft TIP review, PennDOT and FHWA/FTA review project eligibility. Once FHWA and FTA approve the STIP, PennDOT CPDM can move forward with obligating projects funded with CMAQ.

PennDOT CPDM prepares an annual report to FHWA using project information from the MPMS system. This information is compiled annually on a nationwide level and is submitted by FHWA to Congress. It provides a list of obligated projects and emissions analyses for those projects, which ensures that only CMAQ-eligible projects are being funded.

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs.

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MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

MPOs currently serving an urbanized area population over 1,000,000 that includes an air quality nonattainment or maintenance area must develop a CMAQ Performance Plan. In the CMAQ Performance Plan and its biennial updates, MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans. For the next performance period covering 2022-2025, all MPOs serving an urbanized population more than 200,000 that include an air quality nonattainment or maintenance area will be required to develop a plan.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)

Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.

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Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country. As part of the 2021 TIP Environmental Justice Committee After Action Review (AAR), some aspects of the Unified EJ Guide will be modified and will be updated by November 2021.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

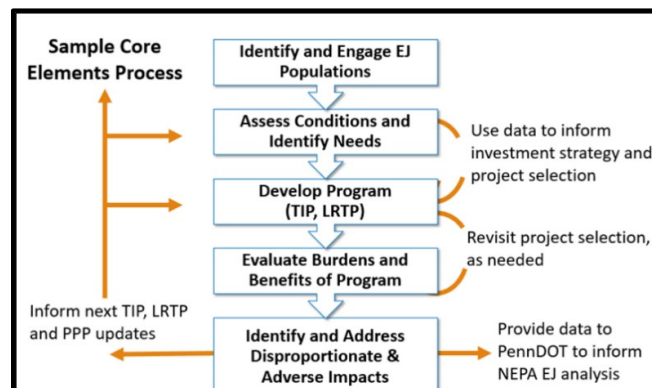
As a continuation of the statewide analysis approach started with the 2021 TIP, Lycoming County Planning Commission will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2023 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid, minimize or mitigate these impacts. It is important to note that determinations of disproportionately

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high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis:



Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

A **list** of Pennsylvania's Tier I and II transit agencies is found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management

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and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

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

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2023 Program Financial Guidance](#) document, first through a Work Group, and later through agreement by all parties. This Guidance provides sufficient information to begin identifying projects, performing project technical evaluations, and negotiating and reaching consensus on the fiscally constrained regional programs.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Due to the expiration of the FAST Act and uncertainty with the viability of the Highway Trust Fund, anticipated available federal highway, bridge and transit funds reflect zero percent revenue growth from the FAST Act authorized 2020 apportionment levels for the entire twelve years of the Program. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed formulas. Allocations are also provided for the IMP, NFP, and Railway-Highway Crossings Program (Section 130/RRX). These continue to be centrally managed statewide programs. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion.

Transit Financial Guidance includes both federal and state resources. Federal funding is based on FAST Act levels. State funding is based on projected funding source revenues and applied by formulas established in [Act 44 of 2007](#), as amended by [Act 89 of 2013](#). In addition, 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 the transit agencies.

To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the

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assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC obligations, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

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The STIP/TIPs 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 start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new

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violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination shows the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

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The completion of a regional TIP or LRTP conformity analysis includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.
2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPO/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder](#) in SharePoint. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS). This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.

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6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's [Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2023 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.
7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
 - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
 - f. Board adoption and approval of the TIP and/or LRTP
 - g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOMO, BPD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC holds District Interstate rides and presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. Representatives from the ISC, FHWA, and PennDOT BOMO, CPDM, and Districts ride the entire Interstate System to assess current conditions and review both currently planned and potential projects. PennDOT Districts then provide presentations to the ISC with updates on conditions, challenges, best practices and needs

2023 Transportation Program General and Procedural Guidance

in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. 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 new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOMO Asset Management. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The FAST Act further sub-allocates TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000

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or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the TA Set-Aside program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g. FFY 2023, 2024, 2025, 2026) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).

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- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOE in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e. the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will be established. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with LEP. As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2023 Transportation Program guidance documents will available at [Talkpatransportation.com](https://talkpatransportation.com) for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public well informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on PennDOT's website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

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TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2023 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOMO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	Transit Performance Measures Narrative Documentation	✓
6	Highway and Bridge TIP Listing with public narrative	✓
7	Public Transportation TIP Listing with public narrative	✓
8	Interstate TIP Listing with public narrative (regional portion)	✓
9	TIP Financial Constraint Chart	✓
10	Public Transportation Financial Capacity Analysis (MPO Only)	
11	EJ Analysis and Documentation	✓
12	Air Quality Conformity Determination Report (if applicable)	✓
13	Air Quality Resolution (if applicable)	
14	Public Comment Period Advertisement	✓
15	Documented Public Comments received (if applicable)	
16	Title VI Policy Statement	✓
17	TIP Revision Procedures	✓
18	Self-Certification Resolution	
19	List of major projects from the previous TIP that were implemented	
20	List of major regional projects from the previous TIP that were delayed	
21	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2023 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM

2023 Transportation Program General and Procedural Guidance

will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2022 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2023 FFY on October 1.

PROGRAM ADMINISTRATION

After adoption, the 2023 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2023 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2023 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2023 Program.

The modification procedures that were approved for the 2021 Program will be used as a starting point for the development of procedures for the 2023 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa. PennDOT CPDM will work with FHWA/FTA to develop and implement a streamlined revision process.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase
- identification of the agencies responsible for carrying out the project or phase

2023 Transportation Program General and Procedural Guidance

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist them in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding. The MPOs/RPOs should share the Annual Listing of Obligated Projects/Executed Grants with their respective Boards/Committees and post the reports on their websites.

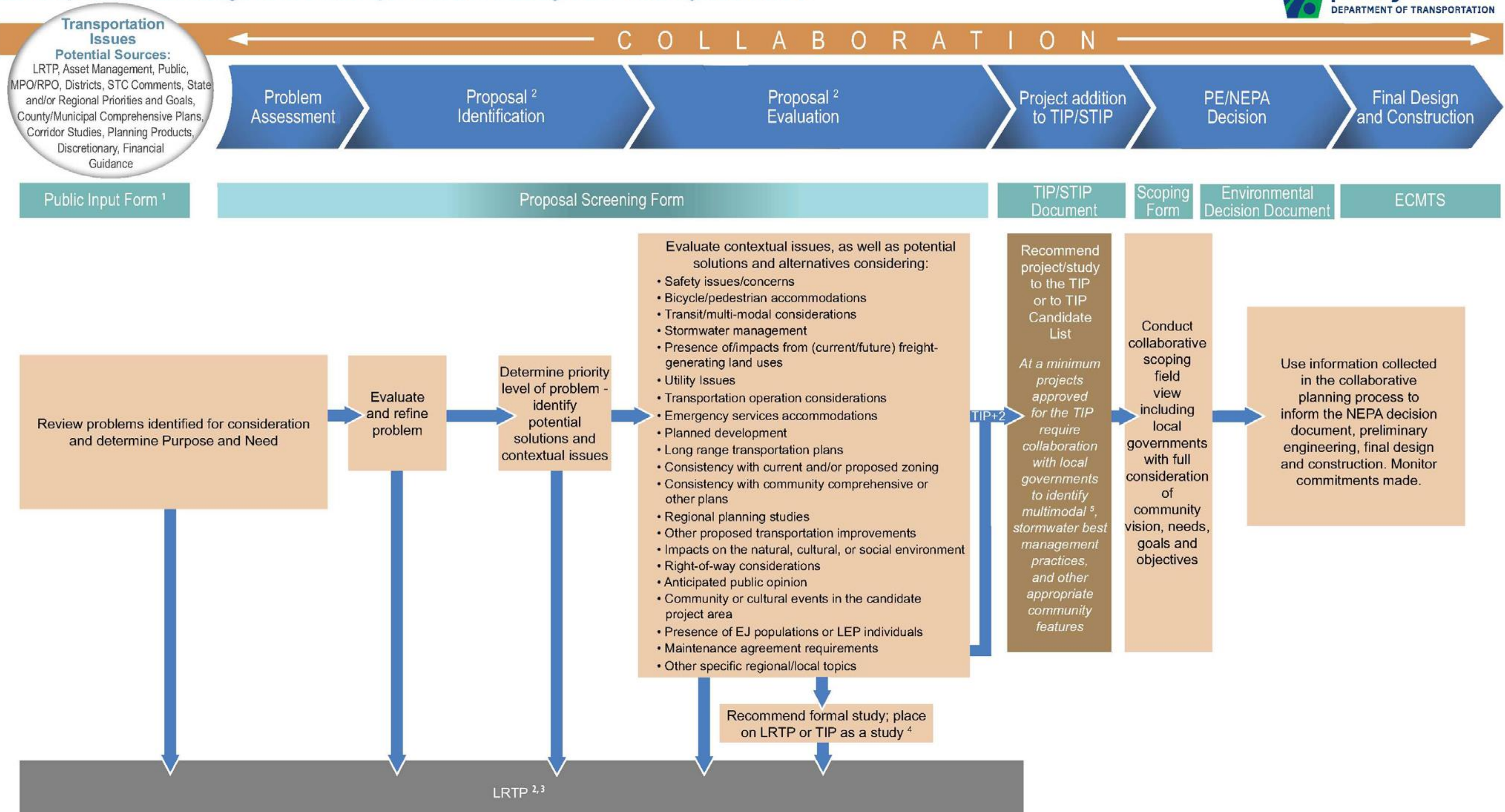
2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
STC releases Transportation Performance Report		2/17																				
STC-TYP public comment period			3/1	4/14																		
STC online public forum			3/23																			
General/Procedural Guidance Work Group Meetings																						
Financial Guidance Work Group Meetings																						
2023 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP																						
Spring/Summer Planning Partners Call						6/29																
Draft Interstate carryover projects released																						
BOMO Asset Management provides PAMS/BAMS outputs for the 2023 Program Update																						
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings																						
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects																						
Project updates are made in MPMS																						
Final Program Update Guidance documents released																						
Interstate Steering Committee Presentations																						
Statewide STIP MOU development/finalization																						
Validation of PennDOT Connects PIF forms conducted for new 2023 TIP projects																						
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs																						
Spike decisions released																						
Draft Interstate and Statewide Projects announced																						
Fall Planning Partners Meeting																						
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs																						
PennDOT completes attaching draft TIP/TYP in MPMS																						
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review																						

2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
Final IM and Statewide Program Distributed																						
PennDOT CPDM completes initial review of the preliminary draft TIPs																						
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program																						
PennDOT CPDM to hold draft program review discussions																						
Interagency air quality consultation																						
Central Office sends Draft TIPs to FHWA for eligibility review																						
MPOs, RPOs and PennDOT conduct air quality conformity analysis																						
STIP Executive Summary Development																						
TIP Public Comment Periods																						
STIP Public Comment Period (15 day)																						
CPDM to review STIP public comments																						
MPOs/RPOs adopt regional TIPs																						
MPOs/RPOs submit regional TIPs to PennDOT CPDM																						
PennDOT CPDM reviews TIP submissions for STIP submittal																						
STC approves TYP																						
PennDOT submits STIP to FHWA/FTA on behalf of Governor																						
FHWA/FTA reviews and approves air quality conformity documents and STIP																						
2023 Program Begins																						

Transportation Program Development and Project Delivery Process



2023-2026 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRR, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2023-2026 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
		Response	CPDM	FHWA	FTA
	Information Items Green highlighted items require documentation be submitted.				
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain info about special needs/ADA Compliance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. TIP Revision Procedures:	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2023-2026 Transportation Program Submission Checklist

Planning Partner:

[Click Here to View Pop-Up Directions]

Transportation Management Area:

☐ Yes ☐ No

MPO/RPO to Provide Response
Others Check to Indicate Response Verified

Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA	
14. MPO/RPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	List of annual obligated projects on website for FFY 2022	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO:		Date:		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
19. Comments:	Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:				

Appendix 3 – TIP Submission Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

[illegible]

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
Total	\$0	\$0	\$0	\$0	

Appendix 4 - Secretary's "Spike" Decisions Project Listing

2023 Program - Spike Projects (NHPP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
76401	SEDA-COG	3	Snyder	CSVT Southern Section	CON	28,414,000	34,186,000	0	0	0	0	0	0	0	62,600,000
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	0	0	40,000,000
116177	Interstate	4	Luzerne	SR 424 over I-81	FD	0	2,000,000	0	0	0	0	0	0	0	2,000,000
116177	Interstate	4	Luzerne	SR 424 over I-81	CON	0	0	20,000,000	10,000,000	0	0	0	0	0	30,000,000
9128	Scranton/W-B	4	Luzerne	SR 115 over I-81	CON	0	23,191,512	0	0	0	0	0	0	0	23,191,512
110070	Lehigh Valley	5	Northampton	22 from Farmersville Rd to 512	CON	5,500,000	0	0	0	0	0	0	0	0	5,500,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	0	0	0	0	0	15,000,000	15,000,000	0	0	30,000,000
14698	DVRPC	6	Chester	422: Hanover-PA100	CON	0	0	36,000,000	20,000,000	0	0	0	0	0	56,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	0	0	0	20,000,000	20,000,000	0	0	0	0	40,000,000
107553	DVRPC	6	Chester	SR30 & Airport Rd Interchange Imp.	CON	0	0	0	20,000,000	10,000,000	0	0	0	0	30,000,000
107554	DVRPC	6	Chester	US30 & PA82 Interchange Imp.	CON	0	0	0	0	0	0	10,000,000	10,000,000	10,000,000	30,000,000
90839	Franklin	8	Franklin	Rocky Mountain Creek Br	CON	3,400,000	0	0	0	0	0	0	0	0	3,400,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	CON	0	0	40,000,000	40,000,000	25,000,000	20,650,000	18,250,000	0	0	143,900,000
97828	Interstate	8	Dauphin	I-83 East Shore Section 3	CON	43,191,512	2,596,488	0	0	0	0	0	0	0	45,788,000
113357	Interstate	8	Dauphin	I-83 East Shore Section 3B	CON	0	16,601,000	18,000,000	0	0	0	0	0	0	34,601,000
113376	Interstate	8	Dauphin	I-83 East Shore Section 3C	CON	0	0	0	0	0	0	0	30,000,000	150,000,000	180,000,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	ROW	0	0	6,000,000	0	0	0	0	0	0	6,000,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	CON	0	0	0	0	10,000,000	30,000,000	35,000,000	30,000,000	74,201,000	179,201,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	ROW	0	0	1,500,000	0	0	0	0	0	0	1,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	59,685,488	59,685,488
113381	Interstate	8	Dauphin	Eisenhower Interchange D	ROW	0	0	900,000	0	0	0	0	0	0	900,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	25,000,000	25,000,000
114698	Interstate	8	Dauphin	I-83 Eisenhower RR Bridge	CON	0	0	20,000,000	11,800,000	0	0	0	0	0	31,800,000
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	ROW	9,000,000	0	0	0	0	0	0	0	0	9,000,000
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	CON	0	0	0	0	24,517,000	20,000,000	0	0	0	44,517,000
112540	Interstate	8	York	Mill Creek Relocation	CON	5,600,000	0	0	0	0	0	0	0	0	5,600,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	CON	12,068,000	0	0	0	0	0	0	0	0	12,068,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	CON	0	0	0	0	0	0	20,738,488	30,650,000	83,711,512	135,100,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	41,588,000	62,348,000	0	0	0	0	0	0	0	103,936,000
109618	Lancaster	8	Lancaster	US 222 Reconstruction	CON	0	0	20,000,000	0	0	0	0	0	0	20,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	CON	0	0	0	30,000,000	15,000,000	15,000,000	0	0	0	60,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	CON	25,000,000	25,901,000	0	0	0	0	0	0	0	50,901,000
102466	STWD Items	99	Central Office	NHPP Reserve	CON	600,488	2,229,000	1,438,000	6,919,000	3,431,000	0	1,661,512	0	0	16,279,000
117258	STWD Items	99	Central Office	BIL Reserve	CON	0	0	0	0	50,771,000	50,623,000	50,623,000	50,623,000	202,492,000	405,132,000
						184,362,000	179,053,000	173,838,000	168,719,000	158,719,000	151,273,000	151,273,000	151,273,000	605,090,000	1,923,600,000

2023 Program - Spike Projects (STP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
108952	Erie	1	Erie	Central Bayfront Parkway Multimodal	CON	3,650,000	0	0	0	0	0	0	0	0	3,650,000
116638	Erie	1	Erie	I-79 Erie County ITS Addition - Interchange - TSMO	CON	79,625	79,625	0	0	0	0	0	0	0	159,250
116639	Erie	1	Erie	I-90 Erie County ITS Addition - SR 19 - TSMO	CON	79,625	79,625	0	0	0	0	0	0	0	159,250
116591	Northwest	1	Crawford	I-79/SR 6 Crawford County ITS Addition - TSMO	CON	79,625	79,625	0	0	0	0	0	0	0	159,250
116641	SVTS	1	Mercer	I-79 Mercer County ITS at Grove City - TSMO	CON	79,625	79,625	0	0	0	0	0	0	0	159,250
2898	Centre	2	Centre	T-633, Potter Run Bridge	FD	254,616	0	0	0	0	0	0	0	0	254,616
2898	Centre	2	Centre	T-633, Potter Run Bridge	ROW	42,436	0	0	0	0	0	0	0	0	42,436
2898	Centre	2	Centre	T-633, Potter Run Bridge	UTL	42,436	0	0	0	0	0	0	0	0	42,436
2898	Centre	2	Centre	T-633, Potter Run Bridge	CON	0	707,824	0	0	0	0	0	0	0	707,824
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	FD	212,180	0	0	0	0	0	0	0	0	212,180
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	ROW	42,436	0	0	0	0	0	0	0	0	42,436
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	UTL	42,436	0	0	0	0	0	0	0	0	42,436
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	CON	0	655,636	0	0	0	0	0	0	0	655,636
95971	SEDA-COG	2	Mifflin	T-439 ov Kishacoquillas	CON	0	2,000,000	0	0	0	0	0	0	0	2,000,000
118008	Northern Tier	3	Bradford	Sayre Traffic Signal Improvements	CON	150,000	0	0	0	0	0	0	0	0	150,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	PE	361,000	0	0	0	0	0	0	0	0	361,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	FD	209,000	0	0	0	0	0	0	0	0	209,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	ROW	22,000	0	0	0	0	0	0	0	0	22,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	UTL	20,000	0	0	0	0	0	0	0	0	20,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	CON	0	728,000	0	0	0	0	0	0	0	728,000
116060	NEPA	4	Pike	Carlton Hill Road over Taylor Creek	PE	235,000	0	0	0	0	0	0	0	0	235,000
116060	NEPA	4	Pike	Carlton Hill Road over Taylor Creek	FD	166,000	0	0	0	0	0	0	0	0	166,000
116060	NEPA	4	Pike	Carlton Hill Road over Taylor Creek	ROW	28,000	0	0	0	0	0	0	0	0	28,000
116060	NEPA	4	Pike	Carlton Hill Road over Taylor Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
116060	NEPA	4	Pike	Carlton Hill Road over Taylor Creek	CON	0	231,000	0	0	0	0	0	0	0	231,000
117103	Scranton/W-B	4	Lackawanna	Lackawanna County Capital Budget Paving 2021	CON	0	2,000,000	0	0	0	0	0	0	0	2,000,000
113521	Scranton/W-B	4	Luzerne	Hillside Road over Tobys Creek	FD	250,000	0	0	0	0	0	0	0	0	250,000
113521	Scranton/W-B	4	Luzerne	Hillside Road over Tobys Creek	ROW	50,000	0	0	0	0	0	0	0	0	50,000
113521	Scranton/W-B	4	Luzerne	Hillside Road over Tobys Creek	UTL	50,000	0	0	0	0	0	0	0	0	50,000
113521	Scranton/W-B	4	Luzerne	Hillside Road over Tobys Creek	CON	0	1,500,000	0	0	0	0	0	0	0	1,500,000
9833	Wayne	4	Wayne	Carley Brook Bridge 2	CON	1,700,000	0	0	0	0	0	0	0	0	1,700,000
68190	Lehigh Valley	5	Lehigh	Freeway Service Patrol	CON	77,490	77,490	0	0	0	0	0	0	0	154,980
110086	Lehigh Valley	5	Lehigh	LVTS Urban ITS	CON	293,125	293,125	0	0	0	0	0	0	0	586,250
116727	NEPA	5	Carbon	Dynamic Curve Warning Signs - NEPA	CON	62,069	0	0	0	0	0	0	0	0	62,069
110329	NEPA	5	Schuylkill	Co. Br. 114 (Zimmerman Br) over L. L. Swatara Crk.	CON	525,593	0	0	0	0	0	0	0	0	525,593
115014	NEPA	5	Schuylkill	Relocate Existing Message Board (78 WB to 81 NB)	CON	45,000	0	0	0	0	0	0	0	0	45,000
61972	Reading	5	Berks	US 222 Widening	CON	0	0	0	0	11,717,324	0	0	0	0	11,717,324
94900	Reading	5	Berks	Freeway Service Patrol	CON	142,458	142,458	0	0	0	0	0	0	0	284,916
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	0	0	0	0	0	35,000,000	35,000,000	35,000,000	140,238,924	245,238,924
116752	Reading	5	Berks	Dynamic Curve Warning Signs - RATS	CON	0	70,841	0	0	0	0	0	0	0	70,841
110091	DVRPC	6	Bucks	King Rd Bridge o/ Herkaken Cr	ROW	30,000	0	0	0	0	0	0	0	0	30,000
110091	DVRPC	6	Bucks	King Rd Bridge o/ Herkaken Cr	UTL	20,000	0	0	0	0	0	0	0	0	20,000
110091	DVRPC	6	Bucks	King Rd Bridge o/ Herkaken Cr	CON	0	1,350,000	0	0	0	0	0	0	0	1,350,000
86276	DVRPC	6	Chester	Twp Co Brg 297 o/ W BigElk	ROW	40,000	0	0	0	0	0	0	0	0	40,000
86276	DVRPC	6	Chester	Twp Co Brg 297 o/ W BigElk	UTL	40,000	0	0	0	0	0	0	0	0	40,000
86276	DVRPC	6	Chester	Twp Co Brg 297 o/ W BigElk	CON	0	1,270,000	0	0	0	0	0	0	0	1,270,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	FD	300,000	0	0	0	0	0	0	0	0	300,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	ROW	20,000	0	0	0	0	0	0	0	0	20,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	UTL	15,000	0	0	0	0	0	0	0	0	15,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	CON	0	1,315,000	0	0	0	0	0	0	0	1,315,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	ROW	25,000	0	0	0	0	0	0	0	0	25,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	UTL	25,000	0	0	0	0	0	0	0	0	25,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	CON	0	1,300,000	0	0	0	0	0	0	0	1,300,000

2023 Program - Spike Projects (STP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
102134	DVRPC	6	Philadelphia	Henry Ave Congested Corr2 (C)	CON	325,000	0	0	0	0	0	0	0	0	325,000
106264	DVRPC	6	Philadelphia	Penn's Landing Project Development	CON	28,465,867	13,816,540	19,093,593	20,619,000	0	0	0	0	0	81,995,000
111515	DVRPC	6	Philadelphia	Cherokee St. o/ Valley Green Rd.	CON	0	1,660,000	0	0	0	0	0	0	0	1,660,000
117825	Harrisburg	8	Dauphin	I-283 ITS Fiber Inter	CON	176,900	176,900	0	0	0	0	0	0	0	353,800
117824	Harrisburg	8	Perry	US 22/322 Devices	CON	402,970	402,970	0	0	0	0	0	0	0	805,940
110280	York	8	York	College Avenue Bridge	CON	0	2,000,000	0	0	0	0	0	0	0	2,000,000
117635	Altoona	9	Blair	I-99 Fiber Repair and Upgrade	PE	10,000	0	0	0	0	0	0	0	0	10,000
117635	Altoona	9	Blair	I-99 Fiber Repair and Upgrade	CON	0	160,000	0	0	0	0	0	0	0	160,000
117633	S. Alleghenies	9	Fulton	I-70 Curve Warning System	CON	115,000	0	0	0	0	0	0	0	0	115,000
117634	S. Alleghenies	9	Fulton	I-70 Intelligent Transportation System (ITS) Gap	CON	232,500	232,500	0	0	0	0	0	0	0	465,000
85574	SPC	10	Armstrong	Margaret Rd Intersection	CON	0	6,453,000	11,479,407	6,828,793	0	0	0	0	0	24,761,200
24471	SPC	10	Butler	CO #24 Kelly Bridge	PE	420,000	0	0	0	0	0	0	0	0	420,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	FD	300,000	0	0	0	0	0	0	0	0	300,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	ROW	23,000	0	0	0	0	0	0	0	0	23,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	UTL	130,000	0	0	0	0	0	0	0	0	130,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	CON	0	1,127,000	0	0	0	0	0	0	0	1,127,000
116661	SPC	10	Butler	I-79 Seneca Ramps - TSMO	FD	75,000	0	0	0	0	0	0	0	0	75,000
116661	SPC	10	Butler	I-79 Seneca Ramps - TSMO	CON	0	350,000	0	0	0	0	0	0	0	350,000
27225	SPC	11	Allegheny	2048 Wm Penn Hwy/I-376 Ramp to PA 48	CON	225,000	225,000	0	0	0	0	0	0	0	450,000
115277	SPC	11	Allegheny	Western Regional TMC Upgrade	PE	175,000	0	0	0	0	0	0	0	0	175,000
113607	SPC	11	Beaver	I-376, ITS Installation - Beaver County	CON	500,000	500,000	0	0	0	0	0	0	0	1,000,000
86225	SPC	12	Greene	Greene County #75	FD	180,000	0	0	0	0	0	0	0	0	180,000
86225	SPC	12	Greene	Greene County #75	ROW	70,000	0	0	0	0	0	0	0	0	70,000
86225	SPC	12	Greene	Greene County #75	UTL	50,000	0	0	0	0	0	0	0	0	50,000
86225	SPC	12	Greene	Greene County #75	CON	0	1,100,000	0	0	0	0	0	0	0	1,100,000
112595	SPC	12	Greene	Greene County #73	FD	175,000	0	0	0	0	0	0	0	0	175,000
112595	SPC	12	Greene	Greene County #73	UTL	10,000	0	0	0	0	0	0	0	0	10,000
115214	SPC	12	Washington	D12 I-70 Cameras Exit 39-43	CON	0	0	0	130,000	147,000	0	0	0	0	277,000
115218	SPC	12	Washington	D12 I-70 Fiber Installation-1	CON	0	0	0	110,000	124,088	0	0	0	0	234,088
115220	SPC	12	Washington	D12 I-70 Fiber Installation-2	CON	0	0	0	110,000	124,088	0	0	0	0	234,088
108140	SPC	12	Westmoreland	LVTIP: Pleasant Unity to Airport	CON	0	0	9,000,000	13,511,207	7,488,793	0	0	0	0	30,000,000
117516	SPC	12	Westmoreland	I-70 Fiber Installation (Segments 404-434)	CON	0	401,048	0	0	0	0	0	0	0	401,048
117519	SPC	12	Westmoreland	I-70 Fiber Installation Segment 0474-0494	CON	0	294,580	0	0	0	0	0	0	0	294,580
117520	SPC	12	Westmoreland	I-70 Fiber Installation Segment 0554-0570	CON	0	223,936	0	0	0	0	0	0	0	223,936
102620	STWD Items	99	Central Office	STP Reserve	CON	1,270,000	1,296,000	1,322,000	1,348,000	16,513,883	720,000	720,000	720,000	2,640,076	26,549,959
111145	STWD Items	99	Central Office	TSMO Reserve	CON	0	0	5,000,000	4,650,000	4,604,824	5,000,000	5,000,000	5,000,000	20,000,000	49,254,824
112699	STWD Items	99	Central Office	Statewide INRIX Contract	PRA	1,523,988	980,652	0	0	0	0	0	0	0	2,504,640
112701	STWD Items	99	Central Office	Statewide Fiber Plan Development	PRA	50,000	50,000	0	0	0	0	0	0	0	100,000
114552	STWD Items	99	Central Office	Historic Metal Truss Bridge Preservation Reserve	CON	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	22,000,000
116554	STWD Items	99	Central Office	TSMO Program Plan Development	PRA	100,000	100,000	0	0	0	0	0	0	0	200,000
117258	STWD Items	99	Central Office	BIL Reserve	CON	0	0	0	0	6,587,000	6,587,000	6,587,000	6,587,000	26,348,000	52,696,000
118052	STWD Items	99	Central Office	PennDOT Pollinator Initiative	CON	550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	2,200,000	6,600,000
						46,072,000	47,060,000	48,445,000	49,857,000	49,857,000	49,857,000	49,857,000	49,857,000	199,427,000	590,289,000

2023 Program - Spike Projects (State)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025 Tot	2026	2027	2028	2029	2030	2031-34	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	0	0	1,900,000	0	0	0	0	0	0	1,900,000
112784	Centre	2	Centre	State College Area Connector	PE	0	5,000,000	0	0	0	0	0	0	0	5,000,000
112784	Centre	2	Centre	State College Area Connector	FD	0	0	5,000,000	5,000,000	12,036,000	10,000,000	7,964,000	0	0	40,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	0	0	0	0	0	0	0	0	28,000,000	28,000,000
112784	Centre	2	Centre	State College Area Connector	UTL	0	0	0	0	10,000,000	10,000,000	9,000,000	0	0	29,000,000
112784	Centre	2	Centre	State College Area Connector	CON	0	0	0	0	0	0	0	0	179,000,000	179,000,000
95989	North Central	2	Cameron	T-330, Salt Run	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330, Salt Run	CON	0	75,000	0	0	0	0	0	0	0	75,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	0	100,000	0	0	0	0	0	0	0	100,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	0	150,000	0	0	0	0	0	0	0	150,000
4383	North Central	2	McKean	T-437 Oswayo Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	0	100,000	0	0	0	0	0	0	0	100,000
85535	North Central	2	Potter	T-351 over Oswayo Creek,	UTL	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	2	Potter	T-351 over Oswayo Creek,	CON	0	75,000	0	0	0	0	0	0	0	75,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	UTL	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	0	100,000	0	0	0	0	0	0	0	100,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	CON	0	250,000	0	0	0	0	0	0	0	250,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	CON	0	80,000	0	0	0	0	0	0	0	80,000
106671	SEDA-COG	3	Montour	T-392 over Mud Run Bridge Removal	CON	0	585,000	0	0	0	0	0	0	0	585,000
102810	SEDA-COG	3	Northumberland	CSV T to SR 11	CON	0	5,000,000	5,000,000	5,070,562	0	0	0	0	0	15,070,562
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	FD	11,500,000	0	0	0	0	0	0	0	0	11,500,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	ROW	0	0	0	3,000,000	0	0	0	0	0	3,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	UTL	0	2,000,000	2,000,000	3,500,000	0	0	0	0	0	7,500,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	CON	0	0	0	2,300,000	0	0	0	0	0	2,300,000
76402	SEDA-COG	3	Snyder	CSV T Structures South Sec	CON	0	10,000,000	10,000,000	10,000,000	10,000,000	15,000,000	15,000,000	15,000,000	25,000,000	110,000,000
76403	SEDA-COG	3	Snyder	CSV T Paving South Sec	CON	0	0	0	10,000,000	15,000,000	17,693,810	20,000,000	25,000,000	47,306,190	135,000,000
102811	SEDA-COG	3	Snyder	CSV T ITS	CON	0	0	0	8,000,000	8,603,297	0	0	0	0	16,603,297
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	UTL	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	CON	0	150,000	0	0	0	0	0	0	0	150,000
114079	Northern Tier	4	Susquehanna	Susquehanna County Paving	CON	0	0	0	0	2,000,000	0	0	0	0	2,000,000
96423	Lehigh Valley	5	Northampton	Pave PA 33 I-78 to US 22	CON	0	0	0	0	8,000,000	0	0	0	0	8,000,000
96470	NEPA	5	Schuylkill	St.Clair to Frackville Reconstruction	CON	8,500,000	8,500,000	0	0	0	0	0	0	0	17,000,000
61972	Reading	5	Berks	US 222 Widening	CON	0	0	0	0	0	2,929,331	0	0	0	2,929,331
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	0	0	0	0	0	0	12,000,000	16,240,000	33,069,731	61,309,731
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	0	0	0	2,500,000	2,500,000	0	0	0	0	5,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	UTL	6,300,000	4,000,000	4,000,000	0	0	0	0	0	0	14,300,000
97828	Interstate	8	Dauphin	I-83 East Shore Section 3	ROW	4,000,000	8,000,000	8,000,000	0	0	0	0	0	0	20,000,000
97828	Interstate	8	Dauphin	I-83 East Shore Section 3	UTL	4,000,000	0	0	0	0	0	0	0	0	4,000,000
113357	Interstate	8	Dauphin	I-83 East Shore Section 3B	FD	5,000,000	0	0	0	0	0	0	0	0	5,000,000
113357	Interstate	8	Dauphin	I-83 East Shore Section 3B	ROW	5,400,000	0	0	0	0	0	0	0	0	5,400,000
113357	Interstate	8	Dauphin	I-83 East Shore Section 3B	UTL	0	2,200,000	0	0	0	0	0	0	0	2,200,000
113376	Interstate	8	Dauphin	I-83 East Shore Section 3C	FD	1,000,000	0	0	0	0	0	0	0	0	1,000,000
113376	Interstate	8	Dauphin	I-83 East Shore Section 3C	ROW	0	0	0	5,800,000	0	0	0	0	0	5,800,000
113376	Interstate	8	Dauphin	I-83 East Shore Section 3C	UTL	0	0	0	2,400,000	0	0	0	0	0	2,400,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	0	0	6,000,000	6,000,000	6,000,000	5,000,000	0	0	0	23,000,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	0	0	7,000,000	6,000,000	3,100,000	0	0	0	0	16,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	0	0	0	0	0	0	9,000,000	18,600,000	0	27,600,000
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	FD	2,500,000	0	0	0	0	0	0	0	0	2,500,000
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	UTL	5,000,000	4,300,000	0	0	0	0	0	0	0	9,300,000
112540	Interstate	8	York	Mill Creek Relocation	FD	1,200,000	0	0	0	0	0	0	0	0	1,200,000
112540	Interstate	8	York	Mill Creek Relocation	ROW	0	4,500,000	4,500,000	0	0	0	0	0	0	9,000,000
112540	Interstate	8	York	Mill Creek Relocation	UTL	0	2,459,000	2,141,000	0	0	0	0	0	0	4,600,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	UTL	2,000,000	1,300,000	0	0	0	0	0	0	0	3,300,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	FD	0	5,000,000	5,000,000	0	0	0	0	0	0	10,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	0	0	0	8,782,438	9,457,406	10,060,156	0	0	0	28,300,000

2023 Program - Spike Projects (State)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025 Tot	2026	2027	2028	2029	2030	2031-34	Total
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	0	0	0	0	6,453,297	7,346,703	0	0	0	13,800,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	FD	4,200,000	0	0	0	0	0	0	0	0	4,200,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	12,774,000	12,000,000	10,226,000	0	0	0	0	0	0	35,000,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	UTL	4,100,000	4,000,000	0	0	0	0	0	0	0	8,100,000
100343	Lebanon	8	Lebanon	Allentown Blvd/Trib Racc	CON	0	1,000,000	0	0	0	0	0	0	0	1,000,000
108154	S. Alleghenies	9	Bedford	US 30 - Scenic Rd to SR 4010	CON	0	0	2,000,000	1,300,000	0	0	0	0	0	3,300,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	CON	100,000	0	0	0	0	0	0	0	0	100,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	CON	80,000	0	0	0	0	0	0	0	0	80,000
97027	Interstate	11	Allegheny	I-376/Carnegie Interchange	PE	500,000	0	0	0	0	0	0	0	0	500,000
97029	Interstate	11	Allegheny	I-376/Greentree Interchange	PE	800,000	0	0	0	0	0	0	0	0	800,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	PE	0	0	6,000,000	0	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD	0	0	1,903,000	7,097,000	0	0	0	0	0	9,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	ROW	0	0	3,000,000	3,000,000	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	UTL	0	0	2,000,000	2,000,000	0	0	0	0	0	4,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	FD	4,000,000	0	0	0	0	0	0	0	0	4,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	ROW	0	600,000	0	0	0	0	0	0	0	600,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	UTL	0	5,000,000	0	0	0	0	0	0	0	5,000,000
91796	SPC	11	Allegheny	Streets Run Road	CON	0	0	0	0	0	6,000,000	6,000,000	8,000,000	0	20,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to I376	CON	0	0	0	0	0	9,000,000	9,000,000	0	0	18,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	0	0	0	0	0	0	5,000,000	10,000,000	50,000,000	65,000,000
110601	Interstate	99	Central Office	INFRA Support	CON	0	0	2,000,000	1,500,000	0	0	0	0	0	3,500,000
84337	STWD Items	99	Central Office	State (15%) Reserve	CON	0	0	0	0	0	0	0	0	7,848,079	7,848,079
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	15,558,000	15,613,000	15,640,000	15,700,000	15,750,000	15,810,000	15,843,000	15,905,000	64,188,000	190,007,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	15,558,000	15,613,000	15,640,000	15,700,000	15,750,000	15,810,000	15,843,000	15,905,000	64,188,000	190,007,000
						114,150,000	117,750,000	118,950,000	124,650,000	124,650,000	124,650,000	124,650,000	124,650,000	498,600,000	1,472,700,000

Appendix 5 - Other Transportation Funding

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
 - Green Light Go
 - Highway Transfer/Turnback Program
 - Highway Systems Technology
 - Debt Service
 - Pennsylvania Infrastructure Bank (PIB)
 - Act 44 Bridge
 - \$5 County Fee for Local Use Fund
 - Marcellus Shale
 - A-409 Discretionary

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. The term “asset management” means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth of Pennsylvania and contributes significantly to providing a state of good repair. It should be noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multi-modal assets like public transit, aviation, rail, marine, ports, bicycle, pedestrian, etc.

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 22-23	SFY 23-24	SFY 24-25	SFY 25-26	SFY 26-27
Adams	19,114,035	19,255,658	19,375,200	19,496,118	19,619,337
Altoona	19,364,477	19,501,176	19,612,400	19,726,052	19,838,012
Centre	25,223,766	25,407,481	25,569,614	25,733,222	25,894,213
DVRPC	305,173,495	307,784,830	309,783,168	311,800,650	313,826,783
Erie	40,801,091	41,104,004	41,355,348	41,604,624	41,859,603
Franklin	24,102,060	24,280,719	24,426,824	24,577,454	24,726,500
Harrisburg	79,347,584	79,942,312	80,437,719	80,937,937	81,431,577
Johnstown	27,824,990	28,026,026	28,196,862	28,369,227	28,543,979
Lancaster	53,323,144	53,740,398	54,064,694	54,391,568	54,719,689
Lebanon	17,250,654	17,368,767	17,460,420	17,554,518	17,645,967
Lehigh Valley	63,973,494	64,460,911	64,821,877	65,192,796	65,564,221
NEPA	86,103,206	86,798,675	87,423,042	88,056,892	88,688,880
North Central	91,065,020	91,773,979	92,421,172	93,075,639	93,733,088
Northern Tier	108,078,041	108,982,859	109,863,810	110,738,082	111,626,417
Northwest	91,686,350	92,382,032	93,025,595	93,667,554	94,317,604
Reading	44,367,025	44,722,797	44,997,451	45,281,419	45,564,394
S. Alleghenies	85,817,486	89,800,734	90,464,689	91,133,384	91,802,319
Scranton-WB	89,051,682	100,063,489	100,714,505	101,367,123	102,011,979
SEDA-COG	99,344,245	86,477,905	87,099,730	87,721,635	88,344,399
SPC	416,574,593	420,046,564	423,074,710	426,097,771	429,143,430
SVTS	28,255,281	28,462,092	28,641,993	28,825,408	29,006,219
Wayne County	24,789,734	25,019,272	25,246,971	25,476,927	25,702,090
Williamsport	29,690,052	29,915,679	30,116,217	30,322,258	30,525,681
York	52,248,480	52,639,627	52,947,973	53,260,726	53,571,604
Statewide	578,364,000	577,210,000	594,772,000	607,039,000	639,189,000
TOTAL	2,500,933,985	2,515,167,984	2,545,913,984	2,571,447,985	2,616,896,985

Appendix 6 – Categorical Funding Definitions

HIGHWAY/BRIDGE

FEDERAL FUNDING CATEGORIES:

Highway:

BOF	Off-system Bridge STBG
BRIP	Bridge Formula Program On- and Off-System
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

Sub-Categories of STP

STN	STP in areas under 200,000 population
STR	STP Rural in areas under 5,000 population
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
CRP	Carbon Reduction
DBE	Disadvantaged Business Enterprise
EV	EV Charging
FFL	Emergency Relief Funds
FLAP	Federal Lands Access Program

FRB	Ferry Boat
HCB	Historic Covered Bridge
INFRA	Infrastructure for Rebuilding America Discretionary Grant Program
OTH-F	Other Federal funding being contributed to projects
PRTCT	PROTECT
RAISE	Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program
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

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)
MBP3	Major Bridge P3 Initiative

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
405	Passenger Rail 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 5308	Clean Fuels Formula Program
Section 5309	Capital Investment Grant Program
Section 5310	Elderly and Persons with Disabilities Program
Section 5311	Non-urbanized Area Formula Program
Section 5312	Public Transportation Innovation Program
Section 5313	State Planning and Research
Section 5316	Job Access and Reverse Commute Program
Section 5317	New Freedom Program
Section 5320	Alternative Transportation in Parks & Park Land
Section 5329	State Safety Oversight 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 7 - MPMS Highway STIP Summary

Date: 8/10/22 8:37AM
Rpt # TIP210

Highway & Bridge
2023 STIP

** indicates a conversion amount*

Federal	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Federal	APD	\$59,750,000	\$45,750,000	\$45,750,000	\$40,750,000	\$192,000,000
Federal	APL	\$3,623,742	\$1,505,890	\$0	\$0	\$5,129,632
Federal	BOF	\$144,471,500	\$147,471,500	\$147,471,500	\$147,471,500	\$586,886,000
Federal	BOF*	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Federal	BRIP	\$278,102,500	\$278,102,500	\$278,102,500	\$278,102,500	\$1,112,410,000
Federal	CAQ	\$113,818,200	\$116,093,200	\$118,416,200	\$120,785,200	\$469,112,800
Federal	CRP	\$64,634,000	\$65,672,000	\$66,731,000	\$67,811,000	\$264,848,000
Federal	DBE	\$676,000	\$676,000	\$676,000	\$676,000	\$2,704,000
Federal	EV	\$40,650,000	\$40,650,000	\$40,650,000	\$40,650,000	\$162,600,000
Federal	FFL	\$676,776	\$0	\$0	\$0	\$676,776
Federal	FLAP	\$261,000	\$0	\$1,672,000	\$0	\$1,933,000
Federal	HSIP	\$122,592,000	\$128,604,000	\$131,320,000	\$134,089,000	\$516,605,000
Federal	HSIP*	\$3,350,000	\$0	\$0	\$0	\$3,350,000
Federal	INFRA	\$0	\$21,012,220	\$0	\$0	\$21,012,220
Federal	NFP	\$56,879,000	\$58,016,000	\$59,177,000	\$60,360,000	\$234,432,000
Federal	NHPP	\$1,051,314,969	\$1,147,572,600	\$1,181,638,600	\$1,226,473,489	\$4,606,999,658
Federal	NHPP*	\$121,442,031	\$48,639,000	\$38,500,000	\$18,065,111	\$226,646,142
Federal	OTH-F	\$1,602,000	\$3,664,000	\$12,543,515	\$0	\$17,809,515
Federal	PRTCT	\$73,493,000	\$74,674,000	\$75,878,000	\$77,106,000	\$301,151,000
Federal	REC	\$1,991,226	\$1,991,226	\$1,991,226	\$1,991,226	\$7,964,904
Federal	RRX	\$7,184,000	\$7,184,000	\$7,184,000	\$7,184,000	\$28,736,000
Federal	SPR	\$70,517,000	\$73,298,000	\$76,189,920	\$79,197,517	\$299,202,437
Federal	SRTSF	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$5,200,000
Federal	STP	\$236,795,000	\$251,857,487	\$259,886,944	\$267,048,467	\$1,015,587,898
Federal	STP*	\$9,178,000	\$1,000,000	\$0	\$0	\$10,178,000
Federal	STU	\$148,165,000	\$176,517,000	\$182,849,000	\$189,703,000	\$697,234,000
Federal	STU*	\$30,595,000	\$5,819,000	\$3,132,000	\$0	\$39,546,000
Federal	SXF	\$2,410,000	\$8,728,000	\$6,321,929	\$5,808,000	\$23,267,929
Federal	TAP	\$27,814,086	\$29,367,000	\$29,978,000	\$30,604,000	\$117,763,086
Federal	TAU	\$16,697,914	\$16,993,000	\$17,349,000	\$17,710,000	\$68,749,914
Federal	TAU*	\$900,000	\$0	\$0	\$0	\$900,000
Total Federal:		\$2,693,883,944	\$2,752,157,623	\$2,784,708,334	\$2,812,886,010	\$11,043,635,911
State	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
State	MBP3	\$105,970,000	\$161,500,000	\$288,809,065	\$482,010,000	\$1,038,289,065
State	OTH-S	\$5,781,437	\$623,000	\$0	\$0	\$6,404,437
State	073	\$0	\$7,000,000	\$0	\$0	\$7,000,000
State	179	\$522,750	\$984,000	\$250,000	\$250,000	\$2,006,750
State	183	\$30,118,452	\$27,446,196	\$27,429,086	\$28,569,217	\$113,562,951
State	185	\$292,440,548	\$290,166,804	\$290,208,914	\$288,130,783	\$1,160,947,049
State	411	\$82,246,025	\$81,925,000	\$83,603,000	\$83,603,000	\$331,377,025
State	581	\$497,299,051	\$526,596,773	\$534,926,866	\$574,244,185	\$2,133,066,875
State	582	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
Total State:		\$1,014,978,263	\$1,096,841,773	\$1,225,826,931	\$1,457,407,185	\$4,795,054,152
Local/Other	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Local/Other	ACT13	\$0	\$2,500	\$0	\$0	\$2,500
Local/Other	LOC	\$143,436,627	\$56,215,306	\$44,389,867	\$44,494,834	\$288,536,634
Local/Other	PRIV	\$3,176,000	\$5,098,800	\$4,498,800	\$4,438,800	\$17,212,400
Local/Other	TPK	\$0	\$21,050,000	\$0	\$0	\$21,050,000
Total Local/Other:		\$146,612,627	\$82,366,606	\$48,888,667	\$48,933,634	\$326,801,534
Overall Totals:		\$3,855,474,834	\$3,931,366,002	\$4,059,423,932	\$4,319,226,829	\$16,165,491,597

Appendix 8 - Highway Federal Funds Balance

PENNSYLVANIA BALANCE OF FUNDS
(as of 7/29/2022)

Fund Category	Balance (\$M)
NFP	55.76
NHPP	465.54
CMAQ	107.06
STP	219.81
STP - BOF	103.15
HSIP	186.25
SRTSF	16.72
PL/SPR	74.58
TAP/TAU	90.64
STU	105.00
RRX	21.53
APD	129.28
HPP TEA-21 (SXF)	9.22
HPP SAFETEA-LU (SXF)	13.31
ISTEA Earmarks (SXF)	4.43
National Highway Exempt FAST	209.14
BRIP	206.17
Carbon Reduction	48.39
Total:	2,065.98

Appendix 9 - MPMS Transit STIP Summary

Date: 8/10/22 8:41AM
Rpt # TIP210b

Public Transit
2023 STIP

* indicates a conversion amount

Federal	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Federal	COVID	\$587,500	\$187,500	\$237,500	\$237,500	\$1,250,000
Federal	FTAD	\$4,915,721	\$49,194,718	\$54,874,719	\$93,525,119	\$202,510,277
Federal	OTH-F	\$30,034,889	\$10,903,342	\$12,082,898	\$18,872,000	\$71,893,129
Federal	STP	\$284,000	\$0	\$0	\$0	\$284,000
Federal	SXF	\$4,480,000	\$0	\$0	\$0	\$4,480,000
Federal	5307	\$233,308,423	\$234,551,031	\$235,083,719	\$212,698,319	\$915,641,492
Federal	5309	\$400,000	\$0	\$0	\$0	\$400,000
Federal	5310	\$16,130,252	\$15,582,097	\$16,005,104	\$15,703,247	\$63,420,700
Federal	5311	\$39,223,000	\$46,296,657	\$47,043,000	\$44,007,000	\$176,569,657
Federal	5329	\$1,590,267	\$1,828,807	\$1,975,112	\$2,073,867	\$7,468,053
Federal	5337	\$233,977,000	\$237,486,000	\$240,540,000	\$235,038,000	\$947,041,000
Federal	5339	\$30,054,948	\$13,247,948	\$12,917,948	\$13,143,948	\$69,364,792
Total Federal:		\$594,986,000	\$609,278,100	\$620,760,000	\$635,299,000	\$2,460,323,100

State	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
State	OTH-S	\$154,161,415	\$73,581,853	\$65,129,126	\$72,442,023	\$365,314,416
State	PTAF	\$12,274,510	\$12,276,510	\$12,270,510	\$12,273,510	\$49,095,040
State	160	\$45,000	\$35,000	\$55,000	\$20,000	\$155,000
State	164	\$17,981,103	\$17,975,303	\$17,981,345	\$17,977,720	\$71,915,471
State	338	\$736,439,208	\$827,384,079	\$856,434,437	\$886,138,371	\$3,306,396,095
State	339	\$895,325,804	\$942,247,586	\$976,668,522	\$1,004,728,565	\$3,818,970,477
State	340	\$12,161,638	\$5,953,005	\$8,244,156	\$5,970,326	\$32,329,125
State	341	\$6,442,703	\$10,422,986	\$9,789,517	\$5,419,275	\$32,074,481
Total State:		\$1,834,831,381	\$1,889,876,322	\$1,946,572,613	\$2,004,969,790	\$7,676,250,105

Local/Other	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Local/Other	LOC	\$436,904,710	\$227,208,602	\$283,931,307	\$283,658,540	\$1,231,703,158
Local/Other	OTH	\$12,319,000	\$4,342,000	\$3,764,000	\$3,660,000	\$24,085,000
Total Local/Other:		\$449,223,710	\$231,550,602	\$287,695,307	\$287,318,540	\$1,255,788,158

Overall Totals:		\$2,879,041,090	\$2,730,705,023	\$2,855,027,920	\$2,927,587,330	\$11,392,361,363
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2023 National Highway Freight Program (NFP)																	
MPMS	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
105438	11	Allegheny	I-376, Commercial Street Bridge	CON	56,879,000	0	0	0	0	0	0	0	0	0	0	0	56,879,000
97828	8	Dauphin	I-83 East Shore (Section 3)	CON	0	58,016,000	0	0	0	0	0	0	0	0	0	0	58,016,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	CON	0	0	59,177,000	0	0	0	0	0	0	0	0	0	59,177,000
92924	8	York	I-83, North York Widening	CON	0	0	0	60,360,000	0	0	0	0	0	0	0	0	60,360,000
79828	6	Philadelphia	I-95: Race - Shackamaxon	CON	0	0	0	0	60,360,000	0	0	0	0	0	0	0	60,360,000
103559	6	Philadelphia	I-95 Btsy Rss MainIn SB	CON	0	0	0	0	0	60,360,000	60,360,000	0	0	0	0	0	120,720,000
103558	6	Philadelphia	I-95SB: Ann St-Wheatsheaf Lane	CON	0	0	0	0	0	0	0	60,360,000	0	0	0	0	60,360,000
113380	8	Dauphin	I-83 Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	60,360,000	0	0	0	60,360,000
113378	8	Dauphin	Eisenhower Interchange B	CON	0	0	0	0	0	0	0	0	0	60,360,000	0	0	60,360,000
113376	8	Dauphin	I-83 East Shore Section 3C	CON	0	0	0	0	0	0	0	0	0	0	60,360,000	0	60,360,000
113381	8	Dauphin	Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	0	0	0	60,360,000	60,360,000
					56,879,000	58,016,000	59,177,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	717,312,000

Appendix 11 - Rail - Highway Crossing Projects

2023 Program - Rail-Highway Grade Crossing Safety (RRX)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
111147	Erie	1	Erie	Huntley Road RR Crossing	CON	350,000	0	0	0	0	0	0	0	0	350,000
113215	Erie	1	Erie	Bayfront Parkway RRX	CON	400,000	400,000	100,000	0	0	0	0	0	0	900,000
114480	Erie	1	Erie	Norfolk Southern Erie County Circuitry Upgrade	CON	0	0	229,000	300,000	300,000	300,000	0	0	0	1,129,000
106162	Northwest	1	Crawford	Mt Pleasant Rd RR Crossing	CON	0	0	318,500	0	0	0	0	0	0	318,500
111140	Northwest	1	Crawford	Mead Ave RR Crossing	CON	200,000	0	0	0	0	0	0	0	0	200,000
113216	Northwest	1	Crawford	Shaw's Landing RRX	CON	0	0	300,647	74,353	0	0	0	0	0	375,000
113217	Northwest	1	Venango	13th Street Franklin RRX	CON	250,000	250,000	0	0	0	0	0	0	0	500,000
118221	Northwest	1	Venango	Oil City Corridor WNYPA	CON	0	0	400,000	400,000	400,000	300,000	0	0	0	1,500,000
106281	SVTS	1	Mercer	Bessemer & Lake Erie RR Corridor	CON	0	236,165	383,835	380,000	0	0	0	0	0	1,000,000
114047	North Central	2	Cameron	Gardeau Rd RR Device Install	CON	0	200,000	250,000	0	0	0	0	0	0	450,000
110875	North Central	2	Clearfield	Cooper Rd, RR Warn Device	CON	70,400	0	0	0	0	0	0	0	0	70,400
110878	North Central	2	Clearfield	SR 36, ColDrake, RR Warn Device	CON	0	0	0	0	350,000	0	0	0	0	350,000
114049	North Central	2	Clearfield	McGees Mills RR Device Upgrade	CON	0	0	0	350,000	0	0	0	0	0	350,000
111074	SEDA-COG	2	Juniata	River Road RR Warning Device	CON	351,500	0	0	0	0	0	0	0	0	351,500
114048	SEDA-COG	2	Mifflin	Kish Pike RR Device Install	CON	0	200,000	200,000	200,000	0	0	0	0	0	600,000
117782	SEDA-COG	2	Mifflin	Walnut St RR Device Install	CON	0	175,000	175,000	0	0	0	0	0	0	350,000
111352	SEDA-COG	3	Northumberland	SVRR RRX Northumberland County	CON	343,327	400,000	675,000	675,000	675,000	675,000	656,673	0	0	4,100,000
117901	SEDA-COG	3	Union	West Shore RRX, SR 1011 and River Rd.	CON	400,000	480,000	0	0	0	0	0	0	0	880,000
118218	Northern Tier	4	Susquehanna	Susq County NYSW Corridor Crossing	CON	0	0	300,000	0	0	0	0	0	0	300,000
106131	Scranton/W-B	4	Lackawanna	SR 3014 Dalton Street Railroad Lights /Gates	CON	0	0	0	0	0	0	0	0	64,688	64,688
106134	Scranton/W-B	4	Lackawanna	SR 3017 Main Street Railroad Lights /Gates	CON	0	0	0	0	0	0	0	0	51,750	51,750
111112	Scranton/W-B	4	Lackawanna	Archbald Corridor	CON	300,000	275,090	0	0	0	0	0	0	0	575,090
118217	Scranton/W-B	4	Lackawanna	City of Scranton Corridor Crossing	CON	0	200,000	200,000	200,000	0	0	0	0	0	600,000
103196	Scranton/W-B	4	Luzerne	CP Pittston / Dupont Corridor	CON	0	0	0	627,505	350,000	0	0	0	0	977,505
106127	Scranton/W-B	4	Luzerne	SR 2027 McAlpine Street over Mill Creek	CON	0	0	0	0	0	0	0	0	86,250	86,250
106324	Scranton/W-B	4	Luzerne	Commerce Boulevard Crossing	CON	400,000	0	0	0	0	0	0	0	0	400,000
111134	Scranton/W-B	4	Luzerne	C and H Corridor	CON	0	0	50,000	0	0	0	0	0	0	50,000
118219	Scranton/W-B	4	Luzerne	Jaycee Drive RR Crossing	CON	0	0	0	50,000	0	0	0	0	0	50,000
118283	Scranton/W-B	4	Luzerne	LCRA Corridor 2	CON	0	200,000	250,000	0	0	0	0	0	0	450,000
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	281,277	0	0	0	0	0	0	0	0	281,277
102979	Lehigh Valley	5	Lehigh	Canal Rd Allentown RRX	CON	200,000	150,000	0	0	0	0	0	0	0	350,000
98094	Lehigh Valley	5	Northampton	Broad St Nazareth RRX	CON	350,000	79,800	0	0	0	0	0	0	0	429,800
102864	Lehigh Valley	5	Northampton	Bethlehem Corr. Safety	CON	300,000	400,000	360,000	200,000	0	0	0	0	0	1,260,000
102869	Lehigh Valley	5	Northampton	SR 512 (Midway Street) NS RRX	CON	0	0	0	0	568,218	0	0	0	0	568,218
106140	Reading	5	Berks	Reading NS RRX Corridor	CON	200,000	200,000	192,018	0	0	0	0	0	0	592,018
117973	Reading	5	Berks	Walnuttown Road Crossing	CON	0	0	0	214,291	154,000	85,709	0	0	0	454,000
117975	Reading	5	Berks	Manatawny Drive Crossing	CON	0	0	0	380,000	0	0	0	0	0	380,000
118190	DVRPC	6	Bucks	Fairview Rd RR Xing	CON	0	0	0	0	0	0	0	0	325,000	325,000
115875	DVRPC	6	Chester	Reese St RR WD	CON	0	0	0	0	0	315,000	0	0	0	315,000
115876	DVRPC	6	Chester	Center St RR WD	CON	0	0	0	0	0	0	315,000	0	0	315,000
118183	DVRPC	6	Chester	Lake Road West RR Xing	CON	0	0	0	0	0	100,000	200,000	0	0	300,000
118184	DVRPC	6	Chester	Lake Road East RR Xing	CON	0	0	0	0	0	0	300,000	0	0	300,000
118185	DVRPC	6	Chester	Woodland Ave. Xing	CON	0	0	0	0	0	0	300,000	0	0	300,000
118186	DVRPC	6	Chester	Kimble Road Xing	CON	0	0	0	0	0	0	0	305,000	0	305,000

2023 Program - Highway-Rail Grade Crossing Safety (RRX)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
118188	DVRPC	6	Chester	Mt. Pleasant Rd Xing	CON	0	0	0	0	0	0	0	315,000	0	315,000
118189	DVRPC	6	Chester	Crowl Toot Rd RR Xing	CON	0	0	0	0	0	0	0	0	315,000	315,000
103217	DVRPC	6	Delaware	Main Street Darby Boro.	CON	369,000	0	0	0	0	0	0	0	0	369,000
113251	DVRPC	6	Delaware	Highland Ave. Railroad Preemption	CON	25,000	185,000	0	0	0	0	0	0	0	210,000
115872	DVRPC	6	Delaware	4th Street RR WD	CON	55,000	220,000	0	0	0	0	0	0	0	275,000
115873	DVRPC	6	Delaware	Wanamaker St. RR WD	CON	50,000	220,000	0	0	0	0	0	0	0	270,000
115874	DVRPC	6	Delaware	Jansen Ave. RR WD	CON	50,000	190,000	0	0	0	0	0	0	0	240,000
118187	DVRPC	6	Montgomery	Central Ave. Xing	CON	0	0	0	0	0	0	0	325,000	0	325,000
95729	Adams	8	Adams	Peach Glen RR Crossing	CON	0	25,000	0	0	0	0	0	0	0	25,000
102974	Franklin	8	Franklin	South Third St Crossing	CON	21,141	0	0	0	0	0	0	0	0	21,141
115601	Harrisburg	8	Cumberland	Old State Rd Crossing Closing	CON	7,500	0	0	0	0	0	0	0	0	7,500
115861	Harrisburg	8	Dauphin	Inglenook X-ing	CON	7,500	0	0	0	0	0	0	0	0	7,500
114225	Lancaster	8	Lancaster	New Holland Borough Crossings	CON	500,000	525,000	500,000	0	0	0	0	0	0	1,525,000
114226	York	8	York	Hokes Mill Road Crossing	CON	0	0	0	0	624,137	0	0	0	0	624,137
117967	York	8	York	Maple St RRX	CON	0	25,000	0	0	0	0	0	0	0	25,000
106320	Altoona	9	Blair	Church Street Railroad Grade Xing	CON	0	300,000	300,000	300,000	300,000	300,000	0	0	0	1,500,000
103035	S. Alleghenies	9	Somerset	CSX Grade Xing Improvemnt	CON	0	0	0	0	0	260,000	2,500,000	0	0	2,760,000
106261	S. Alleghenies	9	Somerset	Windber Borough 15th St Grade Crossing	CON	0	0	0	0	0	0	0	50,000	150,000	200,000
106262	S. Alleghenies	9	Somerset	Somerset Ave Grade Crossing	CON	0	0	0	0	0	0	0	50,000	200,000	250,000
106263	S. Alleghenies	9	Somerset	Mount Davis Road Grade Crossing	CON	0	0	0	0	0	225,100	0	0	0	225,100
105576	North Central	10	Jefferson	Rikers Road Crossing	CON	0	225,000	0	0	0	0	0	0	0	225,000
105583	North Central	10	Jefferson	Big Run Railroad Corridor	CON	0	0	0	150,000	150,000	285,000	0	0	0	585,000
109387	North Central	10	Jefferson	South Park Street Crossing	CON	0	200,000	0	0	0	0	0	0	0	200,000
110767	North Central	10	Jefferson	Mitchell Avenue Crossing	CON	200,000	0	0	0	0	0	0	0	0	200,000
105574	SPC	10	Butler	Zelienople Railroad Corridor	CON	0	0	300,000	282,851	202,149	0	0	0	0	785,000
109385	SPC	10	Butler	Slippery Rock Group Crossings	CON	0	0	350,000	200,000	0	0	0	0	0	550,000
110766	SPC	10	Butler	Maple Avenue Crossing	CON	275,000	0	0	0	0	0	0	0	0	275,000
110768	SPC	10	Butler	Evans City Corridor Crossings	CON	0	0	250,000	250,000	0	0	0	0	0	500,000
105582	SPC	10	Indiana	Olson Road Crossing	CON	0	0	0	150,000	150,000	0	0	0	0	300,000
106078	SPC	11	Beaver	NS RR Crossings in Darlington and Big Beaver	CON	0	0	0	0	100,000	500,000	0	0	0	600,000
103187	SPC	12	Washington	Besco St. Grade Crossing	CON	0	0	0	0	0	328,000	0	0	0	328,000
106063	SPC	12	Washington	Elco Corridor	CON	0	0	0	0	0	0	650,000	0	0	650,000
114584	SPC	12	Washington	Charleroi Coorridor RRX	CON	0	0	0	400,000	500,000	400,000	400,000	0	0	1,700,000
118280	SPC	12	Washington	West Brownsville RRX Cooridor	CON	0	0	0	200,000	200,000	300,000	300,000	0	0	1,000,000
103190	SPC	12	Westmoreland	Vine Street Grade Xing	CON	0	0	0	0	0	337,700	0	0	0	337,700
113267	SPC	12	Westmoreland	New Kensington Cooridor	CON	800,000	600,000	600,000	600,000	600,000	600,000	600,000	2,000,000	0	6,400,000
98255	STWD Items	99	Central Office	RRX Reserve	CON	0	0	0	0	500,596	612,491	112,327	4,139,000	27,543,313	32,907,727
114537	STWD Items	99	Central Office	Norfolk Southern Statewide LED Upgrades	CON	427,355	352,745	500,000	500,000	559,900	660,000	250,000	0	0	3,250,000
114543	STWD Items	99	Central Office	Norfolk Southern Statewide Circuitry Upgrade	CON	0	0	0	100,000	500,000	600,000	600,000	0	0	1,800,000
						7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	28,736,001	86,208,001

Appendix 12 - HSIP Set-Aside Projects

2023 Program - Highway Safety Improvement Program (HSIP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
109147	Erie	1	Erie	Zuck Rd: Zimmerly to 26th St	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
117991	Erie	1	Erie	Erie Co. HFST	FD	0	15,000	0	0	0	0	0	0	0	15,000
117991	Erie	1	Erie	Erie Co. HFST	CON	0	809,000	0	0	0	0	0	0	0	809,000
109996	Northwest	1	Crawford	PA 8 and PA 77 Intersection	CON	1,000,000	892,561	0	0	0	0	0	0	0	1,892,561
117990	Northwest	1	Venango	SR 157 & Horse Creek Rd.Intersection Improvements	STUDY	150,000	0	0	0	0	0	0	0	0	150,000
117993	Northwest	1	Venango	Venango Co. HFST	FD	15,000	0	0	0	0	0	0	0	0	15,000
117993	Northwest	1	Venango	Venango Co. HFST	CON	0	744,000	0	0	0	0	0	0	0	744,000
113451	Centre	2	Centre	High Friction Surface Treatment HSIP	CON	900,000	0	0	0	0	0	0	0	0	900,000
100555	North Central	2	Potter	SR 6, McKean Co to Fishing Crk	CON	100,000	0	0	0	0	0	0	0	0	100,000
117840	SEDA-COG	3	Columbia	SEDA-COG HFST	CON	500,000	1,111,967	0	0	0	0	0	0	0	1,611,967
117826	Williamsport	3	Lycoming	Lycoming High Friction Surface Treatment	CON	0	383,640	0	0	0	0	0	0	0	383,640
117827	Williamsport	3	Lycoming	US 15/I-180 Ramp Sequential Lighted Chevrons	FD	7,500	0	0	0	0	0	0	0	0	7,500
117827	Williamsport	3	Lycoming	US 15/I-180 Ramp Sequential Lighted Chevrons	CON	112,500	0	0	0	0	0	0	0	0	112,500
114911	Northern Tier	4	Susquehanna	I-81 Guiderail/Cable Median Barrier	CON	750,000	750,000	0	0	0	0	0	0	0	1,500,000
109971	Lehigh Valley	5	Lehigh	Route 145 Safety Improvements	CON	500,000	2,500,000	0	0	0	0	0	0	0	3,000,000
116663	Lehigh Valley	5	Lehigh	LVTS Low Cost Signal Upgrades	PE	30,500	0	0	0	0	0	0	0	0	30,500
116663	Lehigh Valley	5	Lehigh	LVTS Low Cost Signal Upgrades	CON	274,500	0	0	0	0	0	0	0	0	274,500
116659	Lehigh Valley	5	Northampton	LVTS High Friction Surface - 2023	CON	440,000	960,000	0	0	0	0	0	0	0	1,400,000
102167	NEPA	5	Monroe	SR 115 Corridor Impr - Effort	CON	520,000	0	0	0	0	0	0	0	0	520,000
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	CON	0	5,380,000	0	0	0	0	0	0	0	5,380,000
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	1,374,500	1,000,000	0	0	0	0	0	0	0	2,374,500
110949	DVRPC	6	Chester	Horseshoe Pike @ Manor Rd.	CON	270,425	0	0	0	0	0	0	0	0	270,425
110963	DVRPC	6	Chester	Manor Rd & Reeceville Rd Roundabout	UTL	39,100	0	0	0	0	0	0	0	0	39,100
110963	DVRPC	6	Chester	Manor Rd & Reeceville Rd Roundabout	CON	978,400	0	0	0	0	0	0	0	0	978,400
110951	DVRPC	6	Delaware	Macdade Blvd. Corridor	CON	0	2,795,604	0	0	0	0	0	0	0	2,795,604
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	848,981	0	0	0	0	0	0	0	0	848,981
110971	DVRPC	6	Montgomery	Main St. Safety Improv	ROW	0	0	68,198	0	0	0	0	0	0	68,198
110971	DVRPC	6	Montgomery	Main St. Safety Improv	UTL	0	0	34,099	0	0	0	0	0	0	34,099
110971	DVRPC	6	Montgomery	Main St. Safety Improv	CON	0	0	4,773,832	0	0	0	0	0	0	4,773,832
114944	DVRPC	6	Montgomery	Bethlehem Pike Safety Improvements	CON	0	0	1,496,994	0	0	0	0	0	0	1,496,994
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	FD	0	0	90,000	0	0	0	0	0	0	90,000
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	ROW	0	0	100,000	0	0	0	0	0	0	100,000
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	UTL	0	0	50,000	0	0	0	0	0	0	50,000
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	CON	0	0	1,202,219	0	0	0	0	0	0	1,202,219
117793	DVRPC	6	Montgomery	Systemic Improvements-Lane Departure	PE	1,000,000	0	0	0	0	0	0	0	0	1,000,000
117793	DVRPC	6	Montgomery	Systemic Improvements-Lane Departure	CON	0	3,000,000	0	0	0	0	0	0	0	3,000,000
117796	DVRPC	6	Montgomery	Systemic Improvements-Vulnerable Users	PE	1,000,000	0	0	0	0	0	0	0	0	1,000,000
117796	DVRPC	6	Montgomery	Systemic Improvements-Vulnerable Users	CON	2,000,000	1,000,000	0	0	0	0	0	0	0	3,000,000

2023 Program - Highway Safety Improvement Program (HSIP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
106993	DVRPC	6	Philadelphia	Frankford Avenue Signal Improvements	CON	0	1,607,235	0	0	0	0	0	0	0	1,607,235
110958	DVRPC	6	Philadelphia	Castor Ave. Roundabout	CON	500,000	262,200	0	0	0	0	0	0	0	762,200
114942	DVRPC	6	Philadelphia	Roosevelt Blvd IHSDM Study	STUDY	0	0	950,000	0	0	0	0	0	0	950,000
114559	Harrisburg	8	Cumberland	Systemic Low-Cost Improvements for Stop Controlled	CON	274,443	0	0	0	0	0	0	0	0	274,443
114562	Harrisburg	8	Cumberland	Systemic Roadway Departure Low Cost Safety Improve	CON	171,691	1,253,737	0	0	0	0	0	0	0	1,425,428
114564	York	8	York	York County Low Cost Signal Improvements	CON	651,298	0	0	0	0	0	0	0	0	651,298
116673	S. Alleghenies	9	Bedford	S Alleghenies Rumbles and HFST	CON	0	798,050	0	0	0	0	0	0	0	798,050
116670	S. Alleghenies	9	Somerset	Stutzmantown Rd Intrscn Improvements	CON	300,000	0	0	0	0	0	0	0	0	300,000
117197	North Central	10	Jefferson	SR 322/SR 1830 Intersection ITS	FD	10,000	0	0	0	0	0	0	0	0	10,000
117197	North Central	10	Jefferson	SR 322/SR 1830 Intersection ITS	CON	0	190,000	0	0	0	0	0	0	0	190,000
117211	Northwest	10	Clarion	US 322 Bus Mong Intersection ITS	FD	10,000	0	0	0	0	0	0	0	0	10,000
117211	Northwest	10	Clarion	US 322 Bus Mong Intersection ITS	CON	0	190,000	0	0	0	0	0	0	0	190,000
117907	SPC	10	Armstrong	SR 85/SR 2001 Intersection ITS	FD	10,000	0	0	0	0	0	0	0	0	10,000
117907	SPC	10	Armstrong	SR 85/SR 2001 Intersection ITS	CON	0	190,000	0	0	0	0	0	0	0	190,000
110783	SPC	10	Butler	10-2 SR 3021 Corridor Improvements	CON	2,000,000	4,500,000	0	0	0	0	0	0	0	6,500,000
117903	SPC	10	Butler	SR 8/SR 4010 Intersection ITS	FD	10,000	0	0	0	0	0	0	0	0	10,000
117903	SPC	10	Butler	SR 8/SR 4010 Intersection ITS	CON	0	190,000	0	0	0	0	0	0	0	190,000
117905	SPC	10	Butler	SR 4010/Harmony Intersection ITS	FD	10,000	0	0	0	0	0	0	0	0	10,000
117905	SPC	10	Butler	SR 4010/Harmony Intersection ITS	CON	0	190,000	0	0	0	0	0	0	0	190,000
117909	SPC	10	Indiana	SR 422/SR 403 Intersection ITS	FD	10,000	0	0	0	0	0	0	0	0	10,000
117909	SPC	10	Indiana	SR 422/SR 403 Intersection ITS	CON	0	190,000	0	0	0	0	0	0	0	190,000
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	880,000	2,000,000	0	0	0	0	0	0	0	2,880,000
117911	SPC	11	Allegheny	Wrong Way Detection System	FD	0	250,000	0	0	0	0	0	0	0	250,000
117911	SPC	11	Allegheny	Wrong Way Detection System	CON	0	750,000	0	0	0	0	0	0	0	750,000
118000	SPC	12	Fayette	PA 201/PA 217 Flashing Beacon 2021	UTL	50,000	0	0	0	0	0	0	0	0	50,000
118000	SPC	12	Fayette	PA 201/PA 217 Flashing Beacon 2021	CON	300,000	0	0	0	0	0	0	0	0	300,000
118001	SPC	12	Fayette	D12 Intersection Warning Signs	CON	300,000	0	0	0	0	0	0	0	0	300,000
118002	SPC	12	Fayette	US 40/PA 281 Turn Lane Upgrades	CON	800,000	0	0	0	0	0	0	0	0	800,000
118003	SPC	12	Greene	PA 18/PA 21 Safety Improvements	UTL	500,000	0	0	0	0	0	0	0	0	500,000
118003	SPC	12	Greene	PA 18/PA 21 Safety Improvements	CON	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
101969	STWD Items	99	Central Office	HSIP Set Aside Reserve	CON	12,855,877	1,983,106	31,234,658	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	160,000,000	406,073,641
117915	STWD Items	99	Central Office	PennDOT Highway Safety Network Screening update	PRA	2,000,000	0	0	0	0	0	0	0	0	2,000,000
117918	STWD Items	99	Central Office	Local Road Traffic Counts for MIRE Sept 2026	PRA	1,500,000	1,500,000	0	0	0	0	0	0	0	3,000,000
117944	STWD Items	99	Central Office	New HSIP Application Website	PRA	300,000	0	0	0	0	0	0	0	0	300,000
117954	STWD Items	99	Central Office	Update Pennsylvania SPFs	PRA	300,000	1,000,000	0	0	0	0	0	0	0	1,300,000
117956	STWD Items	99	Central Office	Video Log Curve Data Collection	PRA	563,900	563,900	0	0	0	0	0	0	0	1,127,800
117958	STWD Items	99	Central Office	Vulnerable Users Safety Assessment	PRA	300,000	0	0	0	0	0	0	0	0	300,000
						40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	160,000,000	480,000,000

Appendix 13 - Transportation Alternatives Program Projects

2023 Program - Transportation Alternatives Set Aside (TAP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
105066	Northern Tier	3	Tioga	Marsh Creek Greenway North	CON	0	750,000	750,000	0	0	0	0	0	0	1,500,000
111599	SEDA-COG	3	Montour	Danville North Branch Canal Trail LeveeTrail	CON	0	620,629	0	0	0	0	0	0	0	620,629
111625	Williamsport	3	Lycoming	Miller's Run Greenway: BHP to Riverwalk	CON	682,000	0	0	0	0	0	0	0	0	682,000
111628	Williamsport	3	Lycoming	Willow Street Green Pathway	CON	0	500,000	500,000	0	0	0	0	0	0	1,000,000
111466	Scranton/W-B	4	Lackawanna	Keystone College Pedestrian and Trail Connections	CON	700,000	217,815	0	0	0	0	0	0	0	917,815
111472	Scranton/W-B	4	Lackawanna	Lack River Heritage Trail to Steamtown Ped Bridge	CON	500,000	500,000	0	0	0	0	0	0	0	1,000,000
111473	Scranton/W-B	4	Luzerne	Pittston North Main Street Streetscape	CON	500,000	0	0	0	0	0	0	0	0	500,000
111464	DVRPC	6	Bucks	Shady Retreat SRTS Trail(L)	CON	985,000	0	0	0	0	0	0	0	0	985,000
111486	DVRPC	6	Delaware	Octoraro Trail Phase 1	CON	663,000	500,000	0	0	0	0	0	0	0	1,163,000
111487	DVRPC	6	Delaware	Walkable Chadds Ford(L)	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
111488	DVRPC	6	Delaware	Ridge Road Stormwater	CON	400,000	0	0	0	0	0	0	0	0	400,000
111492	DVRPC	6	Montgomery	Limekiln Pike Sidewalk	CON	750,000	0	0	0	0	0	0	0	0	750,000
111495	DVRPC	6	Montgomery	Main Street/SR 29 Ped Imprv(L)	CON	682,000	0	0	0	0	0	0	0	0	682,000
79830	DVRPC	6	Philadelphia	N Dela GreenTrail Sec1(C)	CON	500,000	0	0	0	0	0	0	0	0	500,000
111496	DVRPC	6	Philadelphia	Franklin Square Ped Access	CON	0	432,000	0	0	0	0	0	0	0	432,000
111500	DVRPC	6	Philadelphia	Manayunk Canal Masonry Wall Restor	CON	500,000	500,000	0	0	0	0	0	0	0	1,000,000
111505	DVRPC	6	Philadelphia	Mid-Block Crossing U City	CON	500,000	500,000	0	0	0	0	0	0	0	1,000,000
111506	DVRPC	6	Philadelphia	Blvd Ped Safety & Direct Bus(L)	CON	500,000	0	0	0	0	0	0	0	0	500,000
111507	DVRPC	6	Philadelphia	Cramp Elementary Safety	CON	595,000	400,000	0	0	0	0	0	0	0	995,000
111508	DVRPC	6	Philadelphia	South Broad Street Sidepath	CON	497,000	500,000	0	0	0	0	0	0	0	997,000
111396	Lebanon	8	Lebanon	LVRT Phase 6B	CON	500,000	0	0	0	0	0	0	0	0	500,000
111470	Altoona	9	Blair	Logan Valley Streetcar Trail, Phase 1	CON	875,780	0	0	0	0	0	0	0	0	875,780
111408	SPC	11	Allegheny	Critical Sidewalk Gap TAP	CON	580,000	400,000	0	0	0	0	0	0	0	980,000
111422	SPC	11	Allegheny	Pittsburgh SRTS Coordinator TAP	CON	220,000	0	0	0	0	0	0	0	0	220,000
60560	STWD Items	99	Central Office	TAP Reserve	CON	15,684,306	23,546,556	28,728,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	122,414,000	343,392,862
						27,814,086	29,367,000	29,978,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	122,414,000	362,593,086

Appendix 14 - Transportation Infrastructure Investment Fund Projects

2023 Program - Transportation Infrastructure Investment Fund (TIIF)															
MPMS	Planning Partner	District	County	Project Title	Phase	2023	2024	2025	2026	2027	2028	2029	2030	2031-34	Total
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	FD	145,000	0	0	0	0	0	0	0	0	145,000
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	ROW	187,000	0	0	0	0	0	0	0	0	187,000
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	UTL	35,000	0	0	0	0	0	0	0	0	35,000
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	CON	2,721,624	0	0	0	0	0	0	0	0	2,721,624
113723	Scranton/W-B	4	Lackawanna	Roadway Improvements SR 632	FD	225,000	0	0	0	0	0	0	0	0	225,000
113723	Scranton/W-B	4	Lackawanna	Roadway Improvements SR 632	ROW	100,000	0	0	0	0	0	0	0	0	100,000
113723	Scranton/W-B	4	Lackawanna	Roadway Improvements SR 632	UTL	50,000	0	0	0	0	0	0	0	0	50,000
113723	Scranton/W-B	4	Lackawanna	Roadway Improvements SR 632	CON	0	2,275,000	0	0	0	0	0	0	0	2,275,000
112882	Lancaster	8	Lancaster	Walnut Street Extension	CON	3,000,000	3,840,000	0	0	0	0	0	0	0	6,840,000
115633	York	8	York	Fairview Crossroads	CON	1,000,000	800,000	0	0	0	0	0	0	0	1,800,000
111796	SPC	10	Indiana	Indian Springs Road/Rustic Lodge Road Intersection	ROW	175,226	0	0	0	0	0	0	0	0	175,226
111796	SPC	10	Indiana	Indian Springs Road/Rustic Lodge Road Intersection	UTL	87,613	0	0	0	0	0	0	0	0	87,613
111796	SPC	10	Indiana	Indian Springs Road/Rustic Lodge Road Intersection	CON	1,221,905	0	0	0	0	0	0	0	0	1,221,905
98125	SPC	11	Allegheny	Bates Street Improvement	PE	1,000,000	0	0	0	0	0	0	0	0	1,000,000
102661	SPC	11	Beaver	Aliquippa East End Gateway, Ph 1 TIIF	FD	700,000	0	0	0	0	0	0	0	0	700,000
102661	SPC	11	Beaver	Aliquippa East End Gateway, Ph 1 TIIF	ROW	0	275,000	0	0	0	0	0	0	0	275,000
102661	SPC	11	Beaver	Aliquippa East End Gateway, Ph 1 TIIF	UTL	0	520,000	0	0	0	0	0	0	0	520,000
102661	SPC	11	Beaver	Aliquippa East End Gateway, Ph 1 TIIF	CON	0	0	2,500,000	2,580,000	0	0	0	0	0	5,080,000
112022	SPC	11	Beaver	Monaca Gateway MTF-TIIF-Smart	FD	750,000	0	0	0	0	0	0	0	0	750,000
112022	SPC	11	Beaver	Monaca Gateway MTF-TIIF-Smart	ROW	800,000	0	0	0	0	0	0	0	0	800,000
112022	SPC	11	Beaver	Monaca Gateway MTF-TIIF-Smart	UTL	450,000	0	0	0	0	0	0	0	0	450,000
60469	STWD Items	99	Central Office	TIIF Reserve	CON	12,351,632	17,290,000	22,500,000	22,420,000	25,000,000	25,000,000	25,000,000	25,000,000	100,000,000	274,561,632
						25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	100,000,000	300,000,000

Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and Pennsylvania's Metropolitan Planning Organizations (MPO) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPO) 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. Title 23 Part 490 of the Code of Federal Regulations ([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 Department of Transportation (DOT)/Federal Highway Administration (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 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).

PBPP requirements are outlined in Title 23 Part 450 of the Code of Federal Regulations ([23 CFR 450](#)). Subparts B & C requires the State Department of Transportation, MPO and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data
- the selection of performance targets
- the reporting of performance targets

Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures

- the reporting of performance to be used in tracking critical outcomes for the region of the MPO
- the collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT in cooperation with MPOs/RPOs developed this document to serve as Pennsylvania's jointly-written provisions for PBPP roles and responsibilities per 23 CFR 450.314(h) for:

- PM1 measures – the safety performance measures
- PM2 measures – the NHS pavements, bridges carrying the NHS, and pavements on the Interstate measures
- PM3 measures – the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

PennDOT Executives, Center for Program Development and Management (CPDM), and Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD, Engineering Districts and MPOs/RPOs will coordinate to ensure the Statewide Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Program (STIP), regional Transportation Improvement Programs (TIP) and regional LRTPs are developed and amended to meet the PBPP requirements of the planning rule and the performance measure rules.

This coordination will occur 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.

PennDOT CPDM in coordination with BOMO will include a description of the individual performance measures and targets for those measures in Statewide LRTPs moving forward. Each MPO/RPO will also include individual performance measures and targets for those measures in their regional LRTPs moving forward. In addition to including the performance measures and targets in the Statewide and Regional LRTPs, PennDOT CPDM, BOMO, Engineering Districts and each MPO/RPOs are also required to include a system performance report. That report provides an evaluation of system performance with respect to the performance targets. PennDOT CPDM and BOMO in coordination with Engineering Districts will include progress achieved by MPOs/RPOs in meeting the MPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2); 23 CFR 450.324(f)(4)]. For MPOs/RPOs that voluntarily elect to develop multiple scenarios when developing the regional LRTP, the MPO/RPO must conduct an analysis as part of the systems performance report on how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets [23 CFR 450.324(f)(4)(ii)].

PennDOT and the MPOs/RPOs will include a description on progress towards each of the performance measures and targets as plans are updated. The progress explanation should

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include the information that is available at the time of the plan adoption, such as information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of L RTPs, PennDOT and MPOs/RPOs must continue to include a system performance report. These reports must describe the progress of the MPO/RPOs in meeting the performance targets in comparison with system performance recorded in previous years.

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 were 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

Target Setting:

Pennsylvania's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. The SHSP contains Pennsylvania's statewide goals for fatalities and serious injuries. The SHSP has been developed and will be updated in conjunction with stakeholders including federal, state, local and private sector agencies including Pennsylvania's MPOs/RPOs.

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Pennsylvania established a Safety Planning workgroup with representation from PennDOT CPDM, BOMO, Engineering Districts, 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 this workgroup to coordinate the State's safety target setting. Information discussed as part of this workgroup will be shared at Statewide Planning Partner Meetings and conference calls.

PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting Safety Planning Workgroup calls. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner 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 Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT BOMO will submit the state safety targets as part of the annual Pennsylvania Highway Safety Plan submitted to NHTSA. The state targets for the number of fatalities, number of serious injury and rate of fatalities need to be identical to those submitted to FHWA. PennDOT will include state safety targets for all five of the safety performance measures as part of the annual Pennsylvania Highway Safety Improvement Program (HSIP) report submitted to FHWA.

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

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM within 180 days of PennDOT establishing targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology, including VMT used to develop their targets to ensure consistency, to the maximum extent practicable.

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

PennDOT BOMO will review the State's crash and fatality data and evaluate it for overall trends. PennDOT BOMO will compare these trends to what can be observed at the national level.

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PennDOT BOMO will assess the state and national trends to determine how they relate to the SHSP Goals and the National Toward Zero Death initiative.

PennDOT BOMO will provide CPDM statewide data to share with the MPOs/RPOs to assist them in deciding whether they are going to support the State's targets or adopt their own.

MPOs/RPOs should utilize their specific data from the Pennsylvania Crash Information Tool to further assist in their decision-making process as to whether they are going to support the State's targets or adopt their own.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include safety performance measures and targets in the STIP, regional TIPs, and LRTPs.

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

PennDOT BOMO will include information on safety targets and progress towards meeting targets as part of annual Safety submissions to NHTSA and FHWA. FHWA will utilize data from a base line period for assessing significant progress. Four of the five measures will need to be met or significantly improve. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its safety targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual safety performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including safety performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

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In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual safety performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the TIP.

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 was 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

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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, collectively referred to as the PM2 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

Target setting:

Pennsylvania established a TAMP Steering Committee with representation from PennDOT's Executive staff, Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, Highway Safety and Traffic Operations Division, FHWA, the Pennsylvania Turnpike Commission (PTC) and MPOs/RPOs. The workgroups purpose is to manage and coordinate the development, submission, and implementation of the TAMP, and the pavement and bridge condition performance measures.

PennDOT CPDM, BOMO, Engineering Districts and the MPOs/RPOs will continue to utilize the committee to coordinate the State's pavement and bridge target setting. Information discussed as part of the committee will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT BOMO in coordination with CPDM will be responsible for scheduling and conducting TAMP Steering committee meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the committee. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report.

PennDOT will report the targets as part of FHWA required Performance Reporting.

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

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology used to develop their 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 BOMO 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.

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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.

PennDOT BOMO and Engineering Districts will utilize its pavement asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania’s pavements.

PennDOT’s pavement condition targets will be 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

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

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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.

PennDOT BOMO and Engineering Districts will utilize its bridge asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania's bridges.

PennDOT's bridge condition targets will be 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 and the MPOs/RPOs will include pavement and bridge performance measures and targets in the STIP, regional TIPs, and LRTPs.

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

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its pavement and bridge targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

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In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual pavement and bridge performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including pavement and bridge performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual pavement and bridge performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the TIP.

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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 was 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 PM3 measures.

The PM3 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

Target setting:

In Pennsylvania, PennDOT CPDM in coordination with BOMO will take the lead and coordinate with MPO/RPO representatives as well as other necessary stakeholders, such as other State DOTs in urbanized areas, to utilize existing workgroups or organize a group to collaborate on the system performance measures and targets. This group will evaluate baseline performance measures tools, trends, and methodologies. Information discussed as part of these group(s) will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT CPDM and BOMO will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting group meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the group(s). All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

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PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report. PennDOT CPDM in coordination with BOMO will coordinate any adjustments to the targets with the MPOs/RPOs.

The targets for the traffic congestion measures [23 CFR 490.707(a) and (b)] reported by PennDOT and MPOs for an urbanized area must be identical [23 CFR 490.105(f)(5)]. If a multistate MPO is required to establish targets for the traffic congestion measures, all applicable MPOs and State DOTs must establish only one 2-year target and one 4-year target for the entire urbanized area for each traffic congestion measure. The MPOs and State DOTs will collectively develop and implement a mutually agreed upon coordination process so that both MPOs and State DOTs meet their respective target establishment and reporting deadlines.

PennDOT will report the targets as part of FHWA required Performance Reporting.

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

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO (as appropriate) on the selection of the targets and provide methodology used to develop their 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 CPDM and BOMO have 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 measures derived from the NPMRDS travel time data source. 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.

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 CPDM and BOMO will continue to identify and evaluate the data and tools necessary for the performance measures and establishing targets.

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PennDOT CPDM and BOMO will take the lead along with required MPOs to track and evaluate data and targets.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include system performance measure and targets in the STIP, regional TIPs, and LRTPs.

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

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its system performance targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

In accordance with 23 U.S.C. 149(l), each MPO serving a Transportation Management Area (TMA) with a population over 1 million representing nonattainment and maintenance areas must develop a CMAQ Performance Plan, updated biennially, to report baseline condition/performance, targets, projects that will contribute to the targets, and the progress toward achievement of targets for the CMAQ traffic congestion and on-road mobile source emissions measures. Likewise, 23 CFR 490.105(f)(5)(iii) requires these MPOs must establish both 2-year and 4-year targets for the metropolitan planning area. MPOs that must develop a CMAQ performance plan will ensure they are developed and submitted timely to PennDOT, so they can be included in required FHWA reporting completed by PennDOT.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual system performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including system performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual system performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs,

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MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the TIP.



PennDOT Transportation Asset Management Plan Implementation

The Pennsylvania Department of Transportation (PennDOT) developed and submitted its 2019 Transportation Asset Management Plan (TAMP) in accordance with [23 U.S.C. 119](#) and 23 CFR Part 515- Asset Management Plans. This companion document verifies that PennDOT is implementing its TAMP, with the overall aim of achieving and sustaining a state of good repair over the life cycle of Pennsylvania's transportation assets and preserving the condition of the National Highway System (NHS).

This implementation documentation demonstrates consistency for the TAMP, comparing the planned project investments that were selected in accordance with the TAMP to actual investments made in 2021. The documentation also shows planned spending and LLCC spending projections over the next 10 years.

Integration of TAMP into Planning Processes for STIP

PennDOT remains committed to two overarching objectives described in its TAMP:

- Meeting FHWA minimum condition thresholds for NHS pavements and bridges.
- Transitioning from "worst-first" programming to lowest life-cycle cost (LLCC) asset management investment policy.

As the TAMP indicates, achieving both objectives are extremely challenging. This is largely due to projected funding remaining inadequate to properly manage the age, size and declining condition of Pennsylvania's NHS pavement and bridge inventories. Additionally, attempting to meet condition targets while managing to LLCC can result in conflicting short-term treatment strategies when funding is insufficient to invest in both objectives. Over the long term, PennDOT intends to invest in preventive maintenance on structures in good and fair condition to manage to LLCC and achieve the best asset conditions. However, in the short term, reducing the percentage of

assets in poor condition may require increased investments in rehabilitation or replacement treatments on assets in poor condition.

The State Transportation Improvement Plan (STIP) and the TIP are the first four years of the Twelve Year Program (TYP), which outline the multimodal transportation improvements spanning a four year period. The STIP covers the entire state and includes 23 individual TIPs representing the MPOs and RPOs. The TIPs feed into the statewide STIP. Federal law requires TIPs to be updated at least every three years. PennDOT's planning partners, both [Metropolitan and Rural Planning Organizations \(MPO/RPO\)](#), develop a TIP and solicit public involvement per each MPO/RPO Public Participation Plan.

The STIP addresses all modes of transportation, including highways and bridges, public transit, aviation, and rail freight projects that intend to use federal and/or state matching funds excluding specified maintenance funds. This plan provides the public with an active role in the development of transportation plans, programs, and projects beginning in the early stages of plan development and continuing throughout the planning process. As needs and priorities change, the TIP may be modified or amended. The [State Transportation Commission \(STC\)](#) reviews and approves the Twelve Year Program every two years and when finalized, the STC adopts the program. It is then forwarded to the Governor, the [Highway Administration](#) (FHWA), the [Transit Administration](#) (FTA), and the [Environmental Protection Agency](#) (EPA) for their approval prior to the start of the federal fiscal year, which is October 1 of each year.

PennDOT is in the process of updating its planning process by transitioning to Lowest Life Cycle Cost (LLCC) based planning. The Department has integrated the TAMP into the planning process for the State Transportation Improvement Program (STIP) through the following actions:

- The funding formula includes the Asset Management Factor (AMF) that calculates a county's relative need, considering its inventory of NHS infrastructure, traffic volume, and asset condition. The new funding distribution is outlined in the following table. AMF calculation is discussed in Appendix I of the 2019 TAMP.

Table 1. Allocation of PA NHPP Funds

Allocation of PA NHPP Funds Remaining After Interstate Set-Asides and Statewide Reserves	Sub-Allocation
60% Highways	<ul style="list-style-type: none"> • 25% allocated by Lane-Miles factor • 25% allocated by VMT factor • 25% allocated by Truck VMT factor • 25% allocated by Pavement AMF factor

40%
Bridges > 20 feet

- 75% allocated by Bridge Deck Area factor
- 25% allocated by Bridge AMF factor

- Continuing distribution of guidance to MPOs/RPOs and the PennDOT Districts with additional information on:
 - Transitioning from worst-first to LLCC programming.
 - Applying the new methodology to STIP adjustments.
 - Moving toward “on-cycle” programming with the next TYP.
 - Utilizing PAMS and BAMS tools to assist in TIP/TYP project selection.

The guidance is offered by both PennDOT’s Asset Management Division and Center for Program Development and Management. Further guidance and training will be provided as PAMS and BAMS training continue and evolve.

- Continuing the update of PUB 575, Developing Regional Long-Range Plans, which includes information on the TAMP and a discussion of requirements and guidance for MPOs/RPOs. The long-range transportation planning process guides development of the TYP and TIP.

Availability of the TAMP to the Public

The TAMP is available to the public on PennDOT’s website at:

<https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx>

This link will be updated upon certification of the 2022 TAMP

Consistency Trends between Actual and Planned Levels of Investment by Work Type

PennDOT’s FFY 2021 investments in capacity-adding, reconstruction, rehabilitation, preservation, and maintenance projects were generally consistent with its planned levels of investment from the 2019 TAMP. We utilize the term “generally consistent” because we have followed our overall financial guidance as published and let a construction program that mimics that total, however annual financial guidance totals do not exactly align with actual project totals due to the budgeting process and external factors. The budgeting process variance is due to the concept of carryover projects, in which projects are paid for over their duration, which is rarely in a single year. This carryover requires a complex accounting process to address the varying construction, financial and fiscal requirements of the budget, and as such will never exactly align with the annual projected projects. The external factors include the effects of the ongoing pandemic, which include a significant reduction in revenue from the gas tax. Considering this, we find that the funding allocations were generally

consistent, in that they will not affect the progress towards our goals identified in 23 U.S.C 150(b). 23 CFR 515.13(b)(2).

As shown in Figure 1, PennDOT's actual investments were slightly lower than planned investments in FFY 2021 and verified against manual lets tracking. This is largely due to:

- Financial limitations
 - variations in currently committed project needs, such as standard cost over-runs, erode capacity for letting new projects
 - Pandemic-induced project cost increases erode capacity for letting
 - Pandemic-induced revenue reductions
- System limitations
 - Reported ECMS totals are generally limited to construction phase spending, which does not account for design, ROW and UTL.
 - MPMS has projects identified in the initial data snapshot that may slip to future years due to unforeseen issues, reducing available totals.
- AM systems currently do not produce maintenance level forecasts due to supporting database issues, therefore actual SAP data is used (planned=actual).

Figure 1 represents the sum of MPMS (planned) and ECMS (actual) dollars from FFY 2020-2021

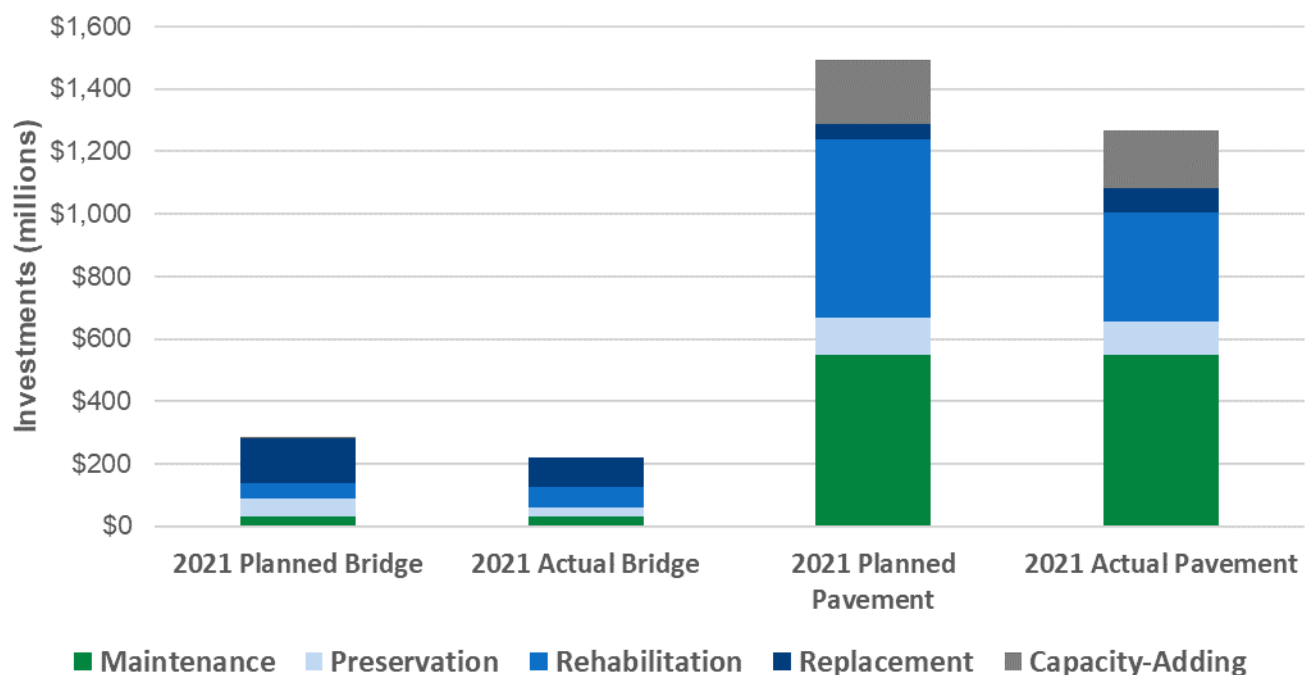


Figure 1. PennDOT Actual and Planned Investments - FFY 2021

Table 2 details the planned and actual investments by work type illustrated in Figure 1. The planned investments are reasonably consistent with the 2019 TAMP base estimates, in that they are unlikely to substantially impact the achievement of the current NHS goals. The following tables have planned investments broken down by work type:

Table 2. PennDOT Actual and Planned Investment by Work Type – 2021

	Bridge		Pavement	
Work Type	2021 Planned	2021 Actual	2021 Planned	2021 Actual
Capacity-Adding	\$ 2,212,876.00	\$ -	\$ 203,367,926.00	\$ 185,272,605.00
Preservation	\$ 57,312,027.00	\$ 31,180,845.41	\$ 117,053,578.00	\$ 105,958,677.04
Rehabilitation	\$ 53,063,733.00	\$ 65,513,196.76	\$ 572,483,136.00	\$ 349,659,131.27
Replacement	\$ 142,891,861.00	\$ 95,187,784.44	\$ 48,141,285.00	\$ 75,632,649.03
Maintenance	\$ 30,000,000.00	\$ 30,000,000.00	\$ 550,000,000.00	\$ 550,000,000.00
Total	\$ 285,480,497.00	\$ 221,881,826.61	\$ 1,491,045,925.00	\$ 1,266,523,062.34

Table 3 shows investments by percentage. Note that the planned investments from MPMS were affected by pandemic factors, however bridge assets did see an improvement in planned vs actual for asset management based decisions with a reduction of replacement and an increase in rehabilitation.

Table 3. Actual and Planned Investment Percentage by Work Type – 2021

	Bridge		Pavement	
Work Type	2021 Planned	2021 Actual	2021 Planned	2021 Actual
Capacity-Adding	1%	0%	14%	12%
Preservation	20%	11%	8%	7%
Rehabilitation	19%	23%	38%	23%
Replacement	50%	33%	3%	5%
Maintenance	11%	11%	37%	37%
Total	100%	78%	100%	85%

Supporting Data

This data is reported utilizing PennDOT's Multi-Modal Project Management System (MPMS) for planned work and Engineering Construction Management System (ECMS) for actual work. These are existing, established systems within PennDOT that are designed for efficient planning and execution of projects at a large state DOT, and therefore not designed to provide enterprise level financial reporting. Due to this, there is some approximation in the calculations. Qualifications on the data include:

- MPMS data pull is based on the 2021 TYP, then narrowed to 37 primary improvement codes. Only construction phase is used, and summarized by listed work type.
- Data from ECMS and MPMS for 2021 are current as of June 12, 2022.
- Investment data is limited to construction phase, due to system limitations such as difficulty matching multiple ECMS contracts for design and pre-construction to one construction project cross-referenced to MPMS.
- ECMS has carry-over spending that is currently difficult to exclude from the analysis.
- Future submissions will try to address system limitations through planned system upgrades and calendar-based manual data extracts.

Future Investment Forecasts

Work underway that has been incorporated in the 2022 Draft TAMP:

- Revised its General and Procedural Guidance document, which can be viewed at <https://talkpatransportation.com/perch/resources/pennsylvania-2023-transportation-program-general-and-procedural-guidance-1.pdf>. This document provides detailed direction for Pennsylvania's Metropolitan Planning Organizations and Rural Planning Organizations (MPOs/RPOs) and PennDOT staff for selecting projects in a manner that complies with state and federal requirements and is consistent with statewide priorities. The document is to be used to develop Twelve-Year Plans and Transportation Improvement Programs (TYPs/TIPs), which are compiled to prepare the STIP. Specifically, the document:
 - Incorporates the TAMP in the planning process.
 - Allows previously programmed projects to continue to be delivered as scheduled, as they have already been funded for design and/or other

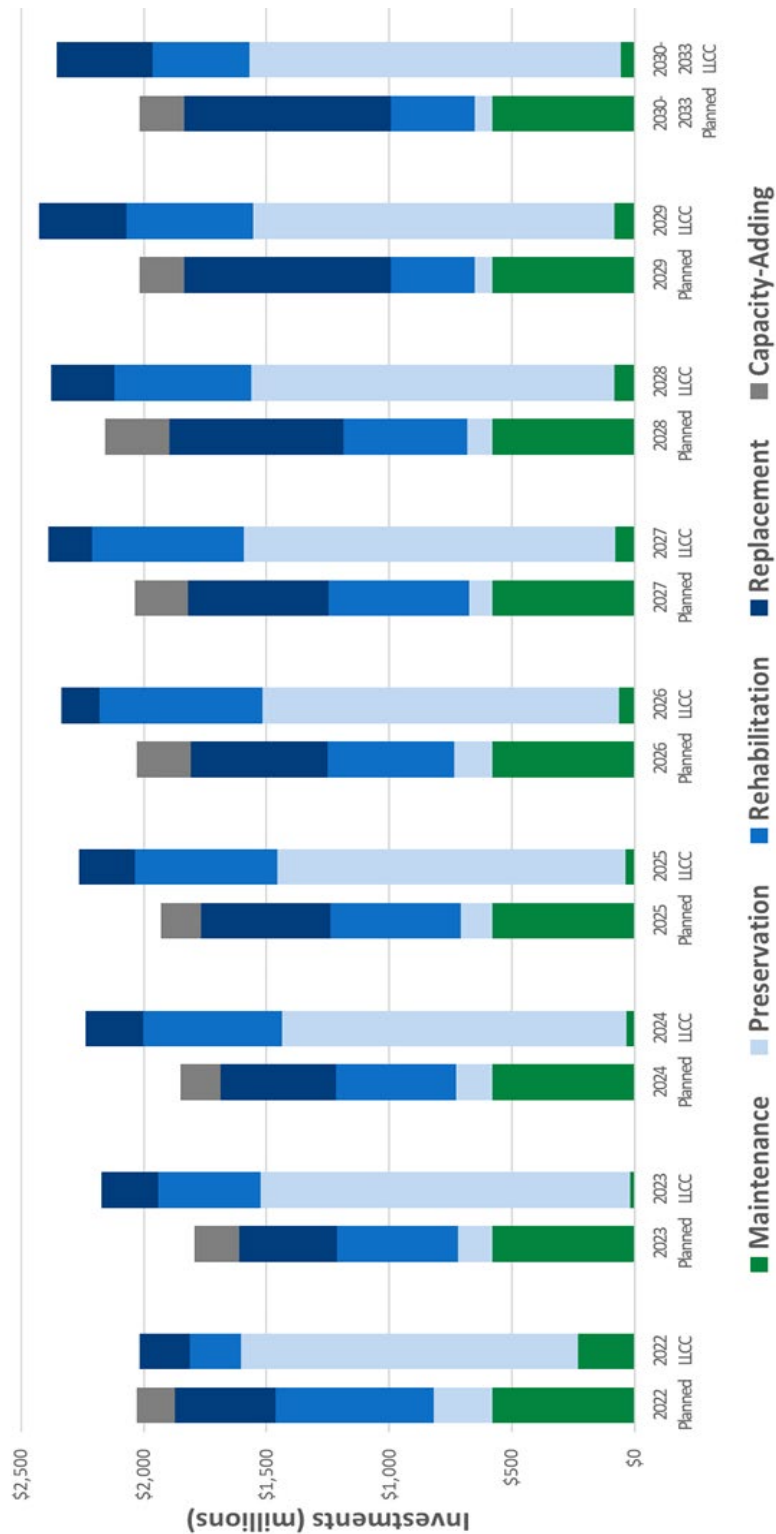
pre-construction phases, which is reflected in the TAMP investment strategy.

- Explains LLCC asset management, and why it is an improvement over worst-first prioritization.
 - Discusses the new Bridge Risk Score that assists with risk-based project prioritization.
 - Advises how to handle STIP carryover projects in the transition to LLCC programming.
 - Discusses TAMP requirements in light of substantial needs on the non-NHS portion of the system.
 - Explains how the output of the Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) should be used, in combination with professional judgement, to create projects that meet condition targets while transitioning to LLCC.
- Updating the Financial Guidance document (<https://talkpatransportation.com/perch/resources/pennsylvania-2023-transportation-program-financial-guidance.pdf>) to introduce PennDOT's new National Highway Performance Program (NHPP) funding distribution formula to be applied beginning in FFY 2023 to allocate highway and bridge funding in accordance with the TAMP and LLCC.

AM systems are run with no committed projects, therefore the systems assume greater available funds due to full budget availability, when in reality there is some carryover year-to-year.

It is difficult to project specific preservation and maintenance level activities past the first four years due to the nature of the activities. Specifically, these work types are much more sensitive to deterioration of the assets than other work types, such as rehabilitation or replacement. Therefore, future MPMS work reflects a calculated percentage of preservation in years 5-12. This number is derived by taking the sum of the annual program from MPMS and reducing it on a percentile basis by the calculated preservation value per year.

Figure 2 shows the planned investment by work type based on MPMS data. This figure also shows the LLCC investment recommendations from BAMS and PAMS. The planned investments by work type are reasonably consistent with the planned spending shown in PennDOT's TAMP, however the same financial and fiscal noted earlier still apply to this projection.



Note: Years 2030-2033 are the average of the 4 years

Figure 2. Planned Investment by Work Type and Year



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

Pennsylvania Division

228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461

In Reply Refer To:
PPM-PA

Transportation Asset
Management Plan, Annual
Consistency Determination

July 29th, 2022

Michael Keiser, P.E.
Acting Deputy Secretary for Highway Administration
Pennsylvania Department of Transportation
Harrisburg, Pennsylvania

Dear Mr. Keiser:

This letter serves as the Federal Highway Administration (FHWA) Pennsylvania Division's consistency determination of the Pennsylvania Department of Transportation (DOT) 2022 Transportation Asset Management Plan (TAMP) Implementation, which is an evaluation whether the Pennsylvania DOT has implemented a TAMP that is consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515. The Pennsylvania DOT provided implementation documentation dated June 29, 2022 and revised July 29, 2022. Based on the 2019 TAMP, as well as the documentation demonstrating implementation of the TAMP, the FHWA has determined the Pennsylvania DOT is implementing its TAMP as per 23 CFR 515.13(b)(2).

Thank you for all your efforts. If you have any questions, please contact Clint H. Beck, P.E. at clint.beck@dot.gov or (717) 221-3718.

Sincerely,

**ALICIA E
NOLAN** Digitally signed by
ALICIA E NOLAN
Date: 2022.07.29
14:49:05 -04'00'

Alicia Nolan
Division Administrator

Appendix 17 - FHWA-FTA PennDOT MOU for STIP/TIP Revisions

MEMORANDUM OF UNDERSTANDING Pennsylvania's Statewide Procedures for 2023-2026 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions

Background

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 2023-2026 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).

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 required by federal statute. The STIP includes regional TIPs developed by the MPOs, RPOs and PennDOT developed Interstate Management (IM) Program and other Statewide Programs. 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 Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, 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, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit 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 (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2023 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2023 Transportation Program Financial Guidance*. These documents were both released on July 15, 2021 and can be found on the [STIP page](#) on the STC Website under 2023 Guidance Documents.

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 MPO/RPO, 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 amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications 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.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and 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). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO 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.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. 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 STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the MPO/RPO region's PPP.

The federal planning regulations, [23 CFR 450.324\(c\)](#), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires 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 MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is once again in compliance with the federal planning regulations.

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 to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new federally funded project, 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 Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.

- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 1,000,000$;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 200,000$ but $< 1,000,000$;
 - \$2 million for the remaining areas;
 - \$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 programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
 - Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO is required for **Amendments**. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire 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 MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally-funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO 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 PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;

- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- 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 MPO/RPO. A reserve line 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 and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

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 MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); 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 MPO/RPO 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 modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an 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, per [23 CFR 450.218\(l\)](#) and [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 (YOE) 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

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. The reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the MPOs/RPOs will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit 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.

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.

MPO/RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

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, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

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

ALICIA E NOLAN

Digitally signed by ALICIA E
NOLAN
Date: 2022.03.15 08:52:58 -04'00'

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration

Date

Theresa "Terry" Garcia-Crews

Digitally signed by THERESA
GARCIA CREWS
Date: 2022.03.14 22:05:45
-04'00'

Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

Date

Larry S. Shifflet

Digitally signed by Larry S.
Shifflet
Date: 2022.03.15 12:17:45
-04'00'

Mr. Larry S. Shifflet
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

Appendix 18 - 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 and 2015 ozone NAAQS. These areas are referred to as "orphan" maintenance areas.

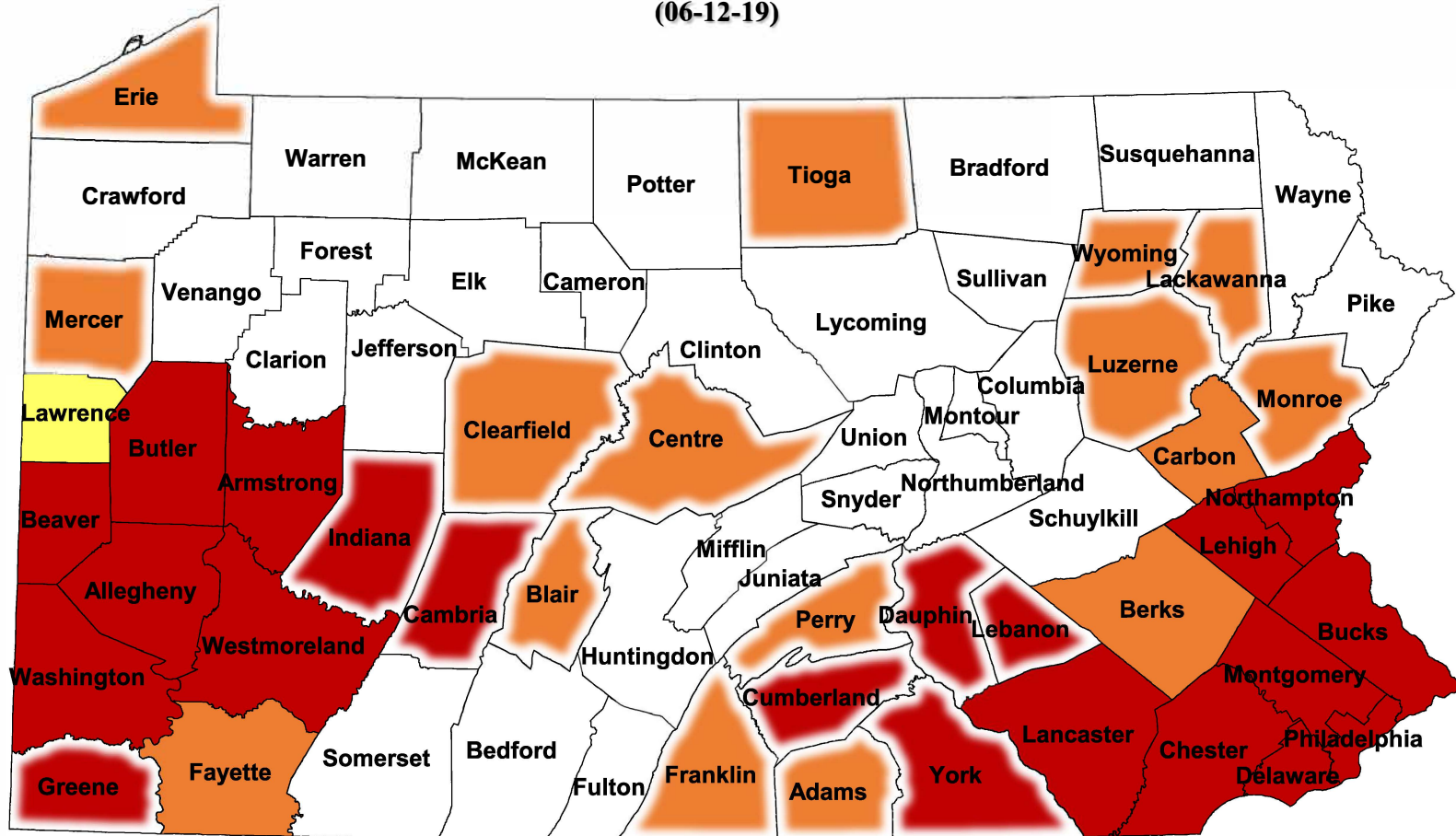
MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
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	Orphan Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Orphan 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	Orphan Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Orphan 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	Orphan Maintenance

Appendix 15 – PA NAAQS Conformity Status Table

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	Orphan Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Orphan Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance
	1971 CO	Pittsburgh, PA	Allegheny (P)	Limited Maintenance

Transportation Conformity Areas in Pennsylvania

(06-12-19)



Transportation Conformity Areas

- Ozone and PM_{2.5} Nonattainment or Maintenance Areas
- Only Ozone Nonattainment or Maintenance Areas
- Only PM_{2.5} Nonattainment or Maintenance Areas

Areas Impacted by February 16, 2018 D.C. Circuit Decision on 1997 8-hour Ozone NAAQS Revocation (Referred to as "Orphan" Maintenance Areas)

- Ozone and PM_{2.5} Nonattainment or Maintenance Areas
- Only Ozone Nonattainment or Maintenance Areas

Applicable NAAQS: 1997 8-hour Ozone; 2008 8-hour Ozone; 2015 8-hour Ozone (only Philadelphia 5 counties)
2006 24-hour PM_{2.5}; 2012 Annual PM_{2.5} (Allegheny, Lebanon, Delaware counties only)

Appendix 19 - MPO/RPO TIP and LRTP Dates

PA Planning Partner Key Planning Dates										
Planning Partner	MPO/RPO	2023 Transportation Improvement Program (TIP)			Transportation Management Area (TMA) Certification Review		Long Range Transportation Plan (LRTP)			Public Participation Plan
		Public Comment Start Date	Public Comment End Date	Final Conformity Report/Adoption Date	Approval Date	Due Date	Current MPO/RPO Adoption Date	Future MPO/RPO Adoption Date	LRTP Expiration Date	Adoption Date
Adams	MPO	5/15/2022	6/15/2022	6/22/2022			7/27/2022	7/27/2027	7/27/2027	4/22/2015
Altoona	MPO	5/20/2022	6/20/2022	6/27/2022			2/10/2021	2/10/2026	2/10/2026	2/10/2016
Centre County	MPO	4/29/2022	5/30/2022	6/28/2022			9/22/2020	9/22/2025	3/4/2026	11/24/2015
DVRPC	MPO	5/27/2022	7/18/2022	7/28/2022	2/20/2019	2/20/2023	9/23/2021	9/23/2025	1/6/2026	7/26/2018
Erie	MPO	5/12/2022	6/10/2022	6/22/2022			3/9/2022	3/9/2027	3/9/2027	5/16/2007
Franklin	MPO	4/6/2022	5/6/2022	5/12/2022			11/14/2018	11/14/2023	8/12/2023	5/20/2020
Harrisburg	MPO	5/2/2022	6/2/2022	6/24/2022	9/8/2021	9/8/2025	9/24/2021	9/24/2025	12/16/2025	9/24/2021
Johnstown	MPO	5/12/2022	6/8/2022	6/29/2022			6/24/2020	6/24/2024	9/28/2024	6/24/2020
Lancaster	MPO	5/15/2022	6/13/2022	6/27/2022	8/17/2018	8/17/2022	6/22/2020	6/22/2024	9/28/2024	4/25/2016
Lebanon	MPO	5/15/2022	6/15/2022	6/16/2022			6/18/2020	6/18/2024	9/28/2024	6/18/2020
LVTS	MPO	5/2/2022	5/31/2022	6/15/2022	6/25/2020	6/25/2024	10/2/2019	10/2/2023	12/19/2023	10/4/2017
NEPA	MPO	5/2/2022	5/31/2022	6/21/2022			4/21/2020	4/21/2024	5/19/2024	11/18/2015
North Central	RPO	5/1/2022	5/31/2022	6/14/2022			6/14/2022	6/14/2027	6/14/2027	4/14/2020
Northern Tier	RPO	5/2/2022	5/31/2022	6/6/2022			4/13/2020	4/13/2025	9/28/2025	12/16/2016
Northwest	RPO	5/12/2022	6/10/2022	6/26/2022			6/23/2020	6/23/2025	6/23/2025	3/22/2016
RATS	MPO	6/1/2022	7/1/2022	7/14/2022	3/2/2021	3/2/2025	7/21/2022	7/21/2026	9/25/2022	7/20/2017
Scranton/ Wilkes-Barre	MPO	6/1/2022	7/6/2022	7/6/2022	11/4/2020	11/4/2024	2/3/2021	2/3/2026	6/14/2026	4/20/2016
SEDA-COG	MPO	4/22/2022	5/21/2022	6/10/2022			6/25/2021	6/25/2026	6/25/2026	12/1/2014
Shenango Valley	MPO	5/20/2022	6/20/2022	7/12/2022	1/13/2021	1/13/2025	11/9/2021	11/9/2026	11/9/2026	2/12/2019
Southern Alleghenies	RPO	5/2/2022	5/31/2022	7/13/2022			11/2/2017	11/2/2022	11/2/2022	3/2/2016
SPC	MPO	5/9/2022	6/8/2022	6/27/2022	12/15/2021	12/15/2025	6/24/2019	6/24/2023	10/25/2023	4/26/2021
Wayne County (Independent)		6/15/2022	6/30/2022							
Williamsport	MPO	4/5/2022	5/5/2022	6/13/2022			12/17/2018	12/17/2023	12/17/2023	1/27/2020
York	MPO	5/9/2022	6/9/2022	6/23/2022	10/30/2019	10/30/2023	6/24/2021	6/24/2025	9/29/2025	8/27/2017

* 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).

Appendix 20 - State Certification of the Planning Process

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

WHEREAS Title 23 CFR Part 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 U.S.C. 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 Part 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 on the basis of age in programs or activities receiving Federal financial assistance; and,

WHEREAS the requirements 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

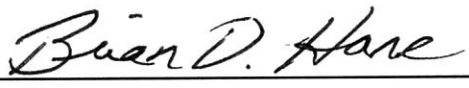
SELF-CERTIFICATION RESOLUTION FOR
THE COMMONWEALTH OF PENNSYLVANIA'S
TRANSPORTATION PLANNING PROCESS

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

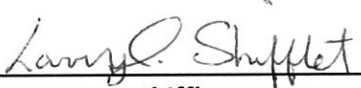
NOW, THEREFORE, BE IT RESOLVED THAT the Commonwealth of Pennsylvania certifies that the Statewide transportation planning process is being carried out in conformance with all the applicable federal requirements and certifies that the statewide process to enhance the participation of the general-public, including the transportation disadvantaged, has been followed in developing all plans and programs, including the FFY 2023-2026 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. Brian D. Hare, P.E., Director
Center for Program Development and
Management
Pennsylvania Department of Transportation

By 

Mr. Larry S. Shifflet,
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date August 9, 2022

Appendix 21 - Pennsylvania FFY 2021 - 2024 STIP Planning Findings



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
(215) 656-7100
(215) 656-7260 (fax)

Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461
(717) 221-4553 (fax)

September 28, 2020

Ms. Yassmin Gramian, P.E.
Secretary of Transportation
Pennsylvania Department of Transportation
Commonwealth of Pennsylvania
Keystone Building
400 North St., Fifth Floor
Harrisburg, Pennsylvania

**Re: Pennsylvania FFY 2021-2024 Statewide Transportation Improvement
Program & Air Quality Conformity Determinations**

Dear Secretary Gramian:

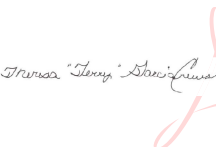
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2021-2024 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 13, 2020. Based on our review of the information provided, certifications of Statewide and Metropolitan transportation planning processes for and within the Commonwealth of Pennsylvania, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), we hereby take the following actions:

1. FHWA and FTA, in concurrence with the Environmental Protection Agency (EPA), have determined that the conformity determinations for the FFY 2021-2024 TIPs in all nonattainment and maintenance areas of the Commonwealth, adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. This includes all ten (10) conformity determinations for areas that are currently designated under the existing National Ambient Air Quality Standards (NAAQS) and the nine (9) areas impacted by the U.S. Court of Appeals for the D.C. Eighth Circuit decision in *South Coast Air Quality Management District v. EPA* addressing conformity requirements for former 1997 ozone “orphan” regions. (Please see the enclosed table for the Pennsylvania regions requiring transportation conformity.) The air quality conformity determination approval for these regions will reset the 4-year conformity timeclock to begin on the date of this letter.

2. The FHWA and FTA approve the Pennsylvania FFY 2021-2024 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Independent County (Wayne), the Statewide Items TIP, and the PennDOT Interstate Management Program.
3. The FHWA and FTA find that the projects contained in the STIP and MPO/RPO TIPs are based on transportation planning processes that meet the requirements of the FAST Act, Fixing America's Surface Transportation Act (P.L. 114-94); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303 and 5304; and 23 CFR part 450.
4. Based on our joint review of the overall Pennsylvania statewide, metropolitan, and rural transportation planning processes, the FHWA and FTA are issuing the FFY 2021-2024 STIP Federal Planning Finding, as enclosed.
5. In addition, several MPOs/RPOs have updated their Long Range Transportation Plan (LRTP) in accordance with 23 CFR Part 450.324. These areas include: Lancaster MPO, Lebanon MPO, Northern Tier RPO, and Johnstown Area Transportation Study (JATS) MPO. Two areas have amended their LRTP. These areas include: Delaware Valley Regional Planning Commission (DVRPC) and Southwestern Pennsylvania Commission (SPC). FHWA and FTA, in concurrence with EPA, have determined that the conformity determinations for the above mentioned LRTPs adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. The air quality conformity determination approval for Lancaster MPO, Lebanon MPO, and JATS MPO will reset the 4-year LRTP update timeclock to begin on the date of this letter. Northern Tier RPO is designated as a former 1997 ozone "orphan" region and as such retains a 5-year LRTP update deadline which was reset when the RPO took action to adopt the LRTP on April 13, 2020.

If you have any questions regarding this determination, please do not hesitate to contact either Jennifer Crobak, FHWA PA, at (717) 221-3440 or Laura Keeley, FTA Region III, at (215) 656-7111.

Sincerely,

 Digitally signed by
THERESA GARCIA
CREWS
Date: 2020.09.28
08:43:18 -04'00'

Terry Garcia Crews
Regional Administrator
FTA Region III

 Digitally signed by
ALICIA E NOLAN
Date: 2020.09.28
09:26:18 -04'00'

Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosures

ec: Larry Shifflet, Deputy Secretary for Planning
George McAuley, Jr., P.E. Executive Deputy Secretary
Jennie Granger, AICP, Deputy Secretary for Multimodal Transportation
Melissa J. Batula, P.E., Deputy Secretary for Highway Administration
Robert L. Chiappelli, Deputy Secretary for Administration
Brian D. Hare, P.E. Director, Center for Program Development and Management
Laine Heltebride, Director, Bureau of Planning and Research
Danielle Spila, Director, Bureau of Public Transportation
Kristin Mulkerin, Center for Program Development and Management
Mark Tobin, Center for Program Development and Management
Mike Gismondi, Center for Program Development and Management
Jessica Clark, Center for Program Development and Management
Jackie Koons-Felion, Center for Program Development and Management
Mike Long, Bureau of Maintenance and Operations
Doug Tomlinson, Bureau of Maintenance and Operations
Justin Bruner, Bureau of Maintenance and Operations
Gavin Gray, Bureau of Maintenance and Operations
Steve Gault, Bureau of Maintenance and Operations
PennDOT District Executives
MPO/RPO Executive Directors
MPO/RPO Assistant Directors/Planners
Susan Spielberger, EPA
Greg Becoat, EPA
Chris Trostle, PA Department of Environmental Protection
Samantha Harmon, Department of Environmental Protection
Kathleen Zubrzycki, FTA Region III
Laura Keeley, FTA Region III
Tim Lidiak, FTA Region III
Keith Lynch, FHWA PA
Spencer Stevens, FHWA PA
Camille Otto, FHWA PA
Jennifer Crobak, FHWA PA
Matt Smoker, FHWA PA
Jamie Lemon, FHWA PA
Gene Porochniak, FHWA PA

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 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

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	Orphan Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Orphan 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	Orphan Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Orphan 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	Orphan 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	Orphan Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Orphan 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	Orphan Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Orphan Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Orphan Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Orphan Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Orphan Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Orphan Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Orphan Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Orphan Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Orphan Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Orphan Maintenance

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

Pennsylvania FFY 2021-2024 STIP Federal Planning Finding

This is the documented Federal Planning Finding (FPF) for the Pennsylvania FFY 2021-2024 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This FPF is issued by the Federal Highway Administration (FHWA) Pennsylvania Division and the Federal Transit Administration (FTA) Region III for Statewide, Nonmetropolitan, and Metropolitan Transportation Planning and Programming Processes.

The FHWA and FTA find that the Pennsylvania FFY 2021-2024 STIP substantially meets the requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 CFR part 450, and 49 CFR part 613.

The FPF includes **7 Commendations** where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and **7 Recommendations** for continued improvement. There are **no Corrective Actions**. Please see the Findings on page 3 for details.

FHWA and FTA are committed to assisting PennDOT and the Planning Partners to review and address the Recommendations identified in the FPF. FHWA and FTA request the opportunity to meet with PennDOT within 90 days of the STIP approval to discuss the FPF and develop a collaborative action plan to make progress on the Recommendations and continue to strengthen the overall Pennsylvania planning process.

What is the Federal Planning Finding (FPF)?

The FPF is a formal action taken by FHWA and FTA to evaluate and ensure that STIPs and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304 and 23 CFR part 450 and 500, and 49 CFR part 613.

The FPF is a formal opportunity to highlight what works well and opportunities for improvement in the Statewide or metropolitan transportation planning process.

The FPF applies to both PennDOT and Planning Partners.

The FPF is a required prerequisite to FHWA's and FTA's joint approval of the STIP.

What are the statutory and regulatory requirements for the FPF?

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) contained statutory requirements, codified in Title 23 and Title 49, that the Secretary determine at least every four years whether the transportation planning process through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134-135 and 49 U.S.C. 5303-5304.

Pennsylvania FFY 2021-2024 STIP Federal Planning Finding

- A FPF is required for the approval of a STIP (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).
- Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141) and the Fixing America's Surface Transportation (FAST Act, Pub. L. 114-94)) maintain this requirement.
- The FHWA and FTA adopted joint implementing regulations for these requirements, found in 23 CFR part 450. Pursuant to the regulations, the requirement for the FPF applies to both the STIP (23 CFR 400.220(b)) and MPO TIPs (23 CFR 450.330(a)).

How are the findings identified and tracked?

FHWA and FTA work collaboratively to identify potential observations to include in the FPF. These observations are identified through each agency's involvement, stewardship and oversight activities with PennDOT, Metropolitan and Rural Planning Organizations (MPOs/RPOs), transit agencies, and key stakeholders. FHWA and FTA use several opportunities and methods to assess the quality of the Statewide and regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. In addition to the STIP/TIP review, this involvement includes the Unified Planning Work Program (UPWP) approval, the Long Range Transportation Plan (LRTP) coordination, Air Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other activities.

There are three finding categories:

- 1) **Corrective Actions:** Items identified where the activity does not meet statutory and regulatory requirements. Each Corrective Action requires action by the State and/or MPOs and provides a date to complete the Corrective Action(s).
- 2) **Recommendations:** Items that meet the statutory and regulatory requirements, but may represent opportunities to improve the transportation planning processes. Recommendations could include enhancements to the planning processes, planning emphasis areas, emerging technologies, and agency initiatives.
- 3) **Commendations:** Activities or initiatives that demonstrate innovative, highly effective, well-thought out procedures for implementing the planning requirements or represent a national model for implementation and can be cited as an example for others.

Pennsylvania FFY 2021-2024 STIP Federal Planning Finding

Findings:

The following **Commendations** of the Statewide and metropolitan transportation planning processes have been identified:

1. **2021 STIP/TIP Update Process:**

PennDOT and Planning Partners faced unprecedented challenges during the 2021 STIP/TIP update. Across the State, PennDOT, MPOs/RPOs, transit agencies, and local governments rose to the occasion to identify innovative and collaborative solutions and demonstrated the strength of the planning process in Pennsylvania. Without disruption, PennDOT and the Planning Partners quickly responded to continue operations, deploy new virtual public involvement tools, and meet federal planning requirements. FHWA and FTA commend all partners for their teamwork, determination, and commitment to the planning process.

2. **Annual Listing of Obligated Projects:**

The 2019 FPF identified the Corrective Action that all Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. This Corrective Action has been resolved. FHWA and FTA commend the collaborative efforts by PennDOT, MPOs/RPOs, and transit agencies to meet this requirement. FHWA and FTA look forward to continuing to work with PennDOT, MPOs/RPOs, and transit agencies to better integrate and report on transit data.

3. **TIP General Procedural and Financial Guidance:**

PennDOT led efforts to overhaul the General Procedural Guidance to develop new processes to document clearer roles and responsibilities and incorporate Performance Based Planning and Programming (PBPP) and Transportation Performance Measures (TPM) into the TIP development process. The result is an exceptional resource which establishes clear requirements for documentation, and highlights the many resources available to identify and program projects that will help reach Performance Measure targets.

In addition, FHWA and FTA commend the collaborative efforts of the Financial Guidance Work Group to introduce new funding allocation formulas. The Work Group included a wide representation of PennDOT Deputates, PennDOT Districts, FHWA PA Division staff and Planning Partners from across the Commonwealth. The Work Group developed the first-of-its-kind Asset Management Factor (AMF) to align the TIP Financial Guidance with the Transportation Asset Management Plan (TAMP). This effort represents a major accomplishment in support of implementing the TAMP. In addition, the Work Group prioritized essential funding to meet the significant needs of the Interstate Program. FHWA and FTA commend PennDOT and the MPOs/RPOs for taking the hard, but important steps to evaluate investment strategies and focus critical funding to support Pennsylvania's transportation system needs.

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4. Transit Asset Management (TAM) Plans:

FTA and FHWA commend the assistance and support PennDOT has provided to the MPOs/RPOs and transit agencies in the development of and implementation of the Transit Asset Management Plans (TAM), targets, and planning requirements. The required use of PennDOT's Capital Planning Tool (CPT) to serve as central repository for all Pennsylvania transit asset and performance management activities has helped to make sure agencies and MPOs/RPOs are operating in compliance with the TAM requirements.

5. Transit TIPs:

FTA and FHWA commend the increase in earlier coordination between FTA, PennDOT, transit agencies, and the MPOs/RPOs that resulted in FTA being able to provide comments on draft TIPs to help ensure compliance with the new PBPP requirements.

6. UPWP Update Process:

FHWA and FTA commend PennDOT and the Planning Partners for their commitment to improving the UPWP update process. PennDOT and MPOs/RPOs worked together to develop a new approach to the UPWP update process which resulted in more customized work programs and enhanced collaboration between FHWA, MPOs/RPOs, PennDOT, transit agencies, and key stakeholders. FHWA and FTA commend PennDOT for its efforts to provide guidance on the requirements of 2 CFR 200 and support MPOs/RPOs as they develop Indirect Cost Allocation Plans (ICAP)/Indirect Cost Rate Proposals (ICRP). FHWA and FTA look forward to continuing to work with PennDOT to strengthen the UPWP review process, ICAP documentation, and invoicing procedures.

7. Environmental Justice (EJ) in Planning:

PennDOT and MPOs/RPOs have made tremendous progress to improve the EJ analysis process in planning. FHWA and FTA commend PennDOT's efforts to incorporate the EJ Core Elements into the TIP General Procedural Guidance and to provide training, data sets, and technical assistance and resources to the MPOs/RPOs. FHWA and FTA commend the MPOs/RPOs for their efforts to integrate the EJ Core Elements into the TIP development process and explore new ways to conduct outreach to traditionally underserved populations. These collaborative efforts have resulted in significant improvements to the planning process across the Commonwealth. FHWA and FTA recommend that PennDOT and Planning Partners continue efforts to integrate EJ into the planning process, update procedural documents and guidance, and share data resources.

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The following **Recommendations** for the Statewide and metropolitan transportation planning processes have been identified:

1. MPO/RPO LRTP Development Process:

Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process and agency coordination; however, several issues have also demonstrated the need for continued improvement and this finding is being carried over. FHWA and FTA recommend that PennDOT work with stakeholders to finalize the MPO/RPO LRTP Guidance Document to provide technical assistance and tools to meet state and federal planning requirements. In addition, FHWA and FTA recommend that MPOs/RPOs schedule an LRTP update coordination meeting at least 30 months in advance of the LRTP deadline. This coordination meeting should include FHWA, FTA, PennDOT Central Office and District Office staff, and other key partners. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.

2. Integration of the Performance Based Planning and Programming (PBPP) and the Transportation Asset Management Plan (TAMP):

PennDOT and Planning Partners have made significant progress to integrate PBPP and meet the federal planning requirements to support achievement of Transportation Performance Measures (TPM) and national goals. These efforts are highlighted in the Commendations section.

In 2019, PennDOT developed the TAMP in accordance with 23 U.S.C. 119 and 23 CFR part 515. The TAMP establishes a blueprint for achieving and sustaining a state of good repair over the life cycle of Pennsylvania's transportation assets and preserving the condition of the National Highway System (NHS). The TAMP commits PennDOT to two overarching requirements:

- Meeting FHWA minimum condition thresholds for NHS pavements and bridges.
- Transitioning from "worst-first" programming to lowest life-cycle cost (LLCC) asset management.

In July 2020, the FHWA PA Division determined that PennDOT is implementing the TAMP consistent with 23 CFR 515.13(b)(2). FHWA and FTA recognize efforts are underway to transition to the LLCC asset management approach and integrate the TAMP into the planning process. To support this effort, FHWA and FTA recommend that PennDOT develop and implement a method for communicating the TAMP investment strategies and continue to share the Bridge and Pavement Asset Management Systems (BAMS/PAMS) data resources with the MPOs/RPOs so that they can more effectively integrate the TAMP into their TIP and LRTP programs.

As Pennsylvania makes progress on these initiatives, FHWA and FTA recommend that PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate

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new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.

3. Public Transportation Agency Safety Plans:

FTA's Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, requires the state or transit agency that drafted the Agency Safety Plan to make its safety performance targets available to states and MPOs to aid in the planning process and to coordinate with states and MPOs in the selection of state and MPO safety performance targets. MPOs are required to reference the safety performance targets and PTASP in their TIPs and LRTPs updated or amended after July 20, 2021. States will incorporate transit agency safety performance targets into their STIP. In addition to the FHWA performance measures, the planning products must include a description of the transit performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management and safety. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

Due to the current circumstances, the PTASP did not need to be included in the 2021 STIP/TIP. However, it does not appear there will be any delays in the requirement to reference the safety performance targets and PTASP in STIP/TIPs and LRTPs updated or amended after July 20, 2021. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to integrate these requirements now, well in advance of the deadline to prevent any delays to STIP/TIP amendments or other approvals.

4. Statewide Public Participation Plan (PPP) and Public Involvement for the STIP/TIPs:

In 2020, PennDOT adopted the updated Statewide PPP (Publication 823), which outlines its commitments to public involvement for the STIP, Twelve Year Program (TYP), Statewide Long Range Transportation Plan (SLRTP), and PPP. FHWA and FTA commend PennDOT for the collaborative and comprehensive update process and for identifying new strategies to engage the public. PennDOT plans to fully implement the new STIP public involvement requirements for the 2023 STIP update.

As PennDOT prepares for this transition, FHWA and FTA recommend that PennDOT take steps to better align and utilize the public outreach efforts that are conducted for the TYP with the STIP/TIP development process. The STIP and TYP are complementary in many ways, with the STIP serving as the first four years of the TYP and the State Transportation Commission (STC) taking formal action to adopt both documents at one time. In addition, FHWA and FTA recommend that PennDOT evaluate and seek to improve public notification, awareness and access to the STC meetings, agendas, and materials under consideration.

As part of the 2021 STIP/TIP update, PennDOT and Planning Partners deployed new virtual public involvement (VPI) tools. FHWA and FTA commend these innovative efforts and recommend that PennDOT and Planning Partners evaluate the effectiveness of

Pennsylvania FFY 2021-2024 STIP Federal Planning Finding

VPI tools and consider adding VPI techniques to their respective Public Participation Plans.

5. Air Quality Programs:

As part of the 2021 STIP/TIP update process, PennDOT and Planning Partners made significant strides to enhance the Air Quality (AQ) conformity process through proactive training, use of the AQ SharePoint site, and interagency coordination. These efforts resulted in a more collaborative and efficient AQ conformity process. FHWA and FTA recommend that PennDOT further build on this progress by updating the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity (March 2014) to document the entire AQ conformity process for TIPs and LRTPs, describe roles and responsibilities, and include new program enhancements. In addition, FHWA and FTA recommend that MPOs/RPOs coordinate closely with PennDOT as they begin their LRTP update process to map out a development timeline that provides for sufficient time to accommodate the AQ conformity process and interagency coordination.

6. State Freight Work Group and State Freight Plan:

Since the 2017 FPF, PennDOT has made progress to expand participation in the State Freight Work Group; however, this finding is carried forward with the recommendation to include private sector stakeholders. FHWA and FTA recommend that PennDOT continue to expand membership in the State Freight Work Group to include private stakeholders and encourage the Freight Work Group to serve in an advisory role per the guidance in 49 U.S.C. 70201. Potential public and private stakeholders may include, but are not limited to, cargo carriers and logistics companies, and safety, community, energy, and environmental stakeholders.

In addition, FHWA and FTA recognize efforts are underway to update the State Freight Plan. The FAST Act requires the State Freight Plan to be updated at least once every five years with a 5-year planning horizon per 49 U.S.C. 70202(d)-(e). PennDOT's State Freight Plan update is due November 17, 2022.

7. 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 (UZAs) which includes Harrisburg, Lancaster, and Philadelphia. Per the Memorandum of Understanding (MOU) between PennDOT, FTA, and FHWA for Pennsylvania's Statewide Procedures for 2021-2024 for STIP and TIP Revisions, 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. There do not appear to be projects using Section 5337 funds programmed on the Harrisburg or Lancaster TIPs despite those UZAs being apportioned Section 5337 formula funds. Keystone related projects using Section 5307 funds do not appear on the Harrisburg and Lancaster TIPs. FTA and FHWA recommend that PennDOT coordinate with the MPOs associated with the three UZAs where the funding originates to program Keystone Corridor projects on their respective TIPs in compliance with the MOU.

**Pennsylvania 2019-2022 Statewide Transportation Improvement
Program (STIP) and Air Quality Conformity Determination**

Action Plan Matrix - 2021 Recommendations				
2021 STIP Finding Recommendation	Owner(s)	Last Modified	Completion Date	Action(s) Taken
<p>MPO/RPO LRTP Development Process: Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process and agency coordination; however, several issues have also demonstrated the need for continued improvement and this finding is being carried over. FHWA and FTA recommend that PennDOT work with stakeholders to finalize the MPO/RPO LRTP Guidance Document to provide technical assistance and tools to meet state and federal planning requirements.</p> <p>In addition, FHWA and FTA recommend that MPOs/RPOs schedule an LRTP update coordination meeting at least 30 months in advance of the LRTP deadline. This coordination meeting should include FHWA, FTA, PennDOT Central Office and District Office staff, and other key partners. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.</p>	Mike Rimer (PennDOT) Jen Crobak (FHWA)	06/01/22	On-going	A final Regional LRTP guidance document (PUB 575) is nearly completed. Provided comments are being addressed in the final document. After final editorial work is complete, PUB 575 will be sent to Office services for final design edits and publication to the “Documents” page on the PennDOT website later this year.
<p>Integration of the Performance Based Planning and Programming (PBPP) and the Transportation Asset Management Plan (TAMP): In July 2020, the FHWA PA Division determined that PennDOT is implementing the TAMP consistent with 23 CFR 515.13(b)(2). FHWA and FTA recognize efforts are underway to transition to the lowest life-cycle cost (LLCC) asset management approach and integrate the TAMP into the planning process. To support this effort, FHWA and FTA recommend that PennDOT develop and implement a method for communicating the TAMP investment strategies and continue to share the Bridge and Pavement Asset Management Systems (BAMS/PAMS) data resources with the MPOs/RPOs so that they can more effectively integrate the TAMP into their TIP and LRTP programs.</p> <p>As Pennsylvania makes progress on these initiatives, FHWA and FTA recommend that PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.</p>	Casey Markey (PennDOT) Matt Smoker (FHWA)	06/01/22	On-going	<p>A group of PennDOT District, PennDOT Central Office, FTA and FHWA PA Division representatives continue collaborate on the development of Transportation Performance Management resources. The groups efforts helped to inform General and Procedural Guidance for the 2023 Program update, as well as provided additional BAMS and PAMS guidance and regional trainings in fall of 2021. The Bureau of Operations – Asset Management Division provided initial outputs for each of the regional TIPs for the 2023 Program update.</p> <p>A multimodal work group of PennDOT District, PennDOT Central Office, and FHWA PA Division representatives continue to focus on the project selection process applied in the development of TIPs, TYPs, and Regional LRTPs. The initial phase of their efforts is focusing on the documentation of current procedures District Offices, Planning Partners, the Interstate Steering Committee, and Public Transit Agencies apply in project selection for TIPs and TYPs. Future phases will focus on the integration of best practices, asset management tools, and other considerations to enhancement the project selection process.</p>
<p>Public Transportation Agency Safety Plans: Due to the current circumstances, FTA’s Public Transportation Agency Safety Plan (PTASP) did not need to be included in the 2021 STIP/TIP. However, it does not appear there will be any delays in the requirement to reference the safety performance targets and PTASP in STIP/TIPs and LRTPs updated or amended after July 20, 2021. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to integrate these requirements now, well in advance of the deadline to prevent any delays to STIP/TIP amendments or other approvals.</p>	Nicholas Baldwin (PennDOT) Laura Keeley (FTA)	06/01/22	On-going	PennDOT worked with transit agencies throughout 2020 and 2021 to ensure compliance with the PTASP final rule. PennDOT created a template for safety plans and provided technical assistance to agencies as needed. The template was reviewed by the PTASP Technical Assistance Center (TAC) and used as a model for other state DOTs providing guidance to transit agencies. PennDOT continues to work with MPOs/RPOs to encourage target adoption and monitoring as part of the Performance Based Planning and Programming (PBPP) approach.

**Pennsylvania 2019-2022 Statewide Transportation Improvement
Program (STIP) and Air Quality Conformity Determination**

Action Plan Matrix - 2021 Recommendations				
2021 STIP Finding Recommendation	Owner(s)	Last Modified	Completion Date	Action(s) Taken
<p>Statewide Public Participation Plan (PPP) and Public Involvement for the STIP/TIPs: FHWA and FTA recommend that PennDOT take steps to better align and utilize the public outreach efforts that are conducted for the TYP with the STIP/TIP development process. The STIP and TYP are complementary in many ways, with the STIP serving as the first four years of the TYP and the State Transportation Commission (STC) taking formal action to adopt both documents at one time.</p> <p>In addition, FHWA and FTA recommend that PennDOT evaluate and seek to improve public notification, awareness and access to the STC meetings, agendas, and materials under consideration.</p> <p>FHWA and FTA recommend that PennDOT and Planning Partners evaluate the effectiveness of virtual public involvement (VPI) tools and consider adding VPI techniques to their respective Public Participation Plans.</p>	Dan Keane (PennDOT) Jen Crobak (FHWA)	06/01/22	On-going	<p>The department successfully launched the updated Talk PA Transportation website in the fall of 2020. The website redesign goal was to improve public notification, awareness, and access to the STC/TAC meetings, agendas, TAC Studies, and meeting materials under consideration. STC/TAC meetings, Agendas, "what will be discussed," approved meeting mins, and Teams call information continue to be uploaded on the Website. The department continues to direct the public to the Website by providing weblinks within the Sunshine notices to lead the people to the TAC and STC meeting webpages. The website continues to assist with informing/notifying the public about planning and planning activities.</p> <p>To supplement the TYP outreach efforts and the regional TIPs' public comment periods, the STC and PennDOT assisted with promoting the regional TIP public comment periods. As Transportation Improvement Programs became available for public comment on planning partners' websites, the links to each of these draft documents were connected to an interactive map on the TalkPATransportation.com website. PennDOT will host the first public comment period for the STIP from June 15 through June 30, 2022, on the TalkPATransportation.com website to ensure connection between STIP and TYP. A static STIP Process Infographic, "Take a Trip Through the STIP Process," was developed and served as a visual educational tool for the public. An interactive STIP/TYP Project Map will provide a public friendly way to highlight all the projects outlined in the STIP. After the 15-day STIP Public Comment Period, PennDOT review and documented comments received. PennDOT will submit the draft 12-Year Program, which includes the STIP, to the STC for adoption in August 2022. The adopted 2023 12-Year Program/STIP will be posted on the STC website.</p> <p>To also support the connection between the TYP and STIP/TIPs, the final regional TIPs will also be available for public access during non-program update years. The regional TIPs will be linked from TalkPATransportation.com, creating a central location where all regional TIPs can be easily accessed and viewed by the public.</p> <p>The department has implemented the use of virtual public engagement techniques since 2013. After every outreach campaign, the department hosts a TYP focus group to receive feedback and explore other VPI techniques. The department continues to share our VPI experiences as well as encouraging MPOs and RPOs to share their lessons learned regarding VPI at Statewide meetings. As each MPO and RPO update their own Public Participation Plans, they are including a VPI component (at least 8 recently). Knowing VPI is a Planning Emphasis Area being integrated into most recently updated UPWPS, we anticipate even more updates to Public Participation plans over the next two years.</p>
<p>Air Quality Programs: FHWA and FTA recommend that PennDOT further build on progress from previous efforts by updating the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity (March 2014) to document the entire AQ conformity process for TIPs and LRTPs, describe roles and responsibilities, and include new program enhancements.</p> <p>In addition, FHWA and FTA recommend that MPOs/RPOs coordinate closely with PennDOT as they begin their LRTP update process to map out a development timeline that provides for sufficient time to accommodate the AQ conformity process and interagency coordination.</p>	Jackie Koons-Felion (PennDOT) Jen Crobak (FHWA)	06/01/22	01/27/22	<p>The PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity was updated and released in June 2021.</p> <p>A timeline was developed to map out the AQ conformity process as part of the LRTP update process. Training was provided at the PennDOT Air Quality and Congestion Mitigation and Air Quality Work Shop on January 27, 2022.</p>
<p>State Freight Work Group and State Freight Plan: FHWA and FTA recommend that PennDOT continue to expand membership in the State Freight Work Group to include private stakeholders and encourage the Freight Work Group to serve in an advisory role per the guidance in 49 U.S.C. 70201.</p> <p>In addition, FHWA and FTA recognize efforts are underway to update the State Freight Plan. The FAST Act requires the State Freight Plan to be updated at least once every five years with a 5-year planning horizon per 49 U.S.C. 70202(d)-(e). PennDOT's State Freight Plan update is due November 17, 2022.</p>	Mike Rimer (PennDOT) Dan Walston (FHWA)	06/01/22	On-going	<p>In December 2021, a FAST Act compliant freight plan was completed and accepted for use and submission to FHWA for formal approval. During a public review period, the IIJA was adopted and put in effect with several additional freight plan element requirements for freight plans. A separate work effort is now underway to address the new elements in advance of the State Freight Plan update due date of November 17, 2022.</p> <p>The PennDOT Freight Work Group (FWG) has remained in place as originally formed in 2017. The intentions expressed at that time were to see this group of "internal PennDOT" participants continue to grow appropriately. The newest FMP 2045 recommends expansion of the group. Guidance for State Freight Advisory Committees remained optional in the IIJA and guidance in 49 U.S.C. 70201.</p> <p>A policy meeting with the Deputy Secretary for Planning is set to discuss the composition, approach to expand and steps to shape and/or enlarge the membership and role of the FWG similar to a State Freight Advisory Committee.</p>

Pennsylvania 2019-2022 Statewide Transportation Improvement
Program (STIP) and Air Quality Conformity Determination

Action Plan Matrix - 2021 Recommendations				
2021 STIP Finding Recommendation	Owner(s)	Last Modified	Completion Date	Action(s) Taken
<p>Keystone Corridor Funding: Per the Memorandum of Understanding (MOU) between PennDOT, FTA, and FHWA for Pennsylvania’s Statewide Procedures for 2021-2024 for STIP and TIP Revisions, 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. There do not appear to be projects using Section 5337 funds programmed on the Harrisburg or Lancaster TIPs despite those UZAs being apportioned Section 5337 formula funds. Keystone related projects using Section 5307 funds do not appear on the Harrisburg and Lancaster TIPs. FTA and FHWA recommend that PennDOT coordinate with the MPOs associated with the three UZAs where the funding originates to program Keystone Corridor projects on their respective TIPs in compliance with the MOU.</p>	<p>Steve Panko (PennDOT) Laura Keeley (FTA)</p>	<p>06/01/22</p>	<p>On-going</p>	<p>Keystone Corridor funding (Section 5307 and 5337 funds) are appropriately added to the respective TIPs according to the current FFY 2021-24 STIP/TIP MOU when projects utilizing these funds are identified.</p> <p>PennDOT, FTA and FHWA reviewed and clarified Keystone Corridor funding language in the FFY 2023-2026 STIP/TIP MOU. Coordination occurred to ensure language is utilized in the three UZA area FFY 2023-2026 TIP specific MOUs. Coordination will continue for the FFY 2023-2026 STIP/TIP to ensure projects are programmed appropriately on respective TIPs when identified to be funded with Section 5307 and 5337 funds.</p>

Wayne County 2023-2026 TIP Environmental Justice Assessment

Introduction

The public involvement efforts for MPO/RPOs are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." MPOs are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color, or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. MPOs/RPOs are committed to providing opportunities for full and fair participation by minority and low-income communities in the transportation decision-making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. MPOs/RPOs are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." MPOs/RPOs will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. Wayne County is committed to following the Core Elements approach, which

includes efforts to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

By integrating the Core Elements into the planning process, state and local agencies are better equipped to carry out the investment strategy and project selection. The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step.

Identifying Minority and Low-Income Populations

In development of the 2023-2026 Transportation Improvement Program (TIP), Wayne County conducted an Environmental Justice Benefits and Burdens analysis. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other Traditionally Underserved Populations (TUP).

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity. As shown in **Table 1**, based on the 2015-2019 American Community Survey (ACS) data, minority persons in Wayne County make up nearly 4 percent of the total population. The number of persons in poverty is just under 11 percent of the total regional population.

Table 1: Profile of Low-Income and Minority Populations, 2019

Demographic Indicator	Wayne County	
	Regional Population	Regional Percentage
Total	47,488	
White, Non-Hispanic	45,643	96.11%
Minority	1,845	3.89%
Black or African American, non-Hispanic or Latino	336	0.71%
American Indian and Alaska Native, non-Hispanic or Latino	90	0.19%
Asian alone, non-Hispanic or Latino	301	0.63%
Native Hawaiian and Other Pacific Islander, non-Hispanic or Latino	8	0.02%
Some other race, non-Hispanic or Latino	107	0.23%
Two or more races, non-Hispanic or Latino	1,003	2.11%
Hispanic or Latino	1,844	3.88%
Low-Income Households	1,101	10.11%
Low-Income Population	5,353	10.9%
Other Potentially Disadvantaged Populations		
Limited English Proficiency (LEP)	1,720	3.5%
Persons with a Disability	9,124	19.14%
Female Head of Household with Child	4,062	8.5%
Elderly (65 years or older)	11,838	%
Carless Households	1,102	5.82%

Source: 2015-2019 ACS 5-Year Estimates

Table 2 identifies the total population by race and low-income category. The White, Non-Hispanic category has the highest population in the region and most individuals that are low-income, however, the category's overall low-income percentage is 10 percent, which is about the same as the county average of 11 percent. In contrast, the American Indian category has one of the lowest populations in the region and highest percentage of individuals that are low-income. In relation to the region's total population, this category makes up less than 1 percent.

Table 2: Population Tabulations by Racial/Ethnic Groups and Low-Income Categories

		Wayne County
White	Total:	45,643
	Low-Income	4,565
	% Low-income	10%
Black	Total:	336
	Low-Income	222
	% Low-income	66.1%
American Indian	Total:	90
	Low-Income	80
	% Low-income	88.9%
Asian	Total:	301
	Low-Income	34
	% Low-income	11.3%
Native Hawaiian	Total:	8
	Low-Income	0
	% Low-income	0%
Some Other Race	Total:	107
	Low-Income	12
	% Low-income	11.2%
Two or More	Total:	1,003
	Low-Income	121
	% Low-income	12.1%
Hispanic or Latino origin (of any race)	Total:	1,844
	Low-Income	319
	% Low-income	17.3%
Total Population		47,488
Total Low-Income		3,509

Source: 2015-2019 ACS 5-Year Estimates

Condition Assessment

In order to meaningfully analyze benefits and adverse effects of the transportation program, Wayne County has examined the existing conditions of transportation assets throughout the region and safety performance measures among the minority and low-income populations. These data assessments allow the county to track changes in crashes, poor condition bridges, and poor pavement mileage in the region and identify safety gaps and distribution disparities between minority and low-income populations.

Bridges

Tables 3 and 4 provide the number and percentage of bridges by condition and by the concentration of minority and low-income population. Comparing the distribution of total bridges and poor condition bridges between low and high minority and low-income areas helps provide insights on potential equity issues. For areas with higher minority population shares, the percentage of total bridges and poor bridges is 22.7% and 19.9%, respectively. For areas with higher shares of low-income population, the percentage of total bridges and poor bridges is 24.7% and 23.8%, respectively. In both cases the share of poor condition bridges is very near the percentage of total bridges in minority and low-income areas. The data does not indicate any disproportionate impacts to those communities related to bridge asset conditions.

Table 3: Distribution of Poor Condition Bridges by Minority Population Intervals

	Ratio of Minority Population Percentage in Census Block Group (bridge location) to Regional Average Minority Percentage				
	0.0 – 0.5 Very Low Minority %	0.5 – 1.0 Low Minority %	1.0 – 2.0 Medium Minority %	2.0 – 4.0 High Minority %	> 4.0 Very High Minority %
Bridges	310	190	132	0	15
Share of Bridges	47.9%	29.4%	20.4%	0.0%	2.3%
Poor Condition Bridges	62	39	22	0	3
Percent Poor Condition Bridges	20.0%	20.5%	16.7%	0.0%	20.0%
Share of Total Poor Condition Bridges	49.2%	31.0%	17.5%	0.0%	2.4%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

Table 4: Distribution of Poor Condition Bridges by Low-Income Population Intervals

	Ratio of Low-income Population Percentage in Census Block Group (where bridge located) to Regional Average Low-income Percentage				
	3.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	4.0 – 2.0 Medium Low-Income %	5.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Bridges	266	221	85	75	0
Share of Bridges	41.1%	34.2%	13.1%	11.6%	0.0%
Poor Condition Bridges	51	45	17	13	–
Percent Poor Condition Bridges	19.2%	20.4%	20.0%	17.3%	0.0%
Share of Total Poor Condition Bridges	40.5%	35.7%	13.5%	10.3%	0.0%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

All Reportable Crashes

Table 5-8 show the number and percentage of crashes in Wayne County from 2015-2019 in areas of varying minority and low-income shares. This data is reviewed to identify if any disproportionate numbers of crashes occur in areas with high shares of minority or low-income population. As shown in **Table 5**, about 35 percent of the total crashes occur within block groups that have higher shares of minority population, while 65 percent of crashes occur in block groups with lower shares of minority population. This trend is also reflected among low-income populations as shown in **Table 6**. The data does not indicate disproportionate impacts for minority or low-income populations related to total crashes, fatalities or serious injuries. However, the bicycle and pedestrian crashes shown in **Tables 7-8** show much higher numbers and percentages in low-income areas. This may result due to higher levels of pedestrian and bike activity and usage in those areas. Wayne County will continue to review and evaluate safety needs for these populations in their planning process.

Table 5: Distribution of Crashes by Minority Population Intervals

	Ratio of Minority Population Percentage in Census Block Group (where crash located) to Regional Average Minority Percentage				
	0.0 – 0.5 Very Low Minority %	0.5 – 1.0 Low Minority %	1.0 – 2.0 Medium Minority %	2.0 – 4.0 High Minority %	> 4.0 Very High Minority %
Reportable Crashes (2015-2019)	992	682	732	53	109
Share of Total Reportable Crashes (2015 - 2019)	38.6%	26.6%	28.5%	2.1%	4.2%
Crash Fatalities (2015 - 2019)	15	10	12	1	2
Share of Total Crash Fatalities (2015-2019)	37.5%	25.0%	30.0%	2.5%	5.0%
Crash Suspected Serious Injuries (2015 - 2019)	30	28	13	2	3
Share of Crash Suspected Serious Injuries (2015 - 2019)	39.5%	36.8%	17.1%	2.6%	3.9%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

Table 6: Distribution of Crashes by Low-Income Population Intervals

	Ratio of Low-income Population Percentage in Census Block Group (where crash located) to Regional Average Low-income Percentage				
	0.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	1.0 – 2.0 Medium Low-Income %	2.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Reportable Crashes (2015-2019)	515	1164	637	252	0
Share of Total Reportable Crashes (2015 - 2019)	20.1%	45.3%	24.8%	9.8%	0.0%
Crash Fatalities (2015 - 2019)	8	20	5	7	–
Share of Total Crash Fatalities (2015-2019)	20.0%	50.0%	12.5%	17.5%	0.0%
Crash Suspected Serious Injuries (2015 - 2019)	21	34	9	12	–
Share of Crash Suspected Serious Injuries (2015 - 2019)	27.6%	44.7%	11.8%	15.8%	0.0%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

Table 7: Distribution of Bicycle or Pedestrian Crashes by Minority Population Intervals

	Ratio of Minority Population Percentage in Census Block Group (where crash located) to Regional Average Minority Percentage				
	0.0 – 0.5 Very Low Minority %	0.5 – 1.0 Low Minority %	1.0 – 2.0 Medium Minority %	2.0 – 4.0 High Minority %	> 4.0 Very High Minority %
Bicycle or Pedestrian Crashes (2015 - 2019)	15	7	12	–	–
Share of Total Bicycle or Pedestrian Crashes (2015 - 2019)	44.1%	20.6%	35.3%	0.0%	0.0%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

Table 8: Distribution of Bicycle or Pedestrian Crashes by Low-Income Population Intervals

	Ratio of Low-income Population Percentage in Census Block Group (where crash located) to Regional Average Low-income Percentage				
	0.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	1.0 – 2.0 Medium Low-Income %	2.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Bicycle or Pedestrian Crashes (2015 - 2019)	2	8	14	11	0
Share of Total Bicycle or Pedestrian Crashes (2015 - 2019)	5.7%	22.9%	40.0%	31.4%	0.0%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

Pavement Condition

Tables 9 and 10 identify the number and percentage of roadways with poor International Roughness Index (IRI) and with poor Overall Pavement Index (OPI) within minority and low-income population block group intervals. Poor pavement condition data in Wayne County may indicate a need for increased roadway resurfacing and reconstruction. The data indicates that poor rated IRI and OPI pavement occurs at nearly equal amounts between areas with and without high shares of low-income or minority population. The data does not indicate any disproportionate impacts to those communities related to pavement conditions.

Table 9: Distribution of Roadways by Minority Population Intervals

	Ratio of Minority Population Percentage in Census Block Group (where road located) to Regional Average Minority Percentage				
	0.0 – 0.5 Very Low Minority %	0.5 – 1.0 Low Minority %	1.0 – 2.0 Medium Minority %	2.0 – 4.0 High Minority %	> 4.0 Very High Minority %
Federal Aid Road Segment Miles	69.5008	47.0512	45.571	4.0174	5.3165
Share of Federal Aid Road Segment Miles	40.5%	27.4%	26.6%	2.3%	3.1%
Federal Aid Road Segment Miles with Poor IRI	5.1936	1.6261	6.2847	0	0.4434
Percent of Federal Aid Road Segments with Poor IRI	7.5%	3.5%	13.8%	0.0%	8.3%
Share of Total Federal Aid Road Segment Miles with Poor IRI	38.3%	12.0%	46.4%	0.0%	3.3%
Federal Aid Road Segment Miles with Poor OPI	19.3707	13.0909	17.548	2.0694	1.6875
Percent of Federal Aid Road Segments with Poor OPI	27.9%	27.8%	38.5%	51.5%	31.7%
Share of Total Federal Aid Road Segment Miles with Poor OPI	36.0%	24.3%	32.6%	3.8%	3.1%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

Table 10: Distribution of Federal Aid Roadways by Low-Income Population Intervals

	Ratio of Low-income Population Percentage in Census Block Group (where road located) to Regional Average Low-income Percentage				
	0.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	1.0 – 2.0 Medium Low-Income %	2.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Federal Aid Road Segment Miles	37.6903	78.4469	30.1149	21.8775	0
Share of Federal Aid Road Segment Miles	22.4%	46.7%	17.9%	13.0%	0.0%
Federal Aid Road Segment Miles with Poor IRI	1.9501	7.2711	2.4302	1.1934	0
Percent of Federal Aid Road Segments with Poor IRI	5.2%	9.3%	8.1%	5.5%	0.0%
Share of Total Federal Aid Road Segment Miles with Poor IRI	15.2%	56.6%	18.9%	9.3%	0.0%
Federal Aid Road Segment Miles with Poor OPI	8.9267	23.6515	11.8546	8.1349	0
Percent of Federal Aid Road Segments with Poor OPI	23.7%	30.1%	39.4%	37.2%	0.0%
Share of Total Federal Aid Road Segment Miles with Poor OPI	17.0%	45.0%	22.6%	15.5%	0.0%

Source: 2015-2019 ACS 5-Year Estimates, PennDOT

BENEFITS & BURDENS OF 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

Wayne County reviewed transportation projects located in areas that were determined to have higher than average minority and low-income levels. When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

Of the 32 locatable projects on the current Wayne County TIP, the number of projects in minority or low-income areas is lower than the number of projects located in non-minority and non-low-income areas. **Tables 11 & 12** depict the types of projects and funding investments in each minority/income interval. **Figures 1 & 2** illustrate the geographic proximity between different 2023-2026 TIP projects and the concentrations of minority and low-income populations by Census block groups based on 2015-2019 ACS data. Wayne County will continue to evaluate needs and investment opportunities in these areas to ensure all communities share in transportation investment benefits.

		Ratio of Minority Population Percentage in Census Block Group (project location) to Regional Average Minority Percentage				
		0.0 – 0.5 Very Low Minority %	0.5 – 1.0 Low Minority %	1.0 – 2.0 Medium Minority %	2.0 – 4.0 High Minority %	> 4.0 Very High Minority %
Roadway Projects	Amount of Funding	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Per Capita Funding	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Number of Projects	–	–	–	–	–
Bridge Projects	Amount of Funding	\$42,443,559.00	\$10,995,490.00	\$14,053,000.00	\$0.00	\$0.00
	Per Capita Funding	\$1,988.45	\$813.04	\$1,181.72	\$0.00	\$0.00
	Number of Projects	15	8	6	–	–
Safety Projects	Amount of Funding	\$6,647,500.00	\$0.00	\$1,960,000.00	\$0.00	\$0.00
	Per Capita Funding	\$311.43	\$0.00	\$164.82	\$0.00	\$0.00
	Number of Projects	5	–	1	–	–
All Projects	Amount of Funding	\$49,091,059.00	\$10,995,490.00	\$16,013,000.00	\$0.00	\$0.00
	Per Capita Funding	\$2,299.89	\$813.04	\$1,346.54	\$0.00	\$0.00
	Number of Projects	20	8	7	–	–

Table 11: Distribution of Locatable Projects by Minority Population Intervals

		Ratio of Low-income Population Percentage in Census Block Group (where project located) to Regional Average Low-income Percentage				
		0.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	1.0 – 2.0 Medium Low-Income %	2.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Roadway Projects	Amount of Funding	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Per Capita Funding	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Number of Projects	–	–	–	–	–
Bridge Projects	Amount of Funding	\$25,021,188.96	\$31,213,336.20	\$9,848,000.00	\$2,206,500.00	\$0.00
	Per Capita Funding	\$1,885.26	\$1,673.55	\$883.23	\$476.57	\$0.00
	Number of Projects	10	9	5	2	–
Safety Projects	Amount of Funding	\$0.00	\$1,500,000.00	\$1,960,000.00	\$0.00	\$0.00
	Per Capita Funding	\$0.00	\$80.42	\$175.78	\$0.00	\$0.00
	Number of Projects	–	1	1	–	–
All Projects	Amount of Funding	\$25,021,188.96	\$32,713,336.20	\$11,808,000.00	\$2,206,500.00	\$0.00
	Per Capita Funding	\$1,885.26	\$1,753.97	\$1,059.01	\$476.57	\$0.00
	Number of Projects	10	10	6	2	–

Table 12: Distribution of Locatable Projects by Low-Income Population Intervals

Figure 1: Concentrations of Minority Populations by Census Block Groups & 2023-2026 TIP Project Locations

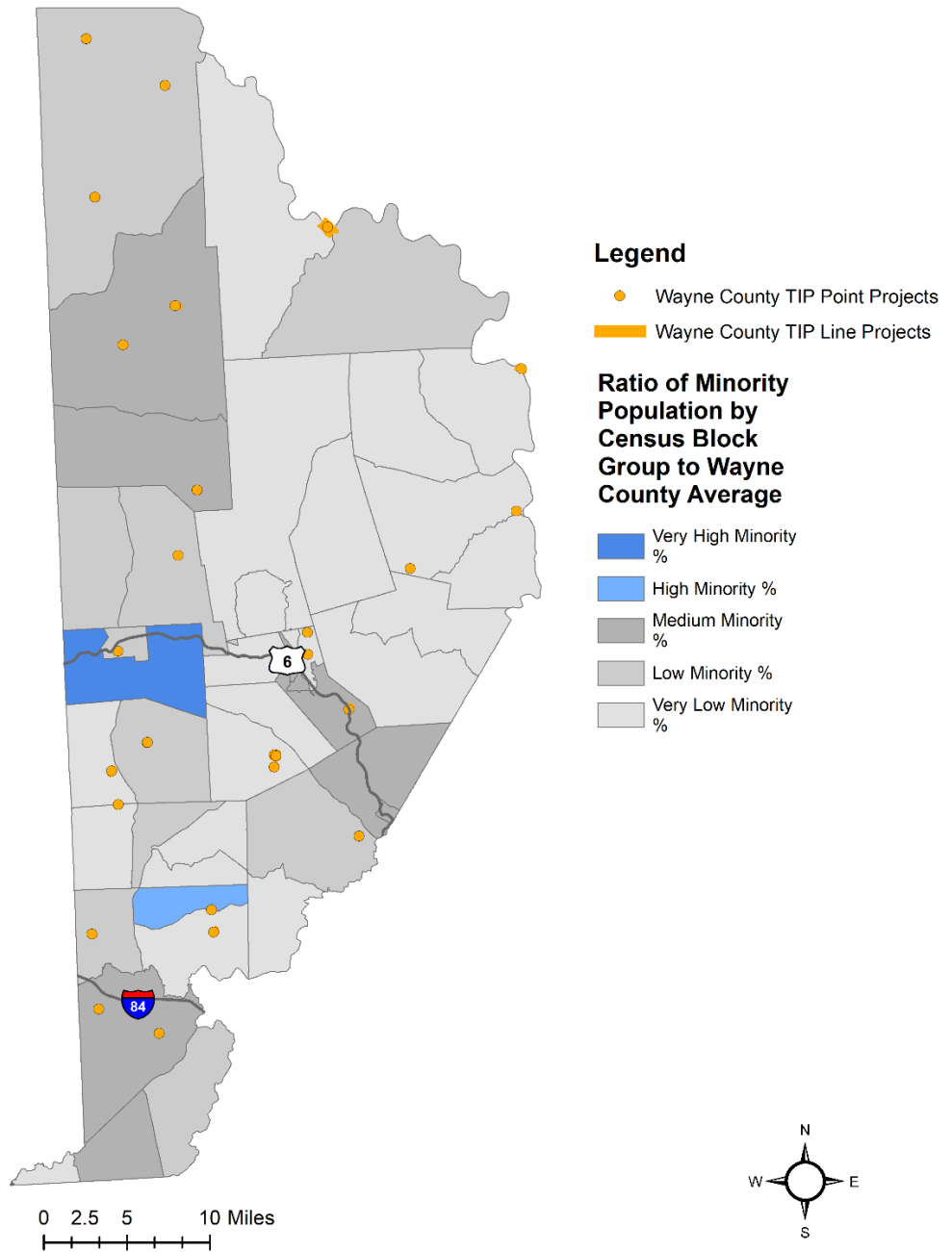
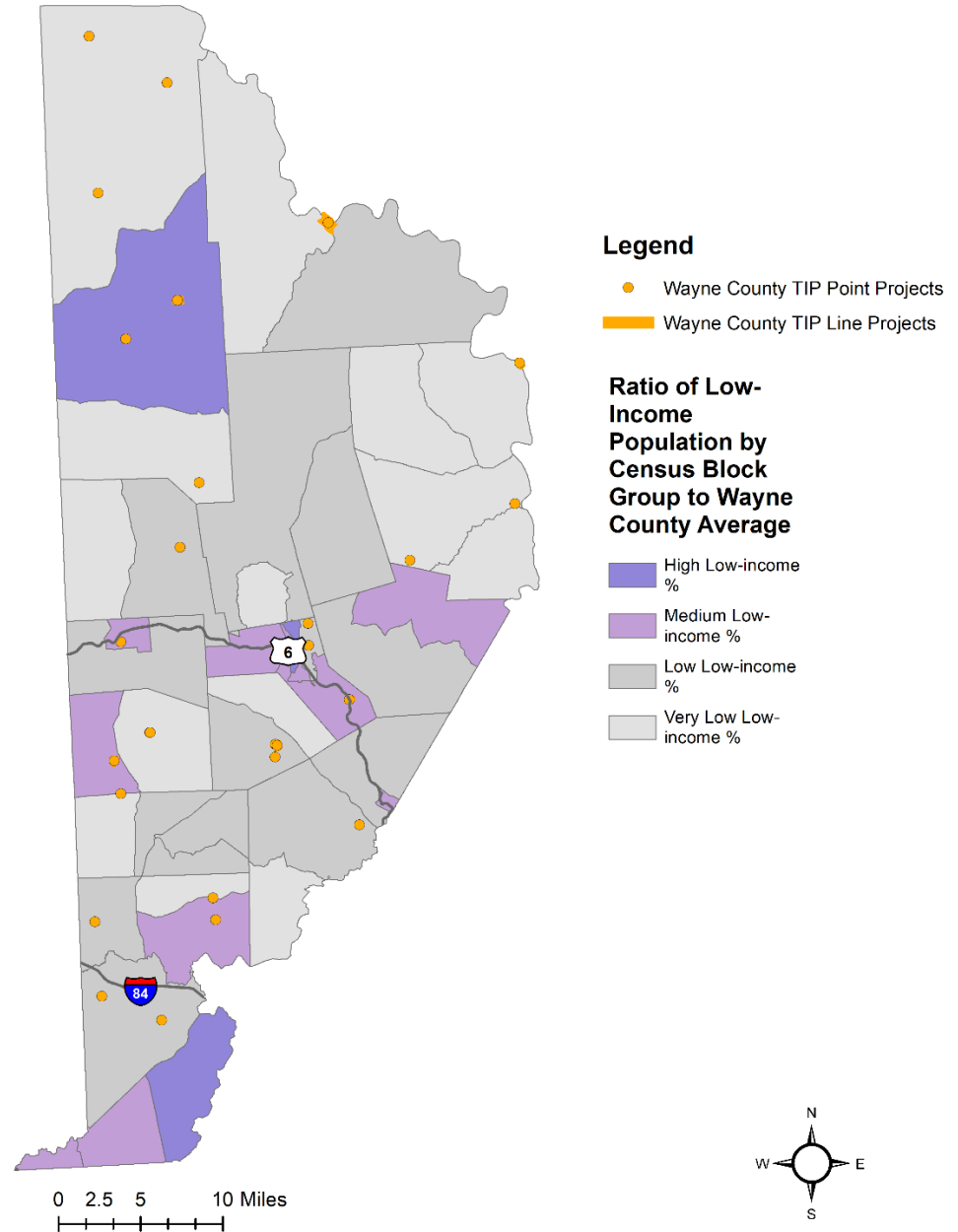


Figure 2: Concentrations of Low-Income Populations by Census Block Group & 2023-2026 TIP Project Locations





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