



Pennsylvania
Department of Transportation



I-83 South Bridge in Dauphin County

PENNSYLVANIA'S STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2027-2030

EXECUTIVE SUMMARY
AUGUST 5, 2026

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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 Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO), developed the Federal Fiscal Year (FFY) 2027-2030 Statewide Transportation Improvement Program (STIP), also referred to as the 2027 STIP.

The 2027 STIP includes \$29.4 billion (\$17 billion for Highway/Bridge and \$12.4 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 2027 STIP includes Transportation Improvement Programs (TIPs) as adopted by each MPO and RPO as well as the TIP for Wayne County and the centrally managed Interstate Management (IM) and the Statewide Items (STWD) TIPs. The 2027 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 2025-2026 as well as the sources and uses of funds to support PennDOT's programs and operations.

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, FTA, and the MPO/RPOs. The 2027 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* (**Appendix 2**) and *General and Procedural Guidance* documents (**Appendix 3**) for the 2027 Program update. PennDOT, FHWA, FTA and all MPO/RPOs concurred with the guidance prior to final issuance.

Key aspects in the development of the 2027 STIP were:

- Final *Financial Guidance* and *General and Procedural Guidance* advising the development of the 2027 Program were issued on May 29, 2025 after PennDOT and the MPO/RPOs reached consensus.
- The State Transportation Commission (STC), PennDOT, and the MPOs/RPOs coordinated an early public involvement process that featured an open comment period held from March 3, 2025 to April 30, 2025. This open comment period featured an online survey and Online Public Forum hosted by PennDOT Executive staff, as well as STC Commissioners on April 10, 2025.
- 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, 2025, for review and response.

- Project funding information, Public Narratives, and Air Quality information for the 2027 STIP have been entered into PennDOT's Multimodal Project Management System (MPMS).
- 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.
- MPO/RPO TIPs are incorporated directly into the STIP, without modification.
- PennDOT held a separate STIP 15-day public comment from June 15-30, 2026 and considered comments.
- With the adoption of the Commonwealth's TYP on August 5, 2026, the STC thereby endorsed the 2027 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 2027 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 by providing funding to advance safety improvements and promoting improvement in the condition and performance of Pennsylvania's highway system. The capacity expansion and new facility projects are consistent with the statewide LRTP and 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 submissions include regional TIP listings, air quality conformity reports, project selection, performance measure, community demographic analysis, public comment documentation, TIP revision procedures, and various resolutions, as required.

PROGRAM DEVELOPMENT GUIDANCE

Financial Guidance (**Appendix 2**) and General and Procedural Guidance (**Appendix 3**) documents provide the basis for the development of the 2027 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 Planning Partners meeting on May 21, 2025, and unanimous concurrence was achieved. Final Financial Guidance and General and Procedural Guidance were issued on May 29, 2025.

Financial Guidance

Financial Guidance provides funding levels available for the development of the STIP for all anticipated federal and state funding over the FFY 2027-2030 period. For highways and bridges, federal funding assumptions are based upon the FFY 2026 Infrastructure Investment and Jobs Act (IIJA), 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 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 2027 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 (NFP) and Railway-Highway Crossings Program (Section 130/RRX) continue to be centrally managed.

For transit, the Financial Guidance includes a combination of federal and state resources. Federal funding is based on FFY 2025 allocations from the 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 2027 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.

The 2027 Program continues the Federally TPM requirements, providing 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.

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 FFY 2027–2030. This funding has been assigned to projects consistent with an integrated and cooperative process between PennDOT and the MPO/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) provide a common framework for decision-making that aligns with TPM requirements.

The 2027 STIP includes funding for capital improvements, restoration of the existing system, safety improvements, congestion and emissions reduction, operational improvements, resiliency projects, 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	2027	2028	2029	2030	Total
Federal	\$3,219	\$2,950	\$2,757	\$2,758	\$11,684
State	\$1,327	\$1,247	\$1,184	\$1,239	\$4,800
Other	\$281	\$116	\$98	\$60	\$557
Totals	\$4,828	\$4,315	\$4,039	\$4,059	\$17,041

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.
- State funds are based on reasonable budget estimates in the years covered by the STIP.
- Overall fiscal constraint is maintained. 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.
- Financial Guidance doesn't assume any reserve balance of State highway or bridge funds. Historically there are balances in both categories. The 2027 STIP includes approximately \$260 million in reserve highway funds and \$180 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 2027 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 May 12, 2026. 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.

FFY 2027-2030 Statewide Transportation Improvement Program
Highway and Bridge Funding Summary Chart
Available Funds vs. Programmed Funds (\$000)

	2027		2028		2029		2030		Totals	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Highway Funds										
National Highway System	1,244.5	1,244.5	1,244.5	1,244.5	1,244.5	1,244.5	1,244.5	1,244.5	4,978.0	4,978.0
Surface Transportation Program	266.6	266.6	266.6	266.6	266.6	266.6	266.6	266.6	1,066.4	1,066.4
STP-Urban	190.2	190.2	190.2	190.2	190.2	190.2	190.2	190.2	760.8	760.8
State Highway	696.0	696.0	691.0	691.0	737.0	737.0	778.0	778.0	2,902.0	2,902.0
Highway Sub-Total	2,397.3	2,397.3	2,392.3	2,392.3	2,438.3	2,438.3	2,479.3	2,479.3	9,707.2	9,707.2
Bridge Funds										
Special Bridge Formula (BRIP)	300.3	300.3	300.3	300.3	300.3	300.3	300.3	300.3	1,201.2	1,201.2
Bridge Off-System	151.4	151.4	151.4	151.4	151.4	151.4	151.4	151.4	605.6	605.6
State Bridge (A-185/A-183)	302.0	302.0	295.0	295.0	288.0	288.0	289.0	289.0	1,174.0	1,174.0
Bridge Sub-Total	753.7	753.7	746.7	746.7	739.7	739.7	740.7	740.7	2,980.8	2,980.8
Other Funds										
Cong. Mitigation/Air Quality	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	483.2	483.2
National Highway Freight Program	60.4	60.4	60.4	60.4	60.4	60.4	60.4	60.4	241.6	241.6
Rail/Hwy Crossings	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	28.8	28.8
Safety	134.1	134.1	134.1	134.1	134.1	134.2	134.1	134.1	536.4	536.5
Transportation Alternatives (TAU/TAP/Rec Trails)	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	201.2	201.2
Carbon Reduction	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	220.4	220.4
PROTECT	62.6	62.6	62.6	62.6	62.6	62.6	62.6	62.6	250.4	250.4
Other Sub-Total	490.5	490.5	490.5	490.5	490.5	490.6	490.5	490.5	1,962.0	1,962.1
Total	3,641.5	3,641.5	3,629.5	3,629.5	3,668.5	3,668.6	3,710.5	3,710.5	14,650.0	14,650.1
Additional Funding Included in STIP										
APD/APL		37.4		44.5		20.0		20.0	-	121.9
SPR/PL		79.2		79.2		79.2		79.9	-	317.5
Carryover State Highway		30.0		30.0		30.0		30.0	-	120.0
Carryover State Bridge		30.0		30.0		30.0		30.0	-	120.0
Discretionary Grants (INFRA, MEGA)		259.2		96.2		28.5		24.9		408.8
Multimodal		93.2		93.0		90.6		89.9		366.7
Other (A-582, Local, SXF, FSRTS,etc.)		353.2		138.4		106.3		69.0	-	666.9
Subtotal Additional Funding		882.2	-	511.3	-	384.6	-	343.7	-	2,121.8
Total	3,641.5	4,523.7	3,629.5	4,140.8	3,668.5	4,053.2	3,710.5	4,054.2	14,650.0	16,771.9

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, Motor Vehicle Sales 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	2027	2028	2029	2030	Total
Federal	\$919	\$608	\$559	\$580	\$2,665
State	\$5,448	\$1,083	\$1,071	\$1,085	\$8,687
Other	\$125	\$119	\$107	\$737	\$1,088
Totals	\$6,492	\$1,810	\$1,737	\$2,402	\$12,441

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 2027 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 2027 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 2027-2030 Statewide Transportation Improvement Program
Transit Funding Summary Chart
Available Funds vs. Programmed Funds (\$ Millions)**

Fund Type	2027		2028		2029		2030		Total	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Federal Transit										
BUILD	25.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	25.00
CAQ	14.00	14.00	8.81	8.81	7.09	7.09	4.82	4.82	34.72	34.72
CPF	1.83	1.83	0.00	0.00	0.00	0.00	0.00	0.00	1.83	1.83
CRP	0.28	0.28	0.20	0.20	0.00	0.00	0.00	0.00	0.48	0.48
OTH-F	102.84	102.84	31.12	31.12	14.50	14.50	22.58	22.58	171.05	171.05
RAISE	23.60	23.60	0.00	0.00	0.00	0.00	0.00	0.00	23.60	23.60
STP	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
5307	414.96	414.96	303.50	303.50	264.99	264.99	274.04	274.04	1,257.49	1,257.49
5310	4.86	4.86	4.97	4.97	6.60	6.60	5.74	5.74	22.17	22.17
5311	36.81	36.81	16.13	16.13	15.83	15.83	18.10	18.10	86.87	86.87
5337	221.20	221.20	225.86	225.86	230.66	230.66	235.59	235.59	913.31	913.31
5339	71.62	71.62	17.19	17.19	19.31	19.31	18.83	18.83	126.95	126.95
Total Federal	919.01	919.01	607.77	607.77	558.99	558.99	579.71	579.71	2,665.47	2,665.47
State Transit										
OTH-S	141.31	141.31	89.35	89.35	80.79	80.79	78.09	78.09	389.54	389.54
PTAF	11.73	11.73	10.52	10.52	10.52	10.52	0.00	0.00	32.76	32.76
160	2.53	2.53	3.02	3.02	3.57	3.57	3.54	3.54	12.66	12.66
164	17.98	17.98	17.98	17.98	17.97	17.97	0.15	0.15	54.07	54.07
338	2,536.20	2,536.20	415.22	415.22	399.66	399.66	400.59	400.59	3,751.68	3,751.68
339	2,732.43	2,732.43	543.18	543.18	557.58	557.58	602.00	602.00	4,435.18	4,435.18
340	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.01	0.01
341	5.67	5.67	3.74	3.74	1.33	1.33	1.18	1.18	11.93	11.93
Total State	5,447.83	5,447.83	1,083.02	1,083.02	1,071.42	1,071.42	1,085.55	1,085.55	8,687.82	8,687.82
Other										
LOC		123.96		119.28		103.79		98.30		445.32
OTH		1.19		0.00		2.92		638.81		642.93
Total Other		125.15		119.28		106.71		737.11		1,088.25
Grand Total	6,366.84	6,491.99	1,690.79	1,810.07	1,630.41	1,737.12	1,665.26	2,402.37	11,353.29	12,441.54

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, FTA, 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, PennDOT spends between \$900-\$950 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 the MPOs/RPOs, PennDOT issued Financial Guidance that increases Interstate Investments by \$50 million per year beginning in FFY 2021 up to \$1 billion in FFY 2028.

To manage the significant needs of the Statewide Interstate System more efficiently, PennDOT utilizes 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.

As part of the 2027 Program Update, the ISC requested each District participate in Interstate Rides and provide a presentation on Interstate conditions, needs, challenges, and best practices occurring within their jurisdiction. The presentations occurred in July 2025. The Interstate Rides occurred in August and September 2025. All presentations were available via web conference so MPO/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.

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 Bureau of Operations. District priorities were given great consideration and BOO staff provided needs for the next four years. The District-prioritized project needs were also reviewed against performance-based documents.

Initial programming consideration were given to currently programmed Interstate projects or with Advance Construct (AC) obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects was determined, no new Interstate projects were added to the 2027 Interstate Program.

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 Lowest Life-Cycle Cost (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 Transportation Asset Management Plan (TAMP) defines how LLCC is required and applied to planning and programming.

Funds that were not allocated to projects were programmed in a set-aside line item to address programmatic investments, 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 prior to the end of the 2025 program but did not occur. The line item is continually monitored and if not necessary for programmatic contingencies or emergencies, it is used to advance other prioritized needs. The final draft IM Program was shared with the ISC, Districts and MPO/RPOs on February 19, 2026.

National Highway Freight Program

The National Highway Freight Program (NHFP) was a 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: IIJA/BIL § 1117; 23 U.S.C. 167.

Per 2027 Financial Guidance all NHFP funds continue to be allocated to the Interstates and included on the IM Program with the MPMS fund code NFP. Project selections were based on the following considerations:

- Factors from the state's [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 greater than \$50 million.

The table below includes all NHFP-funded projects that are programmed in the 2027 STIP. More information is available in **Appendix 10**.

National Highway Freight Program Projects:

County	Project Title
Dauphin	I-83 Eisenhower Interchange B
Dauphin	I-83 Eisenhower Interchange D
Dauphin	I-83 South Bridge Replacement
Lehigh	I-78 Recon-Berks County Line to SR 100
Monroe	Interstate 80 Sec 17M Breakout #2 (Exit 304/305)
Philadelphia	I-95 Allegheny Ave to Tioga St
Philadelphia	I-95 Betsy Ross Mainline Southbound
York	I-83 North York Widening #3 (Exit 21 & 22)

Statewide Items Program

The STWD Items TIP contains approximately \$600 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 \$7.1 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 fund code RRX.

The RRX program is developed by PennDOT CPDM in coordination with the Central Office Grade Crossing Unit and the District Grade Crossing Engineers/Administrators (DGCE/As). Projects without regular obligation, or with Advance Construction (AC) obligation, are carried on the 2027 STIP. New projects are cash-flowed to later years.

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 2027 RRX Program projects is included in **Appendix 11**.

Highway Safety Improvement Program (HSIP) Set-side

The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries among all road users on all public roads. Implementation of the [Strategic Highway Safety Plan \(SHSP\)](#) through data driven safety analysis supports achieving these reductions. Pennsylvania receives \$134.1 million in HSIP funding each year, of which, \$50 million is designated for the HSIP Set-aside. The primary purpose of the HSIP Set-aside is to implement low-cost systemic proven safety countermeasures utilizing data-driven safety analysis (DDSA) methods included in the annual Cross Median Crash Priority list, annual wrong-way crashes priority lists,

Stop Controlled Intersection Fatalities analysis, District Lane Departure analysis, annual Head-on/ODSS crash analysis, crash clusters, and other systemic analysis. Utilization of low-cost safety improvements system-wide also supports fatal and serious injury reductions. The HSIP Set-aside is also used to address systemic and spot-specific Vulnerable Road User safety improvements identified in the Vulnerable Road User Safety Assessment (VRU). The HSIP Set-aside Reserve line item is held on the STWD Items TIP, and projects are programmed on regional TIPs with the 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. Set-aside funding applications were accepted from August 1 – September 30, 2025. A data-driven safety analysis in the form of Benefit/Cost (B/C) Life Cycle analysis or Highway Safety Manual (HSM) analysis was required with each spot location application with the exception of VRU projects. Priority locations were recommended to be identified through highway safety network screening. Evaluation criteria were weighted and each project submission was scored and ranked. Evaluation criteria included DDSA prioritized by highest B/C ratios, crash data analysis, application of systematic improvements using proven safety countermeasures, improvement on local roads, Vulnerable Road User safety improvements, Road Safety Audits, federal regulatory requirements, and deliverability.

Recommended projects meeting eligibility requirements, including a minimum 1:1 Benefit-cost-Ratio for spot location projects, 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, and the program of projects 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 2027 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 (TASA) provides \$50.3 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.

TASA funding is further sub-allocated based on population.. Funds available for any area of the state, urban areas with populations of 5,001 to 50,000, 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 community demographic principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TASA funds are handled by PennDOT CPDM and funding is fiscally constrained to an annual funding level by Financial Guidance. The statewide TASA 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 are 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 TASA can be found on PennDOT's [TASA Funding Site](#). A list of carryover TAP projects along with the recent round of selected projects is included in **Appendix 13**

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.

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 t581 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 to ensure project eligibility. Approved projects are administered in cooperation with PennDOT 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. Planning and programming responsibilities for Spike funding is handled by PennDOT CPDM, based on direction provided from the Secretary.

The funding for selected projects offset the impact of high-cost projects, implement special initiatives, and advance statewide priority projects that align with the Department's strategic direction and investment goals. The Spike funding decisions continue previous Spike commitments,

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).

Transportation Systems Management and Operations (TSMO)

To ensure Pennsylvania has a high-quality, well-functioning intelligent transportation system, \$10 million of Carbon Reduction Program (CRP) funds were set-aside per year for the Transportation Systems Management and Operations (TSMO) Funding 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 June 16, 2025 through August 31, 2025. Selected projects were shared with FHWA on December 23, 2025. Selected TSMO projects were shared with MPO/RPOs and Districts on February 18, 2026. A list of TSMO projects is included in **Appendix 4**.

Independent County

Wayne County is not part of a MPO or RPO and is considered an independent county. PennDOT, through the CPDM and Engineering District 4-0, develops and manages the Wayne County TIP as part of the STIP. Following Pennsylvania’s established transportation planning process, the Department coordinates with Wayne County officials on transportation needs and priorities. PennDOT District 4-0 uses various data sources along with knowledge of assets and project delivery to identify and prioritize needs. To help evaluate and prioritize needs, the Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS) were utilized to provide an optimized program based on Lowest Life Cycle Cost (LLCC) principles. This information along with local input is used to identify which transportation projects need to be developed and advanced based on available funding. From a programming standpoint, the Wayne County TIP is fiscally constrained to an annual funding level provided as part of Financial Guidance.

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

TRANSPORTATION PERFORMANCE MANAGEMENT

IIJA continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning

ensures PennDOT and the MPOs collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the RPOs follow the same requirements as MPOs.

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 FHWA to 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 and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 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)
- Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

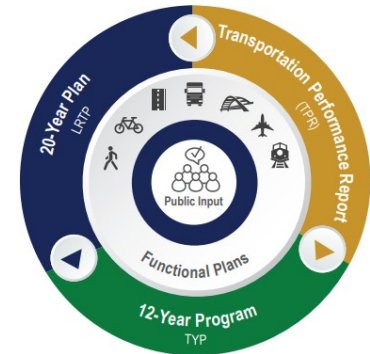
The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based 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), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions outlining the cooperative development and information sharing related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Attachment 15**. In addition, Financial Guidance has been updated to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in **Attachment 2**.

Evaluating 2025-2028 STIP Performance

The 2027 STIP supports the goal areas established in PennDOT's current long range transportation plan ([Pennsylvania 2045](#)). 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 and how the current project selection process for the 2027 STIP supports 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 the federal 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. The Transportation Performance Report (TPR) Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background

The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) ([81 FR 13881](#) and [81 FR 13722](#)) 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).

2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	1,140.4
Rate of fatalities per 100 million VMT	1.216	1.176
Number of serious injuries	4746.2	4722.0
Rate of Serious injuries per 100 VMT	4.914	4.870
Number of non-motorized fatalities & serious injuries	864.6	944.0

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 the five-year average value for each measure from 2020-2024. The 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.

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 [Strategic Highway Safety Plan \(SHSP\)](#) 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.

Pennsylvania has not made significant progress toward meeting the statewide targets in recent years and has been subject to the provisions of 23 U.S.C. 148(i). This has required 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 has been subject to obligation requirements. The requirements to complete an implementation plan and meet annual obligation targets will be in place for every year Pennsylvania does not meet its safety performance targets.

The FHWA has established certain special rules for HSIP under 23 U.S.C. 148(g). Among them is the Vulnerable Road User Safety special rule created by the IIJA 23 U.S.C. 148(g)(3). This special rule provides that the total annual fatalities of VRUs in a state represents not less than 15% of the total annual crash fatalities in the state.

Pennsylvania has been subject to the VRU Safety special rule since 2023 requiring the obligation of at least 15% of HSIP funding toward projects that address the safety of vulnerable road users. This requirement will remain in place for each year that Pennsylvania triggers this special rule.

In addition, Pennsylvania triggers the High Risk Rural Roads (HRRR) special rule when the rate of fatalities and serious injuries on rural roads increases over the most recent 2 year period. Additional obligation requirements are imposed, such as they were during 2026, that direct HSIP funds toward rural major and minor collectors and rural local functional class roadways.

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 will 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 2027 STIP includes \$536 million of HSIP funding. The Department distributes over 60% 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 statewide safety initiatives. 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. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP 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 Districts and 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 FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- 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 and Publication 638A. 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. 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 (PM2)

Background

The FHWA rule for the *National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program* ([82 FR 5886](#)) 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 four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.

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 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	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
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	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%

Methods for Developing Targets

Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed through extensive coordination with a TAMP steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.

Progress Towards Target Achievement and Reporting

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

Improving 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. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. 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.

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.

PennDOT’s TAMP formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines 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 LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Planning Deputate, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

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 asset management systems are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment 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. 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, and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its asset management systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

Evaluation of STIP for Target Achievement

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- 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 2027 TYP and 2027 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.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA 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 General and 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.

- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts 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 AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- 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 is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

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* ([82 FR 5970](#)) became effective on May 20, 2017. This rule established six measures related to transportation performance (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 four-year performance period for 2021-2025. This TIP 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 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 emissions measures.

Travel Time and Annual Peak Hour Excessive Delay Targets				
Measure	Area	4-year Target 2025	Actual 2025	Target Met
Interstate Reliability (Statewide)	Statewide	89.5%	90.3%	Yes
Non-Interstate Reliability (Statewide)		88.0%	90.0%	Yes
Truck Reliability Index (Statewide)		1.40	1.38	Yes
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.1	15.9	No
	Pittsburgh	11.8	11.9	No
	Reading	6.5	6.8	No
	Allentown	8.4	9.4	No
	Harrisburg	9.1	8.9	Yes
	York	6.4	6.1	Yes
	Lancaster	3.7	5.8	No
Non-SOV Travel Measure Targets				
Measure	Baseline 2021	4-year Target 2025	Actual 2025	Target Met
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	33.0%	36.9%	Yes
	Pittsburgh	27.0%	33.4%	Yes
	Reading	20.2%	28.9%	Yes
	Allentown	18.6%	26.5%	Yes
	Harrisburg	20.2%	29.0%	Yes
	York	15.8%	25.3%	Yes
	Lancaster	21.9%	26.7%	Yes
CMAQ Emission Targets				
Measure		4-year Target 2025	Actual 2025	Target Met
VOC Emissions (kg/day)		36.000	To be determined in Summer 2026	To be determined
NOx Emissions (kg/day)		785.000		
PM2.5 Emissions (kg/day)		93.000		
CO and PM10 Emissions (kg/day)		0.000		No Target

Methods for Developing Targets

The System Performance measure targets for the 2025-2025 period were established in coordination with MPOs/RPOs in early 2023. Targets for the next performance period (2026-2030) will be established starting in 2026 with support of MPOs/RPOs. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with future target setting processes.

Progress Towards Target Achievement and Reporting

For the full 2021–2025 performance period, PennDOT evaluated performance against the established PM3 targets using the most recent available data.

- **Reliability Measures:** PennDOT met all statewide reliability targets. Interstate and Non-Interstate NHS reliability both exceeded the established targets, and the Truck Travel Time Reliability (TTTR) Index remained below the target threshold, indicating strong system performance for both passenger and freight movement.
- **CMAQ – Peak Hour Excessive Delay (PHED):** Performance for the PHED measure was mixed across urbanized areas. Harrisburg and York met their respective targets; however, several urbanized areas—including Philadelphia, Pittsburgh, Allentown, Reading, and Lancaster—did not meet their established delay targets. These results reflect continued congestion challenges in larger and faster-growing regions.
- **CMAQ – Non-Single Occupant Vehicle (Non-SOV) Travel:** All urbanized areas exceeded their Non-SOV travel targets for the 2025 performance period. It is important to note that these results were significantly influenced by increases in telework and work-from-home rates during the performance period, which contributed to reduced single-occupant vehicle commuting and increased reported Non-SOV shares across all regions.
- **CMAQ – Emissions Reduction:** Complete 2025 emissions reduction totals are not yet available for evaluation. These data are expected to be finalized and assessed during the Summer 2026 reporting cycle (July–August timeframe). Based on currently available interim data, statewide emissions reductions appear to be trending toward expected target levels.

PennDOT will report final performance outcomes as part of the FHWA Full Performance Period Report due October 1, 2026.

PennDOT and the MPOs/RPOs continue to coordinate to ensure that the STIP, regional TIPs, and LRTPs support improvements in reliability, congestion management, and air quality. Supporting efforts include Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), CMAQ Performance Plans, and targeted Transportation Systems Management and Operations (TSMO) strategies.

The Bureau of Operations (BOO), in coordination with the Center for Program Development and Management (CPDM), continues to monitor statewide and regional performance trends using data-driven tools and performance dashboards. These efforts support identification of congestion trends, evaluation of completed investments, and prioritization of future projects aimed at improving system reliability and reducing delay. In addition, PennDOT CPDM continues to advance the integration of segment-level reliability and delay data into enterprise mapping platforms such as OneMap. These tools are being developed to support MPO/RPO access to consistent, statewide performance data and to assist with incorporating reliability and congestion information into regional planning and programming processes, including LRTPs, CMPs, and project prioritization efforts.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's Statewide LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

PennDOT Statewide LRTP Mobility Goal and Objectives

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.)
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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 Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 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 and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT is working with MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 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 VMT and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are 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 2024-25 Target	Current Performance	FY 2025-26 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	21%	6%	6%
	BR-Over-the-road Bus	37%	48%	48%
	BU-Bus	28%	30%	30%
	CU-Cutaway	59%	59%	59%
	MV-Minivan	78%	68%	68%
	VN-Van	59%	54%	54%
	SV-Sports Utility Vehicle	71%	83%	83%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	43%
	Trucks/Rubber Tire Vehicles	17%	16%	16%

Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	3%	4%	4%
	Passenger / Parking Facilities	6%	6%	6%

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. The 2025 values are projected from the actual 2024 values, and the 2026 values are projected from the 2025 projected values.

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 Transportation Improvement Plan (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 Bureau of Public Transit (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.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

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:
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- 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 CFR 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 Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive 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
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). 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 2027 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 Transportation Appropriation Acts and upcoming reauthorization legislation.

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 carries a balance of federal funding across federal fiscal years. 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, define how the MPO or RPO will act upon these items and set thresholds for approval authority.

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 2027 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 the MPOs/RPOs to complete and document conformity determinations for the 2027 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 by verifying that the projected emissions are below the applicable motor vehicle emission budgets. 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). For the 2027 Program update, 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 2027 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 2027 Transportation Program.

The STC evaluated the performance of Pennsylvania's transportation system and released its findings in the [2025 Transportation Performance Report](#). The report assesses the condition of the PA transportation system with available resources in the areas of safety, mobility, preservation, accountability, funding, freight, equity, and environment. The public was asked to consider the report findings and offer feedback for consideration in the 2027 Program update.

The STC uses many outreach tools to provide the public with accessible opportunities to provide feedback, among them:

- A statewide online public forum hosted by Secretary of Transportation Michael Carroll, as well as PennDOT Executive staff on April 10, 2025. An American Sign Language (ASL) interpretation was provided along with an extended Q & A session. A record high 8,210 participants viewed the online public meeting.
- 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 2027 TYP Open Comment Period through a series of email blasts, social media posts (Facebook, X, Instagram, and LinkedIn and PA 511 ad space), scroll text at the DMVs, QR Code posters at welcome centers and rest stops, QR Code flyers, and traditional press releases. Through this cooperative effort, over 9,000 (the second highest-ever number of surveys received during a Public Comment Period) customers visited the online survey and identified 3,710 transportation issues.

The 2027 program update public comment period unofficially began by making the TYP Transportation survey available in August 2024 – seven months before the Public Comment Period – to coincide with PennDOT Job Fair events. Opening the Survey at that time significantly extended its availability beyond the traditional 45 days. Pop-up events at the Pennsylvania Auto Show (January 23 – 26, 2025), Millersville University (April 3, 2025), and West Chester University (April 17, 2025) were used to engage the public and promote the Survey. There was also an unstaffed resource location at the Riverfront Office Center in Harrisburg. The Official 2025 Public Comment Period for the update of the 12-Year Program began March 3, 2025, and concluded on April 30, 2025. 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, LRTPs.

A new TYP Public Comment Response App was designed for use by district planning staff to acknowledge, address, and respond to all transportation concerns submitted on the Survey mapping module. These responses were then published on the interactive web-map on the [STC website](#).

The 2027 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. 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 2027 STIP, PennDOT will utilize mapping tools to provide more detailed information for those projects that can be mapped.

In accordance with the current [Statewide Public Participation Plan \(PPP\)](#), a STIP 15-day public comment period was held from June 15 through June 30, 2026. The statewide Interstate, Statewide Items, and Independent County TIPs were included for review during this period.

All comments, concerns and questions were summarized after the regional and statewide comment periods. Each MPO/RPO, transit authority and PennDOT coordinated/collaborated and then met to consider the comments and 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 2027 STIP submission.

TRIBAL COORDINATION

PennDOT and MPOs/RPOs consulted 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 regional TIPs, TYP, and STIP. PennDOT provided opportunities for statewide plans and programs such as the STIP, TYP, as well as the OPF, and 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 Pamunkey Indian Tribe of Virginia, 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.

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 2027 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. Coordination with Independent County (Wayne) was previously described on Page 18

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. The Deputy Secretary for Planning has signed this certification, and it is included as **Appendix 20** to this document.

LONG-RANGE PLANNING

The 2027 STIP supports the 2045 Statewide LRTP as well as the regional LRTPs. In December 2021, PennDOT completed the most recent update to its statewide Long-Range Transportation Plan (LRTP). The [2045 LRTP](#), is a multimodal long-range transportation plan completed through extensive collaboration with the public, MPO/RPO partners, and other multimodal transportation agencies and stakeholders in Pennsylvania

FREIGHT MOVEMENT PLAN

PennDOT updates its Freight Movement Plan (FMP) under the guidance of federal requirements to propose strategies, recommend policies, and identify projects to improve multimodal freight movement while fostering sustainable economic growth and competitiveness.

The current 2045 FMP ([2045 FMP](#)) completed in December 2021 is in the process of being updated as per the five year federal requirement. The 2050 FMP is anticipated to be completed in the Fall of 2026.

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 2025-2028 STIP PLANNING FINDINGS

FTA Region III and FHWA Pennsylvania Division documented Planning Findings for the Pennsylvania 2025 STIP and all incorporated TIPs as part of its approval.

The Planning Findings identified areas of the statewide and metropolitan transportation planning processes that work well, as well as other areas that need improvements or enhancements by the 2027 STIP update. A complete copy of the Pennsylvania 2025 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 2025 STIP.

APPENDICES

Program Funding Summary

(Dollar Amounts in Thousands)

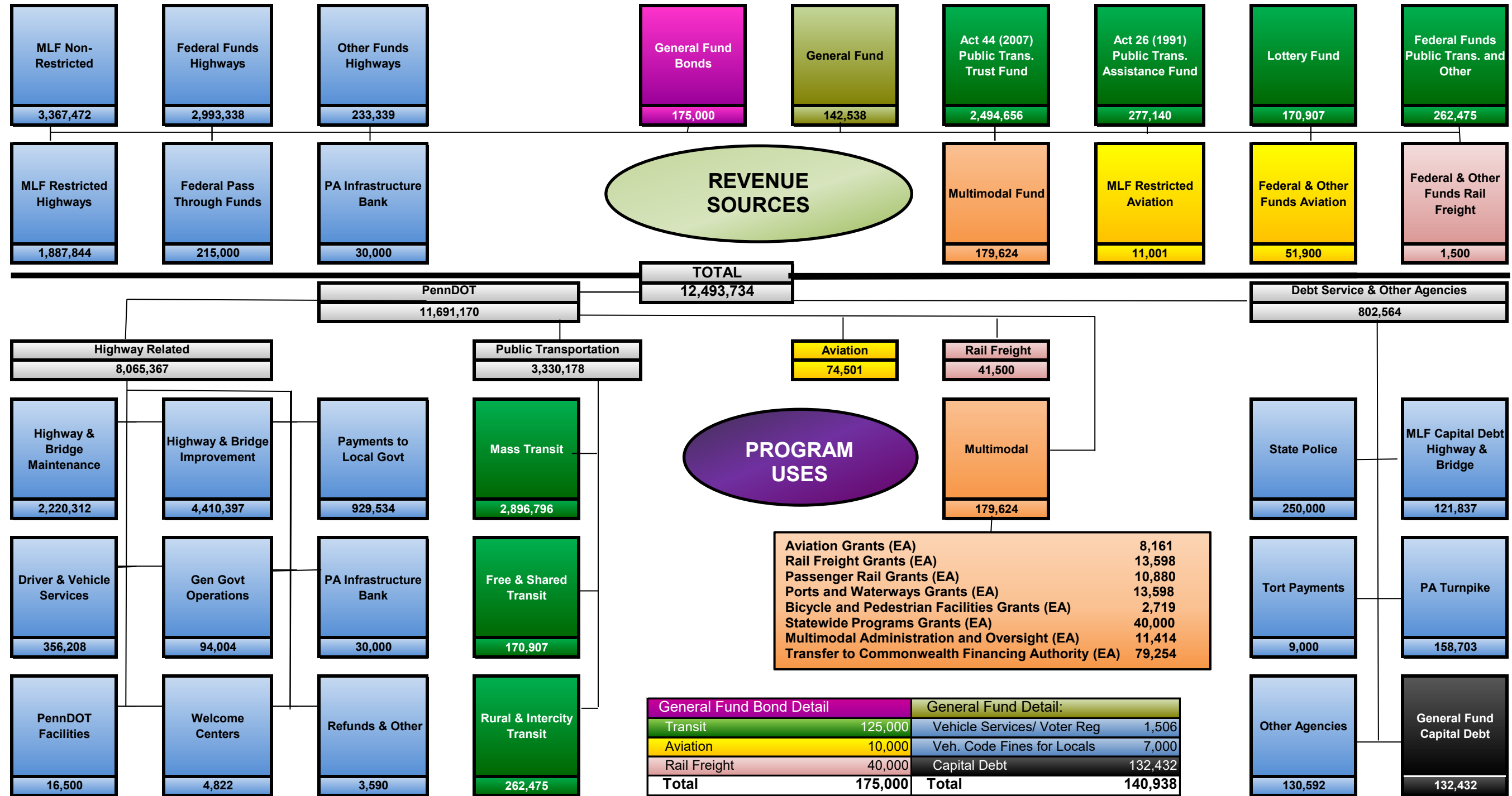
	2024-25 Actual	2025-26 Available	2026-27 Budget	2027-28 Estimated	2028-29 Estimated	2029-30 Estimated	2030-31 Estimated
TRANSPORTATION SUPPORT SERVICES:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND ...	87,976	94,750	98,056	98,056	98,056	98,056	98,056
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	-	-	-	-	-	-	-
AUGMENTATIONS	1,902	1,804	1,754	1,754	1,754	1,754	1,754
RESTRICTED	389	800	800	800	800	800	800
OTHER FUNDS.....	11	4	4	4	4	4	4
SUBCATEGORY TOTAL....	<u>\$ 90,278</u>	<u>\$ 97,358</u>	<u>\$ 100,614</u>	<u>\$ 100,614</u>	<u>\$ 100,614</u>	<u>\$ 100,614</u>	<u>\$ 100,614</u>
HIGHWAYS AND BRIDGES:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND ...	2,143,600	2,244,822	2,074,059	2,059,016	2,072,913	2,087,476	2,101,588
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	2,337,204	2,978,923	2,977,108	2,966,465	2,966,129	2,966,032	2,966,032
AUGMENTATIONS	48,010	63,494	63,494	63,494	63,494	63,494	63,494
RESTRICTED	1,514,647	1,528,279	1,507,635	1,493,009	1,482,335	1,458,720	1,468,885
OTHER FUNDS.....	30,390	30,390	30,390	30,390	20,390	10,390	8,390
SUBCATEGORY TOTAL....	<u>\$ 6,073,851</u>	<u>\$ 6,845,908</u>	<u>\$ 6,652,686</u>	<u>\$ 6,612,374</u>	<u>\$ 6,605,261</u>	<u>\$ 6,586,112</u>	<u>\$ 6,608,389</u>
LOCAL HIGHWAY AND BRIDGE ASSISTANCE:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND ...	323,911	321,886	311,937	311,080	306,413	304,192	301,950
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	22,838	12,500	12,500	12,500	12,500	12,500	12,500
AUGMENTATIONS	1,145	100	100	100	100	100	100
RESTRICTED	549,471	561,910	557,226	550,405	543,572	540,823	537,186
OTHER FUNDS.....	23,010	26,838	27,324	26,863	26,645	26,376	26,079
SUBCATEGORY TOTAL....	<u>\$ 920,375</u>	<u>\$ 923,234</u>	<u>\$ 909,087</u>	<u>\$ 900,948</u>	<u>\$ 889,230</u>	<u>\$ 883,991</u>	<u>\$ 877,815</u>
MULTIMODAL TRANSPORTATION:							
GENERAL FUND.....	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600
MOTOR LICENSE FUND ...	-	-	-	-	-	-	-
LOTTERY FUND	170,907	170,907	170,907	170,907	170,907	170,907	170,907
FEDERAL FUNDS.....	297,375	313,375	315,110	301,475	301,475	301,475	301,475
AUGMENTATIONS	723	500	500	500	500	500	500
RESTRICTED	15,582	18,001	18,239	18,239	18,239	18,239	18,239
OTHER FUNDS.....	2,935,834	3,185,363	2,864,695	2,945,792	3,033,109	2,953,284	2,993,929
SUBCATEGORY TOTAL....	<u>\$ 3,422,021</u>	<u>\$ 3,689,746</u>	<u>\$ 3,371,051</u>	<u>\$ 3,438,513</u>	<u>\$ 3,525,830</u>	<u>\$ 3,446,005</u>	<u>\$ 3,486,650</u>

Program Funding Summary

(Dollar Amounts in Thousands)

	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31
	Actual	Available	Budget	Estimated	Estimated	Estimated	Estimated
DRIVER AND VEHICLE SERVICES:							
GENERAL FUND.....	\$ 1,202	\$ 1,506	\$ 1,709	\$ 1,709	\$ 1,709	\$ 1,709	\$ 1,709
MOTOR LICENSE FUND...	263,590	274,540	283,850	283,850	283,850	283,850	283,850
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS.....	4,000	4,000	4,000	4,000	4,000	4,000	4,000
AUGMENTATIONS	61,489	53,643	53,643	53,643	53,643	53,643	53,643
RESTRICTED	15,741	20,000	20,000	20,000	20,000	20,000	20,000
OTHER FUNDS.....	68	16	16	16	16	16	16
SUBCATEGORY TOTAL....	<u>\$ 346,090</u>	<u>\$ 353,705</u>	<u>\$ 363,218</u>	<u>\$ 363,218</u>	<u>\$ 363,218</u>	<u>\$ 363,218</u>	<u>\$ 363,218</u>
ALL PROGRAMS:							
GENERAL FUND.....	\$ 2,802	\$ 3,106	\$ 3,309	\$ 3,309	\$ 3,309	\$ 3,309	\$ 3,309
MOTOR LICENSE FUND...	2,819,077	2,935,998	2,767,902	2,752,002	2,761,232	2,773,574	2,785,444
LOTTERY FUND	170,907	170,907	170,907	170,907	170,907	170,907	170,907
FEDERAL FUNDS.....	2,661,417	3,308,798	3,308,718	3,284,440	3,284,104	3,284,007	3,284,007
AUGMENTATIONS	113,269	119,541	119,491	119,491	119,491	119,491	119,491
RESTRICTED	2,095,830	2,128,990	2,103,900	2,082,453	2,064,946	2,038,582	2,045,110
OTHER FUNDS.....	2,989,313	3,242,611	2,922,429	3,003,065	3,080,164	2,990,070	3,028,418
DEPARTMENT TOTAL	<u>\$10,852,615</u>	<u>\$11,909,951</u>	<u>\$11,396,656</u>	<u>\$11,415,667</u>	<u>\$11,484,153</u>	<u>\$11,379,940</u>	<u>\$11,436,686</u>

DEPARTMENT OF TRANSPORTATION - ENACTED BUDGET
SOURCES & USES OF FUNDS TO SUPPORT 25-26 PROGRAMS
(\$ in thousands)



May 29, 2025

***PENNSYLVANIA 2027
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

2027 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components in late April 2025, with the following recommendations:

- Existing formulas with updated data are retained from the 2025 Financial Guidance.
- The PROTECT program will continue to be administered as a statewide program.
- Updates to data: Vehicle Miles Traveled (VMT), Lane Miles, Truck VMT, NHS Bridge and Pavement Asset Management Factor (AMF), Bridge Deck Area and Vehicle Registration.
- 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 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.
- Anticipated available federal highway, bridge and transit funds will reflect 2026 Infrastructure Investment and Jobs Act (IIJA) authorized amounts for each year of the 12-Year Program.

The planning regions, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2027 Transportation Program Financial Guidance* and *Pennsylvania 2027 Transportation Program General and Procedural Guidance* on May 21, 2025.

FUNDING

Pennsylvania's 2027 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 Highway and Bridge Capital funding for highway capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each planning region 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. Financial Guidance is based upon information currently available as of May 2025. Adjustments or updates may be necessary based upon federal reauthorization.

- **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. Approximately \$150 million 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 in 2028.

- 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 \$8.6 million per year will be reserved for State and Local Bridge Inspection.
- Remaining funds will be distributed amongst planning regions for bridges and highways on the NHS based upon the regional share of these factors:

2027 through 2038	
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 4.

- **Surface Transportation Block Grant Program (STP):**

- 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 planning regions based upon the regional share of these factors:

2027 through 2038	
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 2020 Federal Census.
- **Off System Bridges (BOF):**
 - Funding for minor collector and local functional class bridges will utilize the following formula:

2027 through 2038
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 legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.
- **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 planning regions and the Interstate Program based upon the share of these factors:

2027 through 2038	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	1/4 Bridge AMF

- **Highway Safety Improvement Program (HSIP):**
 - \$50 million in funding for this program will be reserved statewide for priority safety initiatives.
 - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding to address systemic safety projects.
 - The remaining funding will be allocated to planning regions 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. 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 and 2020 census data. 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):**
 - The IIJA 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 utilizing the 2020 Census, 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 restrict 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-cost projects.
- **Carbon Reduction Program (CRP, CRPU):**
 - \$10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
 - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
 - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2027 through 2038
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
 - 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 the selection of higher cost projects.
 - Target investment ranges have been developed for each District based upon FEMA flood maps and historic flooding and slide closure data. Additional information on target investment ranges is included in General and Procedural Guidance.
- **Highway Capital Funding (581):**
 - 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.
 - \$25 million per year in State Highway (Capital) funds for are reserved for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of Secretary of Department of Transportation.
 - An average of \$45.3 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:

2027 through 2038
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (185/183):**
 - Bridge funding will be allocated to planning regions based upon the regional share of these factors:

2027 through 2038
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.
- **Appalachian Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian 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). Funding for this program is managed statewide by PennDOT.
- **National Electric Vehicle Infrastructure Formula Program (NEVI):**
 - 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 Competitive Federal Funding:**
 - Funding awards and allocations through the Federal Competitive Programs that are determined by the United States Department of Transportation.
- **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 very limited amount of funding remains available for previously approved county-owned bridge projects.
- **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.
 - Funding for locally owned poor rated bridges made available through Act 13 of 2012 are not included in the tables and can be considered additional funding. Act 13 funded projects must be shown on a regional Transportation Improvement Program.
- **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 HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2024 allocations via IIJA.

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 6 through 8. Federal funding is based on most recent IIJA 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), Motor

Vehicle Sales Tax, 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.

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. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **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, Motor Vehicle Sales Tax, 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 and 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. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

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. 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
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

Federal Funds	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,643,515	2,643,515	2,643,515	2,643,515	10,574,060
State Funds	2027	2028	2029	2030	Total
State Highway (Capital)	696,000	691,000	737,000	778,000	2,902,000
State Bridge	302,000	295,000	288,000	289,000	1,174,000
Subtotal -- State Funds	998,000	986,000	1,025,000	1,067,000	4,076,000
Grand Total	3,641,515	3,629,515	3,668,515	3,710,515	14,650,060

*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	2027	2028	2029	2030	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Less Enhanced Interstate Management	450,947	488,177	488,177	488,177	1,915,478
Remaining	793,593	756,363	756,363	756,363	3,062,682
20% Statewide Reserve	158,719	151,273	151,273	151,273	612,536
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	308,874	279,090	279,090	279,090	1,146,143

Surface Transportation Block Grant Program	2027	2028	2029	2030	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	190,185	190,185	190,185	190,185	760,740
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
Less Structure Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,405	3,973	3,973	3,973	15,323
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	248,233	247,666	247,666	247,666	991,232
Less Spike (20% of Remaining STP)	49,647	49,533	49,533	49,533	198,246
STP Funds to Distribute	198,587	198,133	198,133	198,133	792,986

Highway Safety Improvement Program	2027	2028	2029	2030	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	72,090	72,090	72,090	72,090	288,360

Congestion Mitigation and Air Quality	2027	2028	2029	2030	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	97,528	97,528	97,528	97,528	390,114

National Highway Freight Program	2027	2028	2029	2030	Total
Interstate Program	60,360	60,360	60,360	60,360	241,441

Transportation Alternatives	2027	2028	2029	2030	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,755	17,755	17,755	17,755	71,021
TAP Funds -- Statewide Competitive Program	30,558	30,558	30,558	30,558	122,234

Railway-Highway Safety Crossings	2027	2028	2029	2030	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2027	2028	2029	2030	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2027	2028	2029	2030	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	22,304	22,304	22,304	22,304	89,214
Carbon Reduction Urban Set-Aside 50-200K	1,916	1,916	1,916	1,916	7,666
Carbon Reduction 5,000 to 50,000 to Distribute	3,156	3,156	3,156	3,156	12,623
Carbon Reduction < 5,000 to Distribute	8,431	8,431	8,431	8,431	33,725
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	9,281	9,281	9,281	9,281	37,123

PROTECT Formula Program	2027	2028	2029	2030	Total
PROTECT Formula Program	62,639	62,639	62,639	62,639	250,556

**Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2027	2028	2029	2030	Total
State Highway (Capital)	696,000	691,000	737,000	778,000	2,902,000
State Bridge	302,000	295,000	288,000	289,000	1,174,000
Total State Funds (for Discretionary Calculation)	998,000	986,000	1,025,000	1,067,000	4,076,000
Mandatory 15% Discretionary (Highway Funds)	149,700	147,900	153,750	160,050	611,400

State Highway (Capital)	2027	2028	2029	2030	Total
Highway (Capital) After Discretionary Set-Aside	546,300	543,100	583,250	617,950	2,290,600
Less Environmental Resource Agencies	851	879	879	879	3,490
Less State Bridge Inspection	38,600	40,530	42,557	44,684	166,371
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	453,449	448,291	486,414	518,986	1,907,140

State Bridge	2027	2028	2029	2030	Total
State Bridge Funds to Distribute	302,000	295,000	288,000	289,000	1,174,000

Total Distributed/Statewide Reserve	3,496,462	3,481,937	3,518,910	3,558,782	14,056,090
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Amounts in **Bold** are further reflected on the regional distribution charts.

**Appendix 1: Available Funds
2027 Financial Guidance 2031-2034
Highway and Bridge Funds (\$000)**

Federal Funds	2031	2032	2033	2034	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,643,515	2,643,515	2,643,515	2,643,515	10,574,060
State Funds	2031	2032	2033	2034	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Subtotal -- State Funds	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Grand Total	3,710,515	3,710,515	3,710,515	3,710,515	14,842,060

*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	2031	2032	2033	2034	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Enhanced Interstate Management	488,177	488,177	488,177	488,177	1,952,708
Remaining	756,363	756,363	756,363	756,363	3,025,452
20% Statewide Reserve	151,273	151,273	151,273	151,273	605,090
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	279,090	279,090	279,090	279,090	1,116,359

Surface Transportation Block Grant Program	2031	2032	2033	2034	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	190,185	190,185	190,185	190,185	760,740
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	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,973	3,973	3,973	3,973	15,891
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>990,665</i>
Less Spike (20% of Remaining STP)	49,533	49,533	49,533	49,533	198,133
STP Funds to Distribute	198,133	198,133	198,133	198,133	792,532

Highway Safety Improvement Program	2031	2032	2033	2034	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	72,090	72,090	72,090	72,090	288,360

Congestion Mitigation and Air Quality	2031	2032	2033	2034	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	97,528	97,528	97,528	97,528	390,114

National Highway Freight Program	2031	2032	2033	2034	Total
Interstate Program	60,360	60,360	60,360	60,360	241,441

Transportation Alternatives	2031	2032	2033	2034	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,755	17,755	17,755	17,755	71,021
TAP Funds -- Statewide Competitive Program	30,558	30,558	30,558	30,558	122,234

Railway-Highway Safety Crossings	2031	2032	2033	2034	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2031	2032	2033	2034	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2031	2032	2033	2034	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	22,304	22,304	22,304	22,304	89,214
Carbon Reduction Urban Set-Aside 50-200K	1,916	1,916	1,916	1,916	7,666
Carbon Reduction 5,000 to 50,000 to Distribute	3,156	3,156	3,156	3,156	12,623
Carbon Reduction < 5,000 to Distribute	8,431	8,431	8,431	8,431	33,725
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	9,281	9,281	9,281	9,281	37,123

PROTECT Formula Program	2031	2032	2033	2034	Total
PROTECT Formula Program	62,639	62,639	62,639	62,639	250,556

**Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2031	2032	2033	2034	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Total State Funds (for Discretionary Calculation)	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Mandatory 15% Discretionary (Highway Funds)	160,050	160,050	160,050	160,050	640,200

State Highway (Capital)	2031	2032	2033	2034	Total
Highway (Capital) After Discretionary Set-Aside	617,950	617,950	617,950	617,950	2,471,800
Less Environmental Resource Agencies	879	879	879	879	3,517
Less State Bridge Inspection	44,684	44,684	44,684	44,684	178,737
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TILF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	518,987	518,986	518,986	518,986	2,075,945

State Bridge	2031	2032	2033	2034	Total
State Bridge Funds to Distribute	289,000	289,000	289,000	289,000	1,156,000

Total Distributed/Statewide Reserve	3,558,782	3,558,782	3,558,782	3,558,782	14,235,129
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Amounts in **Bold** are further reflected on the regional distribution charts.

**Appendix 1: Available Funds
2027 Financial Guidance 2035-2038
Highway and Bridge Funds (\$000)**

Federal Funds	2035	2036	2037	2038	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,643,515	2,643,515	2,643,515	2,643,515	10,574,060
State Funds	2035	2036	2037	2038	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Subtotal -- State Funds	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Grand Total	3,710,515	3,710,515	3,710,515	3,710,515	14,842,060

*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	2035	2036	2037	2038	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Enhanced Interstate Management	488,177	488,177	488,177	488,177	1,952,708
Remaining	756,363	756,363	756,363	756,363	3,025,452
20% Statewide Reserve	151,273	151,273	151,273	151,273	605,090
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	279,090	279,090	279,090	279,090	1,116,359

Surface Transportation Block Grant Program	2035	2036	2037	2038	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	190,185	190,185	190,185	190,185	760,740
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	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,973	3,973	3,973	3,973	15,891
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>990,665</i>
Less Spike (20% of Remaining STP)	49,533	49,533	49,533	49,533	198,133
STP Funds to Distribute	198,133	198,133	198,133	198,133	792,532

Highway Safety Improvement Program	2035	2036	2037	2038	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	72,090	72,090	72,090	72,090	288,360

Congestion Mitigation and Air Quality	2035	2036	2037	2038	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	97,528	97,528	97,528	97,528	390,114

National Highway Freight Program	2035	2036	2037	2038	Total
Interstate Program	60,360	60,360	60,360	60,360	241,441

Transportation Alternatives	2035	2036	2037	2038	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,755	17,755	17,755	17,755	71,021
TAP Funds -- Statewide Competitive Program	30,558	30,558	30,558	30,558	122,234

Railway-Highway Safety Crossings	2035	2036	2037	2038	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2035	2036	2037	2038	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2035	2036	2037	2038	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	22,304	22,304	22,304	22,304	89,214
Carbon Reduction Urban Set-Aside 50-200K	1,916	1,916	1,916	1,916	7,666
Carbon Reduction 5,000 to 50,000 to Distribute	3,156	3,156	3,156	3,156	12,623
Carbon Reduction < 5,000 to Distribute	8,431	8,431	8,431	8,431	33,725
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	9,281	9,281	9,281	9,281	37,123

PROTECT Formula Program	2035	2036	2037	2038	Total
PROTECT Formula Program	62,639	62,639	62,639	62,639	250,556

**Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2035	2036	2037	2038	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Total State Funds (for Discretionary Calculation)	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Mandatory 15% Discretionary (Highway Funds)	160,050	160,050	160,050	160,050	640,200

State Highway (Capital)	2035	2036	2037	2038	Total
Highway (Capital) After Discretionary Set-Aside	617,950	617,950	617,950	617,950	2,471,800
Less Environmental Resource Agencies	879	879	879	879	3,517
Less State Bridge Inspection	44,684	44,684	44,684	44,684	178,737
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	518,987	518,986	518,986	518,986	2,075,945

State Bridge	2035	2036	2037	2038	Total
State Bridge Funds to Distribute	289,000	289,000	289,000	289,000	1,156,000

Total Distributed/Statewide Reserve	3,558,782	3,558,782	3,558,782	3,558,782	14,235,129
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Amounts in **Bold** are further reflected on the regional distribution charts.

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

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	85,883	29,488	58,941	41,402	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	461,682
SPC	71,979	43,347	70,975	52,719	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	420,115
Harrisburg	17,636	9,070	16,492	11,498	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,479
Scranton/WB	12,471	7,660	12,488	9,464	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	71,964
Lehigh Valley	14,811	7,210	13,762	8,171	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	87,930
NEPA	7,273	8,415	12,221	4,901	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,139
SEDA-COG	14,815	11,329	19,882	14,714	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	89,609
Altoona	2,378	2,565	3,724	2,854	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,344
Johnstown	5,261	2,703	5,816	3,562	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,822
Centre County	3,753	2,406	4,410	2,176	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,206
Williamsport	4,261	3,594	5,734	4,314	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,868
Erie	3,835	3,934	6,623	3,586	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,351
Lancaster	11,146	8,749	14,502	8,524	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	79,400
York	4,389	6,111	10,476	3,820	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	47,146
Reading	11,317	5,521	10,781	6,660	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,761
Lebanon	1,948	2,058	3,535	1,488	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,283
Mercer	1,487	3,305	4,912	2,584	2,601	1,127	0	0	0	0	0	472	0	0	2,479	18,968
Adams	2,552	1,953	4,304	1,183	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,203
Franklin	1,543	2,770	4,618	1,609	1,766	1,342	0	0	0	0	0	538	138	0	1,575	15,898
Total Urban	278,738	162,188	284,195	185,228	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,648,168
Northwest	6,774	9,014	15,404	7,166	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	55,594
N. Central	7,035	8,759	14,974	6,285	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	52,801
N. Tier	8,719	9,183	17,583	9,221	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	64,556
S. Alleghenies	7,037	7,889	15,377	8,378	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	56,842
Wayne County	571	1,555	4,018	1,019	1,131	798	0	0	0	0	0	301	0	0	984	10,378
Total Rural	30,136	36,399	67,356	32,069	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	240,171
Interstate Program	768,325	0	86,162	68,967	0	0	60,360	0	0	0	0	0	0	0	74,390	1,058,204
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	158,719	49,647	149,700	0	0	50,000	0	0	0	0	0	0	0	0	0	408,065
RBR Regional Share	0	0	15,736	15,736	0	0	0	0	0	0	0	0	0	0	0	31,472
GRAND TOTAL	1,235,917	248,233	603,149	302,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,496,462

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	58,267	40,436	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	451,693
SPC	65,038	43,248	70,088	51,359	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	410,828
Harrisburg	15,935	9,049	16,294	11,214	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	96,276
Scranton/WB	11,269	7,642	12,342	9,238	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	70,371
Lehigh Valley	13,383	7,193	13,593	7,961	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	86,106
NEPA	6,572	8,395	12,062	4,752	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	48,110
SEDA-COG	13,386	11,303	19,647	14,357	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	87,563
Altoona	2,149	2,560	3,679	2,785	2,322	1,242	0	0	0	0	0	416	205	0	2,639	17,996
Johnstown	4,754	2,697	5,749	3,477	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,156
Centre County	3,391	2,401	4,355	2,117	1,460	1,096	0	0	0	0	0	487	230	0	2,188	17,725
Williamsport	3,850	3,586	5,665	4,208	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,275
Erie	3,465	3,925	6,547	3,502	2,742	2,131	0	0	0	0	0	766	517	0	3,216	26,812
Lancaster	10,072	8,729	14,324	8,303	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	77,907
York	3,966	6,097	10,351	3,721	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	46,485
Reading	10,225	5,509	10,656	6,502	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	60,373
Lebanon	1,760	2,053	3,494	1,453	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,015
Mercer	1,344	3,297	4,855	2,522	2,601	1,127	0	0	0	0	0	472	0	0	2,479	18,698
Adams	2,306	1,948	4,247	1,142	1,388	1,021	0	0	0	0	0	394	0	0	1,408	13,854
Franklin	1,394	2,763	4,563	1,567	1,766	1,342	0	0	0	0	0	538	138	0	1,575	15,646
Total Urban	251,860	161,817	280,779	180,616	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,612,890
Northwest	6,121	8,993	15,216	6,977	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	54,544
N. Central	6,357	8,739	14,784	6,106	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	51,733
N. Tier	7,878	9,162	17,366	8,979	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	63,235
S. Alleghenies	6,358	7,871	15,185	8,154	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	55,729
Wayne County	516	1,551	3,970	992	1,131	798	0	0	0	0	0	301	0	0	984	10,245
Total Rural	27,230	36,316	66,521	31,207	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	235,486
Interstate Program	805,555	0	85,181	67,368	0	0	60,360	0	0	0	0	0	0	0	74,390	1,092,856
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	147,900	0	0	50,000	0	0	0	0	0	0	0	0	0	398,706
RBR Regional Share	0	0	15,809	15,809	0	0	0	0	0	0	0	0	0	0	0	31,618
GRAND TOTAL	1,235,917	247,666	596,191	295,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,481,936

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	63,241	39,471	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	455,703
SPC	65,038	43,248	76,470	50,019	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	415,870
Harrisburg	15,935	9,049	17,733	10,932	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	97,434
Scranton/WB	11,269	7,642	13,413	9,012	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	71,217
Lehigh Valley	13,383	7,193	14,813	7,754	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	87,119
NEPA	6,572	8,395	13,196	4,608	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,100
SEDA-COG	13,386	11,303	21,365	14,003	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	88,927
Altoona	2,149	2,560	4,002	2,716	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,250
Johnstown	4,754	2,697	6,243	3,393	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,567
Centre County	3,391	2,401	4,752	2,059	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,063
Williamsport	3,850	3,586	6,165	4,103	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,669
Erie	3,465	3,925	7,107	3,418	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,288
Lancaster	10,072	8,729	15,611	8,086	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	78,978
York	3,966	6,097	11,263	3,624	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	47,299
Reading	10,225	5,509	11,575	6,344	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,134
Lebanon	1,760	2,053	3,794	1,417	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,279
Mercer	1,344	3,297	5,273	2,461	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,055
Adams	2,306	1,948	4,650	1,102	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,218
Franklin	1,394	2,763	4,965	1,526	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,007
Total Urban	251,860	161,817	305,631	176,050	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,633,177
Northwest	6,121	8,993	16,578	6,792	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	55,721
N. Central	6,357	8,739	16,145	5,931	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	52,919
N. Tier	7,878	9,162	18,931	8,740	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	64,561
S. Alleghenies	6,358	7,871	16,568	7,934	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	56,892
Wayne County	516	1,551	4,318	965	1,131	798	0	0	0	0	0	301	0	0	984	10,566
Total Rural	27,230	36,316	72,540	30,363	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	240,660
Interstate Program	805,555	0	92,425	65,770	0	0	60,360	0	0	0	0	0	0	0	74,390	1,098,501
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	153,750	0	0	50,000	0	0	0	0	0	0	0	0	0	404,556
RBR Regional Share	0	0	15,817	15,817	0	0	0	0	0	0	0	0	0	0	0	31,635
GRAND TOTAL	1,235,917	247,666	640,164	288,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,518,910

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,491	39,608	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,089
SPC	65,038	43,248	81,902	50,187	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,469
Harrisburg	15,935	9,049	18,960	10,969	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,698
Scranton/WB	11,269	7,642	14,326	9,043	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,161
Lehigh Valley	13,383	7,193	15,852	7,779	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,184
NEPA	6,572	8,395	14,159	4,622	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,078
SEDA-COG	13,386	11,303	22,829	14,051	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,439
Altoona	2,149	2,560	4,278	2,725	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,534
Johnstown	4,754	2,697	6,666	3,405	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,001
Centre County	3,391	2,401	5,089	2,066	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,407
Williamsport	3,850	3,586	6,591	4,117	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,109
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,778
Lancaster	10,072	8,729	16,708	8,113	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,101
York	3,966	6,097	12,040	3,636	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,089
Reading	10,225	5,509	12,359	6,366	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,940
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,540
Mercer	1,344	3,297	5,631	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,421
Adams	2,306	1,948	4,993	1,106	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,564
Franklin	1,394	2,763	5,307	1,531	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,354
Total Urban	251,860	161,817	326,815	176,647	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,958
Northwest	6,121	8,993	17,738	6,815	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,904
N. Central	6,357	8,739	17,302	5,950	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,096
N. Tier	7,878	9,162	20,264	8,769	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,923
S. Alleghenies	6,358	7,871	17,746	7,960	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,096
Wayne County	516	1,551	4,615	968	1,131	798	0	0	0	0	0	301	0	0	984	10,866
Total Rural	27,230	36,316	77,664	30,463	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,884
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	15,892	15,892	0	0	0	0	0	0	0	0	0	0	0	31,785
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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 2027-2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	318,689	117,749	247,940	160,917	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,829,168
SPC	267,094	173,090	299,435	204,285	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,668,282
Harrisburg	65,441	36,217	69,480	44,613	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	390,888
Scranton/WB	46,278	30,587	52,570	36,757	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	285,713
Lehigh Valley	54,959	28,790	58,020	31,665	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	349,338
NEPA	26,988	33,601	51,637	18,883	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	196,427
SEDA-COG	54,974	45,238	83,723	57,125	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	356,538
Altoona	8,823	10,244	15,683	11,080	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	73,124
Johnstown	19,522	10,793	24,473	13,837	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	102,546
Centre County	13,926	9,609	18,606	8,417	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	72,402
Williamsport	15,810	14,353	24,156	16,743	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	106,922
Erie	14,230	15,711	27,863	13,937	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	109,229
Lancaster	41,361	34,935	61,145	33,027	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	316,386
York	16,288	24,402	44,130	14,802	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	189,019
Reading	41,993	22,048	45,371	25,871	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	245,209
Lebanon	7,227	8,218	14,872	5,780	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	61,117
Mercer	5,519	13,197	20,671	10,036	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	76,142
Adams	9,469	7,797	18,194	4,533	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	56,839
Franklin	5,727	11,060	19,452	6,232	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	63,906
Total Urban	1,034,317	647,639	1,197,420	718,541	486,724	308,514	0	0	390,114	71,021	760,740	63,004	96,880	0	774,279	6,549,193
Northwest	25,136	35,993	64,936	27,750	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	222,763
N. Central	26,106	34,975	63,205	24,273	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	211,549
N. Tier	32,354	36,669	74,144	35,710	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	258,275
S. Alleghenies	26,111	31,501	64,876	32,426	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	227,559
Wayne County	2,119	6,209	16,922	3,944	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	42,055
Total Rural	111,827	145,347	284,082	124,101	118,885	27,846	0	0	0	0	0	20,468	0	0	129,645	962,200
Interstate Program	3,184,990	0	362,383	268,104	0	0	241,441	0	0	0	0	0	0	0	297,562	4,354,479
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	612,536	198,246	611,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,622,183
RBR Regional Share	0	0	63,254	63,254	0	0	0	0	0	0	0	0	0	0	0	126,509
GRAND TOTAL	4,943,670	991,232	2,518,540	1,174,000	605,609	536,360	241,441	28,737	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,056,090

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,490	39,607	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,087
SPC	65,038	43,248	81,885	50,169	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,435
Harrisburg	15,935	9,049	18,958	10,967	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,694
Scranton/WB	11,269	7,642	14,325	9,043	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,159
Lehigh Valley	13,383	7,193	15,850	7,777	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,179
NEPA	6,572	8,395	14,155	4,618	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,069
SEDA-COG	13,386	11,303	22,827	14,049	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,436
Altoona	2,149	2,560	4,277	2,725	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,533
Johnstown	4,754	2,697	6,665	3,405	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,088	2,065	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,405
Williamsport	3,850	3,586	6,590	4,117	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,108
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,778
Lancaster	10,072	8,729	16,705	8,111	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,096
York	3,966	6,097	12,038	3,635	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,086
Reading	10,225	5,509	12,358	6,365	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,939
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,540
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,992	1,104	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,561
Franklin	1,394	2,763	5,306	1,530	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,353
Total Urban	251,860	161,817	326,775	176,607	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,878
Northwest	6,121	8,993	17,735	6,812	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,898
N. Central	6,357	8,739	17,298	5,946	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,087
N. Tier	7,878	9,162	20,260	8,766	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,916
S. Alleghenies	6,358	7,871	17,742	7,956	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,088
Wayne County	516	1,551	4,614	968	1,131	798	0	0	0	0	0	301	0	0	984	10,865
Total Rural	27,230	36,316	77,650	30,448	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,854
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	15,947	15,947	0	0	0	0	0	0	0	0	0	0	0	31,894
GRAND TOTAL	1,235,917	247,666	679,037	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,489	39,606	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,085
SPC	65,038	43,248	81,860	50,145	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,385
Harrisburg	15,935	9,049	18,955	10,964	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,687
Scranton/WB	11,269	7,642	14,324	9,041	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,157
Lehigh Valley	13,383	7,193	15,846	7,773	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,171
NEPA	6,572	8,395	14,148	4,612	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,056
SEDA-COG	13,386	11,303	22,825	14,047	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,430
Altoona	2,149	2,560	4,277	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,532
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,086	2,063	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,402
Williamsport	3,850	3,586	6,589	4,116	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,106
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,701	8,106	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,087
York	3,966	6,097	12,037	3,633	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,082
Reading	10,225	5,509	12,358	6,364	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,938
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,989	1,101	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,556
Franklin	1,394	2,763	5,306	1,530	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,352
Total Urban	251,860	161,817	326,718	176,550	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,764
Northwest	6,121	8,993	17,731	6,808	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,890
N. Central	6,357	8,739	17,292	5,940	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,075
N. Tier	7,878	9,162	20,255	8,761	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,905
S. Alleghenies	6,358	7,871	17,737	7,951	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,078
Wayne County	516	1,551	4,614	967	1,131	798	0	0	0	0	0	301	0	0	984	10,864
Total Rural	27,230	36,316	77,628	30,427	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,812
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,025	16,025	0	0	0	0	0	0	0	0	0	0	0	32,050
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,489	39,606	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,085
SPC	65,038	43,248	81,856	50,141	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,377
Harrisburg	15,935	9,049	18,954	10,963	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,686
Scranton/WB	11,269	7,642	14,324	9,041	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,157
Lehigh Valley	13,383	7,193	15,845	7,773	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,170
NEPA	6,572	8,395	14,147	4,611	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,054
SEDA-COG	13,386	11,303	22,824	14,046	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,429
Altoona	2,149	2,560	4,277	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,532
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,086	2,063	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,402
Williamsport	3,850	3,586	6,589	4,115	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,105
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,700	8,106	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,086
York	3,966	6,097	12,036	3,633	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,082
Reading	10,225	5,509	12,358	6,364	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,938
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,989	1,101	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,555
Franklin	1,394	2,763	5,306	1,529	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,351
Total Urban	251,860	161,817	326,709	176,540	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,745
Northwest	6,121	8,993	17,731	6,807	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,889
N. Central	6,357	8,739	17,291	5,939	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,073
N. Tier	7,878	9,162	20,254	8,760	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,904
S. Alleghenies	6,358	7,871	17,736	7,950	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,076
Wayne County	516	1,551	4,614	967	1,131	798	0	0	0	0	0	301	0	0	984	10,864
Total Rural	27,230	36,316	77,625	30,423	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,805
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,038	16,038	0	0	0	0	0	0	0	0	0	0	0	32,077
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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 2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,487	39,604	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,082
SPC	65,038	43,248	81,830	50,115	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,326
Harrisburg	15,935	9,049	18,951	10,960	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,680
Scranton/WB	11,269	7,642	14,323	9,040	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,154
Lehigh Valley	13,383	7,193	15,841	7,769	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,162
NEPA	6,572	8,395	14,141	4,604	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,041
SEDA-COG	13,386	11,303	22,821	14,043	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,424
Altoona	2,149	2,560	4,276	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,531
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,999
Centre County	3,391	2,401	5,084	2,061	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,399
Williamsport	3,850	3,586	6,588	4,114	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,103
Erie	3,465	3,925	7,585	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,696	8,102	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,078
York	3,966	6,097	12,034	3,631	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,078
Reading	10,225	5,509	12,357	6,363	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,936
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,468	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,419
Adams	2,306	1,948	4,986	1,098	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,550
Franklin	1,394	2,763	5,305	1,529	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,350
Total Urban	251,860	161,817	326,650	176,481	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,626
Northwest	6,121	8,993	17,726	6,803	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,881
N. Central	6,357	8,739	17,284	5,933	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,060
N. Tier	7,878	9,162	20,249	8,755	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,893
S. Alleghenies	6,358	7,871	17,730	7,944	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,065
Wayne County	516	1,551	4,613	967	1,131	798	0	0	0	0	0	301	0	0	984	10,863
Total Rural	27,230	36,316	77,603	30,401	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,761
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,119	16,119	0	0	0	0	0	0	0	0	0	0	0	32,239
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	310,407	117,682	269,955	158,423	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,840,339
SPC	260,153	172,991	327,431	200,570	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,685,523
Harrisburg	63,741	36,196	75,819	43,855	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	394,747
Scranton/WB	45,075	30,569	57,296	36,165	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	288,627
Lehigh Valley	53,530	28,773	63,382	31,091	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	352,681
NEPA	26,286	33,582	56,590	18,444	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	200,220
SEDA-COG	53,546	45,212	91,298	56,185	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	361,719
Altoona	8,594	10,238	17,107	10,897	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	74,128
Johnstown	19,014	10,787	26,660	13,617	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	103,999
Centre County	13,564	9,603	20,344	8,253	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	73,607
Williamsport	15,399	14,345	26,357	16,462	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	108,422
Erie	13,860	15,702	30,340	13,719	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	111,110
Lancaster	40,286	34,915	66,803	32,424	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	320,347
York	15,864	24,388	48,146	14,532	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	192,328
Reading	40,902	22,035	49,431	25,457	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	247,751
Lebanon	7,039	8,213	16,197	5,688	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	62,157
Mercer	5,376	13,190	22,520	9,874	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	77,678
Adams	9,223	7,793	19,956	4,404	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	58,222
Franklin	5,578	11,053	21,222	6,118	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	65,406
Total Urban	1,007,439	647,268	1,306,852	706,178	486,724	308,514	0	0	390,114	71,021	760,740	63,004	96,880	0	774,279	6,619,013
Northwest	24,483	35,972	70,924	27,230	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	227,557
N. Central	25,428	34,955	69,164	23,758	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	216,296
N. Tier	31,514	36,648	81,018	35,041	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	263,617
S. Alleghenies	25,433	31,482	70,945	31,801	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	232,306
Wayne County	2,064	6,206	18,455	3,869	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	43,456
Total Rural	108,921	145,264	310,505	121,699	118,885	27,846	0	0	0	0	0	20,468	0	0	129,645	983,233
Interstate Program	3,222,220	0	394,458	263,993	0	0	241,441	0	0	0	0	0	0	0	297,562	4,419,674
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	605,090	198,133	640,200	0	0	200,000	0	0	0	0	0	0	0	0	0	1,643,423
RBR Regional Share	0	0	64,130	64,130	0	0	0	0	0	0	0	0	0	0	0	128,259
GRAND TOTAL	4,943,670	990,665	2,716,145	1,156,000	605,609	536,360	241,441	28,737	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,235,128

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 2035 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,485	39,602	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,078
SPC	65,038	43,248	81,779	50,064	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,224
Harrisburg	15,935	9,049	18,945	10,954	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,667
Scranton/WB	11,269	7,642	14,320	9,037	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,149
Lehigh Valley	13,383	7,193	15,834	7,761	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,147
NEPA	6,572	8,395	14,127	4,591	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,015
SEDA-COG	13,386	11,303	22,816	14,038	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,412
Altoona	2,149	2,560	4,275	2,722	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,528
Johnstown	4,754	2,697	6,664	3,403	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,998
Centre County	3,391	2,401	5,081	2,058	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,392
Williamsport	3,850	3,586	6,586	4,112	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,099
Erie	3,465	3,925	7,584	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,776
Lancaster	10,072	8,729	16,688	8,093	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,061
York	3,966	6,097	12,031	3,627	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,070
Reading	10,225	5,509	12,355	6,362	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,933
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,538
Mercer	1,344	3,297	5,629	2,468	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,418
Adams	2,306	1,948	4,981	1,093	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,540
Franklin	1,394	2,763	5,303	1,527	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,347
Total Urban	251,860	161,817	326,532	176,364	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,391
Northwest	6,121	8,993	17,718	6,795	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,864
N. Central	6,357	8,739	17,272	5,920	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,036
N. Tier	7,878	9,162	20,238	8,744	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,872
S. Alleghenies	6,358	7,871	17,719	7,933	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,042
Wayne County	516	1,551	4,612	965	1,131	798	0	0	0	0	0	301	0	0	984	10,860
Total Rural	27,230	36,316	77,559	30,358	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,674
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,280	16,280	0	0	0	0	0	0	0	0	0	0	0	32,561
GRAND TOTAL	1,235,917	247,666	679,037	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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 2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,483	39,600	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,073
SPC	65,038	43,248	81,728	50,013	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,121
Harrisburg	15,935	9,049	18,938	10,947	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,654
Scranton/WB	11,269	7,642	14,318	9,035	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,144
Lehigh Valley	13,383	7,193	15,826	7,753	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,131
NEPA	6,572	8,395	14,114	4,578	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,988
SEDA-COG	13,386	11,303	22,810	14,032	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,401
Altoona	2,149	2,560	4,274	2,721	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,526
Johnstown	4,754	2,697	6,663	3,403	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,996
Centre County	3,391	2,401	5,078	2,055	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,386
Williamsport	3,850	3,586	6,584	4,110	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,095
Erie	3,465	3,925	7,584	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,775
Lancaster	10,072	8,729	16,679	8,085	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,044
York	3,966	6,097	12,027	3,624	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,063
Reading	10,225	5,509	12,354	6,360	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,930
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,538
Mercer	1,344	3,297	5,628	2,467	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,416
Adams	2,306	1,948	4,976	1,088	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,529
Franklin	1,394	2,763	5,301	1,525	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,343
Total Urban	251,860	161,817	326,413	176,245	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,154
Northwest	6,121	8,993	17,710	6,787	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,848
N. Central	6,357	8,739	17,259	5,908	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,010
N. Tier	7,878	9,162	20,227	8,733	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,850
S. Alleghenies	6,358	7,871	17,708	7,922	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,020
Wayne County	516	1,551	4,611	964	1,131	798	0	0	0	0	0	301	0	0	984	10,858
Total Rural	27,230	36,316	77,515	30,314	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,586
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,443	16,443	0	0	0	0	0	0	0	0	0	0	0	32,886
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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 2037 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,480	39,597	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,068
SPC	65,038	43,248	81,676	49,961	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,017
Harrisburg	15,935	9,049	18,932	10,941	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,641
Scranton/WB	11,269	7,642	14,315	9,032	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,139
Lehigh Valley	13,383	7,193	15,818	7,745	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,115
NEPA	6,572	8,395	14,101	4,564	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,962
SEDA-COG	13,386	11,303	22,805	14,026	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,390
Altoona	2,149	2,560	4,272	2,322	1,242	0	0	0	0	0	0	416	205	0	2,639	18,523
Johnstown	4,754	2,697	6,662	3,402	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,995
Centre County	3,391	2,401	5,075	2,052	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,380
Williamsport	3,850	3,586	6,581	4,108	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,090
Erie	3,465	3,925	7,584	3,428	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,775
Lancaster	10,072	8,729	16,671	8,076	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,027
York	3,966	6,097	12,023	3,620	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,055
Reading	10,225	5,509	12,352	6,359	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,927
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,537
Mercer	1,344	3,297	5,628	2,466	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,415
Adams	2,306	1,948	4,971	1,083	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,519
Franklin	1,394	2,763	5,300	1,524	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,340
Total Urban	251,860	161,817	326,293	176,125	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,653,914
Northwest	6,121	8,993	17,702	6,778	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,831
N. Central	6,357	8,739	17,247	5,895	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	53,985
N. Tier	7,878	9,162	20,217	8,722	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,829
S. Alleghenies	6,358	7,871	17,696	7,910	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	57,997
Wayne County	516	1,551	4,609	963	1,131	798	0	0	0	0	0	301	0	0	984	10,855
Total Rural	27,230	36,316	77,471	30,269	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,497
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,608	16,608	0	0	0	0	0	0	0	0	0	0	0	33,215
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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 2038 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,478	39,595	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,063
SPC	65,038	43,248	81,624	49,908	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	420,912
Harrisburg	15,935	9,049	18,925	10,934	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,628
Scranton/WB	11,269	7,642	14,312	9,030	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,134
Lehigh Valley	13,383	7,193	15,810	7,737	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,099
NEPA	6,572	8,395	14,087	4,551	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,935
SEDA-COG	13,386	11,303	22,799	14,021	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,378
Altoona	2,149	2,560	4,271	2,719	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,521
Johnstown	4,754	2,697	6,662	3,401	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,993
Centre County	3,391	2,401	5,072	2,049	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,373
Williamsport	3,850	3,586	6,579	4,106	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,086
Erie	3,465	3,925	7,583	3,428	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,774
Lancaster	10,072	8,729	16,662	8,068	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,010
York	3,966	6,097	12,019	3,616	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,047
Reading	10,225	5,509	12,351	6,357	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,924
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,536
Mercer	1,344	3,297	5,627	2,466	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,414
Adams	2,306	1,948	4,965	1,077	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,508
Franklin	1,394	2,763	5,298	1,522	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,336
Total Urban	251,860	161,817	326,172	176,004	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,653,672
Northwest	6,121	8,993	17,693	6,770	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,814
N. Central	6,357	8,739	17,234	5,882	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	53,959
N. Tier	7,878	9,162	20,206	8,711	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,807
S. Alleghenies	6,358	7,871	17,685	7,899	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	57,974
Wayne County	516	1,551	4,608	962	1,131	798	0	0	0	0	0	301	0	0	984	10,853
Total Rural	27,230	36,316	77,426	30,224	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,407
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,774	16,774	0	0	0	0	0	0	0	0	0	0	0	33,548
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

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 2035-2038 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	310,407	117,682	269,926	158,394	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,840,282
SPC	260,153	172,991	326,807	199,946	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,684,275
Harrisburg	63,741	36,196	75,740	43,776	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	394,590
Scranton/WB	45,075	30,569	57,265	36,134	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	288,565
Lehigh Valley	53,530	28,773	63,287	30,997	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	352,492
NEPA	26,286	33,582	56,430	18,284	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	199,900
SEDA-COG	53,546	45,212	91,229	56,117	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	361,581
Altoona	8,594	10,238	17,092	10,882	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	74,099
Johnstown	19,014	10,787	26,651	13,609	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	103,982
Centre County	13,564	9,603	20,306	8,214	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	73,531
Williamsport	15,399	14,345	26,330	16,436	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	108,370
Erie	13,860	15,702	30,335	13,714	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	111,100
Lancaster	40,286	34,915	66,700	32,322	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	320,141
York	15,864	24,388	48,100	14,486	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	192,236
Reading	40,902	22,035	49,412	25,439	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	247,714
Lebanon	7,039	8,213	16,193	5,684	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	62,150
Mercer	5,376	13,190	22,512	9,866	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	77,662
Adams	9,223	7,793	19,893	4,341	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	58,095
Franklin	5,578	11,053	21,202	6,098	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	65,366
Total Urban	1,007,439	647,268	1,305,411	704,738	486,724	308,514	0	0	390,114	71,021	760,740	63,004	96,880	0	774,279	6,616,131
Northwest	24,483	35,972	70,823	27,130	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	227,356
N. Central	25,428	34,955	69,012	23,605	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	215,990
N. Tier	31,514	36,648	80,888	34,911	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	263,357
S. Alleghenies	25,433	31,482	70,808	31,664	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	232,033
Wayne County	2,064	6,206	18,440	3,854	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	43,426
Total Rural	108,921	145,264	309,971	121,164	118,885	27,846	0	0	0	0	0	20,468	0	0	129,645	982,163
Interstate Program	3,222,220	0	394,458	263,993	0	0	241,441	0	0	0	0	0	0	0	297,562	4,419,674
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	605,090	198,133	640,200	0	0	200,000	0	0	0	0	0	0	0	0	0	1,643,423
RBR Regional Share	0	0	66,105	66,105	0	0	0	0	0	0	0	0	0	0	0	132,210
GRAND TOTAL	4,943,670	990,665	2,716,145	1,156,000	605,609	536,360	241,441	28,737	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,235,128

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	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	229.49	230.55	230.68	231.77	922.49	232.57	233.71	233.90	235.08	235.96	237.19	237.46	238.74	2,807.09
SPC	276,302.9	31.59%	4,971.10	4,994.08	4,996.77	5,020.46	19,982.41	5,037.76	5,062.40	5,066.58	5,092.17	5,111.28	5,137.90	5,143.74	5,171.38	60,805.62
Harrisburg	34,925.0	3.99%	628.35	631.26	631.60	634.59	2,525.80	636.78	639.89	640.42	643.66	646.07	649.44	650.17	653.67	7,685.90
Scranton/WB	13,629.0	1.56%	245.21	246.34	246.47	247.64	985.66	248.49	249.71	249.92	251.18	252.12	253.43	253.72	255.09	2,999.32
Lehigh Valley	41,874.0	4.79%	753.38	756.86	757.27	760.86	3,028.36	763.48	767.21	767.85	771.72	774.62	778.65	779.54	783.73	9,215.16
NEPA	70,903.5	8.11%	1,275.66	1,281.56	1,282.25	1,288.33	5,127.79	1,292.76	1,299.09	1,300.16	1,306.73	1,311.63	1,318.46	1,319.96	1,327.06	15,603.64
SEDA-COG	30,389.6	3.47%	546.75	549.28	549.58	552.18	2,197.80	554.09	556.80	557.26	560.07	562.17	565.10	565.74	568.78	6,687.80
Altoona	6,584.4	0.75%	118.46	119.01	119.07	119.64	476.19	120.05	120.64	120.74	121.35	121.80	122.44	122.58	123.24	1,449.02
Johnstown	3,702.1	0.42%	66.61	66.91	66.95	67.27	267.74	67.50	67.83	67.89	68.23	68.48	68.84	68.92	69.29	814.72
Centre County	16,835.4	1.92%	302.89	304.29	304.46	305.90	1,217.55	306.96	308.46	308.71	310.27	311.44	313.06	313.41	315.10	3,704.94
Williamsport	11,654.8	1.33%	209.69	210.66	210.77	211.77	842.88	212.50	213.54	213.71	214.79	215.60	216.72	216.97	218.14	2,564.86
Erie	2,079.0	0.24%	37.40	37.58	37.60	37.78	150.35	37.91	38.09	38.12	38.32	38.46	38.66	38.70	38.91	457.52
Lancaster	45,475.8	5.20%	818.18	821.96	822.40	826.30	3,288.84	829.15	833.20	833.89	838.10	841.25	845.63	846.59	851.14	10,007.80
York	20,394.8	2.33%	366.93	368.63	368.83	370.58	1,474.97	371.85	373.67	373.98	375.87	377.28	379.24	379.68	381.72	4,488.26
Reading	8,141.2	0.93%	146.47	147.15	147.23	147.93	588.78	148.44	149.16	149.29	150.04	150.60	151.39	151.56	152.37	1,791.62
Lebanon	1,655.0	0.19%	29.78	29.91	29.93	30.07	119.69	30.18	30.32	30.35	30.50	30.62	30.78	30.81	30.98	364.21
Mercer	3,586.9	0.41%	64.53	64.83	64.87	65.17	259.41	65.40	65.72	65.77	66.11	66.35	66.70	66.77	67.13	789.36
Adams	28,042.5	3.21%	504.53	506.86	507.13	509.54	2,028.05	511.29	513.79	514.22	516.81	518.75	521.45	522.05	524.85	6,171.28
Franklin	8,918.4	1.02%	160.46	161.20	161.28	162.05	644.98	162.61	163.40	163.54	164.36	164.98	165.84	166.03	166.92	1,962.66
Northwest	44,543.1	5.09%	801.40	805.10	805.53	809.35	3,221.39	812.14	816.11	816.79	820.91	824.00	828.29	829.23	833.68	9,802.54
N. Central	67,603.4	7.73%	1,216.29	1,221.91	1,222.57	1,228.36	4,889.12	1,232.59	1,238.62	1,239.65	1,245.91	1,250.58	1,257.10	1,258.53	1,265.29	14,877.39
N. Tier	57,527.4	6.58%	1,035.00	1,039.79	1,040.35	1,045.28	4,160.42	1,048.88	1,054.01	1,054.88	1,060.21	1,064.19	1,069.73	1,070.95	1,076.70	12,659.98
S. Alleghenies	60,493.3	6.92%	1,088.36	1,093.40	1,093.98	1,099.17	4,374.92	1,102.96	1,108.35	1,109.27	1,114.87	1,119.06	1,124.88	1,126.16	1,132.21	13,312.68
Wayne	6,618.9	0.76%	119.08	119.63	119.70	120.27	478.68	120.68	121.27	121.37	121.98	122.44	123.08	123.22	123.88	1,456.61
Total (No IM)	874,635.9	100.00%	15,736.00	15,808.75	15,817.25	15,892.25	63,254.25	15,947.00	16,025.00	16,038.25	16,119.25	16,179.75	16,264.00	16,282.50	16,370.00	192,480.00

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

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	229.49	230.55	230.68	231.77	922.49	232.57	233.71	233.90	235.08	235.96	237.19	237.46	238.74	2,807.09
SPC	276,302.9	31.59%	4,971.10	4,994.08	4,996.77	5,020.46	19,982.41	5,037.76	5,062.40	5,066.58	5,092.17	5,111.28	5,137.90	5,143.74	5,171.38	60,805.62
Harrisburg	34,925.0	3.99%	628.35	631.26	631.60	634.59	2,525.80	636.78	639.89	640.42	643.66	646.07	649.44	650.17	653.67	7,685.90
Scranton/WB	13,629.0	1.56%	245.21	246.34	246.47	247.64	985.66	248.49	249.71	249.92	251.18	252.12	253.43	253.72	255.09	2,999.32
Lehigh Valley	41,874.0	4.79%	753.38	756.86	757.27	760.86	3,028.36	763.48	767.21	767.85	771.72	774.62	778.65	779.54	783.73	9,215.16
NEPA	70,903.5	8.11%	1,275.66	1,281.56	1,282.25	1,288.33	5,127.79	1,292.76	1,299.09	1,300.16	1,306.73	1,311.63	1,318.46	1,319.96	1,327.06	15,603.64
SEDA-COG	30,389.6	3.47%	546.75	549.28	549.58	552.18	2,197.80	554.09	556.80	557.26	560.07	562.17	565.10	565.74	568.78	6,687.80
Altoona	6,584.4	0.75%	118.46	119.01	119.07	119.64	476.19	120.05	120.64	120.74	121.35	121.80	122.44	122.58	123.24	1,449.02
Johnstown	3,702.1	0.42%	66.61	66.91	66.95	67.27	267.74	67.50	67.83	67.89	68.23	68.48	68.84	68.92	69.29	814.72
Centre County	16,835.4	1.92%	302.89	304.29	304.46	305.90	1,217.55	306.96	308.46	308.71	310.27	311.44	313.06	313.41	315.10	3,704.94
Williamsport	11,654.8	1.33%	209.69	210.66	210.77	211.77	842.88	212.50	213.54	213.71	214.79	215.60	216.72	216.97	218.14	2,564.86
Erie	2,079.0	0.24%	37.40	37.58	37.60	37.78	150.35	37.91	38.09	38.12	38.32	38.46	38.66	38.70	38.91	457.52
Lancaster	45,475.8	5.20%	818.18	821.96	822.40	826.30	3,288.84	829.15	833.20	833.89	838.10	841.25	845.63	846.59	851.14	10,007.80
York	20,394.8	2.33%	366.93	368.63	368.83	370.58	1,474.97	371.85	373.67	373.98	375.87	377.28	379.24	379.68	381.72	4,488.26
Reading	8,141.2	0.93%	146.47	147.15	147.23	147.93	588.78	148.44	149.16	149.29	150.04	150.60	151.39	151.56	152.37	1,791.62
Lebanon	1,655.0	0.19%	29.78	29.91	29.93	30.07	119.69	30.18	30.32	30.35	30.50	30.62	30.78	30.81	30.98	364.21
Mercer	3,586.9	0.41%	64.53	64.83	64.87	65.17	259.41	65.40	65.72	65.77	66.11	66.35	66.70	66.77	67.13	789.36
Adams	28,042.5	3.21%	504.53	506.86	507.13	509.54	2,028.05	511.29	513.79	514.22	516.81	518.75	521.45	522.05	524.85	6,171.28
Franklin	8,918.4	1.02%	160.46	161.20	161.28	162.05	644.98	162.61	163.40	163.54	164.36	164.98	165.84	166.03	166.92	1,962.66
Northwest	44,543.1	5.09%	801.40	805.10	805.53	809.35	3,221.39	812.14	816.11	816.79	820.91	824.00	828.29	829.23	833.68	9,802.54
N. Central	67,603.4	7.73%	1,216.29	1,221.91	1,222.57	1,228.36	4,889.12	1,232.59	1,238.62	1,239.65	1,245.91	1,250.58	1,257.10	1,258.53	1,265.29	14,877.39
N. Tier	57,527.4	6.58%	1,035.00	1,039.79	1,040.35	1,045.28	4,160.42	1,048.88	1,054.01	1,054.88	1,060.21	1,064.19	1,069.73	1,070.95	1,076.70	12,659.98
S. Alleghenies	60,493.3	6.92%	1,088.36	1,093.40	1,093.98	1,099.17	4,374.92	1,102.96	1,108.35	1,109.27	1,114.87	1,119.06	1,124.88	1,126.16	1,132.21	13,312.68
Wayne	6,618.9	0.76%	119.08	119.63	119.70	120.27	478.68	120.68	121.27	121.37	121.98	122.44	123.08	123.22	123.88	1,456.61
Total (No IM)	874,635.9	100.00%	15,736.00	15,808.75	15,817.25	15,892.25	63,254.25	15,947.00	16,025.00	16,038.25	16,119.25	16,179.75	16,264.00	16,282.50	16,370.00	192,480.00

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

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	458.98	461.10	461.35	463.54	1,844.97	465.14	467.41	467.80	470.16	471.92	474.38	474.92	477.47	5,614.17
SPC	276,302.9	31.59%	9,942.20	9,988.16	9,993.53	10,040.92	39,964.82	10,075.51	10,124.79	10,133.17	10,184.34	10,222.57	10,275.80	10,287.49	10,342.77	121,611.25
Harrisburg	34,925.0	3.99%	1,256.71	1,262.52	1,263.19	1,269.18	5,051.60	1,273.56	1,279.79	1,280.84	1,287.31	1,292.14	1,298.87	1,300.35	1,307.34	15,371.80
Scranton/WB	13,629.0	1.56%	490.41	492.68	492.94	495.28	1,971.32	496.99	499.42	499.83	502.36	504.24	506.87	507.44	510.17	5,998.63
Lehigh Valley	41,874.0	4.79%	1,506.75	1,513.72	1,514.53	1,521.71	6,056.71	1,526.95	1,534.42	1,535.69	1,543.45	1,549.24	1,557.31	1,559.08	1,567.46	18,430.31
NEPA	70,903.5	8.11%	2,551.32	2,563.11	2,564.49	2,576.65	10,255.58	2,585.53	2,598.18	2,600.32	2,613.46	2,623.27	2,636.92	2,639.92	2,654.11	31,207.28
SEDA-COG	30,389.6	3.47%	1,093.51	1,098.56	1,099.15	1,104.37	4,395.59	1,108.17	1,113.59	1,114.51	1,120.14	1,124.34	1,130.20	1,131.48	1,137.57	13,375.60
Altoona	6,584.4	0.75%	236.93	238.02	238.15	239.28	952.38	240.10	241.28	241.48	242.70	243.61	244.88	245.15	246.47	2,898.04
Johnstown	3,702.1	0.42%	133.21	133.83	133.90	134.54	535.48	135.00	135.66	135.77	136.46	136.97	137.68	137.84	138.58	1,629.43
Centre County	16,835.4	1.92%	605.79	608.59	608.92	611.80	2,435.09	613.91	616.91	617.42	620.54	622.87	626.11	626.83	630.19	7,409.89
Williamsport	11,654.8	1.33%	419.37	421.31	421.54	423.54	1,685.77	425.00	427.08	427.43	429.59	431.20	433.45	433.94	436.27	5,129.71
Erie	2,079.0	0.24%	74.81	75.15	75.19	75.55	300.71	75.81	76.18	76.25	76.63	76.92	77.32	77.41	77.82	915.05
Lancaster	45,475.8	5.20%	1,636.35	1,643.92	1,644.80	1,652.60	6,577.68	1,658.30	1,666.41	1,667.78	1,676.21	1,682.50	1,691.26	1,693.18	1,702.28	20,015.60
York	20,394.8	2.33%	733.87	737.26	737.65	741.15	2,949.93	743.71	747.34	747.96	751.74	754.56	758.49	759.35	763.43	8,976.51
Reading	8,141.2	0.93%	292.94	294.30	294.46	295.85	1,177.55	296.87	298.32	298.57	300.08	301.21	302.77	303.12	304.75	3,583.25
Lebanon	1,655.0	0.19%	59.55	59.83	59.86	60.14	239.38	60.35	60.65	60.70	61.00	61.23	61.55	61.62	61.95	728.43
Mercer	3,586.9	0.41%	129.07	129.66	129.73	130.35	518.81	130.80	131.44	131.55	132.21	132.71	133.40	133.55	134.27	1,578.73
Adams	28,042.5	3.21%	1,009.05	1,013.72	1,014.26	1,019.07	4,056.10	1,022.58	1,027.58	1,028.43	1,033.63	1,037.51	1,042.91	1,044.10	1,049.71	12,342.55
Franklin	8,918.4	1.02%	320.91	322.39	322.57	324.10	1,289.97	325.21	326.80	327.07	328.73	329.96	331.68	332.06	333.84	3,925.32
Northwest	44,543.1	5.09%	1,602.79	1,610.20	1,611.07	1,618.71	6,442.77	1,624.28	1,632.23	1,633.58	1,641.83	1,647.99	1,656.57	1,658.46	1,667.37	19,605.09
N. Central	67,603.4	7.73%	2,432.57	2,443.82	2,445.13	2,456.73	9,778.25	2,465.19	2,477.25	2,479.30	2,491.82	2,501.17	2,514.19	2,517.05	2,530.58	29,754.79
N. Tier	57,527.4	6.58%	2,070.01	2,079.58	2,080.69	2,090.56	8,320.84	2,097.76	2,108.02	2,109.77	2,120.42	2,128.38	2,139.46	2,141.90	2,153.41	25,319.96
S. Alleghenies	60,493.3	6.92%	2,176.73	2,186.79	2,187.97	2,198.34	8,749.83	2,205.92	2,216.71	2,218.54	2,229.74	2,238.11	2,249.77	2,252.33	2,264.43	26,625.37
Wayne	6,618.9	0.76%	238.17	239.27	239.40	240.53	957.37	241.36	242.54	242.74	243.97	244.88	246.16	246.44	247.76	2,913.23
Total (No IM)	874,635.9	100.00%	31,472.00	31,617.50	31,634.50	31,784.50	126,508.50	31,894.00	32,050.00	32,076.50	32,238.50	32,359.50	32,528.00	32,565.00	32,740.00	384,960.00

Appendix 4: Asset Management

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:
 - Systematic Technique to Analyze and Manage Pennsylvania's Pavements (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 collected 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

Appendix 4: Asset Management

- 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	2027 Financial Guidance		Data Source
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet	Bridge Maintenance System (BMS)/AMF*
		1/4 Bridge AMF*	
	60% Highway	1/4 Non-Interstate NHS Lane Miles	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System/AMF*
		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		N/A	
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet	BMS
	60% Highway	1/2 Non-NHS Lane Miles	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System
		1/4 Non-NHS VMT	
		1/4 Non-NHS Truck VMT	
State Highway	1/4 VMT		Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System
	1/4 Truck VMT		
	1/2 Lane Miles		
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet		BMS
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet		BMS
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crasheses versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$50 million Statewide		2023 Pennsylvania Crash Facts & Statistics
Rail	Statewide Program		N/A
NHFP	Interstate Program		N/A
CMAQ	Population with CMAQ Factor Multiplier based upon regional air quality classification for non-attainment/maintenance counties		Census Data/CMAQ Factor Multiplier
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula		Federal Formula
STP-Urban	Funds distributed according to federal formula based on 2020 census		Federal Formula/Census Data
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System/AMF
		1/4 Bridge AMF*	
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet	
Carbon Reduction	1/3 Vehicle Miles Travelled		Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System and Annual Vehicle Registration Report
	1/3 Lane Miles		
	1/3 Vehicle Registrations		
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census		Federal Formula/Census Data
PROTECT	Statewide Program-District Targets		FEMA Flood Zone maps/RCRS Data

* Asset Management Factor-See Description

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2027			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazleton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	55,931,022			105,451,022
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,440,362,249	7,872,160	74,233,125	2,174,077,534

Date prepared: 4/15/2025

* 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%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 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 Operating Assistance column.

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2028			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazelton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	84,738,267			134,258,267
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,469,169,494	7,872,160	74,233,125	2,202,884,779

Date prepared: 4/15/2025

* 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%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

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**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2029			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
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Centre County			119,000	720,000	839,000
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City of Hazelton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
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Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
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Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
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Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	114,121,656			163,641,656
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,498,552,883	7,872,160	74,233,125	2,232,268,168

Date prepared: 4/15/2025

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**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2030			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazleton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	144,092,714			193,612,714
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,528,523,941	7,872,160	74,233,125	2,262,239,226

Date prepared: 4/15/2025

* 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%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 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 Operating Assistance column.

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds Agency	2027-2030				
	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association	0	2,672,400	0	0	2,672,400
Allied Coordinated Transportation Services, Inc.	0	0	344,000	1,540,000	1,884,000
Amtran	0	17,511,352	0	0	17,511,352
Area Transportation Authority of North Central Pennsylvania	0	32,175,592	628,000	1,332,000	34,135,592
Beaver County Transit Authority	0	21,398,240	0	2,800,000	24,198,240
Blair Senior Services, Inc.	0	0	160,000	3,660,000	3,820,000
Borough of Mount Carmel	0	1,797,644	0	0	1,797,644
Borough of Pottstown	0	7,675,928	0	0	7,675,928
Bucks County Transport, Inc.	0	0	2,520,000	5,000,000	7,520,000
Butler Transit Authority	0	5,798,268	0	0	5,798,268
Cambria County Transit Authority	0	37,941,940	164,000	1,720,000	39,825,940
Centre Area Transit Authority	0	44,752,252	0	900,000	45,652,252
Centre County	0	0	476,000	2,880,000	3,356,000
Chester County	0	0	1,440,000	5,800,000	7,240,000
City of Hazleton	0	11,340,628	0	0	11,340,628
Clarion County	0	0	161,512	2,185,107	2,346,619
Community Transit of Delaware County, Inc.	0	0	120,000	8,800,000	8,920,000
County of Butler	0	0	440,000	1,320,000	1,760,000
County of Lackawanna Transportation System	0	38,033,092	464,000	7,120,000	45,617,092
County of Lebanon Transit Authority	0	11,520,480	440,000	1,432,000	13,392,480
Crawford Area Transit Authority	0	8,775,440	160,000	2,440,000	11,375,440
Endless Mountains Transportation Authority	0	6,961,584	900,000	4,268,000	12,129,584
Erie Metropolitan Transit Authority	0	55,439,592	396,000	3,600,000	59,435,592
Fayette County	0	7,871,464	480,000	2,048,000	10,399,464
Forest County	0	0	204,000	1,520,000	1,724,000
Greene County	0	0	575,129	1,587,392	2,162,521
Heritage Community Initiatives	0	5,465,464	0	0	5,465,464
Huntingdon-Bedford-Fulton Area Agency on Aging	0	0	620,000	4,156,000	4,776,000
Indiana County Transportation Authority	0	9,799,092	156,000	1,600,000	11,555,092
Lehigh and Northampton Transportation Authority	0	104,833,136	1,384,000	12,000,000	118,217,136
Luzerne County Transit Authority	0	34,715,544	220,000	2,900,000	37,835,544
Lycoming-Clinton County Centers for Community Action	0	0	800,000	3,280,000	4,080,000
Mercer County Regional Council of Governments	0	4,667,876	612,000	2,800,000	8,079,876
Mid Mon Valley Transit Authority	0	16,783,656	0	0	16,783,656
Mid-County Transit Authority	0	3,167,472	112,000	700,000	3,979,472
Mifflin-Juniata Area Agency on Aging	0	0	276,000	1,520,000	1,796,000
Monroe County Transit Authority	0	11,345,160	1,720,000	3,520,000	16,585,160
New Castle Area Transit Authority	0	24,479,708	0	0	24,479,708
Pike County	0	0	308,000	1,360,000	1,668,000
Port Authority of Allegheny County	559,600,000	1,165,731,060	2,200,000	40,800,000	1,768,331,060
River Valley Transportation Authority	0	24,950,536	0	0	24,950,536
Schuylkill Transportation System	0	8,972,492	360,000	3,320,000	12,652,492
Somerset County	0	0	252,000	860,000	1,112,000
South Central Transit Authority	0	97,499,104	920,000	12,400,000	110,819,104
Southeastern Pennsylvania Transportation Authority	1,718,440,000	3,584,316,172	0	94,000,000	5,396,756,172
Suburban Transit Network, Inc.	0	0	1,280,000	12,720,000	14,000,000
Susquehanna Regional Transportation Authority	0	94,427,236	5,200,000	17,800,000	117,427,236
Susquehanna Wyoming County Transportation	0	0	876,000	2,200,000	3,076,000
Transportation Authority of Warren County	0	4,062,728	200,000	1,600,000	5,862,728
Washington County Transportation Authority	0	8,538,152	1,800,000	5,200,000	15,538,152
Wayne County Transportation System	0	0	692,000	5,044,000	5,736,000
Westmoreland County Transportation Authority	0	22,304,424	1,428,000	5,200,000	28,932,424
Other Unallocated (Urban/Rural)	198,080,000	398,883,659	0	0	596,963,659
PennDOT Discretion	130,320,000	0	0	0	130,320,000
Grand Total	2,606,440,000	5,936,608,567	31,488,641	296,932,499	8,871,469,707

Date prepared: 4/15/2025

* 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%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 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 Operating Assistance column.

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2027						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+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							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2028						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+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							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2029						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+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							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2030						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+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							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	Total FFY 2027 - FFY 2030						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	38,402	0	3,346	0	0	3,520	45,268
Altoona*	10,226	0	0	0	0	0	10,226
Chambersburg*	3,615	0	0	0	0	0	3,615
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	21,573	0	0	0	0	0	21,573
Harrisburg*	35,999	0	2,788	0	0	2,482	41,268
Hanover*	4,784	0	0	0	0	0	4,784
Hazleton*	4,994	0	0	0	0	0	4,994
Johnstown*	10,943	51	0	0	0	0	10,994
Lancaster-Manheim*	45,908	0	2,333	0	0	2,154	50,396
Lebanon*	6,648	0	0	0	0	0	6,648
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	547,135	749,582	21,973	0	0	34,249	1,352,939
Pittsburgh**	172,867	135,040	10,939	0	0	12,795	331,641
Pottstown ³	3,204	0	0	0	0	257	3,460
Reading*	20,535	0	1,627	0	0	1,800	23,961
Scranton*	25,994	0	2,419	0	0	2,257	30,669
Sharon ¹	0	0	0	0	0	0	0
State College*	20,916	0	0	0	0	0	20,916
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	16,691	0	0	0	0	0	16,691
York*	19,055	0	1,432	0	0	1,699	22,186
Large Urban	8,008	21,343	0	0	0	0	29,350
Small Urban	834	0	8,694	0	0	5,389	14,918
Large or Small Urban	0	74,396	0	0	0	16,000	90,396
Non Urbanized	0	0	16,152	120,323	0	0	136,475
Intercity Bus	0	0	0	21,233	0	0	21,233
Appalachian Counties	0	0	0	0	27,549	0	27,549
TOTALS	1,018,330	980,411	71,703	141,557	27,549	82,601	2,322,151
Date prepared: 3/25/2025							
+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							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 8: Financial Guidance
2027-2030 Federal and State Transit Funding by Region
(\$000)

Region	2027			2028			2029			2030			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	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	1,356,399	5,442,112	6,798,511
SPC	82,910	480,985	563,895	82,910	480,985	563,895	82,910	480,985	563,895	82,910	480,985	563,895	331,641	1,923,940	2,255,581
Harrisburg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scranton/WB	8,916	23,698	32,614	8,916	23,698	32,614	8,916	23,698	32,614	8,916	23,698	32,614	35,663	94,793	130,457
Lehigh Valley	11,317	29,554	40,871	11,317	29,554	40,871	11,317	29,554	40,871	11,317	29,554	40,871	45,268	118,217	163,485
NEPA	0	7,726	7,726	0	7,726	7,726	0	7,726	7,726	0	7,726	7,726	0	30,906	30,906
SEDA-COG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Altoona	2,556	5,333	7,889	2,556	5,333	7,889	2,556	5,333	7,889	2,556	5,333	7,889	10,226	21,331	31,557
Johnstown	2,748	9,956	12,705	2,748	9,956	12,705	2,748	9,956	12,705	2,748	9,956	12,705	10,994	39,826	50,820
Centre County	5,229	12,252	17,481	5,229	12,252	17,481	5,229	12,252	17,481	5,229	12,252	17,481	20,916	49,008	69,925
Williamsport	4,173	7,258	11,430	4,173	7,258	11,430	4,173	7,258	11,430	4,173	7,258	11,430	16,691	29,031	45,721
Erie	5,393	14,859	20,252	5,393	14,859	20,252	5,393	14,859	20,252	5,393	14,859	20,252	21,573	59,436	81,009
Lancaster	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
York	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reading	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lebanon	1,662	3,348	5,010	1,662	3,348	5,010	1,662	3,348	5,010	1,662	3,348	5,010	6,648	13,392	20,040
Mercer	0	2,020	2,020	0	2,020	2,020	0	2,020	2,020	0	2,020	2,020	0	8,080	8,080
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	464,005	1,957,518	2,421,523	464,005	1,957,518	2,421,523	464,005	1,957,518	2,421,523	464,005	1,957,518	2,421,523	1,856,019	7,830,072	9,686,091
Northwest	0	5,327	5,327	0	5,327	5,327	0	5,327	5,327	0	5,327	5,327	0	21,309	21,309
N. Central	0	8,534	8,534	0	8,534	8,534	0	8,534	8,534	0	8,534	8,534	0	34,136	34,136
N. Tier	0	3,801	3,801	0	3,801	3,801	0	3,801	3,801	0	3,801	3,801	0	15,206	15,206
S. Alleghenies	0	1,472	1,472	0	1,472	1,472	0	1,472	1,472	0	1,472	1,472	0	5,888	5,888
Wayne County	0	1,434	1,434	0	1,434	1,434	0	1,434	1,434	0	1,434	1,434	0	5,736	5,736
Total Rural	0	20,568	20,568	0	20,568	20,568	0	20,568	20,568	0	20,568	20,568	0	82,274	82,274
Unallocated	79,980	138,031	218,011	79,980	166,838	246,819	79,980	196,222	276,202	79,980	226,193	306,173	319,922	727,284	1,047,205
Multiple -- SCTA*	18,589	27,705	46,294	18,589	27,705	46,294	18,589	27,705	46,294	18,589	27,705	46,294	74,357	110,819	185,176
Multiple -- SRTA*	17,963	30,255	48,219	17,963	30,255	48,219	17,963	30,255	48,219	17,963	30,255	48,219	71,853	121,021	192,874
Grand Total	580,538	2,174,078	2,754,615	580,538	2,202,885	2,783,422	580,538	2,232,268	2,812,806	580,538	2,262,239	2,842,777	2,322,151	8,871,470	11,193,621

* 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 Susquehanna Regional Transportation Authority is shared amongst Adams, SEDACOG, Harrisburg, Franklin and York MPOs

Pennsylvania's 2027 Transportation Program General and Procedural Guidance

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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 2027-2030 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 2025-2028 STIP Federal Planning Finding](#), these regulations guide the development process of the 2027 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](#) and the [Infrastructure Investment and Jobs Act \(IIJA\)](#). 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)
- Freight Movement Plan (FMP)
- Freight Investment Plan (FIP)
- 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 Operations (BOO), Bureau of Design and Delivery (BDD), 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).

This document will oversee the development process of the 2027 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. These links can be found on [Page 23](#). This guidance was developed based upon currently available information as of May 2025. Adjustments or updates may be necessary to certain details if requirements or regulations change.

Background and 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 2027 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) 2027-2038

FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
TYP											

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, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program 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 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 [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

Each MPO/RPO, in coordination with their PennDOT CPDM and District representatives, 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 [2027 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 2027 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 crucial component of updating the 12 Year Program. The release of the [2025 Transportation Performance Report \(TPR\)](#) by the STC on February 26, 2025, was the official start of the 2027 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2027 Program. The 2027 TYP update public comment period took place from March 3 through April 30, 2025. During this comment period, the public was encouraged to take an [online transportation survey](#) to share their transportation priorities and concerns and attend an [Online Public Meeting](#) held April 10, 2025, where the findings of the 2025 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 social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2027 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

The 2027 Program Update marks the beginning of a concentrated focus on tracking and following up on the mapped issues received during the TYP Public Comment Period. This includes an increased emphasis on transparency to convey to the public how their input is being addressed, aiding the two-way communications between the MPOs/RPOs, PennDOT, and Commonwealth citizens.

To support tracking responses, the Program Center has developed an interactive tracking tool to allow MPOs/RPOs/Districts to classify the mapped transportation issues submitted in their region through an internal-facing resource. The specifics within the tracking tool were determined through the assembly of a STC-TYP Mapped Issues Committee, comprised of MPO/RPO/District members with the intent of gathering input, best practices, and other feedback.

STC's [How It Works](#) describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various 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 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 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 other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites and share the link with CPDM, in accordance with [23 CFR 450.316](#). These 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.

Project Selection

To the maximum extent practicable, project identification, evaluation, prioritization, and selection 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 Program 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. A coordination worksheet was developed to aid this discussion. The worksheet can be found in the [2027 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 2027 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 2027 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2027 Program from a previous program. These carryover projects will continue to require funding from the Program to move forward and could encounter delays or billing issues if not fully funded. 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, and [PennDOT Connects](#) (PennDOT's municipal outreach policy). 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 the strike-off letter available in the [2027 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, safety assessments, and funds obligation. As the project 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 MPOs/RPOs, in consultation with the Districts, should consider projects that contribute to improving performance in more than one area. 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 Program development process, 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.

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. 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.

Fiscal Constraint

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the 2027 Program Financial Guidance document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. 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 Capital Planning Tool (CPT). This process promotes a true asset management approach where the 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 [49 USC 53](#)). PennDOT CPDM will provide regional estimated totals for state programs not included in Financial Guidance. When available, they will be placed in the [2027 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.

Programming

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

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. Programmed funding should not be cash flowed more than a year beyond the expected completion date of a project to ensure that funding can be obligated in time to ensure reimbursement of project invoices.

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 the current FFY 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 and 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 within a TIP will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

Line Items

As part of the program development process, PennDOT and the MPOs/RPOs can 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 conversions, 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 and FHWA/FTA.

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 [2027 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 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 picture of asset inventory and performance. Performance is measured by tracking the percentage of assets that have met or exceeded their state established useful life benchmark (ULB). For revenue and service vehicles, this is tracked using the age of the vehicle. For facilities, this is tracked by condition rating using the Federal Transit Administration's transit economic requirements model (TERM) scale. 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 participating transit agencies who communicate the information with their MPO/RPO, 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.

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, BPT, and the transit agencies.

Air Quality Conformity

Transportation conformity is a process required by the [Clean Air Act \(CAA\) 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 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 an SIP means that such activities will not cause or contribute to any new 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 that 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 and would normally be included in the modeling of the metropolitan area's transportation network. Examples of such projects include 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, FTA Region 3, EPA Region III, DEP, PA Turnpike Commission, local air agencies (if applicable), and the regional MPO/RPO. A transportation

conformity determination includes 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. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone 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 \(NEPA\) Review 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 \(PUB 321\)](#).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles 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 MPOs/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](#), including submitting the TIP200 Air Quality reports located in MPMS. 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 \(MPMS\)](#) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. 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. The MPO/RPO assembles the final fiscally constrained TIP or LRTP project list and submits it to PennDOT CPDM.
4. Air quality significance determinations on specific projects 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 TIP update consultation process is conducted using [PennDOT's Air Quality SharePoint Site](#), which is maintained by PennDOT CPDM. Conformity for LRTP updates is currently conducted electronically via email. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
5. When applicable, 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.

6. 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.
7. 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 2027 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.
8. 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 assist 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
9. FHWA sends the conformity determination request to EPA. After EPA provides concurrence, FHWA/FTA formally issue the joint conformity determination approval. MPOs/RPOs in nonattainment or maintenance areas have their LRTP clocks reset with the FHWA/FTA conformity action. These areas should allow up to 3 months for the conformity approval process to be completed and successfully factor this into their plan adoption timeline in order to avoid the potential of a LRTP expiration.

Air Quality Conformity Procedures for TIP and LRTP Amendments

The detailed process for amending the TIP and LRTPs to meet air quality conformity requirements is outlined in the [Program Administration](#) section of this guidance. This section provides a comprehensive overview of the steps involved, from project identification to public comment, ensuring compliance with federal regulations and air quality standards. The information is intended to guide project sponsors, MPOs/RPOs and other stakeholders through the TIP/LRTP amendment process, ensuring that all necessary procedures are followed to maintain air quality conformity and secure federal funding for transportation projects.

Statewide Programs

Interstate Management 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 Districts and the MPOs/RPOs.

The Interstate Steering Committee (ISC) provides oversight and direction to ensure the significant needs of the statewide Interstate System are managed more efficiently. The ISC contains representation from PennDOT's CPDM, BOO, BDD, 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 to assist with the management of the IM Program.

As part of the IM Program update process, Districts present to the ISC to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided virtually 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 BOO AM. 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 IIJA further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 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 PennDOT 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. 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 Pennsylvania 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 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, Interstate Management Program, or Statewide Items Program, utilizing statewide line items from the Statewide Items Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Program

IIJA provided states with funding to help make electric vehicle (EV) charging more accessible to all Americans for local and long-distance trips through the [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania's dedicated [NEVI Formula Funding Program](#) is managed centrally by PennDOT's Strategic Development and Implementation Office.

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's Planning Partners calls and meetings, and NEVI-specific webinars.

The [Pennsylvania NEVI State Plan](#) is an evolving document updated annually. PennDOT's NEVI Plan Priorities include:

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations.
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PROTECT Formula Program

The Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) formula program was authorized to provide funds for infrastructure resilience improvement projects. PROTECT funding can be used for highway or transit projects that focus on the improvement and protection of infrastructure against natural hazards. PROTECT funding can be utilized on any public roadway.

Of the funding authorized for PROTECT, 2 percent must be utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

The PROTECT program is highly technical program with limited funding. To ensure a successful implementation, funds will not be distributed through the traditional Financial Guidance process. Although PROTECT will technically be managed on a statewide basis, target investment ranges have been developed for each PennDOT District to ensure funds are distributed statewide to successfully leverage funding for regional priorities and needs. The target ranges were informed by FEMA Flood Zone maps and historic flooding and slide closure data archived in PennDOT's Road Conditions Reporting System (RCRS). The target funding ranges are summarized in the table on the next page:

PROTECT Target Funding Ranges by District (\$ Thousands)*

District	Minimum Funding Target	Maximum Funding Target
1	2,000	7,000
2	2,000	7,000
3	2,000	10,000
4	2,000	7,000
5	2,000	7,000
6	2,000	10,000
8	2,000	10,000
9	2,000	7,000
10	2,000	7,000
11	2,000	10,000
12	2,000	10,000

*Assumes steady funding levels. Reauthorization at higher or lower levels will necessitate adjustments to the investment range targets.

A call for projects, similar to the solicitation made in early 2025, will be made for Fiscal Year 2027 and 2028 funding in Fall 2025 to the Districts and MPOs and RPOs. Selected projects will be recommended and compiled into a spreadsheet with an associated eligibility form containing a project description, an eligibility assessment, deliverability details and the funding requests in time for inclusion in draft 2027 Transportation Improvement Programs. Funding may be conditioned upon the continuation of the PROTECT program or resilience eligibility beyond the IIJA authorization expiration.

A Work Group has been established to select eligible projects prioritized by the Districts in coordination with MPOs and RPOs that integrate both the target funding ranges by District and project ranking criteria. A scoring procedure and checklist drawing from information in the [project eligibility form](#) was developed to assist in the project selection process. The selection process also addresses other criteria related to pre-construction and planning limits. Project solicitation, ranking and selection will take place during the last quarter of odd-numbered years to ensure that projects can be incorporated into draft TIPs prior to public comment and adoption.

Performance-Based Planning and Programming

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 MAP-21 Act and reaffirmed in the FAST Act and IIJA. 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. For more information on TPM, please see the [TPM SharePoint Folder](#).

Safety (PM1)

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 [National Roadway Safety Strategy](#). 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 Highway Safety Improvement Program (HSIP). For more information on Safety, please see the [Safety SharePoint Folder](#).

Pavement and Bridge Asset Management (PM2)

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 infrastructure assets to the lowest life cycle cost. For more on Bridge and Pavement Asset Management please see the [TPM SharePoint Folder](#).

System Performance (PM3)

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. For more information on system performance, please see the [TPM SharePoint Folder](#).

Transit Asset Management Performance

The Transit Asset Management (TAM) Final Rule, established by the Federal Transit Administration (FTA), mandates transit agencies to develop a TAM plan and report on the condition of their assets to ensure they remain in a State of Good Repair (SGR). Under these rules, transit agencies must establish targets and use performance measures to track their progress toward meeting these targets. FTA measures performance within each asset category (Rolling Stock, Equipment, Facilities, and Infrastructure) at the asset class level.

PennDOT supports the development of a group plan for many of the smaller transit agencies in Pennsylvania and encourages communication between transit agencies and their respective MPOs/RPOs. Additionally, all transit agencies are required to utilize Pennsylvania's transit CPT and integrate it into their TAM process. The CPT is an asset management and capital planning application that serves as the central repository for all Pennsylvania transit asset and performance management activities.

Section 5307 Transit providers should provide safety target numbers and performance against those targets to their respective MPO as a part of their TIP submission.

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:

- For each project, 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 2027, 2028, 2029, 2030) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- 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.

- FHWA recommends that the MPMS TIP 200 “FHWA Narrative” report be used for ICG review and for the public comment periods, since this report provides the above requested information in an easily accessible format for the public to view.

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 also be held after the regional TIP public comment periods have been completed. PennDOT (CPDM and 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 Limited English Proficiency (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.

The 2027 Transportation Program guidance documents will be available at 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 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 the talkpatransportation.com 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.

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 2027 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	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
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	Memorandum of Understanding 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 2027 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 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 2026 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 2027 FFY on October 1, 2026.

Program Administration

After adoption, the 2027 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2027 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 2027 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA for STIP/TIP administration. 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 2027 Program.

The modification procedures that were approved for the 2025 Program will be used as a starting point for the development of procedures for the 2027 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.

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 or decrease 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

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist 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.

Air Quality Conformity for TIP and LRTP Amendments

The process for Air Quality Conformity related to TIP and LRTP amendments is similar to the biennial TIP procedures provided early in this guidance with several modifications to streamline the process. Key steps in this process are summarized below:

1. Project Identification and Regional Significance Determination

TIP Amendments

- The MPO and PennDOT District identify projects for inclusion in a TIP amendment and coordinates with CPDM to determine if the projects are exempt under 40 CFR 93.126, 93.127, or satisfies 93.128. Projects under 93.128 (e.g., traffic signal synchronization) may proceed without a new conformity determination but must be marked as air quality "Significant" in MPMS and included in the next conformity round.
- CPDM coordinates with the Interagency Consultation Group (ICG) on project determinations when projects are not clearly exempt or significant, or if FHWA recommends further coordination.

L RTP Updates or Amendments

- The MPO/RPO assembles a fiscally constrained L RTP project list and, with CPDM support, evaluates which projects are regionally significant.
 - Typically, this will include coordination with CPDM in producing an MPMS report of PennDOT's TYP (12-year program) for the highway/bridge, interstate and transit programs.
 - For projects beyond the TYP, the MPO/RPO will assemble a project list summarizing the L RTP financial-constrained projects through the plan's horizon year. This list can be prepared in any format deemed appropriate by the MPO/RPO. The list should at a minimum include the project name, description, and funding amounts. The description should be sufficient for evaluating whether projects are regionally significant.
2. Conformity Schedule Coordination
 - The MPO/RPO and CPDM coordinate on the conformity schedule. This is aligned with the TIP amendment or L RTP update cycle timeline as appropriate.
 3. Conformity Analysis and Report Preparation
 - CPDM assists the MPO/RPO in completing the conformity determination report and conducting emissions analyses (if needed). Emissions analysis (including travel modeling) typically requires at least 4 weeks. The reports for areas not requiring emissions analysis can usually be completed in 1–2 weeks.
 4. Interagency Consultation
 - Upon completion, CPDM shares the draft conformity report and project list with the ICG for a 2-week review period via email. This review should ideally occur before the public comment period to allow time for addressing any issues.
 5. Public Involvement
 - The MPO/RPO conducts a public comment period for the conformity report following the MPO's public participation plan. Typically TIP and L RTP conformity reports are coordinated with other associated TIP/L RTP public outreach efforts.
 6. Final Approval
 - The approval process follows a similar process to the biennial TIP.

Other Planning Information

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, L RTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. For translated language taglines, as well as more information on LEP, please visit the [LEP SharePoint Folder](#).

Title VI

As a recipient of federal funding, MPOs and RPOs must follow Title VI. Please see [PennDOT's Title VI Webpage](#) as well as the [Title VI SharePoint Folder](#).

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) prohibit discrimination against individuals with disabilities in various areas of public life including transportation. MPOs/RPOs are required to follow ADA regulations. Please visit the [ADA SharePoint Folder](#) for all requirements and more information.

Tribal Coordination

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, TYP, LRTP, and PPP. To view the required elements as well as more information visit the [Tribal Coordination SharePoint Folder](#).

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP submissions, 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. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). Please see the [Self-Certification SharePoint Folder](#) for detailed requirements as well as an example of a Self-Certification resolution. At this time RPO self-certification is encouraged but optional.

PennDOT Connects

PennDOT Connects identifies community input and contextual concerns early in project planning through a collaborative process. For detailed guidance please visit the [PennDOT Connects SharePoint Folder](#).

Long Range Transportation Plans

Pennsylvania's Long Range Transportation Plan (LRTP) sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania MPOs and RPOs are required to have their own regional LRTPs that must be updated every 4 or 5 years according to 23 CFR 450.324(c). Please visit the [LRTP SharePoint Folder](#) for detailed requirements for LRTPs and Freight Movement Plans.

Transportation Systems Management and Operations (TSMO)

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 emerging and innovative operational strategies instead of building extra capacity. Please visit the [TSMO SharePoint Folder](#) for additional information regarding TSMO planning requirements.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals. Please see the [Freight SharePoint Folder](#) for more details.

Carbon Reduction Program

IIJA established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. Please see the [CRP SharePoint Folder](#) for detailed guidance on CRP.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) 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. MPOs/RPOs are required to have a CMAQ project selection process. PennDOT has developed tools and resources to guide project selection, if needed. Please see the [CMAQ SharePoint Folder](#) for detailed information on the CMAQ program.

Congestion Management Process

A region’s Congestion Management Process (CMP) helps to identify corridor-based strategies to mitigate traffic congestion reflected in the Peak Hour Excessive Delay (PHED) and percentage of non-single occupant vehicle (SOV) performance measures. Projects that help to reduce congestion will also help to improve air quality. MPOs that are transportation management areas (TMAs) are required to have a CMP. Please see the [CMP SharePoint Folder](#) and 23 CFR 450.322 for detailed information on CMP requirements.

Local Bridges

While the condition of locally owned bridges over 20 feet has improved in recent years, the majority of the bridges still remain in fair or poor condition. While municipal funds for bridge improvement are limited, various federal and state fund categories are available (i.e. STP, STU, BRIP, BOF, 183) for locally owned bridges, depending on eligibility requirements. Approximately 4% of the funding on the 2025 STIP was programmed on locally owned bridges. Each MPO and RPO are highly encouraged to surpass that amount in programming for locally owned bridges on their 2027 Programs.

Community Demographics Analysis

Each region is encouraged to evaluate the potential impacts of programs on communities. The analysis should consider all projects located in the region, whether funded on the MPO or RPO TIP, or on the Interstate or Statewide Items TIPs. Relevant details regarding this analysis are forthcoming.

Useful Links

- [Financial Guidance](#)
- [Air Quality/ICG Review](#)
- [CRP – CMAQ – Congestion Management Process](#)
- [Multimodal Project Management System \(MPMS\)](#)
- [PennDOT Connects and LRTPs](#)
- [Safety](#)
- [Self-Certification](#)
- [talkpatransportation.com](#)
- [Title VI – ADA – LEP](#)
- [TMSO and Freight](#)
- [TPM Resource Toolbox](#)
- [Transportation Conformity](#)
- [Transportation Performance Management](#)
- [Tribal Coordination](#)

2027 Program Development Schedule

CY 2025 Activity	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
STC releases Transportation Performance Report		2/26										
STC-TYP public comment period			3/4	4/30								
STC online public forum				4/10								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call					5/21							
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2027 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs by request for the 2027 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Community Demographic Analysis conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting									9/30-10/2	9/30-10/2		
Draft Interstate and Statewide Projects announced												
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPOs/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

2027 Program Development Schedule (Continued)

CY 2026 Activity	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
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 notifies FHWA Draft TIPs are ready 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							7/15					
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												
2027 Program Begins										10/1		

Planning Partner: _____

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Transportation Management Area:

☐ Yes ☐ No

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

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 Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	☐	☐	☐
9. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	☐	☐	☐
	Air Quality Resolution	Yes/No/NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	☐	☐	☐
	Most recent air quality conformity determination date:	Date/NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	☐	☐	☐
10. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	☐	☐	☐
	Public comment period:	Date Range	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	☐	☐	☐
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	☐	☐	☐
	Were LEP taglines included with TIP public comment documents?	Yes / No	☐	☐	☐
	Has Tribal Consultation/Outreach occurred?	Yes / No	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes / No	☐	☐	☐
	Documentation of Public Comments received	Yes/No/NA	☐	☐	☐
Were public comments addressed?	Yes/No/NA	☐	☐	☐	
11. 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	☐	☐	☐

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 Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
12. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	☐	☐	☐
13. MPO Self-Certification Resolution:	Self-Certification Resolution (RPO Optional)	Yes/No/NA	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	☐	☐	☐
14. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	☐	☐	☐
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	☐	☐	☐
15. PennDOT Connects:	Municipal outreach/PIF forms initiated for all TIP projects?	Yes / No	☐		
16. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	☐	☐	☐
	LRTP air quality conformity determination date:	Date/NA	☐	☐	☐
	LRTP end year:	Date	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Date	☐	☐	☐
17. Completed/Reviewed by:	MPO/RPO:		Date:		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
18. Comments:	Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:				

Financial Constraint Tables

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

	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
Fund Type	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
CRP/CRPU									
BRIP									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Identify the **TOTAL** amount and **TYPES** of additional funds programmed above FG allocations (e.g. Spike funds, Earmarks, Local, TASA, PROTECT) by year:

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
Total	\$0	\$0	\$0	\$0	

2027 Program - Spike (NHPP)

MPMS	Planning Partner	District	County	Title	Phase	Est Let Date	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	Total
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	11/7/2031	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	40,000,000
116177	Interstate	4	Luzerne	SR 424 at Interstate 81	CON	7/15/2027	8,262,542	0	0	0	0	0	0	0	0	8,262,542
74979	NEPA	5	Monroe	611 /715 Improvements	CON	8/12/2027	5,000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	4/12/2029	0	0	15,000,000	15,000,000	0	0	0	0	0	30,000,000
14698	DVRPC	6	Chester	US422: Schuylkill River Brg to W of Keim St.	CON	12/16/2027	36,000,000	20,000,000	0	0	0	0	0	0	0	56,000,000
107551	DVRPC	6	Chester	US 30/PA 10 to Business 30 Int. Imp	CON	11/6/2031	0	0	20,000,000	20,000,000	0	0	0	0	0	40,000,000
107553	DVRPC	6	Chester	US 30 & Airport Rd Interchange Imp.	CON	4/12/2029	0	0	15,000,000	15,000,000	0	0	0	0	0	30,000,000
107554	DVRPC	6	Chester	US 30 & PA 82 Interchange Imp.	CON	10/10/2030	0	0	0	10,000,000	10,000,000	10,000,000	0	0	0	30,000,000
93055	Franklin	8	Franklin	I-81 New Interchange (Exit 12)	CON	5/21/2026	20,000,000	0	0	0	0	0	0	0	0	20,000,000
109618	Lancaster	8	Lancaster	US 222 Reconstruction	CON	5/25/2028	10,000,000	10,000,000	0	0	0	0	0	0	0	20,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	CON	12/9/2027	0	32,000,000	32,000,000	30,000,000	32,000,000	30,000,000	14,384,066	0	0	170,384,066
113378	Interstate	8	Dauphin	Eisenhower Interchange B	ROW	1/9/2031	0	6,600,000	0	0	0	0	0	0	0	6,600,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	CON	1/9/2031	0	0	0	0	0	0	15,000,000	15,000,000	106,780,000	136,780,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	ROW	9/1/2031	0	0	990,000	0	0	0	0	0	0	990,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	9/1/2031	0	0	0	0	0	0	20,000,000	20,000,000	102,340,000	142,340,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	ROW	1/12/2034	0	0	0	0	0	550,000	0	0	0	550,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	8/20/2026	0	0	0	0	50,000,000	57,450,000	50,000,000	61,900,000	218,935,458	438,285,458
114698	Interstate	8	Dauphin	I-83 Eisenhower RR Bridge	CON	2/15/2029	0	0	27,000,000	14,995,727	0	0	0	0	0	41,995,727
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	CON	3/2/2028	0	33,274,338	15,000,000	0	0	0	0	0	0	48,274,338
112549	Interstate	8	York	North York Widening #1 (Exit 19)	CON	2/14/2030	0	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	31,276,669	126,276,669
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	7/16/2026	60,000,000	26,166,650	0	0	0	0	0	0	0	86,166,650
98811	SPC	10	Indiana	Bridge to Nowhere EB/WB PM	CON	2/25/2027	8,000,000	8,000,000	0	0	0	0	0	0	0	16,000,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/15/2030	0	0	0	0	0	0	0	10,000,000	21,000,000	31,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	CON	4/25/2030	0	0	15,000,000	15,000,000	15,000,000	15,000,000	0	0	0	60,000,000
109270	Interstate	11	Allegheny	Fort Duquesne Bridge Rehab & Preservation	CON	4/15/2031	0	0	0	0	0	0	15,000,000	15,000,000	30,000,000	60,000,000
102466	STWD Items	99	Central Office	NHPP Reserve	CON		6,550,000	4,399,100	687,084	1,300,000	0	0	20,947,566	0	0	33,883,750
123433	STWD Items	99	Central Office	Truck Parking Reserve	CON		1,000,000	1,000,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	41,000,000
				Totals			154,812,542	146,440,088	143,677,084	150,295,727	141,000,000	147,000,000	169,331,632	145,900,000	526,332,127	1,724,789,200

2027 Program - Spike (STP)

MPMS	Planning Partner	District	County	Title	Phase	Est Let Date	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	Total
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	CON	4/29/2027	728,000	0	0	0	0	0	0	0	0	728,000
116060	NEPA	4	Pike	Carlton Hill Road over Taylor Creek	CON	6/10/2027	211,000	0	0	0	0	0	0	0	0	211,000
110457	NEPA	5	Monroe	PA 33 Median Barrier SR 2002 to SR 2008	CON	9/17/2026	10,000,000	3,200,000	0	0	0	0	0	0	0	13,200,000
61972	Reading	5	Berks	US 222 Widening	CON	10/22/2026	11,717,324	0	0	0	0	0	0	0	0	11,717,324
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/13/2028	0	25,000,000	25,000,000	25,000,000	25,000,000	30,000,000	35,000,000	35,000,000	45,238,924	245,238,924
103528	DVRPC	6	Delaware	Mattson Road over W Br Chester Creek	CON	12/7/2028	0	0	1,315,000	0	0	0	0	0	0	1,315,000
79020	Lancaster	8	Lancaster	Veterans Mem Br -Susq Rv	CON	12/9/2027	10,000,000	10,000,000	5,000,000	0	0	0	0	0	0	25,000,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	8/20/2026	0	0	0	0	6,587,000	6,587,000	6,587,000	6,587,000	26,348,000	52,696,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/15/2030	0	0	0	15,000,000	12,000,000	7,000,000	0	0	0	34,000,000
119183	SPC	11	Allegheny	Route 8 at Wildwood	CON	7/22/2027	0	4,500,000	0	0	0	0	0	0	0	4,500,000
30992	SPC	12	Washington	Ten Mile Creek #40	FD	12/9/2027	500,000	0	0	0	0	0	0	0	0	500,000
30992	SPC	12	Washington	Ten Mile Creek #40	ROW	12/9/2027	100,000	0	0	0	0	0	0	0	0	100,000
30992	SPC	12	Washington	Ten Mile Creek #40	UTL	12/9/2027	100,000	0	0	0	0	0	0	0	0	100,000
30992	SPC	12	Washington	Ten Mile Creek #40	CON	12/9/2027	0	1,200,000	1,500,000	0	0	0	0	0	0	2,700,000
119428	SPC	12	Washington	D12 I-70 ITS Eastern and Western GAP	CON		0	1,146,224	0	0	0	0	0	0	0	1,146,224
102620	STWD Items	99	Central Office	STP Reserve	CON		4,436,000	2,104,000	604,000	604,000	1,311,552	1,604,000	550,000	550,000	2,200,000	13,963,552
114552	STWD Items	99	Central Office	Historic Metal Truss Bridge Reserve	CON		1,400,000	1,400,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	22,800,000
				Totals			39,192,324	48,550,224	35,419,000	42,604,000	46,898,552	47,191,000	44,137,000	44,137,000	81,786,924	429,916,024

2027 Program - Spike (State)

MPMS	Planning Partner	District	County	Title	Phase	Est Let Date	Approp	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	Total
112784	Centre	2	Centre	State College Area Connector	FD	1/24/2030	581	20,000,000	5,000,000	20,000,000	5,000,000	0	0	0	0	0	50,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	1/24/2030	581	15,000,000	15,000,000	15,000,000	0	0	0	0	0	0	45,000,000
112784	Centre	2	Centre	State College Area Connector	UTL	1/24/2030	581	0	200,000	1,800,000	0	0	0	0	0	0	2,000,000
112784	Centre	2	Centre	State College Area Connector	CON	1/24/2030	581	0	0	0	0	20,000,000	35,000,000	35,000,000	35,000,000	130,000,000	255,000,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL	7/15/2027	581	20,000	0	0	0	0	0	0	0	0	20,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	7/15/2027	581	372,000	0	0	0	0	0	0	0	0	372,000
110175	SEDA-COG	2	Mifflin	T-422 over Kish Creek	ROW	2/17/2028	581	20,000	0	0	0	0	0	0	0	0	20,000
110175	SEDA-COG	2	Mifflin	T-422 over Kish Creek	CON	2/17/2028	581	0	715,000	0	0	0	0	0	0	0	715,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	12/16/2027	581	0	405,000	0	0	0	0	0	0	0	405,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	6/18/2026	581	316,000	0	0	0	0	0	0	0	0	316,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	PE	2/17/2028	581	80,000	0	0	0	0	0	0	0	0	80,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW	2/17/2028	581	40,000	0	0	0	0	0	0	0	0	40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	2/17/2028	581	0	720,000	0	0	0	0	0	0	0	720,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	FD		581	440,000	0	0	0	0	0	0	0	0	440,000
102811	SEDA-COG	3	Snyder	CSVIT ITS Phase 1	CON	7/16/2026	581	6,500,000	0	0	0	0	0	0	0	0	6,500,000
123084	SEDA-COG	3	Snyder	CSVIT ITS Phase 2	CON	1/1/2028	581	0	4,000,000	4,200,000	0	0	0	0	0	0	8,200,000
76403	SEDA-COG	3	Snyder	CSVIT Paving South Section	CON	9/25/2025	581	17,000,000	18,000,000	25,000,000	25,000,000	33,000,000	33,806,190	26,393,810	0	0	178,200,000
76402	SEDA-COG	3	Snyder	CSVIT Structures South Sec	CON	9/14/2023	581	10,000,000	8,100,000	0	0	0	0	0	0	0	18,100,000
102810	SEDA-COG	3	Northumberland	CSVIT to SR 11	FD	12/9/2027	581	414,691	0	0	0	0	0	0	0	0	414,691
102810	SEDA-COG	3	Northumberland	CSVIT to SR 11	CON	12/9/2027	581	0	6,000,000	6,000,000	6,500,000	0	0	0	0	0	18,500,000
96423	Lehigh Valley	5	Northampton	Pave PA 33 I-78 to US 22	CON	4/1/2027	581	8,000,000	0	0	0	0	0	0	0	0	8,000,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/13/2028	581	0	15,000,000	15,000,000	15,000,000	16,309,731	0	0	0	0	61,309,731
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	6/24/2027	581	6,000,000	6,000,000	8,000,000	10,000,000	0	0	0	0	0	30,000,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	1/9/2031	581	6,000,000	6,000,000	5,500,000	0	0	0	0	0	0	17,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	9/1/2031	581	5,500,000	0	0	0	0	0	0	0	0	5,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	9/1/2031	581	0	0	0	0	0	0	20,000,000	20,000,000	140,000,000	180,000,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	1/12/2034	581	0	0	0	12,000,000	12,000,000	11,100,000	0	0	0	35,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	1/12/2034	581	0	0	0	0	0	0	0	35,000,000	204,595,207	239,595,207
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	2/14/2030	581	9,457,406	10,060,156	0	0	0	0	0	0	0	19,517,562
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	2/14/2030	581	6,453,297	7,346,703	0	0	0	0	0	0	0	13,800,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	CON	2/14/2030	581	0	0	0	16,000,000	18,000,000	18,000,000	24,523,974	11,000,000	0	87,523,974
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD	4/25/2030	581	3,000,000	2,000,000	0	0	0	0	0	0	0	5,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	UTL	4/25/2030	581	0	0	1,000,000	0	0	0	0	0	0	1,000,000
91796	SPC	11	Allegheny	Streets Run Road Flood Control	CON	3/7/2030	581	0	0	0	8,000,000	8,000,000	6,000,000	0	0	0	22,000,000
100956	SPC	11	Allegheny	West End Bridge	ROW	4/13/2028	581	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
100956	SPC	11	Allegheny	West End Bridge	UTL	4/13/2028	581	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	4/13/2028	581	0	7,000,000	16,000,000	20,000,000	18,000,000	19,000,000	20,000,000	0	0	100,000,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	581	15,736,000	15,809,000	15,817,000	15,892,000	15,947,000	16,025,000	16,038,000	16,119,000	66,105,000	193,488,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	185	15,736,000	15,809,000	15,817,000	15,892,000	15,947,000	16,025,000	16,038,000	16,119,000	66,105,000	193,488,000
84337	STWD Items	99	Central Office	State (15%) Reserve	CON		581	1,071,309	396,331	5,624,000	1,270,976	680,000	3,389,731	2,294,000	0	0	14,726,347
Totals								149,156,703	145,561,190	154,758,000	150,554,976	157,883,731	158,345,921	160,287,784	133,238,000	606,805,207	1,816,591,512

2027 Program - TSMO (CRP)

MPMS	Planning Partner	Dist	County	Project Title	Phase	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
116653	Northwest	1	Crawford	I-79 Crawford County ITS Addition - TSMO	CON	265,200	0	0	0	0	0	0	0	0	265,200
51021	Interstate	1	Mercer	I-80: MM 11 - MM 15 - Reconstruction	CON	0	1,225,000	0	0	0	0	0	0	0	1,225,000
123925	North Central	2	Clearfield	Intelligent VSL Upgrade I-80 Corridor, TSMO	PE	160,000	0	0	0	0	0	0	0	0	160,000
123925	North Central	2	Clearfield	Intelligent VSL Upgrade I-80 Corridor, TSMO	CON	840,000	0	0	0	0	0	0	0	0	840,000
123926	Northwest	2	Clearfield	VSL Upgrades on I-80 Corridor Clarion Co., TSMO	PE	117,600	0	0	0	0	0	0	0	0	117,600
123926	Northwest	2	Clearfield	VSL Upgrades on I-80 Corridor Clarion Co., TSMO	CON	588,000	0	0	0	0	0	0	0	0	588,000
123927	SEDA-COG	2	Juniata	Antiquated CMS Structures, TSMO	PE	80,000	0	0	0	0	0	0	0	0	80,000
123927	SEDA-COG	2	Juniata	Antiquated CMS Structures, TSMO	CON	520,000	0	0	0	0	0	0	0	0	520,000
123930	SEDA-COG	2	Mifflin	US 22/322 ITS and RWIS, TMSO	PE	156,000	0	0	0	0	0	0	0	0	156,000
123930	SEDA-COG	2	Mifflin	US 22/322 ITS and RWIS, TMSO	UTL	40,000	0	0	0	0	0	0	0	0	40,000
123930	SEDA-COG	2	Mifflin	US 22/322 ITS and RWIS, TMSO	CON	780,000	0	0	0	0	0	0	0	0	780,000
123880	Northern Tier	3	Tioga	NTIER TSMO	CON	0	248,800	0	0	0	0	0	0	0	248,800
123889	Williamsport	3	Lycoming	WATS TSMO	CON	0	531,200	0	0	0	0	0	0	0	531,200
124001	Scranton/W-B	4	Lackawanna	Lackawanna Luzerne Cameras	CON	856,000	0	0	0	0	0	0	0	0	856,000
82140	DVRPC	6	Bucks	PA 313 ITS & Signal Interconnections	CON	0	0	1,360,000	0	0	0	0	0	0	1,360,000
82091	DVRPC	6	Montgomery	D6 ITS Network Arch Tech Refresh Ph1 - PA 309 Hubs	CON	0	0	324,816	0	0	0	0	0	0	324,816
82124	DVRPC	6	Montgomery	PA 100 & Hanover Street ITS Deployment	CON	0	0	2,900,000	0	0	0	0	0	0	2,900,000
119595	SPC	11	Allegheny	SR 4003 - Nelson Run to Perrymont Signal Project	CON	400,000	0	0	0	0	0	0	0	0	400,000
120269	SPC	11	Beaver	I-376 Corridor ITS - Beaver County (Northern Sec)	CON	1,937,936	0	0	0	0	0	0	0	0	1,937,936
124004	SPC	12	Fayette	US 40 ITS - East of Uniontown	CON	294,400	0	0	0	0	0	0	0	0	294,400
121368	SPC	12	Washington	Fiber Installation 1-79	CON	1,016,304	0	0	0	0	0	0	0	0	1,016,304
124003	SPC	12	Washington	I-70 ITS: Exits 6, 11, and 31	CON	262,332	0	0	0	0	0	0	0	0	262,332
124002	SPC	12	Westmoreland	I-70 ITS: Exits 15,16, and TPK	CON	262,332	0	0	0	0	0	0	0	0	262,332
124005	SPC	12	Westmoreland	I-70 ITS - Fiber Optic Backbone	CON	551,767	0	0	0	0	0	0	0	0	551,767
111145	STWD Items	99	Central Office	TSMO Reserve	CON	872,129	7,995,000	5,415,194	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000	120,000,000
				Totals		10,000,000	10,000,000	10,000,010	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000	135,717,687

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.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.5 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets.

Pennsylvania Transportation Funding Not Included in the STIP					
Planning Partner	SFY 26-27	SFY 27-28	SFY 28-29	SFY 29-30	SFY 30-31
Adams	19,750,518	19,614,667	19,502,515	19,524,515	19,452,515
Altoona	20,049,241	19,906,208	19,787,178	19,809,178	19,741,178
Centre	26,706,599	26,532,442	26,387,755	26,417,755	26,324,755
DVRPC	309,641,675	306,285,867	303,497,427	303,912,427	302,625,427
Erie	42,457,783	42,140,949	41,877,658	41,923,658	41,778,658
Franklin	25,491,584	25,305,138	25,150,317	25,179,317	25,088,317
Harrisburg	83,006,710	82,365,008	81,831,959	81,933,959	81,617,959
Johnstown	28,404,570	28,221,491	28,070,140	28,102,140	28,006,140
Lancaster	52,969,816	52,432,087	51,985,459	52,052,459	51,841,459
Lebanon	17,525,012	17,374,578	17,249,025	17,268,025	17,209,025
Lehigh Valley	65,446,648	64,798,561	64,260,862	64,338,862	64,100,862
NEPA	88,495,588	87,943,456	87,491,607	87,597,607	87,259,607
North Central	95,688,801	95,186,712	94,778,479	94,887,479	94,529,479
Northern Tier	110,806,401	110,243,125	109,781,184	109,929,184	109,465,184
Northwest	94,212,503	93,680,797	93,244,907	93,354,907	93,017,907
Reading	45,427,877	44,987,420	44,621,496	44,678,496	44,501,496
S. Alleghenies	87,765,295	87,329,372	86,969,170	87,071,170	86,745,170
Scranton-WB	95,717,572	95,087,595	94,567,738	94,696,738	94,294,738
SEDA-COG	101,598,284	101,005,996	100,513,713	100,630,713	100,267,713
SPC	435,903,901	432,738,934	430,105,484	430,686,484	428,903,484
SVTS	29,708,554	29,523,295	29,371,646	29,402,646	29,301,646
Wayne County	27,134,109	27,010,380	26,909,805	26,949,805	26,823,805
Williamsport	29,326,195	29,144,607	28,993,026	29,027,026	28,919,026
York	53,414,207	52,929,757	52,526,891	52,589,891	52,396,891
Statewide	543,722,000	546,459,000	547,023,000	553,111,000	567,604,000
Total	2,530,371,442	2,518,247,442	2,506,498,442	2,515,075,442	2,521,816,442

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
NEVI	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
MEGA	National Infrastructure Project Assistance program
PRTCT	PROTECT
RAISE/BUILD	Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program
REC	Recreational Trails
SRTSF	Federal Safe Routes to Schools
SS4A	Safe Streets and Roads for All
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)

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
CFI	Charging and Fueling Infrastructure
OJT	On the Job Training Program
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 Other funding being contributed to projects

Appendix 7 - MPMS Highway STIP Summary

* indicates a conversion amount

Federal	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Federal	APD	\$29,608,500	\$44,500,000	\$20,000,000	\$20,000,000	\$114,108,500
	APL	\$7,865,373	\$0	\$0	\$0	\$7,865,373
Federal	BOF	\$150,402,000	\$150,911,000	\$149,393,000	\$151,402,000	\$602,108,000
	BOF*	\$1,000,000	\$491,000	\$2,009,000	\$0	\$3,500,000
Federal	BRIP	\$291,067,000	\$289,402,000	\$287,037,000	\$279,545,000	\$1,147,051,000
	BRIP*	\$9,302,000	\$10,967,000	\$13,332,000	\$20,824,000	\$54,425,000
Federal	CAQ	\$103,601,000	\$103,701,000	\$103,701,000	\$103,701,000	\$414,704,000
	CAQ*	\$100,000	\$0	\$0	\$0	\$100,000
Federal	CFI	\$9,515,000	\$0	\$0	\$0	\$9,515,000
	CRP	\$30,763,000	\$30,867,000	\$30,867,010	\$30,867,000	\$123,364,010
Federal	CRP*	\$104,000	\$0	\$0	\$0	\$104,000
	CRPU	\$24,219,000	\$24,219,000	\$24,219,000	\$24,219,000	\$96,876,000
Federal	DBE	\$420,034	\$420,034	\$420,034	\$420,034	\$1,680,136
	FLAP	\$6,006,140	\$0	\$0	\$0	\$6,006,140
Federal	HSIP	\$112,983,634	\$114,647,674	\$121,949,580	\$123,785,645	\$473,366,533
	HVRU	\$21,104,366	\$19,440,326	\$12,138,420	\$10,302,355	\$62,985,467
Federal	INFRA	\$13,017,024	\$0	\$0	\$0	\$13,017,024
	MEGA	\$246,192,000	\$96,229,750	\$28,519,950	\$24,919,950	\$395,861,650
Federal	NFP	\$60,360,000	\$60,360,000	\$60,360,000	\$60,360,000	\$241,440,000
	NHPP	\$1,213,628,663	\$1,222,785,138	\$1,214,596,684	\$1,235,578,327	\$4,886,588,812
Federal	NHPP*	\$28,399,000	\$17,649,000	\$22,349,000	\$7,986,000	\$76,383,000
	OJT	\$293,521	\$50,000	\$293,521	\$293,521	\$930,563
Federal	OTH-F	\$6,525,760	\$2,756,200	\$2,826,000	\$3,570,000	\$15,677,960
	PRTCT	\$62,639,000	\$62,639,000	\$62,639,000	\$62,639,000	\$250,556,000
Federal	RAISE	\$92,118,408	\$42,215,229	\$0	\$0	\$134,333,637
	REC	\$1,991,000	\$1,991,000	\$1,991,000	\$1,991,000	\$7,964,000
Federal	RRX	\$7,184,000	\$7,184,000	\$7,184,000	\$7,184,000	\$28,736,000
	SPR	\$79,242,517	\$79,197,517	\$79,197,517	\$79,197,517	\$316,835,068
Federal	SRTSF	\$4,750,000	\$4,750,000	\$2,500,000	\$2,800,000	\$14,800,000
	SS4A	\$49,555,000	\$0	\$0	\$0	\$49,555,000
Federal	STP	\$250,107,972	\$262,078,137	\$252,021,913	\$260,706,913	\$1,024,914,935
	STP*	\$8,472,000	\$1,000,000	\$0	\$0	\$9,472,000
Federal	STR	\$0	\$675,000	\$0	\$0	\$675,000
	STU	\$180,402,000	\$173,804,000	\$175,752,000	\$180,840,000	\$710,798,000
Federal	STU*	\$9,783,000	\$16,381,000	\$14,433,000	\$9,345,000	\$49,942,000
	SXF	\$25,154,325	\$11,070,581	\$0	\$0	\$36,224,906
Federal	TAP	\$30,558,000	\$30,558,000	\$30,558,000	\$30,558,000	\$122,232,000
	TAU	\$15,658,000	\$15,658,000	\$15,243,000	\$15,243,000	\$61,802,000

Total Federal: \$3,184,092,237 \$2,898,597,586 \$2,735,530,629 \$2,748,278,262 \$11,566,498,714

State	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
State	OTH-S	\$23,619,291	\$4,819,000	\$6,826,000	\$3,570,000	\$38,834,291
	073	\$7,000,000	\$0	\$0	\$0	\$7,000,000
State	179	\$886,000	\$934,000	\$1,095,000	\$886,000	\$3,801,000
	183	\$41,049,276	\$26,414,156	\$27,046,205	\$23,827,613	\$118,337,250
State	185	\$336,702,724	\$344,395,844	\$306,794,795	\$311,074,387	\$1,298,967,750
	244	\$19,000,000	\$3,500,000	\$545,267	\$0	\$23,045,267
State	407	\$330,052	\$0	\$0	\$0	\$330,052
	411	\$92,904,967	\$93,006,168	\$90,529,000	\$89,867,000	\$366,307,135
State	581	\$782,872,584	\$774,935,692	\$752,273,502	\$775,060,478	\$3,085,142,256
	582	\$160,000	\$160,000	\$160,000	\$160,000	\$640,000

Total State: \$1,304,524,894 \$1,248,164,860 \$1,185,269,769 \$1,204,445,478 \$4,942,405,001

Local/Other	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Local/Other	ACT13	\$2,200,000	\$1,250,000	\$0	\$0	\$3,450,000

Local/Other	LOC	\$209,042,834	\$67,027,608	\$43,102,531	\$33,295,737	\$352,468,710
	OTH	\$163,378,016	\$0	\$1,800,000	\$0	\$165,178,016
Local/Other	PRIV	\$45,245,314	\$13,549,265	\$7,311,300	\$7,311,300	\$73,417,179
	TPK	\$47,897,000	\$49,600,000	\$48,800,000	\$23,600,000	\$169,897,000
Total Local/Other:		\$467,763,164	\$131,426,873	\$101,013,831	\$64,207,037	\$764,410,905
Overall Totals:		\$4,956,380,295	\$4,278,189,319	\$4,021,814,229	\$4,016,930,777	\$17,273,314,620

Appendix 8 - Highway Federal Funds Balance

PENNSYLVANIA BALANCE OF UNOBLIGATED FUNDS

FUND CATEGORY	Balance (\$M)
NFP	\$60.360
NHPP	\$647.610
CMAQ	\$34.152
STP	\$148.446
STP - BOF	\$39.334
HSIP	\$85.630
PL/SPR	\$73.492
TAP/TAU	\$157.597
STU	\$146.249
RRX	\$19.588
APD	\$68.110
HPP TEA-21 (SXF)	\$0.680
HPP SAFETEA-LU (SXF)	\$5.564
ISTEA Earmarks (SXF)	\$3.852
National Highway Exempt	\$24.858
Bridge Formula Program (BRIP)	\$168.354
PROTECT	\$39.983
CARBON REDUCTION	\$70.944
TOTAL:	\$1,794.804

Appendix 9 - MPMS Transit STIP Summary

** indicates a conversion amount*

Federal	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Federal	BUILD	\$25,000,000	\$0	\$0	\$0	\$25,000,000
	CAQ	\$14,001,400	\$8,807,500	\$7,090,700	\$4,824,300	\$34,723,900
Federal	CPF	\$1,832,350	\$0	\$0	\$0	\$1,832,350
	CRP	\$279,000	\$198,000	\$0	\$0	\$477,000
Federal	OTH-F	\$102,480,000	\$31,115,538	\$14,503,801	\$22,583,803	\$170,683,143
	RAISE	\$23,600,000	\$0	\$0	\$0	\$23,600,000
Federal	STP	\$2,000,000	\$0	\$0	\$0	\$2,000,000
	5307	\$414,209,717	\$304,299,274	\$264,986,998	\$274,044,607	\$1,257,540,596
Federal	5310	\$21,358,052	\$21,468,052	\$23,103,582	\$22,238,055	\$88,167,741
	5311	\$76,814,264	\$56,125,838	\$55,832,006	\$58,102,636	\$246,874,744
Federal	5329	\$3,000,000	\$3,200,000	\$3,400,000	\$3,600,000	\$13,200,000
	5337	\$221,199,000	\$225,861,875	\$230,663,873	\$235,585,919	\$913,310,667
Federal	5339	\$78,623,056	\$17,193,813	\$19,307,249	\$18,826,337	\$133,950,456
Total Federal:		\$984,396,839	\$668,269,891	\$618,888,210	\$639,805,657	\$2,911,360,597
State	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
	OTH-S	\$181,546,501	\$101,542,163	\$92,794,138	\$90,086,955	\$465,969,757
State	PTAF	\$11,727,038	\$10,515,763	\$10,515,763	\$0	\$32,758,564
	160	\$2,525,000	\$3,020,000	\$3,570,000	\$3,540,000	\$12,655,000
State	164	\$17,977,720	\$17,979,412	\$17,971,195	\$145,005	\$54,073,332
	338	\$2,578,673,856	\$413,116,531	\$399,660,241	\$400,594,401	\$3,792,045,027
State	339	\$2,775,653,649	\$541,872,872	\$558,426,837	\$602,900,374	\$4,478,853,732
	340	\$4,500,000	\$4,507,742	\$4,500,000	\$4,500,000	\$18,007,742
State	341	\$5,666,091	\$3,743,674	\$1,333,779	\$1,183,139	\$11,926,683
Total State:		\$5,578,269,855	\$1,096,298,156	\$1,088,771,952	\$1,102,949,874	\$8,866,289,837
Local/Other	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
	LOC	\$134,063,889	\$129,410,962	\$113,917,016	\$108,420,405	\$485,812,271
Local/Other	OTH	\$1,193,000	\$0	\$2,919,308	\$638,814,592	\$642,926,900
Total Local/Other:		\$135,256,889	\$129,410,962	\$116,836,324	\$747,234,997	\$1,128,739,171
Overall Totals:		\$6,697,923,582	\$1,893,979,009	\$1,824,496,486	\$2,489,990,527	\$12,906,389,604

Appendix 10 - National Highway Freight Program Projects

2027 Program - National Highway Freight Program (NFP)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
92780	Interstate	5	Lehigh	I-78 Recon-Berks County Line to SR 100	CON	0	0	0	0	0	0	0	0	60,360,000	60,360,000
119000	Interstate	5	Monroe	Interstate 80 Sec 17M Breakout #2 (Exit 304/305)	CON	0	0	0	0	0	0	0	0	60,360,000	60,360,000
103558	Interstate	6	Philadelphia	I-95: Allegheny Ave to Tioga St	CON	0	0	0	0	60,360,000	0	0	0	0	60,360,000
103559	Interstate	6	Philadelphia	I-95 Btss Rss Mainln SB	CON	0	0	60,360,000	0	0	60,360,000	0	0	0	120,720,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	CON	0	0	0	0	0	0	0	60,360,000	0	60,360,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	120,721,000	120,721,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	60,360,000	0	0	0	0	0	60,360,000	0	0	120,720,000
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	CON	0	60,360,000	0	60,360,000	0	0	0	0	0	120,720,000
					Totals	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	241,441,000	724,321,000

Appendix 11 - Rail - Highway Crossing Projects
2027 Program - Highway-Rail Grade Crossing Safety (RRX)

MPMS	Planning Partner	Dist	County	Project Title	Phase	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
113215	Erie	1	Erie	Bayfront Parkway RRX	CON	0	0	0	500,000	0	0	0	0	0	500,000
114480	Erie	1	Erie	Norfolk Southern Erie County Circuitry Upgrade	CON	450,000	700,000	700,000	1,000,000	1,100,000	0	0	0	0	3,950,000
106162	Northwest	1	Crawford	Mt Pleasant Rd RR Crossing	CON	0	0	0	0	0	0	318,500	0	0	318,500
113216	Northwest	1	Crawford	Shaw's Landing RRX	CON	0	0	0	0	0	0	375,000	0	0	375,000
123781	Northwest	1	Crawford	WNYPA RR Crossing Upgrades	CON	250,000	301,312	400,000	0	0	0	0	0	0	951,312
118221	Northwest	1	Venango	Oil City Corridor WNYPA	CON	450,000	0	0	0	0	0	0	0	0	450,000
106281	SVTS	1	Mercer	Bessemer & Lake Erie RR Corridor	CON	0	0	0	0	0	600,000	400,000	0	0	1,000,000
113890	Centre	2	Centre	Struble Rd RR Warn Device	CON	12,680	0	0	0	0	0	0	0	0	12,680
121370	Centre	2	Centre	Lemont Corridor RR Warning Devices	CON	0	0	0	0	0	0	1,000,000	1,000,000	1,000,000	3,000,000
121373	Centre	2	Centre	West Maple & Reed Street RR Upgrade	CON	100,000	340,000	349,000	0	0	0	0	0	0	789,000
114049	North Central	2	Clearfield	McGees Mills RR Device Upgrade	CON	32,000	0	0	0	0	0	0	0	0	32,000
121215	North Central	2	Elk	St. Marys RR Crossing	CON	0	0	0	0	0	0	0	171,000	0	171,000
117782	SEDA-COG	2	Mifflin	Walnut St RR Device Install	CON	157,000	183,000	0	0	0	0	0	0	0	340,000
119464	SEDA-COG	2	Mifflin	Delaware Ave RR Warning Device	CON	70,000	296,000	0	0	0	0	0	0	0	366,000
118274	SEDA-COG	3	Columbia	North Shore RRX Columbia and Montour Counties	CON	707,741	1,200,000	1,900,000	300,000	0	0	0	0	0	4,107,741
118259	Williamsport	3	Lycoming	LVRR RRX Loyal Sock Ave and Commerce Park Drv	CON	351,800	340,000	0	0	0	0	0	0	0	691,800
118218	Northern Tier	4	Susquehanna	Susq County NYSW Corridor Crossing	CON	0	0	0	360,000	0	0	0	0	0	360,000
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
118217	Scranton/W-B	4	Lackawanna	City of Scranton Corridor Crossing	CON	0	0	275,000	500,000	570,000	951,261	0	0	0	2,296,261
103196	Scranton/W-B	4	Luzerne	CP Pittston / Dupont Corridor	CON	200,000	200,000	0	0	0	0	0	0	0	400,000
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
111134	Scranton/W-B	4	Luzerne	C and H Corridor	CON	736,341	0	0	0	0	0	0	0	0	736,341
118219	Scranton/W-B	4	Luzerne	Jaycee Drive RR Crossing	CON	0	0	67,500	0	0	0	0	0	0	67,500
118283	Scranton/W-B	4	Luzerne	LCRA Corridor 2	CON	759,411	0	0	0	0	0	0	0	0	759,411
102868	Lehigh Valley	5	Lehigh	Ruppsville Road	CON	0	502,542	0	0	0	0	0	0	0	502,542
102870	Lehigh Valley	5	Lehigh	Penn Ave Alburtis RRX	CON	0	0	0	282,000	0	0	0	0	0	282,000
102979	Lehigh Valley	5	Lehigh	Albert Street Allentown RRX	CON	0	624,730	0	0	0	0	0	0	0	624,730
102864	Lehigh Valley	5	Northampton	Bethlehem Corr. Safety	CON	0	0	0	0	0	0	0	1,160,000	0	1,160,000
102869	Lehigh Valley	5	Northampton	SR 512 (Beth Bath Pike) NS RRX	CON	0	0	250,000	250,000	0	0	0	0	0	500,000
117973	Reading	5	Berks	Walnuttown Road Crossing	CON	0	454,000	0	0	0	0	0	0	0	454,000
117975	Reading	5	Berks	Manatawny Drive Crossing	CON	0	0	380,000	0	0	0	0	0	0	380,000
118190	DVRPC	6	Bucks	Fairview Rd RR Xing	CON	0	300,000	150,000	0	0	0	0	0	0	450,000
118185	DVRPC	6	Chester	Woodland Ave. Xing	CON	0	0	400,000	0	0	0	0	0	0	400,000
118186	DVRPC	6	Chester	Kimble Road Xing	CON	0	0	0	0	305,000	0	0	0	0	305,000
118188	DVRPC	6	Chester	Mt. Pleasant Rd Xing	CON	0	0	0	100,000	215,000	0	0	0	0	315,000
103217	DVRPC	6	Delaware	Main St, 6th St & CSX Crossing Improvement	CON	0	0	0	0	369,000	0	0	0	0	369,000
113251	DVRPC	6	Delaware	Highland Ave. Railroad Preemption	CON	0	0	0	0	200,000	0	0	0	0	200,000

Appendix 11 - Rail - Highway Crossing Projects

2027 Program - Highway-Rail Grade Crossing Safety (RRX)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
118187	DVRPC	6	Montgomery	Central Ave. Xing	CON	425,000	0	0	0	0	0	0	0	0	425,000
106320	Altoona	9	Blair	EVRR Claysburg Line Corridor South	CON	0	0	0	350,000	850,000	600,000	0	0	0	1,800,000
121386	Altoona	9	Blair	PA 453 14th Street Corridor - NBE	CON	0	0	0	400,000	600,000	1,000,000	0	0	0	2,000,000
121388	Altoona	9	Blair	Blair County EVRR Corridor	CON	0	0	0	0	0	0	1,000,000	2,000,000	0	3,000,000
123150	Altoona	9	Blair	US 22 NS DOT	CON	0	0	500,000	250,000	0	0	0	0	0	750,000
121384	Johnstown	9	Cambria	SR 271 Clinton Street Crossing	CON	0	0	0	600,000	0	0	0	0	0	600,000
103035	S. Alleghenies	9	Somerset	CSX Grade Xing Improvemnt	CON	0	0	0	0	0	0	0	600,000	1,400,000	2,000,000
106261	S. Alleghenies	9	Somerset	Windber Borough 15th St Grade Crossing	CON	0	0	0	0	0	0	0	0	200,000	200,000
106262	S. Alleghenies	9	Somerset	Somerset Ave Grade Crossing	CON	0	0	0	0	0	0	0	0	400,000	400,000
106263	S. Alleghenies	9	Somerset	Mount Davis Road Grade Crossing	CON	0	0	0	0	0	0	0	0	500,000	500,000
105576	North Central	10	Jefferson	Rikers Road Crossing	CON	0	0	0	225,000	0	0	0	0	0	225,000
105583	North Central	10	Jefferson	Big Run Railroad Corridor	CON	0	0	0	0	0	0	0	0	530,450	530,450
109387	North Central	10	Jefferson	South Park Street Crossing	CON	0	0	0	200,000	0	0	0	0	0	200,000
110767	North Central	10	Jefferson	Mitchell Avenue Crossing	CON	0	0	0	200,000	0	0	0	0	0	200,000
105574	SPC	10	Butler	Zelienople Railroad Corridor	CON	0	0	392,500	392,500	0	0	0	0	0	785,000
109385	SPC	10	Butler	Slippery Rock Group Crossings	CON	0	0	0	0	0	0	0	550,000	0	550,000
110766	SPC	10	Butler	Maple Avenue Crossing	CON	0	0	0	0	200,000	0	0	0	0	200,000
110768	SPC	10	Butler	Evans City Corridor Crossings	CON	0	0	0	0	0	500,000	0	0	0	500,000
105582	SPC	10	Indiana	Olson Road Crossing	CON	0	0	0	0	0	0	0	0	300,000	300,000
121378	SPC	11	Allegheny	W&LE Corridor	CON	0	0	825,390	0	0	0	0	0	0	825,390
121379	SPC	11	Allegheny	URR Penn Ave Ext Crossing	CON	0	0	0	161,500	0	0	0	0	0	161,500
106078	SPC	11	Beaver	NS RR Crossings in Darlington and Big Beaver	CON	0	0	0	200,000	400,000	0	0	0	0	600,000
121091	SPC	11	Beaver	YSRR - Constitution Blvd	CON	481,730	0	0	0	0	0	0	0	0	481,730
121380	SPC	11	Beaver	BPRR Corridor	CON	1,000,000	600,000	0	0	0	400,000	2,000,000	0	0	4,000,000
103187	SPC	12	Washington	Besco St. Grade Crossing	CON	0	0	0	0	250,000	0	0	0	0	250,000
106063	SPC	12	Washington	Elco Corridor	CON	0	0	0	0	500,000	0	0	0	0	500,000
114584	SPC	12	Washington	Charleroi Corridor RRX	CON	0	0	0	0	0	800,000	0	0	0	800,000
118280	SPC	12	Washington	West Brownsville RRX Corridor	CON	0	0	0	0	0	1,000,000	0	0	0	1,000,000
103190	SPC	12	Westmoreland	Vine Street Grade Xing	CON	0	0	0	0	250,000	0	0	0	0	250,000
113267	SPC	12	Westmoreland	New Kensington Corridor	CON	534,007	720,000	0	0	0	0	0	0	0	1,254,007
98255	STWD Items	99	Central Office	RRX Reserve	CON	0	0	106,113	458,585	1,743,498	403,739	483,000	238,647	22,724,312	26,157,894
114537	STWD Items	99	Central Office	Norfolk Southern Statewide LED Upgrades	CON	196,393	235,000	364,915	800,000	901,951	706,400	0	0	0	3,204,659
114543	STWD Items	99	Central Office	Norfolk Southern Statewide Circuitry Upgrade	CON	0	0	0	0	0	0	1,524,791	135,963	0	1,660,754
					Totals	6,918,157	7,000,640	7,064,476	7,533,645	8,458,511	6,965,464	7,105,357	5,859,678	27,257,450	84,130,890

Appendix 12 - HSIP Set-Aside Projects
2027 Program - Highway Safety Improvement Program (HSIP)

MPMS	Planning Partner	Dist	County	Project Title	Phase	Fund	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
637	Erie	1	Erie	I-90 VSL Signs	PE	HSIP	30,000	0	0	0	0	0	0	0	0	30,000
637	Erie	1	Erie	I-90 VSL Signs	CON	HSIP	5,030,560	0	0	0	0	0	0	0	0	5,030,560
970	Erie	1	Erie	SR 6 - Union City RRFBs	PE	HVRU	32,214	0	0	0	0	0	0	0	0	32,214
970	Erie	1	Erie	SR 6 - Union City RRFBs	UTL	HVRU	8,054	0	0	0	0	0	0	0	0	8,054
970	Erie	1	Erie	SR 6 - Union City RRFBs	CON	HVRU	189,732	0	0	0	0	0	0	0	0	189,732
57835	Erie	1	Erie	12th St - Parade to Wayne VRU	PE	HVRU	400,000	0	0	0	0	0	0	0	0	400,000
57835	Erie	1	Erie	12th St - Parade to Wayne VRU	FD	HVRU	300,000	0	0	0	0	0	0	0	0	300,000
57835	Erie	1	Erie	12th St - Parade to Wayne VRU	CON	HVRU	0	719,781	0	0	0	0	0	0	0	719,781
64673	Erie	1	Erie	12th Street - Liberty to Chestnut	PE	HVRU	410,000	0	0	0	0	0	0	0	0	410,000
64673	Erie	1	Erie	12th Street - Liberty to Chestnut	FD	HVRU	325,442	0	0	0	0	0	0	0	0	325,442
64673	Erie	1	Erie	12th Street - Liberty to Chestnut	CON	HVRU	0	2,145,257	0	0	0	0	0	0	0	2,145,257
121507	Erie	1	Erie	Erie Co. 12th St SS4A RSA	STUDY	HVRU	250,000	0	0	0	0	0	0	0	0	250,000
121730	Northwest	1	Crawford	Allegheny College Safety Improvements	PE	HVRU	371,000	0	0	0	0	0	0	0	0	371,000
121730	Northwest	1	Crawford	Allegheny College Safety Improvements	FD	HVRU	500,000	0	0	0	0	0	0	0	0	500,000
121730	Northwest	1	Crawford	Allegheny College Safety Improvements	ROW	HVRU	50,000	0	0	0	0	0	0	0	0	50,000
121730	Northwest	1	Crawford	Allegheny College Safety Improvements	UTL	HVRU	45,000	0	0	0	0	0	0	0	0	45,000
121730	Northwest	1	Crawford	Allegheny College Safety Improvements	CON	HVRU	0	1,763,173	1,000,000	0	0	0	0	0	0	2,763,173
51195	Northwest	1	Venango	US 322 Grant & Thirteenth Streets	PE	HVRU	106,551	0	0	0	0	0	0	0	0	106,551
51195	Northwest	1	Venango	US 322 Grant & Thirteenth Streets	CON	HVRU	1,243,088	0	0	0	0	0	0	0	0	1,243,088
97912	SVTS	1	Mercer	US 62: Ohio line to Libery Street	CON	HVRU	100,000	0	0	0	0	0	0	0	0	100,000
123887	SVTS	1	Mercer	SR 19 - Springfield Township Safety Improvements	PE	HSIP	3,000	0	0	0	0	0	0	0	0	3,000
123887	SVTS	1	Mercer	SR 19 - Springfield Township Safety Improvements	FD	HSIP	2,000	0	0	0	0	0	0	0	0	2,000
123887	SVTS	1	Mercer	SR 19 - Springfield Township Safety Improvements	CON	HSIP	75,625	0	0	0	0	0	0	0	0	75,625
51021	Interstate	1	Mercer	I-80: MM 11 - MM 15 - Reconstruction	PE	HSIP	10,000	0	0	0	0	0	0	0	0	10,000
51021	Interstate	1	Mercer	I-80: MM 11 - MM 15 - Reconstruction	FD	HSIP	17,000	0	0	0	0	0	0	0	0	17,000
51021	Interstate	1	Mercer	I-80: MM 11 - MM 15 - Reconstruction	CON	HSIP	0	527,154	0	0	0	0	0	0	0	527,154
85057	Interstate	1	Venango	I-80: MM 15 to MM 42 VSLs	PE	HSIP	10,000	0	0	0	0	0	0	0	0	10,000
85057	Interstate	1	Venango	I-80: MM 15 to MM 42 VSLs	CON	HSIP	0	1,838,891	0	0	0	0	0	0	0	1,838,891
123251	Centre	2	Centre	RRFB State College Borough Project	PE	HVRU	300,000	0	0	0	0	0	0	0	0	300,000
123251	Centre	2	Centre	RRFB State College Borough Project	FD	HVRU	200,000	0	0	0	0	0	0	0	0	200,000
123251	Centre	2	Centre	RRFB State College Borough Project	CON	HVRU	0	650,000	0	0	0	0	0	0	0	650,000
123252	Centre	2	Centre	I80 - SR 144 HFST Project	CON	HSIP	0	700,000	0	0	0	0	0	0	0	700,000
120112	SEDA-COG	2	Juniata	SR 235 HFST	PE	HSIP	20,000	0	0	0	0	0	0	0	0	20,000
120112	SEDA-COG	2	Juniata	SR 235 HFST	CON	HSIP	150,000	0	0	0	0	0	0	0	0	150,000
123073	SEDA-COG	3	Montour	I-80 HTCMB	CON	HSIP	1,065,890	0	0	0	0	0	0	0	0	1,065,890
102030	Scranton/W-B	4	Luzerne	SR 2002 (San Souci Parkway) Reconstruction	CON	HVRU	3,500,000	1,000,000	0	0	0	0	0	0	0	4,500,000
121173	Wayne	4	Wayne	SR 196 & SR 507 Intersection Improvement	PE	HSIP	500,000	0	0	0	0	0	0	0	0	500,000
121173	Wayne	4	Wayne	SR 196 & SR 507 Intersection Improvement	FD	HSIP	500,000	0	0	0	0	0	0	0	0	500,000
121173	Wayne	4	Wayne	SR 196 & SR 507 Intersection Improvement	CON	HSIP	0	1,100,000	1,100,000	0	0	0	0	0	0	2,200,000
123452	Lehigh Valley	5	Lehigh	LVTS High Friction Surface - 2027	PE	HSIP	45,000	0	0	0	0	0	0	0	0	45,000
123452	Lehigh Valley	5	Lehigh	LVTS High Friction Surface - 2027	CON	HSIP	76,069	0	0	0	0	0	0	0	0	76,069
113879	NEPA	5	Monroe	209 Middle Smithfield Elem. Dr. to Portuguese Lane	FD	HSIP	650,000	0	0	0	0	0	0	0	0	650,000
113879	NEPA	5	Monroe	209 Middle Smithfield Elem. Dr. to Portuguese Lane	ROW	HSIP	0	650,000	1,000,000	0	0	0	0	0	0	1,650,000
113879	NEPA	5	Monroe	209 Middle Smithfield Elem. Dr. to Portuguese Lane	UTL	HSIP	0	0	250,000	0	0	0	0	0	0	250,000
113879	NEPA	5	Monroe	209 Middle Smithfield Elem. Dr. to Portuguese Lane	CON	HSIP	0	0	2,360,041	0	0	0	0	0	0	2,360,041
123368	NEPA	5	Monroe	NEPA High Friction Surface 2027	PE	HSIP	77,000	0	0	0	0	0	0	0	0	77,000
123368	NEPA	5	Monroe	NEPA High Friction Surface 2027	CON	HSIP	763,785	0	0	0	0	0	0	0	0	763,785
123448	Reading	5	Berks	High Friction Surface Treatments (Berks 2027)	PE	HSIP	69,000	0	0	0	0	0	0	0	0	69,000
123448	Reading	5	Berks	High Friction Surface Treatments (Berks 2027)	CON	HSIP	354,011	0	0	0	0	0	0	0	0	354,011
82144	DVRPC	6	Bucks	SR 413 & Wharton/Old Rodgers Rd Intersection Impr.	PE	HVRU	0	225,800	0	0	0	0	0	0	0	225,800
82144	DVRPC	6	Bucks	SR 413 & Wharton/Old Rodgers Rd Intersection Impr.	FD	HVRU	0	169,350	0	0	0	0	0	0	0	169,350
82144	DVRPC	6	Bucks	SR 413 & Wharton/Old Rodgers Rd Intersection Impr.	UTL	HVRU	0	0	8,000	0	0	0	0	0	0	8,000
82144	DVRPC	6	Bucks	SR 413 & Wharton/Old Rodgers Rd Intersection Impr.	CON	HVRU	0	0	1,121,000	0	0	0	0	0	0	1,121,000
82146	DVRPC	6	Chester	Lincoln Highway Safety: Veterans Dr - Toth Ave	PE	HVRU	0	0	379,400	0	0	0	0	0	0	379,400
82146	DVRPC	6	Chester	Lincoln Highway Safety: Veterans Dr - Toth Ave	FD	HVRU	0	0	284,550	0	0	0	0	0	0	284,550
82148	DVRPC	6	Chester	High Street Safety: Market St to Chestnut St	PE	HVRU	0	676,800	0	0	0	0	0	0	0	676,800
82148	DVRPC	6	Chester	High Street Safety: Market St to Chestnut St	FD	HVRU	0	507,600	0	0	0	0	0	0	0	507,600
82148	DVRPC	6	Chester	High Street Safety: Market St to Chestnut St	UTL	HVRU	0	100,000	0	0	0	0	0	0	0	100,000
82148	DVRPC	6	Chester	High Street Safety: Market St to Chestnut St	CON	HVRU	0	0	3,284,000	0	0	0	0	0	0	3,284,000
82149	DVRPC	6	Delaware	US 13 Safety: Calcon Hook Rd to Main Street	PE	HVRU	382,580	0	0	0	0	0	0	0	0	382,580
82149	DVRPC	6	Delaware	US 13 Safety: Calcon Hook Rd to Main Street	FD	HVRU	286,935	0	0	0	0	0	0	0	0	286,935

2027 Program - Highway Safety Improvement Program (HSIP)																
MPMS	Planning Partner	Dist	County	Project Title	Phase	Fund	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
82149	DVRPC	6	Delaware	US 13 Safety: Calcon Hook Rd to Main Street	UTL	HVRU	86,950	0	0	0	0	0	0	0	0	86,950
82149	DVRPC	6	Delaware	US 13 Safety: Calcon Hook Rd to Main Street	CON	HVRU	0	1,912,900	0	0	0	0	0	0	0	1,912,900
82151	DVRPC	6	Delaware	69th St/Church Ln Safety Improvements	PE	HVRU	0	0	390,060	0	0	0	0	0	0	390,060
82151	DVRPC	6	Delaware	69th St/Church Ln Safety Improvements	FD	HVRU	0	0	292,545	0	0	0	0	0	0	292,545
82152	DVRPC	6	Delaware	W Chester Pike Safety: State Rd to Chatham Rd	PE	HVRU	0	0	444,000	0	0	0	0	0	0	444,000
82152	DVRPC	6	Delaware	W Chester Pike Safety: State Rd to Chatham Rd	FD	HVRU	0	0	0	333,000	0	0	0	0	0	333,000
82153	DVRPC	6	Delaware	Industrial Hwy/Saville Ave Intersection Impr.	PE	HVRU	0	0	200,000	0	0	0	0	0	0	200,000
82153	DVRPC	6	Delaware	Industrial Hwy/Saville Ave Intersection Impr.	FD	HVRU	0	0	150,000	0	0	0	0	0	0	150,000
110951	DVRPC	6	Delaware	Macdade Blvd Corridor Safety	CON	HSIP	0	1,000,000	1,300,645	0	0	0	0	0	0	2,300,645
111022	DVRPC	6	Delaware	Chichester Ave & I-95 Ramp Roundabouts	FD	HSIP	36,385	0	0	0	0	0	0	0	0	36,385
111022	DVRPC	6	Delaware	Chichester Ave & I-95 Ramp Roundabouts	CON	HSIP	0	848,981	0	0	0	0	0	0	0	848,981
82154	DVRPC	6	Montgomery	Dynamic Ramp Signing and Safety Improvements	PE	HSIP	158,855	0	0	0	0	0	0	0	0	158,855
82154	DVRPC	6	Montgomery	Dynamic Ramp Signing and Safety Improvements	CON	HSIP	1,059,025	0	0	0	0	0	0	0	0	1,059,025
82155	DVRPC	6	Montgomery	Systemic Vulnerable Road User Safety	PE	HVRU	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82155	DVRPC	6	Montgomery	Systemic Vulnerable Road User Safety	CON	HVRU	1,000,000	4,000,000	0	0	0	0	0	0	0	5,000,000
82156	DVRPC	6	Montgomery	High Street Safety: Hanover St to Washington St	PE	HVRU	417,800	0	0	0	0	0	0	0	0	417,800
82156	DVRPC	6	Montgomery	High Street Safety: Hanover St to Washington St	FD	HVRU	313,350	0	0	0	0	0	0	0	0	313,350
82156	DVRPC	6	Montgomery	High Street Safety: Hanover St to Washington St	UTL	HVRU	0	150,000	0	0	0	0	0	0	0	150,000
82156	DVRPC	6	Montgomery	High Street Safety: Hanover St to Washington St	CON	HVRU	0	939,000	1,000,000	0	0	0	0	0	0	1,939,000
82157	DVRPC	6	Montgomery	Cheltenham Ave Safety: Broad St to N 15th St	PE	HVRU	0	497,000	0	0	0	0	0	0	0	497,000
82157	DVRPC	6	Montgomery	Cheltenham Ave Safety: Broad St to N 15th St	FD	HVRU	0	373,600	0	0	0	0	0	0	0	373,600
82158	DVRPC	6	Montgomery	Systemic Lane Departure Improvements	PE	HSIP	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82158	DVRPC	6	Montgomery	Systemic Lane Departure Improvements	CON	HSIP	0	3,000,000	0	0	0	0	0	0	0	3,000,000
82159	DVRPC	6	Montgomery	Systemic Wrong Way Improvements	PE	HSIP	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82159	DVRPC	6	Montgomery	Systemic Wrong Way Improvements	CON	HSIP	0	3,000,000	0	0	0	0	0	0	0	3,000,000
82161	DVRPC	6	Montgomery	Systemic Intersection Safety Improvements	PE	HSIP	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82161	DVRPC	6	Montgomery	Systemic Intersection Safety Improvements	CON	HSIP	0	3,000,000	0	0	0	0	0	0	0	3,000,000
110971	DVRPC	6	Montgomery	Main Street Safety: Egypt to Forrest/Airy	ROW	HSIP	68,198	0	0	0	0	0	0	0	0	68,198
110971	DVRPC	6	Montgomery	Main Street Safety: Egypt to Forrest/Airy	UTL	HSIP	34,099	0	0	0	0	0	0	0	0	34,099
110971	DVRPC	6	Montgomery	Main Street Safety: Egypt to Forrest/Airy	CON	HSIP	0	2,600,000	2,173,832	0	0	0	0	0	0	4,773,832
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	CON	HSIP	1,202,219	0	0	0	0	0	0	0	0	1,202,219
82163	DVRPC	6	Philadelphia	Lincoln Dr/Emlen St Intersection Safety Impr.	PE	HVRU	100,000	0	0	0	0	0	0	0	0	100,000
82163	DVRPC	6	Philadelphia	Lincoln Dr/Emlen St Intersection Safety Impr.	FD	HVRU	50,000	0	0	0	0	0	0	0	0	50,000
82163	DVRPC	6	Philadelphia	Lincoln Dr/Emlen St Intersection Safety Impr.	UTL	HVRU	50,000	0	0	0	0	0	0	0	0	50,000
82163	DVRPC	6	Philadelphia	Lincoln Dr/Emlen St Intersection Safety Impr.	CON	HVRU	0	1,500,000	0	0	0	0	0	0	0	1,500,000
82164	DVRPC	6	Philadelphia	SR 13/2007 Frankford Ave Phase 3	PE	HSIP	0	0	286,875	0	0	0	0	0	0	286,875
82164	DVRPC	6	Philadelphia	SR 13/2007 Frankford Ave Phase 3	FD	HSIP	0	0	0	286,875	0	0	0	0	0	286,875
82168	DVRPC	6	Philadelphia	Wissahickon Ave Safety: HP Ave - Clapier St	PE	HVRU	0	694,065	0	0	0	0	0	0	0	694,065
82168	DVRPC	6	Philadelphia	Wissahickon Ave Safety: HP Ave - Clapier St	FD	HVRU	0	0	520,550	0	0	0	0	0	0	520,550
123914	Harrisburg	8	Cumberland	District Wide High Tension Cable Median Barrier	PE	HSIP	1,060,149	0	0	0	0	0	0	0	0	1,060,149
123914	Harrisburg	8	Cumberland	District Wide High Tension Cable Median Barrier	CON	HSIP	0	7,643,048	1,191,516	0	0	0	0	0	0	8,834,564
123913	Lancaster	8	Lancaster	Systemic VRU RRFb's	PE	HVRU	96,479	0	0	0	0	0	0	0	0	96,479
123913	Lancaster	8	Lancaster	Systemic VRU RRFb's	CON	HVRU	343,191	300,000	0	0	0	0	0	0	0	643,191
119187	SPC	11	Allegheny	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	ROW	HSIP	200,000	0	0	0	0	0	0	0	0	200,000
119187	SPC	11	Allegheny	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	CON	HSIP	1,650,000	0	0	0	0	0	0	0	0	1,650,000
119945	SPC	11	Allegheny	SR 3010 @ Patterson Road Roundabout	CON	HSIP	0	1,350,000	0	0	0	0	0	0	0	1,350,000
123311	SPC	11	Allegheny	Murray Ave Mobility & Accessibility Enhancements	PE	HSIP	270,000	0	0	0	0	0	0	0	0	270,000
123311	SPC	11	Allegheny	Murray Ave Mobility & Accessibility Enhancements	FD	HSIP	225,000	0	0	0	0	0	0	0	0	225,000
123311	SPC	11	Allegheny	Murray Ave Mobility & Accessibility Enhancements	UTL	HSIP	0	0	135,000	0	0	0	0	0	0	135,000
123311	SPC	11	Allegheny	Murray Ave Mobility & Accessibility Enhancements	CON	HSIP	0	0	4,500,000	0	0	0	0	0	0	4,500,000
118443	SPC	11	Beaver	SR 51 @ SR 151 Roundabout	CON	HSIP	0	2,242,600	0	0	0	0	0	0	0	2,242,600
122792	SPC	11	Lawrence	SR 422 @ SR 388 Roundabout	PE	HSIP	0	500,000	0	0	0	0	0	0	0	500,000
122792	SPC	11	Lawrence	SR 422 @ SR 388 Roundabout	FD	HSIP	0	400,000	0	0	0	0	0	0	0	400,000
122792	SPC	11	Lawrence	SR 422 @ SR 388 Roundabout	ROW	HSIP	0	50,000	0	0	0	0	0	0	0	50,000
122792	SPC	11	Lawrence	SR 422 @ SR 388 Roundabout	UTL	HSIP	0	125,000	0	0	0	0	0	0	0	125,000
122792	SPC	11	Lawrence	SR 422 @ SR 388 Roundabout	CON	HSIP	0	0	2,500,000	0	0	0	0	0	0	2,500,000
123279	SPC	12	Fayette	D12 Wrong Way Signs	CON	HVRU	300,000	0	0	0	0	0	0	0	0	300,000
123281	SPC	12	Washington	I-79 Flyover Chevrons & HFS	CON	HSIP	0	300,000	0	0	0	0	0	0	0	300,000
120639	SPC	12	Westmoreland	SR 4006 Flashing Beacon	CON	HSIP	150,000	0	0	0	0	0	0	0	0	150,000
123280	SPC	12	Westmoreland	D12 High Friction Surface Treatment	CON	HSIP	0	800,000	0	0	0	0	0	0	0	800,000
117918	STWD Items	99	Central Office	Local Road Traffic Counts for MIRE Sept 2026	PRA	HSIP	3,000,000	0	0	0	0	0	0	0	0	3,000,000
117956	STWD Items	99	Central Office	Automated Data Collection Items (Video Log Vend)	PRA	HSIP	2,000,000	0	0	0	0	0	0	0	0	2,000,000

2027 Program - Highway Safety Improvement Program (HSIP)																
MPMS	Planning Partner	Dist	County	Project Title	Phase	Fund	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
121174	STWD Items	99	Central Office	PennDOT Highway Safety Network Screening 2025	PRA	HSIP	2,000,000	0	0	0	0	0	0	0	0	2,000,000
121176	STWD Items	99	Central Office	MIRE Traffic Volume Count Data Collection	PRA	HSIP	1,000,000	0	0	0	0	0	0	0	0	1,000,000
124041	STWD Items	99	Central Office	On-demand HSIP Consultant Support	PRA	HSIP	100,000	0	0	0	0	0	0	0	0	100,000
124042	STWD Items	99	Central Office	District Highway Safety Plans 2027	PRA	HSIP	550,000	0	0	0	0	0	0	0	0	550,000
124043	STWD Items	99	Central Office	Henry's Ride to Work Video Update	PRA	HSIP	150,000	0	0	0	0	0	0	0	0	150,000
124044	STWD Items	99	Central Office	Publication 638 Update	PRA	HSIP	160,000	0	0	0	0	0	0	0	0	160,000
124045	STWD Items	99	Central Office	Publication 638A Update	PRA	HSIP	180,000	0	0	0	0	0	0	0	0	180,000
124046	STWD Items	99	Central Office	Safety Analysis Videos/Tutorials	PRA	HSIP	200,000	0	0	0	0	0	0	0	0	200,000
124047	STWD Items	99	Central Office	EMS Response Time Impact on Highway Safety Phase 2	PRA	HSIP	250,000	0	0	0	0	0	0	0	0	250,000
124048	STWD Items	99	Central Office	HSM Analysis Tool Updates	PRA	HSIP	1,000,000	0	0	0	0	0	0	0	0	1,000,000
124050	STWD Items	99	Central Office	Highway Safety Network Screening Ed. 4	PRA	HSIP	3,000,000	0	0	0	0	0	0	0	0	3,000,000
101969	STWD Items	99	Central Office	HSIP Set Aside Reserve	CON	HSIP	5,088,764	0	24,127,986	49,380,125	50,000,000	50,000,000	50,000,000	50,000,000	200,000,000	473,508,111
					Totals		50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	200,000,000	594,911,236

Appendix 13 - Transportation Alternatives Program Projects

2027 Program - Transportation Alternatives Set Aside (TAP)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
110772	Williamsport	3	Lycoming	Montour Street Airport Connector	CON	0	800,000	0	0	0	0	0	0	0	800,000
111472	Scranton/W-B	4	Lackawanna	Lack River Heritage Trail to Steamtown Ped Bridge	CON	100	0	0	0	0	0	0	0	0	100
121526	Scranton/W-B	4	Lackawanna	Jessup Borough Hill ST SR 1014 Sidewalks	CON	100,000	0	0	0	0	0	0	0	0	100,000
121527	Scranton/W-B	4	Lackawanna	Dickson City Streetscape Phase IV	CON	100	0	0	0	0	0	0	0	0	100
121539	Scranton/W-B	4	Luzerne	Riverfront Trail Extension Phase 2	CON	100,000	0	0	0	0	0	0	0	0	100,000
118495	Franklin	8	Franklin	CVRT Ext to West Shippensburg	CON	1,264,094	0	0	0	0	0	0	0	0	1,264,094
121522	Franklin	8	Franklin	Southgate Pedestrian Improvements	CON	1,147,746	0	0	0	0	0	0	0	0	1,147,746
121521	Harrisburg	8	Cumberland	Carlisle Route 74 School Zone Shared-Use Path	CON	200,000	433,000	0	0	0	0	0	0	0	633,000
118502	Harrisburg	8	Dauphin	Herr St Ped Improv	CON	676,000	276,750	0	0	0	0	0	0	0	952,750
121524	Harrisburg	8	Dauphin	Harrisburg City East-West Connection-Walnut Street	CON	200,000	366,250	463,750	0	0	0	0	0	0	1,030,000
121540	Harrisburg	8	Dauphin	Prince St. Pedestrian Mobility Improvements	CON	1,184,767	0	0	0	0	0	0	0	0	1,184,767
118511	Lancaster	8	Lancaster	Conestoga Boardwalk	CON	865,000	635,000	0	0	0	0	0	0	0	1,500,000
118513	Lebanon	8	Lebanon	LVRT Phase 6C	CON	1,500,000	0	0	0	0	0	0	0	0	1,500,000
121520	Lebanon	8	Lebanon	LVRT Phase 10B	CON	2,650,000	0	0	0	0	0	0	0	0	2,650,000
121523	Lebanon	8	Lebanon	S Lincoln Avenue Pedestrian Safety	CON	788,710	0	0	0	0	0	0	0	0	788,710
118491	York	8	York	East Market Street Ped Impr	CON	335,000	200,000	0	0	0	0	0	0	0	535,000
121562	S. Alleghenies	9	Huntingdon	Reconnecting Neighborhoods Through Active Mobility	CON	998,000	0	0	0	0	0	0	0	0	998,000
121563	S. Alleghenies	9	Huntingdon	Traffic Calming Stage #1	CON	1,022,897	0	0	0	0	0	0	0	0	1,022,897
120901	SPC	11	Allegheny	East Liberty - Negley Avenue Implementation	CON	0	1,071,661	0	0	0	0	0	0	0	1,071,661
60560	STWD Items	99	Central Office	TAP Reserve	CON	6,358,330	29,532,339	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	122,416,000	341,930,669
					Totals	19,390,744	33,315,000	31,067,750	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	122,416,000	359,209,494

Appendix 14- Transportation Infrastructure Investment Fund Projects

2027 Program - Transportation Infrastructure Investment Fund Projects (TIIF)

MPMS	Planning Partner	Dist	County	Project Title	Phase	2027	2028	2029	2030	2031	2032	2033	2034	2035-38	Total
119687	Centre	2	Centre	SR 26 Allen Street Improvements TIIF	CON	1,600,000	1,500,000	0	0	0	0	0	0	0	3,100,000
111761	DVRPC	6	Chester	Lincoln Highway Streetscape R10	PE	357,000	0	0	0	0	0	0	0	0	357,000
111761	DVRPC	6	Chester	Lincoln Highway Streetscape R10	CON	0	0	924,000	0	0	0	0	0	0	924,000
118767	Lancaster	8	Lancaster	SR 4022 Lititz Road Realignment	CON	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
118530	Scranton/W-B	4	Luzerne	SR 424 Corridor Improvements - TIIF	CON	4,500,000	4,500,000	0	0	0	0	0	0	0	9,000,000
118538	Scranton/W-B	4	Luzerne	Hazleton Creek Corridor Improvements - TIIF	PE	100,000	0	0	0	0	0	0	0	0	100,000
118538	Scranton/W-B	4	Luzerne	Hazleton Creek Corridor Improvements - TIIF	ROW	2,042,380	0	0	0	0	0	0	0	0	2,042,380
118538	Scranton/W-B	4	Luzerne	Hazleton Creek Corridor Improvements - TIIF	CON	0	2,857,620	0	0	0	0	0	0	0	2,857,620
109562	SPC	11	Allegheny	Stowe Tunnel Rehabilitation	CON	0	0	0	5,496,000	3,993,994	0	0	0	0	9,489,994
121743	SPC	11	Allegheny	Regional Connector and Flyover Bridge (RAISE)	CON	0	0	0	5,496,000	3,993,994	0	0	0	0	9,489,994
102661	SPC	11	Beaver	Aliquippa East End Gateway, Ph 1 TIIF	CON	2,000,000	2,500,000	0	0	0	0	0	0	0	4,500,000
121631	Wayne	4	Wayne	SR 3004 and Westridge Road Intersection	CON	3,500,000	3,500,000	0	0	0	0	0	0	0	7,000,000
115633	York	8	York	Fairview Crossroads	CON	1,000,000	800,000	0	0	0	0	0	0	0	1,800,000
60469	STWD Items	99	Central Office	TIIF / Econ. Dev. Reserve	CON	7,900,620	7,342,380	24,076,000	14,008,000	17,012,012	25,000,000	25,000,000	25,000,000	100,000,000	245,339,012
				Totals		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

Appendix 15 - Performance Based Planning and Programming Provisions

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

- 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

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 LRTPs, 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.

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.

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.

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

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.

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.

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

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.

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.

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.

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.

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,

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.

2025 PennDOT Transportation Asset Management Plan Implementation

The Pennsylvania Department of Transportation (PennDOT) developed and submitted its 2022 Transportation Asset Management Plan (TAMP) in accordance with [23 U.S.C. 119](#) and [23 CFR Part 515- Asset Management Plans](#) in 2023. This companion document verifies that PennDOT is implementing its revised 2022 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).

Availability of the TAMP to the Public

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

<https://www.pa.gov/agencies/penndot/research-planning-and-innovation/asset-management.html>

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

PennDOT revised its consistency determination methodology in CY 2023 in cooperation with FHWA to be more streamlined, repeatable, and transparent. The DOT has adopted a methodology of reviewing previous calendar year's ECMS project let data, which we consider to be actual expenditures, with constrained asset management system outputs, which we consider to be ideal expenditures, and compare the two. The intent is not to show a perfect one-to-one spending strategy, but to be fully transparent in the outcomes of our planning process and how that compares to our current understanding of ideal project selection.

Some technical notes regarding the "ECMS actual" comparison and "AssetFox ideal" analysis:

- "ECMS actual" data is from the official published ECMS Let totals, January 1 to December 31, 2024.
- In regards to our model runs, "constrained" means that the budget is set to a specific amount, derived from PennDOT Financial Guidance. "Unconstrained" budget means there is no budget set, or unlimited spending.

- "AssetFox Ideal" data comes from PennDOT AssetFox BAMS and PAMS modules, with 2025 treatment, consequence and deterioration models.
- AssetFox model runs were constrained, meaning the dollars were fixed, and based on the actual totals spent derived from ECMS data.
- AssetFox recommended totals were based on a 5-year average, level and constrained funding, and zero interest model runs to eliminate first-year investment bias inherent to optimization engines. Simply put, systems will recommend more work in the first year than is practical, so utilizing a 5-year average eliminates this phenomenon.
- There is still some bias within the AssetFox outputs between rehabilitation and replacement for both asset classes, as the system will likely choose more rehabilitation than is practical. This is due to the more individual and nuanced nature of replacement vs rehabilitation and ultimately an element level data (defect quantity) issues for bridges. This bias will likely be mitigated in the future with more complex treatments and consequences for both assets, as well as the adoption of element level data for bridges, but remains a known issue currently.
- The DOT continues to assume maintenance dollars spent aligned with our system recommendations; that is, the systems can only recommend as much maintenance spending that is available. It is highly likely that there is more maintenance needed than funds available, but it will take some time to incorporate that data into our systems.
- Capacity adding work type was removed from the total analysis dollars and therefore from the ideal, as these are outside of the scope of all current asset management systems.
- ECMS has one MPMS project type listed for a given project, which substantially impacts our ability to provide a more refined analysis. For example, a large roadway rehabilitation project, which is coded as rehabilitation, may include multiple bridge deck overlays/latex/PPC, which should be counted towards preservation.
- Our 2022 TAMP forecasts significantly less investment dollars than we have currently. This is due to a number of factors, including additional dollars from IIJA, unprecedented grant awards and positive August redistributions.

Analysis

- PennDOT has a significant number of projects that were previously designed under different criteria, and those projects have largely cleared the work queue.
- PennDOT has achieved a more balanced bridge-pavement investment split.
- Actual preservation treatment expenditures align well with both system “ideal” recommendations.
- The top 25 projects represent nearly 50% of the total contract value of the lets, but only 4% of the total number of projects. These large projects, such as major river crossings or large interchange upgrades, are usually assembled outside of the standard asset-specific LLC parameters due to the size, complexity and alignment. For example, an interstate bridge may be eligible for a deck replacement in BAMS, but an adjacent warehouse project may require greater vertical clearance and span for increased traffic, therefore the bridge ultimately is programmed for replacement. Our investigation on these large projects has confirmed that they were assembled with these types of additional constraints.
- The actual vs ideal bridge rehab-replacement split was less than we would expect, and required further analysis:
 - Review of the “actual” replacement work scope indicates a sizable increase in replacement work scope over what would be predicted from our system “ideal” recommendation.
 - Over 50% of the “actual” projects were for replacements, for about \$552M.
 - Of the top 10 most expensive projects let, \$193M went to bridge replacement, or about 20% of the total bridge investment. These bridges had no recommended treatments in the “ideal” constrained run but did have their recommended replacement scope recommended in an “ideal” unconstrained run, which is indicative of corridor-based up-scoping.
 - Nearly 80% of the bridge replacements by count were under \$5M, indicating a large population of small structures were replaced.
 - The “ideal” treatment of the small bridges that were identified as actual replacements was to do nothing, but further investigation noted their next treatment type would have been replacement. They were replaced “early” due to the availability of specific bridge funding. This heavily impacted the chart, as all of these dollars would have been available for other treatments within the system.
 - Due to the discrepancy in the bridge allocations, a secondary graph was created to compare NHS vs Non-NHS investments, shown in Figure 2.

- NHS actual investment was less than ideal, impacting the overall graphic
 - Non-NHS actual investment was more than ideal, impacting the overall graphic
 - The amount of work on the Non-NHS is consistent with the overall investment breakdown and available bridge money.
- In general, we believe our asset management systems continue to provide accurate treatment recommendations in an unconstrained environment, and reliable network condition forecasts into the future. Our constrained, project-based recommendations are still in need of improvement, but we expect significantly more accuracy with improvements to ECMS/MPMS coding and the implementation of ProjectBuilder.

In summary, Figure 1 demonstrates that PennDOT has successfully implemented its TAMP in accordance with 23 U.S.C. 119.

Figure 1 - 2024 Ideal versus Actual Investments

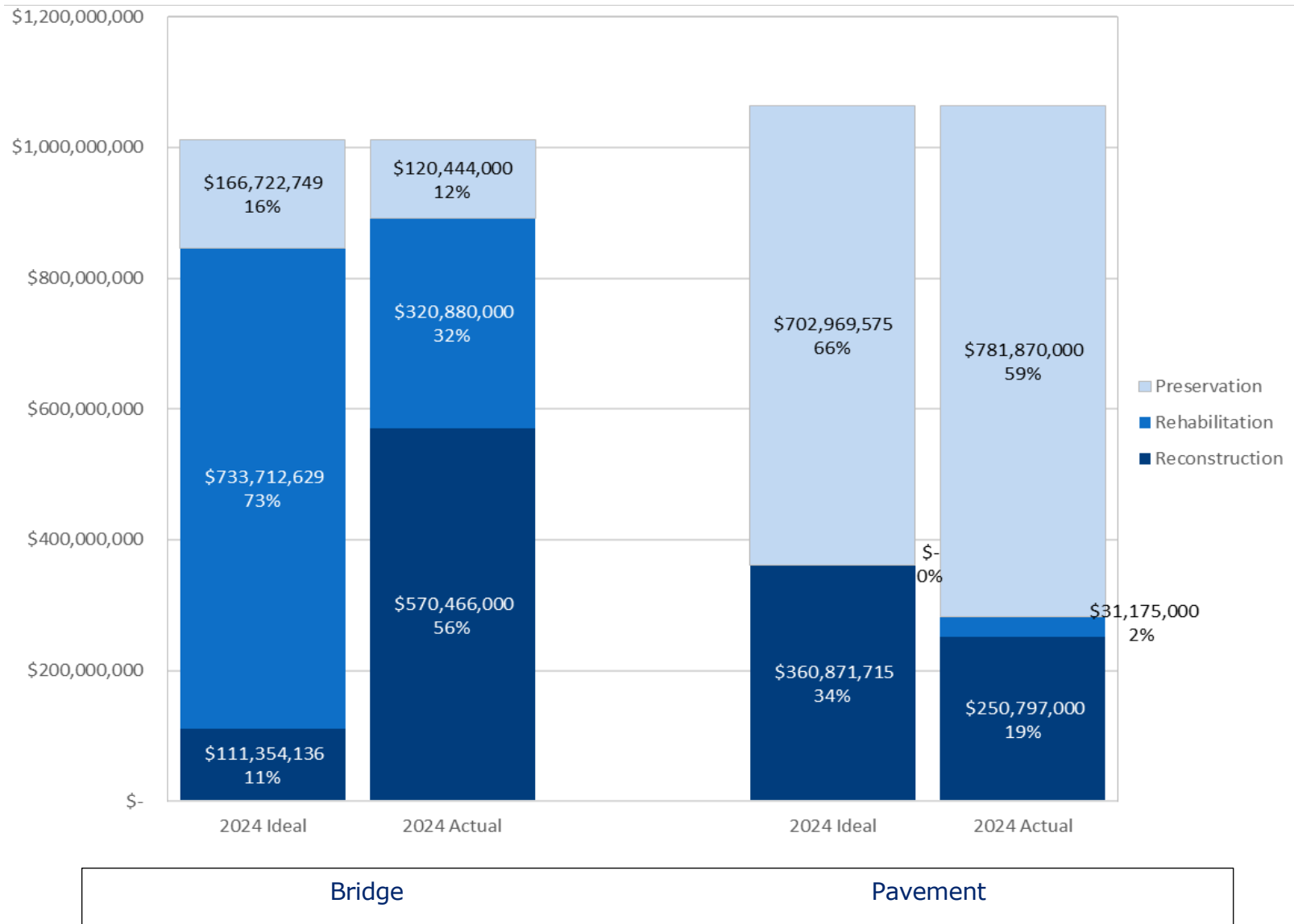
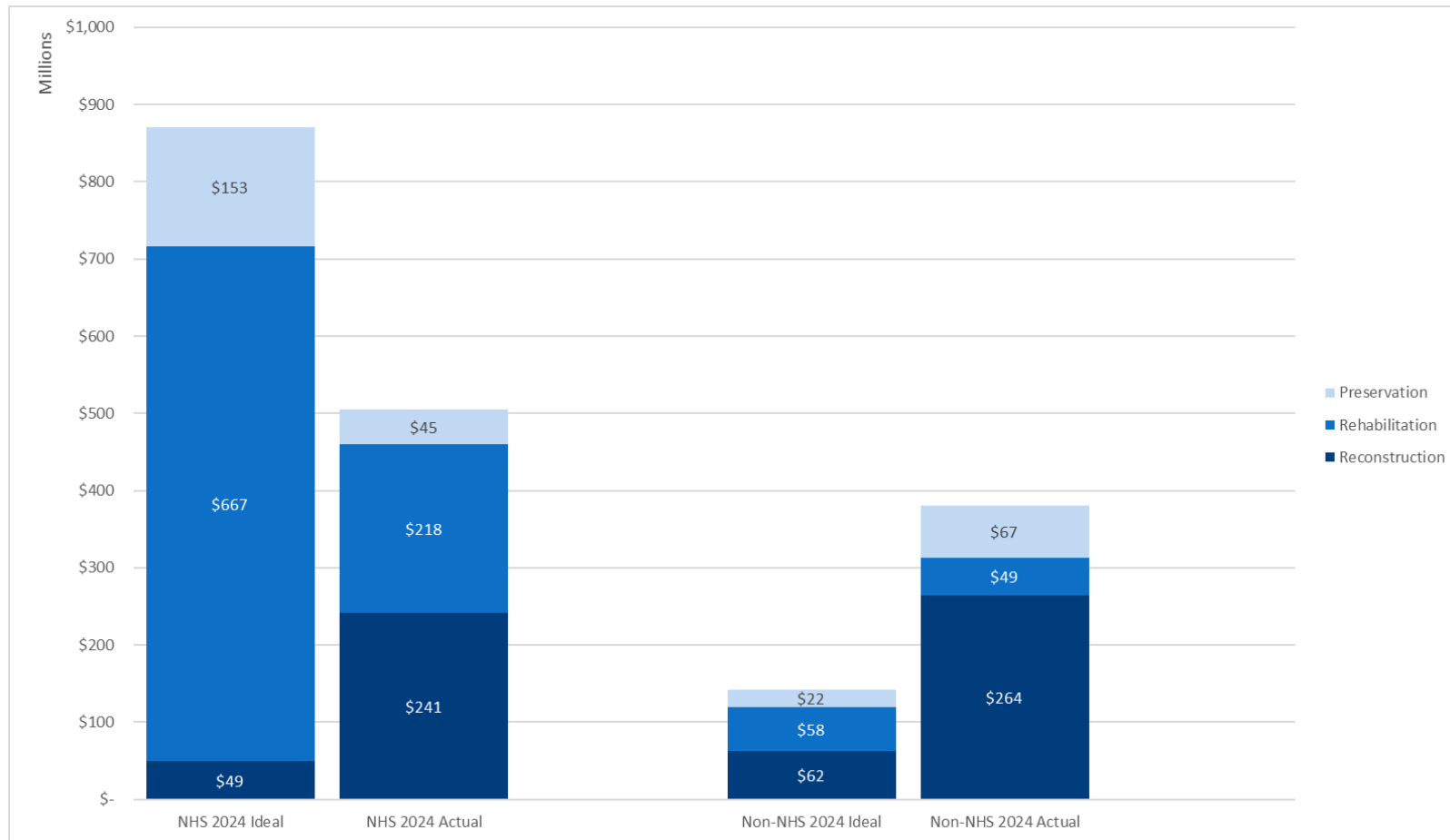


Figure 2 – Bridge NHS/Non-NHS breakdown



MEMORANDUM OF UNDERSTANDING

Pennsylvania's Statewide Procedures for 2027-2030

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 2027-2030 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 and RPOs, the PennDOT developed Interstate Management (IM) Program, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). 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-aside, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), and 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 12-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 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance*. These documents were both released on May 29, 2025 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2027 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, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the 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 and interested parties in the transportation planning process to ensure that their comments, concerns, or issues 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 nonattainment 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 should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's Public Participation Plan (PPP). Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, [23 CFR 450.324\(a\) & \(c\)](#) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per [23 CFR 450.330\(c\)](#), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

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 the DVRPC and SPC MPOs;
 - \$3.0 million for the other TMA MPOs;
 - \$2.0 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;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.
 - *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

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 amounts, requested adjustments, after change amounts, 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. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

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.
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.
- Adds a project back on to the TIP only for the following purposes:
 - Advance Construct conversion.
 - To process a right-of-way or damage claim.
 - To capture project close-out costs.
- 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;
- Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year;
- 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 utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.
- *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

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; do not add a new federally-funded project or delete a federally-funded project; do 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 do 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.

Transit – Funds Related to Prior-Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with [23 CFR 450.326\(g\)](#). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

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 MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) 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 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. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [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 located 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, 2026, and remain in effect until September 30, 2028, 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:

DAVID L SNYDER

Digitally signed by DAVID L
SNYDER
Date: 2026.03.23 15:38:17 -04'00'

Mr. David Snyder
Acting Division Administrator
Pennsylvania Division
Federal Highway Administration

Date

Teresa Garcia Crews

Digitally signed by THERESA
GARCIA CREWS
Date: 2026.03.19 17:18:09 -04'00'

Ms. Terry Garcia-Crews
Regional Administrator
Region 3
Federal Transit Administration

Date

Kristin A. Mulkerin

Digitally signed by Signed
Signature
Date: 2026.03.24 12:22:07 -04'00'

Ms. Kristin Mulkerin
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	Maintenance
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Orphan Maintenance
Cambria County	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	Serious
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Maintenance
	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

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Blair County	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

PA Planning Partner Key Planning Dates										
Planning Partner	MPO/RPO	2025 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	5/11/2026	6/11/2026	6/24/2026			7/27/2022	7/27/2027	9/29/2027	1/24/2024
Altoona	MPO	4/27/2026	5/25/2026	6/8/2026			12/15/2025	12/15/2030	9/26/2031	6/17/2024
Centre County	MPO	5/4/2026	6/4/2026	6/23/2026			9/17/2025	9/17/2030	9/17/2030	2/28/2023
DVRPC	MPO	5/21/2026	6/22/2026	7/23/2026	2/15/2023	2/15/2027	9/25/2025	9/25/2029	2/8/2028	7/26/2018
Erie	MPO	5/6/2026	6/5/2026	6/17/2026			3/9/2022	3/9/2027	9/29/2027	12/14/2022
Franklin	MPO	4/15/2026	5/15/2026	5/21/2026			4/6/2023	4/6/2028	4/6/2028	5/16/2024
Harrisburg	MPO	5/1/2026	5/31/2026	6/26/2026	9/8/2025	9/8/2029	9/26/2025	9/26/2029	12/15/2029	9/26/2025
Johnstown	MPO	5/18/2026	6/18/2026	7/2/2026			6/11/2024	2/27/2028	9/27/2028	9/1/2024
Lancaster	MPO	5/1/2026	5/31/2026	6/23/2026	8/11/2022	8/11/2026	6/24/2028	6/24/2032	9/27/2032	4/24/2023
Lebanon	MPO	4/17/2026	5/17/2026	6/18/2026			6/20/2024	6/20/2028	9/27/2032	4/1/2026
LVTS	MPO	4/15/2026	5/15/2026	6/17/2026	6/24/2024	6/24/2028	11/15/2023	11/15/2027	12/15/2027	2/21/2024
NEPA	MPO	5/11/2026	6/11/2026	6/16/2026			1/3/2024	1/3/2028	4/22/2028	11/18/2015
North Central	RPO	5/1/2026	5/31/2026	6/9/2026			6/14/2022	6/14/2027	6/14/2027	4/14/2020
Northern Tier	RPO	5/8/2026	6/6/2026	6/15/2026			5/2/2025	5/2/2030	5/2/2030	2/21/2025
Northwest	RPO	4/16/2026	5/21/2026	6/24/2026			3/26/2024	3/26/2029	3/26/2029	6/22/2021
RATS	MPO	3/23/2026	4/24/2026	5/21/2026	3/3/2025	3/3/2029	5/21/2026	5/21/2030	9/29/2026	9/21/2023
Scranton/ Wilkes-Barre (LLTS)	MPO	6/5/2026	7/7/2026	7/7/2026	10/31/2024	10/31/2028	1/13/2026	1/13/2031	9/26/2031	1/9/2024
SEDA-COG	MPO	4/22/2026	5/22/2026	6/12/2026			6/12/2026	6/12/2031	6/12/2031	6/10/2022
Shenango Valley	MPO	3/23/2026	5/1/2026	6/16/2026			11/9/2021	9/15/2026	11/9/2026	2/12/2019
Southern Alleghenies	RPO	5/1/2026	5/31/2026	6/17/2026			10/17/2022	10/17/2027	10/17/2027	5/14/2025
SPC	MPO	5/7/2026	6/5/2026	6/22/2026	12/12/2025	12/12/2029	6/26/2023	6/26/2027	10/19/2027	4/28/2025
Wayne County (Independent)		6/15/2026	6/30/2026							
Williamsport	MPO	3/1/2026	3/31/2026	5/12/2026			12/4/2023	12/4/2028	12/4/2028	2/13/2023
York	MPO	5/4/2026	6/5/2026	6/26/2026	10/25/2023	10/25/2027	6/26/2025	6/26/2029	9/29/2029	2/23/2023
* 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 Planning Process

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

WHEREAS Title 23 CFR Part 450.220 requires a State to certify at least every 4 years that the transportation planning process is addressing the major issues in the state and is being conducted in accordance with all the applicable requirements below:

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, prohibiting exclusion based on race, color, or national origin; and,

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

WHEREAS the requirements of Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law 117-58) 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,

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

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

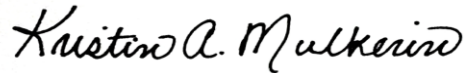
NOW, THEREFORE, BE IT RESOLVED THAT the Commonwealth of Pennsylvania certifies that the statewide transportation planning process is being carried out in conformance with all the applicable federal requirements and certifies that the statewide process to enhance the participation of the general-public, including the transportation disadvantaged, has been followed in developing all plans and programs, including the FFY 2027-2030 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. Mark J Tobin, Director
Center for Program Development and
Management
Pennsylvania Department of Transportation



By

Ms. Kristin A. Mulkerin,
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date 7/30/2026

Appendix 21 - Pennsylvania FFY 2023-2024 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
Pennsylvania Division
30 North Third Street, Suite 700
Harrisburg, PA 17101-1720
(717) 221-3461
Pennsylvania.FHWA@dot.gov

Reply To:
HPD-PA

Mr. Michael Carroll
Secretary of Transportation
Pennsylvania Department of Transportation
Keystone Building
400 North St.
Harrisburg, Pennsylvania 17120

Re: Pennsylvania FFY 2025-2028 Statewide Transportation Improvement Program & Air
Quality Conformity Determinations

Dear Secretary Carroll:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2025-2028 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 14, 2024. 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 2025-2028 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*, which addresses 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 2025-2028 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the independent Wayne County, Statewide Items, and the 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 Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the Bipartisan Infrastructure Law); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303 and 5304; and 23 CFR part 450.

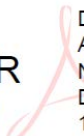
4. Based on our joint review of the overall Pennsylvania statewide, metropolitan, and rural transportation planning processes, the FHWA and FTA are issuing the FFY 2025-2028 STIP Federal Planning Finding, as enclosed.
5. In addition, several MPOs/RPOs have updated their Long Range Transportation Plans (LRTPs) in accordance with 23 CFR Part 450.324. These areas include the Lebanon MPO, Lancaster MPO, and Cambria County MPO. The Delaware Valley Regional Planning Commission (DVRPC) MPO and the Southwestern Pennsylvania Commission (SPC) MPO have amended their LRTPs. 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 approvals for the Lebanon, Lancaster, and Cambria County MPOs will reset their respective 4-year LRTP update timeclocks to begin on the date of this letter.

If you have any questions regarding this determination, please do not hesitate to contact either Gene Porochniak, FHWA Pennsylvania Division, at eugene.porochniak@dot.gov or (717) 221-4438, or Laura Keeley, FTA Region III, at laura.keeley@dot.gov or (215) 656-7111.

Sincerely,

 Digitally signed by
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GARCIA CREWS
Date: 2024.09.27
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Terry Garcia Crews
Regional Administrator
FTA Region III

ALICIA
ESTHER
NOLAN
 Digitally signed by
ALICIA ESTHER
NOLAN
Date: 2024.09.27
14:00:01 -04'00'

Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosures

ec: Larry Shifflet, Executive Deputy Secretary
Kristin Mulkerin, Deputy Secretary for Planning
Meredith Biggica, Deputy Secretary for Multimodal Transportation
Chris Norris, P.E., Deputy Secretary for Highway Administration
Corey Pellington, Deputy Secretary for Administration
Robert Mulkerin, Special Advisor to the Executive Deputy Secretary
Casey Markey, Special Assistant, Office of the Deputy Secretary for Planning
Mark Tobin, Bureau Director, Center for Program Development & Management (CPDM)
Andrea Bahoric, Director, Bureau of Planning & Research
Danielle Spila, Director, Bureau of Public Transportation
Natasha Fackler, Infrastructure Implementation Coordinator

Gavin Gray, P.E., Chief Engineer
Nathan Walker, PennDOT CPDM
Michelle Adolini, PennDOT CPDM
Jim Mosca, PennDOT CPDM
Jess Clark, PennDOT CPDM
Mike Rimer, PennDOT CPDM
Dan Farley, Director, Bureau of Operations
Doug Tomlinson, Chief, Highway Safety and Traffic Operations (HSTO) Division
Thomas Glass – HSTO Division
Mike Long – Chief, Asset Management Division
Steve Gault - Chief, TSMO Arterials & Planning Section
Justin Bruner – Chief, Bridge Asset Management Section
PennDOT District Executives
MPO/RPO Executive Directors
MPO/RPO Assistant Directors/Planners
Christina Fernandez, EPA Region 3
Megan Goold, EPA Region 3
David Talley, EPA Region 3
Gregory Becoat, EPA Region 3
Michael Trone, PA DEP
Chris Trostle, PA DEP
Tony Tarone, FTA Region 3
Laura Keeley, FTA Region 3
Mark Wolanski, FTA Region 3
Tim Lidiak, FTA Region 3
Camille Otto, FHWA Pennsylvania (PA) Division
Jennifer Crobak, FHWA PA
Jonathan Crum, FHWA PA
Clint Beck, FHWA PA
Gene Porochniak, FHWA PA
Ronnique Bishop, FHWA PA
Kenana Zejcirovic, FHWA PA
Matt Smoker, FHWA HQ

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

This is the documented Federal Planning Finding (FPF) for the Pennsylvania FFY 2025-2028 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, metropolitan, and nonmetropolitan transportation planning and programming processes.

The FHWA and FTA find that the Pennsylvania FFY 2025-2028 STIP substantially meets the requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 Code of Federal Regulations (CFR) part 450, and 49 CFR part 613.

The FPF includes **3 Commendations** where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and **5 Recommendations** for continued improvement. There are **no Corrective Actions**. Please see the Findings beginning 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 to discuss the FPF and develop an Action Plan to address the Recommendations within 90 days of the STIP approval date.

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, metropolitan, and nonmetropolitan transportation planning processes consistent with 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 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, metropolitan, or nonmetropolitan transportation planning process.

The FPF applies to both PennDOT and the 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.
- The Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141), the Fixing America's Surface Transportation Act (FAST Act, Pub. L. 114-94), and the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" or BIL) maintain this requirement.
- 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)].

- 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 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, Long Range Transportation Plan (LRTP) coordination, and 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 the FPF 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 one or more elements of the transportation planning process. Recommendations could include enhancements to planning processes, planning emphasis areas, emerging technologies, and agency initiatives.
- 3) **Commendations:** Activities or initiatives that demonstrate innovative, highly effective, and well thought out procedures for implementing the planning requirements or represent a national model for implementation that can be cited as a good practice example for others.

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

Findings:

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

1. BIL Implementation

FHWA and FTA commend PennDOT and the Planning Partners on their efforts to support implementation of the BIL/IIJA new formula funding programs and discretionary grant opportunities. Notable achievements include:

- PennDOT has completed three rounds of National Electric Vehicle Infrastructure (NEVI) project awards, has 91 active projects as of August 15, 2024, and has successfully completed their first operational charging stations.
- PennDOT has updated their Design Manual (DM2) to incorporate a chapter on resilience and is currently working on developing a Resilience Improvement Plan (RIP).
- PennDOT's cooperative development of their State Carbon Reduction Strategy (CRS) with input from the Planning Partners, their creation of an eligibility resource guide for potential Carbon Reduction Program (CRP) projects, and their utilization of CRP funding for their Transportation Systems Management & Operations (TSMO) Funding Initiative program have been key elements in the implementation of the CRP in Pennsylvania.
- Regional efforts by the Planning Partners to educate the public and local officials on new formula funding programs, promote discretionary grant opportunities, establish new regional CRP project selection processes, and increase efforts to consider equity in planning.

PennDOT's IIJA website provides resources, current grant alerts, and a listing of projects that have received discretionary grant awards, which is a great resource for both the Planning Partners and other transportation stakeholders in Pennsylvania. PennDOT's assistance to local grant recipients has supported successful project delivery. Through these efforts, PennDOT has continued their focus on exploring and implementing funding solutions for the needs of the Commonwealth's transportation network.

Finally, FHWA and FTA commend PennDOT on their continued use of August redistribution as another tool to effectively deliver the transportation program in Pennsylvania. PennDOT has applied for additional annual obligation limitation on a consistent basis and has utilized the available obligation authority to the maximum extent possible. This is especially notable given the large increase in August redistribution levels in recent years, which has presented a challenge for PennDOT to obligate larger amounts in a short period of time.

2. Planning and Environmental Linkages Process

FHWA and FTA would like to commend PennDOT on their effective use of the Planning and Environment Linkages (PEL) process to improve project development and lead to better decision-making. PEL studies have been particularly valuable for the US 219-Section 050 and State College Area Connector projects, which the project teams have been able to utilize to initiate Environmental Impact Statements (EISs). A PEL is also in-process for the particularly complex

Skidders Falls Bridge project. The use of PELs demonstrates PennDOT's commitment to early consideration of project Purpose and Needs, preliminary alternatives, potential impacts, and public and agency feedback to improve project delivery on large, complex projects, while also providing additional input to inform and improve the National Environmental Policy Act (NEPA) process.

3. Unified Planning Work Program

FHWA and FTA commend PennDOT and the Planning Partners on their ongoing efforts to improve UPWP invoice procedures and address the findings from the Tier 2 Invoicing Procedures and Internal Controls Review. PennDOT's development of internal procedures, external and internal handbooks, training, and a Management Plan has helped to roll out the new internal controls and invoicing process. FHWA looks forward to working with PennDOT to build on this progress and assist them with the completion of the initial testing of the invoice sampling plan.

FHWA and FTA also wish to recognize PennDOT's efforts to update the State Planning and Research (SPR) Memorandum of Understanding (MOU), which outlines procedures for the administration of the SPR Work Program in the Commonwealth of Pennsylvania, as well as PennDOT's coordination on updates to the UPWP Guidance following the administration of a 1-year Work Program to separate Pennsylvania's TIP and UPWP development cycles.

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

1. Safety Planning, Programming and Project Delivery

Improving safety is the top priority for FHWA, FTA and PennDOT. However, Pennsylvania has not met or made significant progress towards meeting the Safety Performance Measures under 23 CFR Part 490 for the last five reporting periods [Calendar Year (CY) 2018 through CY 2022]. Historically, since Federal Fiscal Year (FFY) 2017, PennDOT has obligated on average less than 85% of their full Highway Safety Improvement Program (HSIP) annual apportionment, which diminishes Pennsylvania's capacity to deliver important safety projects. To reduce fatalities and serious injuries, PennDOT needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full HSIP annual apportionment, and integrating safety into projects. This finding is being carried over from the 2023 FPF.

FHWA and FTA recognize that there has been a concerted effort by PennDOT to improve the HSIP obligation process over the last few years, including achieving a larger percentage of obligation occurring earlier in the FFY and obligating more than the minimum required in FFY 2024. In addition, beginning in CY 2025, around April 15 each year PennDOT plans to move current fiscal year HSIP funding remaining in regional line items and not assigned to projects to the Statewide line item for redistribution to other projects that are ready to obligate. FHWA and FTA support this proactive approach to improve HSIP utilization rates. FHWA and FTA request that PennDOT continue to schedule regular coordination meetings and bring the Planning Partners into the conversation to discuss ongoing funding challenges and identify further opportunities to improve safety planning, programming, and project delivery.

2. Integration of Asset Management (AM) and Transportation Performance Management (TPM)

FHWA and FTA recognize that PennDOT has long maintained a preservation-first focus and has made considerable progress in identifying investment needs by developing and improving their Bridge and Pavement Asset Management Systems (AMS) and now beginning development on AssetFox. However, based on the Pennsylvania Transportation Asset Management Plan (TAMP) consistency determination, TIP submissions, and feedback, it still appears that PennDOT's AMS are not being widely used to guide investment priorities and drive project selection to achieve optimal performance. This finding is being carried over from the 2023 FPF.

Through the 2025 TIP development process, FHWA and FTA observed continuing challenges to PennDOT and the Planning Partners on fully utilizing the AMS outputs, including the timing of AMS outputs, competing project priorities, and technical training needs on how to effectively use the data outputs in the planning process. PennDOT did not evaluate the expected performance outcomes of the draft 2025 STIP during the STIP development process.

FHWA and FTA request that PennDOT work with the Planning Partners towards greater consistency between the TAMP, the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs. To do this, PennDOT should continue holding monthly coordination meetings with FHWA, PennDOT AMS technical experts and the PennDOT Program Center. The purpose of these meetings should be to discuss asset management challenges, identify opportunities for improvement, and monitor progress in implementing the required changes needed for PennDOT to successfully integrate their AMS more fully into project selection.

3. LRTP Development Process

Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process, including the development of PennDOT's updated Regional LRTP Guidance (Pub. 575). However, FHWA and FTA continue to observe issues with LRTP updates, including rushed development of plans, late agency coordination, a lack of awareness about air quality conformity requirements, limited review time for FHWA and FTA prior to plan public comment periods or plan adoptions, and potential for plan expirations. These continuing issues demonstrate there is still a need for further improvement and greater focus by the Planning Partners and PennDOT on the LRTP development process. This finding is being carried over from the 2023 FPF.

To address the issues outlined above, FHWA and FTA continue to emphasize the importance of the Planning Partner scheduling a LRTP kickoff meeting early in the update process. For LRTP updates, FHWA and FTA recommend that the Planning Partners work with PennDOT, FHWA, and FTA to jointly develop reasonable update schedules with key milestones identified. FHWA and FTA also recommend that PennDOT consider ways they can further promote the LRTP Guidance to increase awareness and use of this resource, such as webinars and the sharing of effective practices.

4. Metropolitan Planning Agreements (MOUs/MOAs)

As required by 23 CFR 450.314, each Metropolitan Planning Area (MPA) must have a written agreement among the MPO, the State(s), and the providers of public transportation which identifies their mutual responsibilities in carrying out the metropolitan transportation planning process. In several recent Certification Reviews, FHWA and FTA have identified outdated agreements and missing requirements in the written provisions between PennDOT, the MPO, and the Transit provider(s), which have resulted in Corrective Actions. FHWA and FTA recommend that PennDOT, the Planning Partners, and the Transit agencies evaluate their Memorandums of Understanding/Memorandums of Agreement (MOUs/MOAs) as needed to ensure that the current documents include all required parties as signatories and identify the mutual responsibilities of all required parties in carrying out the metropolitan planning process in each region.

As part of fully meeting the requirements found in 23 CFR 450.314, planning agreements between PennDOT, the Planning Partner(s), and the Transit provider(s) must also include specific provisions for the development of financial plans that support the LRTP and TIP, the development of the annual listing of obligated projects for both highway/bridge and transit, and written provisions on meeting performance measure requirements (if not documented elsewhere). The Planning Partners, PennDOT, and the providers of public transportation should periodically review and update these agreements, as appropriate, to reflect and account for changes in transportation planning requirements.

5. Transit Coordination

FTA and FHWA recommend that PennDOT, the Planning Partners, and Transit providers identify ways to strengthen multimodal planning, communication, and collaboration. Stronger coordination between different stakeholders, inclusive of Public Transportation, is necessary to meet the federal planning requirements and PennDOT plays a crucial role in leading and modeling that across Pennsylvania.

PennDOT has undertaken large efforts to update planning guidance, like Pub. 575, but has often not fully incorporated FTA requirements in these documents. In addition, when comments have been provided by FTA or BPT, they have not been addressed. This has resulted in guidance documents and materials that are incomplete and missing information on federal requirements. Furthermore, during the review of the FY2025-2028 TIPs, FTA and FHWA identified several inconsistencies within the TIPs in how Transit projects are included, how fiscal constraint is demonstrated together with the transit financial capacity analysis, and how the projects meet performance-based planning and programming requirements.

FTA and FHWA recommend that PennDOT evaluate and develop internal procedures for how the Department will coordinate reviews between the Bureau of Public Transit (BPT) and the Center for Program Development & Management (CPDM-Program Center) when addressing federal planning requirements. In addition, PennDOT should take actions to clarify and strengthen procedures to ensure adequate transit coordination between PennDOT CPDM, BPT, Districts, and the Planning Partners.

Furthermore, Planning Partners and Transit providers should, with assistance from PennDOT, evaluate their procedures for addressing how transit activities are correctly recorded and reflected in the TIPs and STIP, LRTP System Performance Reports, UPWPs and other planning documents. The selection of projects for inclusion in the Annual Listing of Obligated Projects, UPWP amendments, the programming of transit planning projects with non-PL funds, and the inclusion of transit performance measures and reporting are all aspects that should be considered. To provide additional assistance to the Planning Partners, PennDOT may explore additional measures at their discretion, including supplementing General and Procedural Guidance and other guidance documents with FTA-specific details.

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	Maintenance
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Orphan Maintenance
Cambria County	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	Serious
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Maintenance
	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

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Blair County	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 2027-2030 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Action Plan Matrix - 2025 Recommendations						
Title	Description	Owner(s)	Last Modified	Completion Date	Planned Action	Action(s) Taken
Safety Planning, Programming and Project Delivery:	Improving safety is the top priority for FHWA, FTA and PennDOT. However, Pennsylvania has not met or made significant progress towards meeting the Safety Performance Measures under 23 CFR Part 490 for the last five reporting periods [Calendar Year (CY) 2018 through CY 2022]. Historically, since Federal Fiscal Year (FFY) 2017, PennDOT has obligated on average less than 85% of their full Highway Safety Improvement Program (HSIP) annual apportionment, which diminishes Pennsylvania’s capacity to deliver important safety projects. To reduce fatalities and serious injuries, PennDOT needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full HSIP annual apportionment, and integrating safety into projects. This finding is being carried over from the 2023 FPF. FHWA and FTA recognize that there has been a concerted effort by PennDOT to improve the HSIP obligation process over the last few years, including achieving a larger percentage of obligation occurring earlier in the FFY and obligating more than the minimum required in FFY 2024. In addition, beginning in CY 2025, around April 15 each year PennDOT plans to move current fiscal year HSIP funding remaining in regional line items and not assigned to projects to the Statewide line item for redistribution to other projects that are ready to obligate. FHWA and FTA support this proactive approach to improve HSIP utilization rates. FHWA and FTA request that PennDOT continue to schedule regular coordination meetings and bring the Planning Partners into the conversation to discuss ongoing funding challenges and identify further opportunities to improve safety planning, programming, and project delivery.	PennDOT Program Center/Bureau of Operations	06/08/26	On-Going	Operations and CPDM are working to revitalize the HSIP steering committee over the spring and summer months of 2026 to discuss additional opportunities for funding obligations. This group will now include representation from a number of PennDOT Districts and will develop an implementable action plan and present results to District Executives and at the fall Planning Partners meeting.	Program Center, Operations. and Design and Delivery Staff discussed efforts for FFY 2026 with Districts at the PennDOT Statewide Caucus Meeting on 9/30/2025 to ensure sufficient projects are committed as lettings for delivery to guarantee 2026 Obligation Targets are realized. Panel session hosted by CPDM, Operations and District staff during Planning Partners Meeting on 10/2/2025 discussed efforts with the 2027 TIP Update. Goals of each sessions were to ensure projects were identified and to minimize the usage of line items. PMC is receiving updates on the HSIP status on a monthly basis. As part of the 2027 TIP Review meetings in January/February 2026 with MPOs/RPOs, District Offices, and Program Center staff, emphasis was placed on the identification of HSIP eligible projects toward advancing safety projects in each region to meet targets for funds obligation. CPDM outreach to PennDOT Districts took place in Spring 2026 to address opportunities for April Redistribution of HSIP/HVRU funds. The updated PennDOT HSIP Website was released for use on 5/28/2026.
Integration of Asset Management (AM) and Transportation Performance Management (TPM):	FHWA and FTA recognize that PennDOT has long maintained a preservation-first focus and has made considerable progress in identifying investment needs by developing and improving their Bridge and Pavement Asset Management Systems (AMS) and now beginning development on AssetFox. However, based on the Pennsylvania Transportation Asset Management Plan (TAMP) consistency determination, TIP submissions, and feedback, it still appears that PennDOT’s AMS are not being widely used to guide investment priorities and drive project selection to achieve optimal performance. This finding is being carried over from the 2023 FPF. Through the 2025 TIP development process, FHWA and FTA observed continuing challenges to PennDOT and the Planning Partners on fully utilizing the AMS outputs, including the timing of AMS outputs, competing project priorities, and technical training needs on how to effectively use the data outputs in the planning process. PennDOT did not evaluate the expected performance outcomes of the draft 2025 STIP during the STIP development process. FHWA and FTA request that PennDOT work with the Planning Partners towards greater consistency between the TAMP, the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs. To do this, PennDOT should continue holding monthly coordination meetings with FHWA, PennDOT AMS technical experts and the PennDOT Program Center. The purpose of these meetings should be to discuss asset management challenges, identify opportunities for improvement, and monitor progress in implementing the required changes needed for PennDOT to successfully integrate their AMS more fully into project selection.	PennDOT Bureau of Maintenance and Operations/Program Center	06/08/26	On-going	Advanced tools for project selection and prioritization are nearing deployment. Efforts are underway to provide a high level education to key CPDM staff in the near future. Efforts are underway to plan more focused training sessions and communication in support of Program Development.	Monthly meetings continued through 2025 with Operations, FHWA and the addition of CPDM. Annual Performance Reports distributed in late July to assist with 2027 Program Update. Session conducted during the 2025 Planning Partners meeting to showcase the system and discuss ongoing concerns for deployment. BAMS/PAMS data has been provided and the Asset Management Division has initiated training for BAMS/PAMS - first for the District Offices, and providing this training opportunity to the MPO/RPO Planning Partners and FHWA.Asset management was a key discussion topic during the 2027 TIP Review meetings. There is a pending restart of the Asset Management Steering Committee taking place later this year. PennDOT gave an AM presentation to the FHWA Division Office in April 2026. FHWA will receive additional hands-on training in the BAMS and PAMS systems.
LRTP Development Process:	Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process, including the development of PennDOT’s updated Regional LRTP Guidance (Pub. 575). However, FHWA and FTA continue to observe issues with LRTP updates, including rushed development of plans, late agency coordination, a lack of awareness about air quality conformity requirements, limited review time for FHWA and FTA prior to plan public comment periods or plan adoptions, and potential for plan expirations. These continuing issues demonstrate there is still a need for further improvement and greater focus by the Planning Partners and PennDOT on the LRTP development process. This finding is being carried over from the 2023 FPF. To address the issues outlined above, FHWA and FTA continue to emphasize the importance of the Planning Partner scheduling a LRTP kickoff meeting early in the update process. For LRTP updates, FHWA and FTA recommend that the Planning Partners work with PennDOT, FHWA, and FTA to jointly develop reasonable update schedules with key milestones identified. FHWA and FTA also recommend that PennDOT consider ways they can further promote the LRTP Guidance to increase awareness and use of this resource, such as webinars and the sharing of effective practices.	PennDOT Program Center	06/08/26	On-going	PennDOT Program Center staff will continue to monitor and communicate the need for development of a timeline for LRTP/MTP which reflects the initial outreach meeting with stakeholders through anticipated MPO/RPO adoption. LRTP development, approval, and expiration status will continue to be tracked by the Program Center on SharePoint. Supporting information/guidance will be reviewed and updated as part of UPWP Guidance Update (FY 2027-2029) and General and Procedural Guidance for the 2029 Program Update. Meeting with FHWA/Program Center in March 2026 to discuss PUB 575 - Regional LRTP Guidance, MPO/RPO LRTP Reviews, FHWA concerns with LRTP development, and ways to enhance the process of LRTP development. Development of a more formal LRTP/MTP checklist will proceed to help ensure that plans submitted for approval include all required elements for approval. The availability of of PUB 575 as a guide/tool for development of LRTPS will be strongly communicated at the beginning and throughout the development process/timeline. Reference and links to PUB 575 will continue to be made available in General and Procedural and UPWP guidance issued by the Department. The pending updates to the LRTP development and review process being considered illustrate the need for the further promotion and utilization of Pub 575, the potential creation of additional resources such as LRTP checklists, and clearly defined roles & responsibilities for Program Center and FHWA staff in the stewardship and oversight of MPO/RPO LRTP development and adoption.	PennDOT’s Regional Long Range Transportation Plan Guidance (Pub 575) was completed in February 2023. The Guidance Document supports MPOs and RPOs in the preparation of regional LRTPs that comply with federal requirements and are consistent with state policies. General and Procedural and MPO/RPO UPWP Guidance language for LRTP/MTP development has been enhanced to emphasize the need to begin stakeholder outreach at a minimum of 30 months before the LRTP/MTP deadline. A MPO/RPO LRTP/MTP timeline for development has been strongly encouraged and is requested to provided when the start of the process (30 months before LRTP/MTP deadline) is initiated.MPOs and RPOs are also strongly encouraged to provide a coordinated LRTP/MTP kickoff as well as a reasonable timeline and plan for development. The Program Center also encourages MPOs and RPOs to take advantage of the various subject matter experts within PennDOT. PennDOT CPDM and FHWA Division staff met in March and May 2026 to discuss efforts to emphasize review of LRTPs by CPDM and FHWA staff prior to public comment periods and ensure essential elements are included. 2027-2029 UPWP Guidance is currently in development and should be approved in July 2026.

Pennsylvania 2027-2030 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Action Plan Matrix - 2025 Recommendations						
Title	Description	Owner(s)	Last Modified	Completion Date	Planned Action	Action(s) Taken
Metropolitan Planning Agreements (MOUs/MOAs):	As required by 23 CFR 450.314, each Metropolitan Planning Area (MPA) must have a written agreement among the MPO, the State(s), and the providers of public transportation which identifies their mutual responsibilities in carrying out the metropolitan transportation planning process. In several recent Certification Reviews, FHWA and FTA have identified outdated agreements and missing requirements in the written provisions between PennDOT, the MPO, and the Transit provider(s), which have resulted in Corrective Actions. FHWA and FTA recommend that PennDOT, the Planning Partners, and the Transit agencies evaluate their Memorandums of Understanding/Memorandums of Agreement (MOUs/MOAs) as needed to ensure that the current documents include all required parties as signatories and identify the mutual responsibilities of all required parties in carrying out the metropolitan planning process in each region. As part of fully meeting the requirements found in 23 CFR 450.314, planning agreements between PennDOT, the Planning Partner(s), and the Transit provider(s) must also include specific provisions for the development of financial plans that support the LRTP and TIP, the development of the annual listing of obligated projects for both highway/bridge and transit, and written provisions on meeting performance measure requirements (if not documented elsewhere). The Planning Partners, PennDOT, and the providers of public transportation should periodically review and update these agreements, as appropriate, to reflect and account for changes in transportation planning requirements.	PennDOT Program Center/Bureau of Public Transportation/MPOs/RPOs	06/08/26	On-going	Program Center will continue to encourage and monitor development/update of the transit cooperative agreements between the MPOs/RPOs and transit operators. These updates are underway, where needed, and are being tracked. PennDOT and FHWA/FTA have coordinated to finalize the 2027 Program STIP MOU. PennDOT will continue to coordinate with FHWA, FTA and the MPOs/RPOs and their transit operators to ensure that the noted findings are being addressed (financial plans, annual listing of obligated projects, performance measurement requirements, and update and status of transit cooperative MOUs.	Program Center is currently working with MPO/RPO staff to develop transit cooperative MOUs where they do not exist, or update ones that are out of date. A matrix has been developed to track status, and has been added as a Key Planning Dates reporting item on SharePoint. Highway/Bridge and Transit annual lists of obligated projects are developed/provided and posted on the MPO/RPO websites, as required. Transit financial plans (Financial Capacity Analyses) are included with the TIP Update submissions. MPO/RPO MOUs are updated with each TIP updated based upon the agreed upon STIP MOU and include the required parties for signature. After coordination with FHWA/FTA, the 2027 MOU was signed and distributed to MPOs and RPOs in March 2026.
Transit Coordination:	FTA and FHWA recommend that PennDOT, the Planning Partners, and Transit providers identify ways to strengthen multimodal planning, communication, and collaboration. Stronger coordination between different stakeholders, inclusive of Public Transportation, is necessary to meet the federal planning requirements and PennDOT plays a crucial role in leading and modeling that across Pennsylvania. PennDOT has undertaken large efforts to update planning guidance, like Pub. 575, but has often not fully incorporated FTA requirements in these documents. In addition, when comments have been provided by FTA or BPT, they have not been addressed. This has resulted in guidance documents and materials that are incomplete and missing information on federal requirements. Furthermore, during the review of the FY2025-2028 TIPs, FTA and FHWA identified several inconsistencies within the TIPs in how Transit projects are included, how fiscal constraint is demonstrated together with the transit financial capacity analysis, and how the projects meet performance-based planning and programming requirements. FTA and FHWA recommend that PennDOT evaluate and develop internal procedures for how the Department will coordinate reviews between the Bureau of Public Transit (BPT) and the Center for Program Development & Management (CPDM-Program Center) when addressing federal planning requirements. In addition, PennDOT should take actions to clarify and strengthen procedures to ensure adequate transit coordination between PennDOT CPDM, BPT, Districts, and the Planning Partners. Furthermore, Planning Partners and Transit providers should, with assistance from PennDOT, evaluate their procedures for addressing how transit activities are correctly recorded and reflected in the TIPs and STIP, LRTP System Performance Reports, UPWPs and other planning documents. The selection of projects for inclusion in the Annual Listing of Obligated Projects, UPWP amendments, the programming of transit planning projects with non-PL funds, and the inclusion of transit performance measures and reporting are all aspects that should be considered. To provide additional assistance to the Planning Partners, PennDOT may explore additional measures at their discretion, including supplementing General and Procedural Guidance and other guidance documents with FTA-specific details.	PennDOT Program Center/Bureau of Public Transportation/MPOs/RPOs	06/08/26	On-going	Program Center will continue to coordinate with the MPOs/RPOs, Transit Providers, PennDOT BPT, and FTA to find ways to further strengthen multimodal planning, communication and collaboration. Considerations include: 1. identifying a Program Center Transit contact to coordinate on Transit related issues and information with BPT and FTA through established meetings/check-ins. 2. Expand opportunities for interaction of BPT staff, Program Center staff, and the MPO/RPOs through the Bi-monthly Planning Partners calls and the Annual Planning Partners Meeting. 3. Include BPT and FTA in the TIP Update Review meetings each cycle. Review existing checklists (TIP Development and UPWP) to ensure that coordination of reviews occurs with BPT and FTA. The process for review of Supplemental Planning requests (PL/SPR) is currently being documented. This process includes review by BPT and FTA where transit elements are included in the scope of work. Per The SPR MOU, if federal funding is being utilized, FHWA/FTA will be given The opportunity to review the scope of work before MPO/RPO approval and PennDOT approval of the Supplemental funding. Review is also coordinated with PennDOT BPT. Program Center, with guidance from PennDOT BPT and FTA, will evaluate how and what transit activities are reflected in Planning documents such as The TIP, STIP, LRTP, LRTPs, UPWPs as noted.	PennDOT's Program Center coordinates transit elements of the UPWP and supplemental requests (SPR/PL) for transit initiatives with BPT, FTA, and MPOs/RPOs. This includes coordination in development of guidance for UPWP development, General and Procedural Guidance, and Financial Guidance for TIP/TYP Development. The Program Center and BPT also coordinate efforts regarding the PA Long Range Plan with a dedicated section for each mode, including public transit. The Program Center supports BPT creating a dedicated Public Transit Plan to showcase a more detailed outlook. Currently, Public Transit is one of the few modes that does not have a dedicated plan. Program Center also coordinates with BPT in development of the Transit Elements of MPO/RPO TIPs. LRTPs - HATS MPO is working to strengthen the relationship and coordination with transit entities in the region a part of their LRTP Development process and overall work as an MPO - this is just one example of of efforts underway to strengthen Transit Coordination. PennDOT BPT and FTA were included in MPO/RPO TIP review meetings held in January/February 2026 to review and discuss draft 2027 Highway/Bridge and Transit elements of the draft TIPs which were due to the Department at the end of December 2025. A PennDOT Program Center, Transporation Program Development Division staff member has been identified to serve as a liaison for the Program Center with PennDOT BPT and FTA to regularly coordinate on Transit Planning and programming activities and issues. Plans have been established to organize a joint BPT/CPDM meeting tentatively scheduled for 9/29/2026.

2027-2030 Wayne County Independent Transportation Improvement Program (TIP) Project Development/Prioritization Process

The Wayne County (Independent) Transportation Improvement Program (TIP) was developed based on the methodologies outlined in Pennsylvania's 2027 Transportation Program General and Procedural Guidance via General Planning Requirements and supports the goal areas established in the Pennsylvania Department of Transportation's (PennDOT's) current long-range transportation plan. The document was fiscally constrained per the guidance provided in the Pennsylvania 2027 Transportation Program Financial Guidance.

PennDOT, through its Center for Program Development and Management and PennDOT Engineering District 4-0, serves as the liaison for transportation infrastructure decisions within the Wayne County region. The Department meets with Wayne County officials to discuss important transportation needs that can be addressed by projects that become part of the draft TIP. The production of the TIP is the culmination of the transportation planning process and represents a consensus among the Department and Wayne County officials regarding which transportation projects to develop and advance based on available funding. Consensus is crucial because, before committing significant funding, federal and state governments want assurances that all interested parties have actively participated in developing the region's priorities. A project's inclusion on the Wayne County Independent TIP signifies agreement on the priority of the project and establishes eligibility for state and federal funding. Wayne County officials are jointly involved in the project selection process with the Department along with state and federal agencies. Other organizations and the public become actively involved through the STIP Public Comment process, which allows them to communicate directly with the Wayne County Planning Commission and PennDOT regarding project selections and their transportation concerns in the region.

2027-2030 Wayne County Independent Transportation Improvement Program (TIP) Development Timeline

TIP Development Timeline

- General and Procedural and Financial Guidance issued by the Department in May 2025.
- District 4-0 discusses with Wayne County and updates project costs and schedules for carryover and candidate projects for inclusion in the draft Wayne County TIP in Fall 2025.
- With consensus between the Department and Wayne County, the draft TIP was submitted to PennDOT Program Center in late December 2025.
- TIP Public Comment period as part of the STIP Public Comment period – June 15-June 29, 2026.
- State Transportation Commission (STC) adopts Twelve Year Program (TYP) – August 2026 (which will serve as adoption of the Wayne County TIP).
- Submission of TIP, as part of the Statewide Transportation Improvement Program (STIP) – August 2026.
- After final approval of the STIP by FHWA and FTA, the Wayne County TIP will take effect at the beginning of the federal fiscal year on October 1, 2026.