



The Central Bayfront Parkway in Erie County
Photo by PennDOT Photogrammetry and Surveys Section

DRAFT

**PENNSYLVANIA'S
STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM**

FFY 2025-2028

**EXECUTIVE SUMMARY
AUGUST 14, 2024**

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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) 2025-2028 Statewide Transportation Improvement Program (STIP), also referred to as the 2025 STIP.

The 2025 STIP includes \$28.8 billion (\$16.7 billion for Highway/Bridge and \$12.1 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 2025 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 2025 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 2024-2025 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 2025 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 2025 Program update. PennDOT, FHWA, FTA and all MPO/RPOs concurred with the guidance prior to final issuance.

Key aspects in the development of the 2025 STIP were:

- Final *Financial Guidance* and *General and Procedural Guidance* advising the development of the 2025 Program were issued on May 3, 2023 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 1 to April 30, 2023. This open comment period featured an online survey and Online Public Forum hosted by PennDOT Executive staff, as well as STC Commissioners on April 12, 2023.
- 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, 2023, for review and response.
- Project funding information, Public Narratives, and Air Quality information for the 2025 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.
- A separate STIP 15-day public comment period was held. PennDOT considered comments and developed responses.
- With the adoption of the Commonwealth's TYP on August 14, 2024, the STC thereby endorsed the 2025 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 2025 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, environmental justice 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 2025 Program. PennDOT, FHWA and the MPOs/RPOs jointly developed the guidance documents, first through two respective workgroups, and later through agreement by all parties. This guidance was reviewed with all MPOs/RPOs during the spring Planning Partners meeting on April 19, 2023, and unanimous concurrence was achieved. Final Financial Guidance and General and Procedural Guidance were issued on May 3, 2023.

Financial Guidance

Financial Guidance provides funding levels available for the development of the STIP for all anticipated federal and state funding over the FFY 2025-2028 period. For highways and bridges, federal funding assumptions are based upon the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) which was enacted on November 15, 2021. State revenues are based on the budget estimates for highway and bridge capital appropriations.

Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed 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 2025 Program (**Appendix 4**) continued previous "Spike" funded project commitments, aligned with the Department's investment initiatives. The Financial Guidance Work Group recommended that the IM Program, the National Highway Freight Program (NHFP/NFP) and Railway-Highway Crossings Program (Section 130/RRX) continue to be centrally managed. Funds associated with the PROTECT formula programs are currently assigned to the statewide program pending discussions of a potential suballocation to MPOs/RPOs starting in FFY 2027.

For transit, the Financial Guidance includes a combination of federal and state resources. Federal funding is based on FFY 2023 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 2025 Program development process within the context of multiple interrelated, intergovernmental planning functions. It contains information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration. It includes the schedule, procedures, and documentation necessary to complete the Program update.

Noteworthy inclusions for the 2025 Program update consist of the Federal TPM requirements and the PennDOT Connects/Local Government Collaboration initiative.

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

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

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

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM

Highway and Bridge Summary

Funding contained in the highway and bridge portion of the STIP includes all federal and state capital funds anticipated over FFY 2025–2028. 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 2025 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	2025	2026	2027	2028	Total
Federal	\$2,955	\$2,920	\$2,796	\$2,802	\$11,473
State	\$1,070	\$1,114	\$1,178	\$1,234	\$4,596
Other	\$375	\$153	\$74	\$81	\$683
Totals	\$4,400	\$4,187	\$4,048	\$4,117	\$16,752

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. However, historically there are balances in both categories. The 2025 STIP includes approximately \$120 million in reserve highway funds and \$120 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 2025 STIP available funds versus programmed funds table shown below provides additional detail of all highway and bridge funding.

The table is divided by core funding categories and those categories which bring additional resources to the STIP. Funding category definitions are provided in **Appendix 6** and total federal, state, and other funding amounts are provided by fund category in **Appendix 7**.

The table below demonstrates the financial capacity of the STIP. The amount of funding identified in Financial Guidance and the programmed amount do not always match exactly in some of the categories. The section “Additional Funding in the STIP” accounts for some of the differences along with PennDOT managing fiscal constraint based on available balances in state and federal categories, coupled with the transferability provisions of the federal program. **Appendix 8** shows Pennsylvania’s Highway Federal funds balances as of July 26, 2024. The STIP contains slightly more federal funds than potential apportionments in some years. This is managed throughout the implementation of the STIP in the following ways:

- The annual obligation limitation will ultimately control the level of federal dollars obligated in any year.
- PennDOT develops all transportation projects based on federal procedures and requirements to allow greater flexibility in programming both state and federal funds. This approach allows PennDOT to react to variations in annual obligation authority because project development based on state standards alone does not allow a switch to federal funding.
- Programmed projects reflect Year of Expenditure (YOE) requirements.

FFY 2025-2028 Statewide Transportation Improvement Program
Highway and Bridge Funding Summary Chart
Available Funds vs. Programmed Funds (\$000)

	2025		2026		2027		2028		Totals	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Highway Funds										
National Highway System	1,220.1	1,220.1	1,244.5	1,244.5	1,244.5	1,244.5	1,244.5	1,244.5	4,953.6	4,953.6
Surface Transportation Program	259.4	259.4	266.6	266.6	266.6	266.6	266.6	266.6	1,059.2	1,059.2
STP-Urban	186.5	186.5	190.2	190.2	190.2	190.2	190.2	190.2	757.1	757.1
State Highway	581.0	581.0	635.0	635.0	698.0	698.0	752.0	752.0	2,666.0	2,666.0
Highway Sub-Total	2,247.0	2,247.0	2,336.3	2,336.3	2,399.3	2,399.3	2,453.3	2,453.3	9,435.9	9,435.9
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)	317.0	317.0	317.0	317.0	312.0	312.0	312.0	312.0	1,258.0	1,258.0
Bridge Sub-Total	768.7	768.7	768.7	768.7	763.7	763.7	763.7	763.7	3,064.8	3,064.8
Other Funds										
Cong. Mitigation/Air Quality	118.4	118.4	120.8	120.8	120.8	120.8	120.8	120.8	480.8	480.8
National Highway Freight Program	59.2	59.2	60.4	60.4	60.4	60.4	60.4	60.4	240.4	240.4
Rail/Hwy Crossings	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	28.0	28.0
Safety	131.5	131.5	134.2	134.2	134.2	134.2	134.2	134.2	534.1	534.1
Transportation Alternatives (TAU/TAP/Rec Trails)	49.3	49.3	50.3	50.3	50.3	50.3	50.3	50.3	200.2	200.2
Carbon Reduction	54.0	54.0	55.1	55.1	55.1	55.1	55.1	55.1	219.3	219.3
PROTECT	61.4	61.4	62.6	62.6	62.6	62.6	62.6	62.6	249.2	249.2
Other Sub-Total	480.8	480.8	490.4	490.4	490.4	490.4	490.4	490.4	1,952.0	1,952.0
Total	3,496.5	3,496.5	3,595.4	3,595.4	3,653.4	3,653.4	3,707.4	3,707.4	14,452.7	14,452.7
Additional Funding Included in STIP										
APD/APL		72.1		42.9		27.5		21.1	-	163.6
SPR/PL		76.2		79.2		79.2		79.9	-	314.5
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
Multimodal		86.1		88.5		87.9		89.9		352.4
Electric Vehicle Infrastructure (EV)		40.7		40.7		0.0		0.0		81.4
Other (A-582, Local, SXF, FSRTS, etc.)		200.2		133.3		72.9		85.0	-	491.4
Subtotal Additional Funding		535.3		444.6		327.5		335.9		1,643.3
Total	3,496.5	4,031.8	3,595.4	4,040.0	3,653.4	3,980.9	3,707.4	4,043.3	14,452.7	16,096.0

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	2025	2026	2027	2028	Total
Federal	\$892	\$1,013	\$784	\$848	\$3,537
State	\$2,081	\$1,993	\$2,012	\$1,982	\$8,068
Other	\$199	\$102	\$99	\$97	\$497
Totals	\$3,172	\$3,108	\$2,895	\$2,927	\$12,102

Assumptions

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

- The IJJA/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 2025 STIP assumes funding growth between 2% and 3% annually, as identified in the IJJA/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 2025 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 2025-2026 Statewide Transportation Improvement Program
Transit Funding Summary Chart
Available Funds vs. Programmed Funds (\$ Millions)**

Fund Type	2025		2026		2027		2028		Total	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Federal Transit										
CAQ	0.00	0.00	0.00	0.00	2.60	2.60	3.05	3.05	5.65	5.65
COVID	0.20	0.20	0.15	0.15	0.00	0.00	0.00	0.00	0.35	0.35
FTAD	0.00	0.00	150.00	150.00	150.00	150.00	150.00	150.00	450.00	450.00
OTH-F	57.54	57.54	52.05	52.05	3.17	3.17	3.72	3.72	116.48	116.48
20005b	0.00	0.00	2.15	2.15	0.00	0.00	0.00	0.00	2.15	2.15
5307	296.37	296.37	292.00	292.00	275.86	275.86	263.87	263.87	1,128.09	1,128.09
5309	0.00	0.00	0.00	0.00	0.00	0.00	17.10	17.10	17.10	17.10
5310	21.17	21.17	20.15	20.15	36.69	36.69	20.96	20.96	98.98	98.98
5311	65.48	65.48	57.13	57.13	52.43	52.43	47.33	47.33	222.36	222.36
5329	2.77	2.77	3.19	3.19	3.25	3.25	3.32	3.32	12.52	12.52
5337	375.76	375.76	372.45	372.45	243.58	243.58	233.84	233.84	1,225.63	1,225.63
5339	72.46	72.46	63.98	63.98	16.36	16.36	104.39	104.39	257.20	257.20
Total Federal	891.76	891.76	1,013.25	1,013.25	783.93	783.93	847.58	847.58	3,536.53	3,536.53
State Transit										
OTH-S	122.73	122.73	81.59	81.59	92.39	92.39	78.15	78.15	374.85	374.85
PTAF	11.76	11.76	11.74	11.74	10.61	10.61	0.06	0.06	34.18	34.18
160	2.22	2.22	1.12	1.12	0.00	0.00	0.00	0.00	3.34	3.34
164	18.32	18.32	18.11	18.11	18.30	18.30	18.32	18.32	73.05	73.05
338	1,237.28	1,237.28	1,236.07	1,236.07	1,254.57	1,254.57	1,200.20	1,200.20	4,928.12	4,928.12
339	636.15	636.15	639.01	639.01	630.35	630.35	679.67	679.67	2,585.19	2,585.19
340	5.12	5.12	4.55	4.55	5.05	5.05	4.51	4.51	19.23	19.23
341	2.66	2.66	0.39	0.39	1.04	1.04	0.94	0.94	5.02	5.02
342	44.40	44.40	0.00	0.00	0.00	0.00	0.00	0.00	44.40	44.40
Total State	2,080.64	2,080.64	1,992.58	1,992.58	2,012.31	2,012.31	1,981.85	1,981.85	8,067.38	8,067.38
Other										
LOC		99.40		101.55		99.66		97.40		398.02
OTH		100.00		0.00		0.00		0.00		100.00
Total Other		199.40		101.55		99.66		97.40		498.02
Grand Total	2,972.40	3,171.80	3,005.83	3,107.39	2,796.24	2,895.90	2,829.43	2,926.84	11,603.90	12,101.93

Statewide Programs

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

Interstate Management Program

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

From a programming standpoint, the IM Program is constrained to an annual funding level provided as part of Financial Guidance. Working in collaboration with 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.

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

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

As part of the 2025 Program Update, the ISC requested each District provide a presentation on Interstate conditions, needs, challenges, and best practices occurring within their jurisdiction. The presentations occurred in September 2023. 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.

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

Project Prioritization

In coordination with the District presentations, the individual Districts provided prioritized lists of Interstate needs. These lists were compiled into a statewide prioritized Interstate needs list and reviewed by the Asset Management Division as well as Operations and Safety. District priorities were given great consideration and 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 without regular obligation/encumbrance 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, an estimate was made on the amount of program funds available for new IM projects, with consideration of current project schedules.

Previous priority lists were shared with Districts. To help evaluate and prioritize projects, the Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS) were utilized to provide an optimized program based on 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.

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

New LLCC principal projects were selected for the balance of funds available for the 2025 IM Program. The District-prioritized lists were compared with the BAMS and PAMS runs. Projects with high District and high Asset Management Division Priorities were added to the Program as new projects.

Funds that were not allocated to projects were programmed in a set-aside line item to address programmatic contingencies, emergencies, and necessary project cost adjustments (increases and decreases). The line item will also be utilized to account for any obligation conversions that were anticipated prior to the end of the 2023 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 March 5, 2024.

Secretary's Discretionary Funding on the Interstate

As part of the Secretary's discretionary (Spike) funded projects for the 2025 Program, several major Interstate Projects that are vitally important to maintaining and improving our Interstate infrastructure were included that otherwise would not have been able to advance. These projects are in support of Preventative Maintenance, Performance Based Planning and Programming, the Pennsylvania TAMP, and other state initiatives. Previously approved projects were reviewed and support state initiatives. The Spike-funded Interstate projects are included in the 2025 IM Program and are listed on the recommended Spike-funded projects for the 2025 Program.

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 2025 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 2025 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 East Shore (Section 3C)
Dauphin	I-83 East Shore (Section 3B)
Dauphin	I-83 Eisenhower Interchange D
Philadelphia	I-95 Race – Shackamaxon
Philadelphia	I-95 Betsy Ross Mainline Southbound
Philadelphia	I-95 Southbound: Ann Street – Wheatsheaf Lane
York	I-83 North York Widening #2 – Codorus Creek Bridge
York	I-83 North York Widening

Statewide Items Program

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

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

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

Reserve line items on the STWD Items TIP are used to maintain fiscal constraint of the overall STIP. They provide a STIP fiscal balancing facility to use when adding or removing projects, or when existing projects have cost savings or overruns, whether those projects are on the STWD Items TIP, or not. Reserve line items are held for state and federal highway and bridge funds, and a variety of other programs and fund types. For example, the Multimodal Reserve is used to fund state multimodal projects on regional TIPs. The Transit Flex Reserve holds highway funds that are flexed to transit and used each year to add regional transit projects as determined by

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

Rail-Highway Crossing Safety Program (RRX)

Pennsylvania is allocated \$7 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 2025 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 2025 RRX Program projects is included in **Appendix 11**.

Highway Safety Improvement Program (HSIP) Set-aside

The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries 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 approximately \$133.5 million in HSIP funding each year, of which, \$50 million is designated for the HSIP Set-aside. Utilization of low-cost safety improvements system-wide also supports fatal and serious injury reductions. 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. 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. 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. Information was presented during the Planning Partners call held on July 19, 2023 to outline the schedule and application requirements for the FFY 2025-26 HSIP Set-aside. Set-aside funding applications were accepted from August 1 – September 30, 2023. 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 application. Priority locations were recommended to be identified through HSM 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, 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 2025 HSIP Set-aside Program projects is included in **Appendix 12**.

Transportation Alternatives Set-aside (TASA)

The Transportation Alternatives Set-aside of the Surface Transportation Block Grant Program (TA Set-aside) provides \$48 million per year for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IJJA/BIL further sub-allocates TA Set-aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 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 Environmental Justice principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-aside funds are handled by PennDOT CPDM and funding is fiscally constrained to an annual funding level by Financial Guidance. The statewide TA Set-aside projects are programmed on regional TIPs with the MPMS fund code TAP.

Selected projects are added to regional TIPs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation 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 TA Set-aside can be found on PennDOT's [TA Set-aside Funding Site](#).

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

Transportation Infrastructure Investment Fund (TIIF)

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

Secretary's Discretionary (Spike)

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

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

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) 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 July 17, 2023, through August 31, 2023. Selected projects were shared with FHWA on December 20, 2023. Selected TSMO projects were shared with MPO/RPOs and Districts on February 1, 2024. 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.

The TPM section of this document outlines TPM measures and targets, as well as how the Wayne County program performance is evaluated.

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

TRANSPORTATION PERFORMANCE MANAGEMENT

The Bipartisan Infrastructure Law (BIL) 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 that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (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 Performance Based Planning and Programming (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

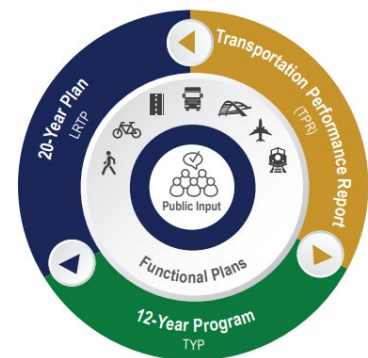
public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion 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 Federal Fiscal Year (FFY) 2025-2028 State Transportation Improvement Program (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 FY2025-2028 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. 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).

2022 Safety Measures and Targets (Statewide)		
Measure	Baseline (2018-2022)	Target (2020-2024)
Number of fatalities	1,157.4	1,164.1
Rate of fatalities per 100 million VMT	1.182	1.219
Number of serious injuries	4682.4	4,721.0
Rate of Serious injuries per 100 VMT	4.783	4.939
Number of non-motorized fatalities & serious injuries	804.6	817.6

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 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets was issued by the FHWA in April 2024.

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.

For Pennsylvania’s 2021 targets, the FHWA determined in April 2023 that Pennsylvania did not meet the statewide targets and is subject to the provisions of [23 U.S.C. 148\(i\)](#). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

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 IJA-BIL [23 U.S.C. 148\(g\)\(3\)](#). This new special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

PennDOT was notified by FHWA in April 2024 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2022, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2025 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.

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 2025-2028 STIP includes \$534 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, 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 Engineering Districts and planning partners to assist MPO/RPO's 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 7 (EDC-7) 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.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure

and make safety decisions related to safety performance. 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 the Highway Performance Monitoring System (HPMS).

2022-2025 Pavement Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	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 current pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. 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

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, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), 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 Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) 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 PAMS and BAMS 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 interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2025 12-Year Program (TYP) and 2025-2028 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 and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents. The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- 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 2025 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. 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	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	Statewide	89.5%	89.5%
Non-Interstate Reliability (Statewide)		88.0%	88.0%
Truck Reliability Index (Statewide)		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.2	15.1
	Pittsburgh	10.5	10.5
	Reading	6.5	6.5
	Allentown	8.4	8.4
	Harrisburg	9.1	9.1
	York	6.4	6.4
	Lancaster	3.7	3.7

Non-SOV Travel Measure Targets

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.0%	30.0%
	Pittsburgh	27.0%	27.0%
	Reading	20.2%	20.2%
	Allentown	18.6%	18.6%
	Harrisburg	20.2%	20.2%
	York	15.8%	15.8%
	Lancaster	21.9%	21.9%

CMAQ Emission Targets

Measure	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	18.000	36.000
NOx Emissions (kg/day)	392.000	785.000
PM2.5 Emissions (kg/day)	46.000	93.000
CO and PM10 Emissions (kg/day)	0.000	0.000

Methods for Developing Targets

The current System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and regional LRTPs are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

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 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 LRTP Mobility Goal and Objectives

MOBILITY	Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.	<ul style="list-style-type: none">• 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 their 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 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program 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 has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (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 2022-23 Target	Current Performance	FY 2023-24 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	29%	15%	15%
	BR-Over-the-road Bus	20%	38%	38%
	BU-Bus	31%	28%	28%
	CU-Cutaway	53%	60%	60%
	VN-Van	62%	62%	62%
	SV-Sports Utility Vehicle	36%	70%	70%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	45%	46%	46%
	Trucks/Rubber Tire Vehicles	21%	24%	24%
Facilities				

Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	11%	11%
	Passenger / Parking Facilities	66%	31%	31%

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting

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

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local 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 2025 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.

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

Due to annual obligation limitations, Pennsylvania's balance of federal funds continues to increase. Therefore, balances of a specific category may be available and can be directed to projects in accordance with MPO/RPO and PennDOT priorities. A summary of the Highway Federal funds balances is included in **Appendix 8**.

PennDOT, FHWA and the FTA have a Memorandum of Understanding (MOU) establishing the procedures for STIP modifications. This agreement is included in **Appendix 17**. The STIP will be managed in each planning region based on agreed upon TIP modification procedures. Each MPO/RPO has adopted specific procedures for their area. These TIP modification procedures define an amendment and an administrative modification, define how the MPO or RPO will act upon these items and set thresholds for approval authority.

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

Line Items

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

- Within specific TIPs, line items are used for certain types of projects such as, but not limited to, Betterments, Bridge Preservation, and Low-Cost Safety Initiatives. Individual projects will be identified at a future date and will be drawn down from the line item.
- At the Statewide level, line items are used to reserve funding for specific purposes. Some examples include the Statewide Highway-Rail Grade Crossing (RRX) program, Statewide HSIP set-aside, Statewide Rapid Bridge Replacement (RBR) program, Transportation Infrastructure Investment Fund (TIIF) reserve, Statewide Transit Flex reserve, contracts with Environmental Review Agencies, and State and Local bridge inspection. This also applies to Surface Transportation Block Grant Program Set-aside (TAP) funds, which involves a statewide application, review, and selection process.
- Transit statewide line items are used for unallocated and reserved transit funding.

Cash Flow Programming

Cash flow programming continues to be employed as part of the programming process. The 2025 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 2025 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 2025 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 2025 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 2025 Transportation Program.

The STC evaluated the performance of Pennsylvania's transportation system and released its findings in the [2023 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, and freight. The public was asked to consider the report findings and offer feedback for consideration in the 2025 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 PennDOT Executive staff, as well as STC Commissioners on April 12, 2023. An American Sign Language (ASL) interpretation was provided for the first time. A record high 3,000 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 2025 TYP Open Comment Period through a series of email blasts, social media posts (Facebook, Twitter, Instagram, and LinkedIn and PA 511 ad space), scroll text at the DMVs, and traditional press releases. Through this cooperative effort, over 10,000 (the highest-ever number of surveys received during a Public Comment Period) customers visited the online survey and identified nearly 4,248 (a record-high number of mapped issues) transportation issues.

The 2025 program update public comment period unofficially began by making the TYP Transportation survey available in January 2023 for a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show.

The Official 2023 Public Comment Period for the update of the 12-Year Program began on March 1, 2023 and concluded on April 30, 2023. The STC accepted public comments from January 7, 2023, through April 30, 2023. Rather than having the survey open for the traditional 45-day

period, it was available for approximately 4 months or 120 days. Two additional pilot pop-up sessions were held at The PA State Association of Township Supervisors (PSATS) Conference and a Presentation/Pop-up event at the Millersville University Campus towards the end of the public comment period. There was also an unstaffed resource location at the Riverfront Office Center in Harrisburg. The survey was also promoted thru 12 Regional PennDOT Connects Sessions to educate the participants on its importance.

Additionally, the 12-Year Program Transportation survey and an invitation to the TYP Online public Forum was provided to all of Federally Recognized Native American Tribes and Nations with interests in Pennsylvania 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 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.

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

The Transportation Survey unofficially remained open through September 30, 2023, to provide the public with additional opportunities to get involved in statewide and regional planning processes.

The [2025 TYP](#) is available on www.talkpatransportation.com.

After TIPs were developed and air quality conformity determinations were completed, a minimum 30-day public comment period was conducted for each region per their regional public participation plans. Public comment period dates are included in **Appendix 19**. Block advertisements were placed in area newspapers, and in some cases, public service announcements were aired on local radio or TV stations. The publicly shared documents (including the TIP, air quality conformity determination, if appropriate, and the TIP Modification Procedures) were available electronically, and in some cases, were placed in public buildings and other locations accessible to the public via appointment. MPOs/RPOs placed documents on their websites, and PennDOT provided links to each MPO/RPO website through the STC website. In addition, all MPOs/RPOs held public meetings during the public comment period.

Before the 30-day comment periods were opened, each MPO/RPO and PennDOT began the Environmental Justice (EJ) outreach efforts using Census Tract information and other data to determine the locations and concentrations of traditionally underserved populations within the study area. Outreach efforts were then initiated through local elected officials, community/civic leaders, religious organizations, housing projects, and others to obtain comments on the documents. MPOs/RPOs led efforts to consider the potential impacts of the TIP to low-income and minority populations and the Environmental Justice analysis can be found in each regional

TIP. Efforts will continue to refine and improve public outreach efforts to traditionally underserved populations to gather more input early and often on long-range and short-range programs.

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 2025 STIP, PennDOT will utilize mapping tools to provide more detailed information for those projects that can be mapped.

In accordance with the Statewide Public Participation Plan (PPP), a STIP 15-day public comment period was held from June 18 through July 3, 2024. The statewide Interstate, Statewide Items, and Independent County TIPs were included for review during this period. PennDOT provided copies of STIP documents to representatives of the above referenced Federally Recognized Native American Tribes and Nations to provide comments and feedback.

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 2025 STIP submission.

The current PennDOT [Statewide PPP](#) was updated and posted on PennDOT’s website.

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

CONSULTATION WITH RURAL LOCAL OFFICIALS

Pennsylvania’s planning and programming process has led PennDOT and its rural Planning Organizations into many joint planning and programming ventures. As with the development of previous STIPs, the 2025 STIP was guided by a schedule and procedures developed by PennDOT, FHWA, FTA and Planning Partners.

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

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

STATE CERTIFICATION OF THE PLANNING PROCESS

As with the MPO self-certifications, the state certification has been updated and expanded to reflect any new requirements. The Deputy Secretary for Planning, has signed this certification, and it is included as **Appendix 20** to this document.

LONG-RANGE PLANNING

In December 2021, PennDOT completed the most recent update to its statewide Long-Range Transportation Plan (LRTP). The [2045 LRTP](#), as it is titled, is a multimodal long-range policy plan completed through extensive collaboration with the public, MPO/RPO partners, and other multimodal transportation agencies and stakeholders in Pennsylvania. In addition to **2045 LRTP**, an updated functional Freight Movement Plan (FMP) planning process was simultaneously conducted in accordance with the FAST Act. The [2045 FMP](#), updates Pennsylvania's **PAOnTrack** Comprehensive Freight Movement Plan from 2016 in accordance with the FAST Act update requirements for state freight plans.

The 2025 STIP supports the 2045 Statewide LRTP as well as the regional LRTPs.

The table included in **Appendix 19** highlights the status of long-range planning in the Commonwealth for the MPOs and RPOs. While long-range plans are not required by federal regulations for RPOs, PennDOT continues to encourage each RPO to maintain and update a long-range plan.

FFY 2023-2026 STIP PLANNING FINDINGS

FTA Region III and FHWA Pennsylvania Division documented Planning Findings for the Pennsylvania 2023 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 2025 STIP update. A complete copy of the Pennsylvania 2023 STIP Planning Finding can be found in **Appendix 21**. Also included in **Appendix 21** is a matrix used to track progress of the findings for the 2023 STIP.

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APPENDICES

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Program Funding Summary

(Dollar Amounts in Thousands)

	2022-23 Actual	2023-24 Available	2024-25 Budget	2025-26 Estimated	2026-27 Estimated	2027-28 Estimated	2028-29 Estimated
TRANSPORTATION SUPPORT SERVICES:							
GENERAL FUND.....	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND....	75,693	84,899	87,976	90,284	92,479	92,479	92,479
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS	-	-	-	-	-	-	-
AUGMENTATIONS.....	1,161	1,754	1,754	1,754	1,754	1,754	1,754
RESTRICTED.....	141	325	325	325	325	325	325
OTHER FUNDS.....	15	4	4	4	4	4	4
SUBCATEGORY TOTAL....	\$ 78,910	\$ 86,982	\$ 90,059	\$ 92,367	\$ 94,562	\$ 94,562	\$ 94,562
HIGHWAYS AND BRIDGES:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND....	1,764,823	1,988,552	2,097,618	2,084,124	2,113,235	2,137,635	2,145,585
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS	1,960,196	2,582,849	2,582,849	2,668,082	2,714,219	1,831,465	1,780,465
AUGMENTATIONS.....	38,847	63,524	63,494	63,494	63,494	63,494	63,494
RESTRICTED.....	1,540,910	1,608,279	1,506,485	1,480,429	1,437,310	1,406,264	1,377,847
OTHER FUNDS.....	30,350	30,360	30,360	28,360	25,360	18,360	17,860
SUBCATEGORY TOTAL....	\$ 5,335,126	\$ 6,273,564	\$ 6,280,806	\$ 6,324,489	\$ 6,353,618	\$ 5,457,218	\$ 5,385,251
LOCAL HIGHWAY AND BRIDGE ASSISTANCE:							
GENERAL FUND.....	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOTOR LICENSE FUND....	340,000	326,195	323,911	314,329	309,726	302,883	297,326
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS	30,564	12,510	12,500	12,500	12,500	12,500	12,500
AUGMENTATIONS.....	1,382	400	100	100	100	100	100
RESTRICTED.....	557,117	565,331	554,373	543,335	532,138	527,253	521,227
OTHER FUNDS.....	26,658	28,879	26,838	26,660	25,960	25,333	24,762
SUBCATEGORY TOTAL....	\$ 955,721	\$ 933,315	\$ 917,722	\$ 896,924	\$ 880,424	\$ 868,069	\$ 855,915
MULTIMODAL TRANSPORTATION:							
GENERAL FUND.....	\$ -	\$ 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	287,375	293,800	297,375	287,375	287,375	287,375	287,375
AUGMENTATIONS.....	516	500	500	500	500	500	500
RESTRICTED.....	14,298	17,183	17,827	17,951	18,069	18,069	18,069
OTHER FUNDS.....	2,642,295	2,845,525	2,670,762	2,682,884	2,722,392	2,767,131	2,802,905
SUBCATEGORY TOTAL....	\$ 3,115,391	\$ 3,329,515	\$ 3,158,971	\$ 3,161,217	\$ 3,200,843	\$ 3,245,582	\$ 3,281,356

Program Funding Summary

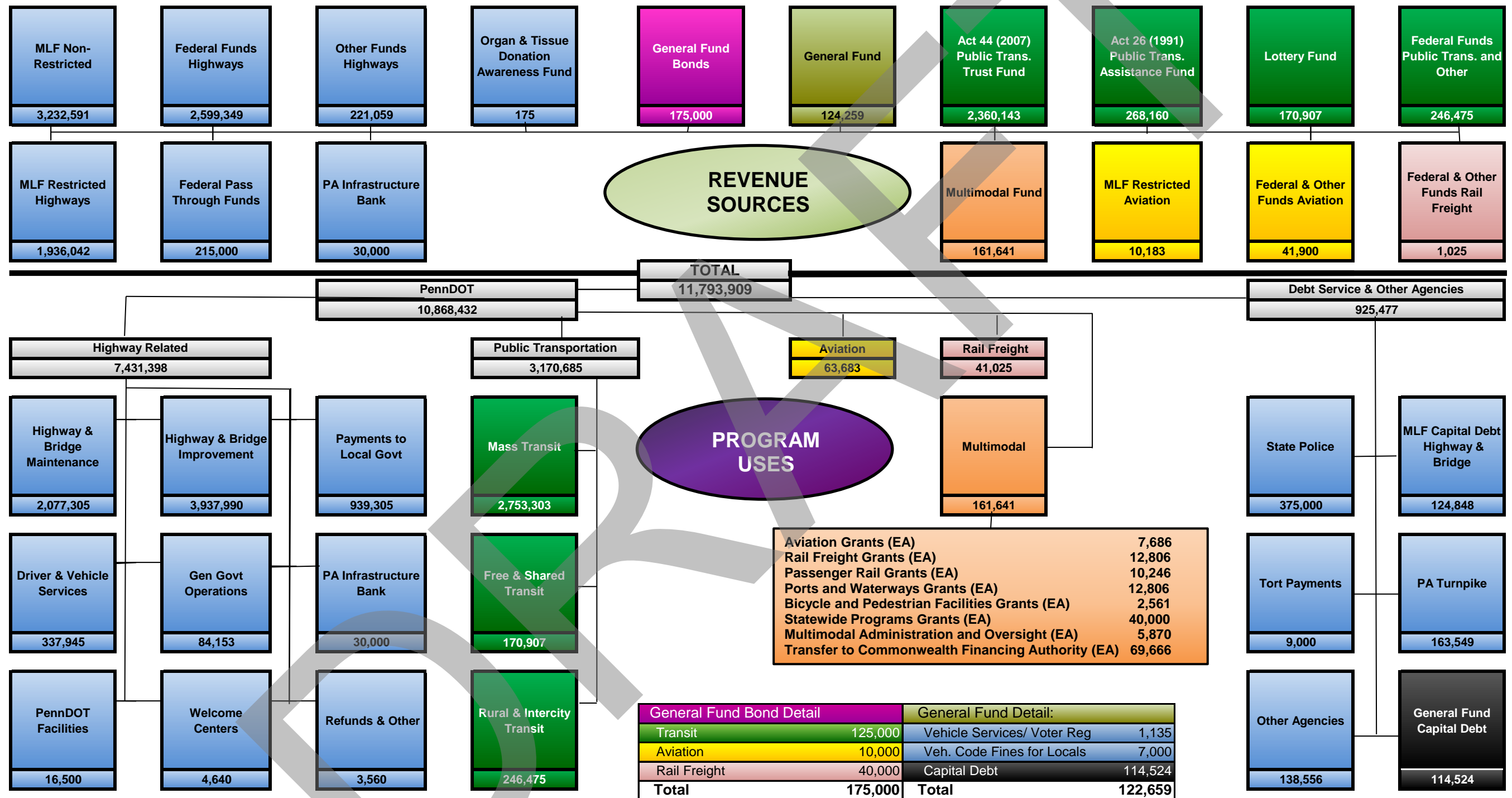
(Dollar Amounts in Thousands)

	2022-23 Actual	2023-24 Available	2024-25 Budget	2025-26 Estimated	2026-27 Estimated	2027-28 Estimated	2028-29 Estimated
DRIVER AND VEHICLE SERVICES:							
GENERAL FUND.....	\$ 1,129	\$ 1,135	\$ 1,202	\$ 1,202	\$ 1,202	\$ 1,202	\$ 1,202
MOTOR LICENSE FUND....	272,393	267,363	263,590	270,706	277,473	277,473	277,473
LOTTERY FUND	-	-	-	-	-	-	-
FEDERAL FUNDS	4,000	4,000	4,000	4,000	4,000	4,000	4,000
AUGMENTATIONS.....	43,244	44,452	53,643	53,643	53,643	53,643	53,643
RESTRICTED.....	17,270	20,000	20,000	20,000	20,000	20,000	20,000
OTHER FUNDS	34	16	16	16	16	16	16
SUBCATEGORY TOTAL....	\$ 338,070	\$ 336,966	\$ 342,451	\$ 349,567	\$ 356,334	\$ 356,334	\$ 356,334
ALL PROGRAMS:							
GENERAL FUND.....	\$ 3,029	\$ 2,735	\$ 2,802	\$ 2,802	\$ 2,802	\$ 2,802	\$ 2,802
MOTOR LICENSE FUND....	2,452,909	2,667,009	2,773,095	2,759,443	2,792,913	2,810,470	2,812,863
LOTTERY FUND	170,907	170,907	170,907	170,907	170,907	170,907	170,907
FEDERAL FUNDS	2,282,135	2,893,159	2,896,724	2,971,957	3,018,094	2,135,340	2,084,340
AUGMENTATIONS.....	85,150	110,630	119,491	119,491	119,491	119,491	119,491
RESTRICTED	2,129,736	2,211,118	2,099,010	2,062,040	2,007,842	1,971,911	1,937,468
OTHER FUNDS	2,699,352	2,904,784	2,727,980	2,737,924	2,773,732	2,810,844	2,845,547
DEPARTMENT TOTAL.....	\$ 9,823,218	\$10,960,342	\$10,790,009	\$10,824,564	\$10,885,781	\$10,021,765	\$ 9,973,418



DEPARTMENT OF TRANSPORTATION - ENACTED BUDGET SOURCES & USES OF FUNDS TO SUPPORT 23-24 PROGRAMS

(\$ in thousands)



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Appendix 2 - Financial Guidance

April 19, 2023

PENNSYLVANIA 2025 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.

2025 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on April 4, 2023, with the following recommendations:

- Existing formulas with updated data are retained from the 2023 Financial Guidance.
- A new formula has been introduced for Carbon Reduction Program funding based upon highway and vehicle registration data.
- The PROTECT program will be administered as a statewide program for the first two years of the 2025 Program. The Financial Guidance Work Group will develop a distribution formula for the remaining years and subsequent programs.
- 2020 Census data has been incorporated into the CMAQ distribution and the urban specific portions of the Surface Transportation Block Grant, Carbon Reduction and Transportation Alternatives Set-Aside Programs.

- 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 Infrastructure Investment and Jobs Act (IIJA) authorized amounts for the first two years then remain flat for the remaining ten years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$50 million. An analysis on regional vs statewide project delivery will be completed for the 2027 Financial Guidance update.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2025 Transportation Program Financial Guidance* and *Pennsylvania 2025 Transportation Program General and Procedural Guidance* on April 19, 2023.

FUNDING

Pennsylvania's 2025 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

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

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

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP):**
 - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized.
 - 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 MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2025 through 2036	
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, STN, STR):**
 - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region’s allocation, or other statewide priorities.
 - An average of \$18.1 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036	
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:

2025 through 2036
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 MPOs, RPOs and the Interstate Program based upon the share of these factors:

2025 through 2036	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**
 - \$50 million in funding for this program will be reserved statewide for various safety initiatives.
 - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address systemic safety projects.
 - The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**
 - \$25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
 - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification 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:

2025 through 2036
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):**
 - Funds will be held in a statewide line item for years 2025 and 2026.
 - While funds will initially remain in the statewide line item for years 2027-2036, a formula will ultimately be developed to distribute these funds for those years. MPOs and RPOs are encouraged to begin planning their strategy for how future PROTECT formula funding will be utilized most effectively.

- **Highway (Capital) Funding (State):**
 - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
 - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
 - An average of \$34.6 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:

2025 through 2036
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

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

2025 through 2036
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).
- **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 Discretionary Federal Funding:**
 - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure for Rebuilding America (INFRA)
 - Bridge Investment Program (BIP)
 - National Infrastructure Project Assistance (MEGA)
 - Rural Surface Transportation Grants (RURAL)
 - Discretionary Portions of NEVI, PROTECT, etc.
- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The

decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.
- **Local and Private Funding:**
 - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2023 allocations via the Bipartisan Infrastructure Law (BIL).

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 BIL 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 PTF.

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
2025 Financial Guidance
Highway and Bridge Funds (\$000)**

Federal Funds	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)*	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Surface Transportation Block Grant Program (STP)*	593,580	605,452	605,452	605,452	2,409,936
Highway Safety Improvement Program (HSIP)*	131,471	134,241	134,241	134,241	534,194
Congestion Mitigation and Air Quality (CMAQ)*	118,415	120,784	120,784	120,784	480,766
National Highway Freight Program*	59,177	60,360	60,360	60,360	240,258
Railway-Highway Safety Crossings (RRX)	7,030	7,030	7,030	7,030	28,121
Carbon Reduction Program (CRP)	54,008	55,088	55,088	55,088	219,271
PROTECT Formula Program (PRTCT)	61,411	62,639	62,639	62,639	249,327
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,598,607	2,643,512	2,643,512	2,643,512	10,529,143
State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Subtotal -- State Funds	898,000	952,000	1,010,000	1,064,000	3,924,000
Grand Total	3,496,607	3,595,512	3,653,512	3,707,512	14,453,143

*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	2025	2026	2027	2028	Total
NHPP Apportionment	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Enhanced Interstate Management	350,947	400,947	450,947	488,177	1,691,018
Remaining	869,190	843,593	793,593	756,363	3,262,740
20% Statewide Reserve	173,838	168,719	158,719	151,273	652,548
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	369,352	348,874	308,874	279,090	1,306,189

Surface Transportation Block Grant Program	2025	2026	2027	2028	Total
STP Apportionment	593,580	605,452	605,452	605,452	2,409,936
Less Transportation Alternatives (10%)	49,319	50,305	50,305	50,305	200,234
Less STP-Urban Mandatory Distribution	186,456	190,185	190,185	190,185	757,011
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	3,082	3,159	3,238	3,319	12,797
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	241,401	248,480	248,401	248,320	986,602
Less Spike (20% of Remaining STP)	48,280	49,696	49,680	49,664	197,320
STP Funds to Distribute	193,121	198,784	198,721	198,656	789,282

Highway Safety Improvement Program	2025	2026	2027	2028	Total
HSIP Apportionment	131,471	134,241	134,241	134,241	534,194
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	69,471	72,241	72,241	72,241	286,194

Congestion Mitigation and Air Quality	2025	2026	2027	2028	Total
CMAQ Apportionment	118,415	120,784	120,784	120,784	480,766
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	95,160	97,528	97,528	97,528	387,745

National Highway Freight Program	2025	2026	2027	2028	Total
Interstate Program	59,177	60,360	60,360	60,360	240,258

Transportation Alternatives	2025	2026	2027	2028	Total
Transportation Alternatives Apportionment	49,319	50,305	50,305	50,305	200,234
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution to Urban Areas	17,393	17,755	17,755	17,755	70,659
TAP Funds -- Statewide Competitive Program	29,935	30,558	30,558	30,558	121,610

Railway-Highway Safety Crossings	2025	2026	2027	2028	Total
Statewide Program	7,030	7,030	7,030	7,030	28,121

Bridge Formula Program	2025	2026	2027	2028	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	2025	2026	2027	2028	Total
Carbon Reduction Apportionment	54,008	55,088	55,088	55,088	219,271
Carbon Reduction Urban Set-Aside > 200K	21,866	22,304	22,304	22,304	88,777
Carbon Reduction Urban Set-Aside 50-200K	1,879	1,916	1,916	1,916	7,628
Carbon Reduction 5,000 to 50,000 to Distribute	3,094	3,156	3,156	3,156	12,562
Carbon Reduction < 5,000 to Distribute	8,266	8,431	8,431	8,431	33,559
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	8,903	9,281	9,281	9,281	36,745

PROTECT Formula Program	2025	2026	2027	2028	Total
PROTECT Formula Program	61,411	62,639	62,639	62,639	249,327

**Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Total State Funds (for Discretionary Calculation)	898,000	952,000	1,010,000	1,064,000	3,924,000
Mandatory 15% Discretionary (Highway Funds)	134,700	142,800	151,500	159,600	588,600

State Highway (Capital)	2025	2026	2027	2028	Total
Highway (Capital) After Discretionary Set-Aside	446,300	492,200	546,500	592,400	2,077,400
Less Environmental Resource Agencies	770	790	809	830	3,199
Less State Bridge Inspection	29,963	30,787	31,605	32,478	124,833
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	387,167	432,223	485,686	530,692	1,835,768

State Bridge	2025	2026	2027	2028	Total
State Bridge Funds to Distribute	317,000	317,000	312,000	312,000	1,258,000

Total Distributed/Statewide Reserve	3,337,315	3,433,884	3,490,983	3,544,024	13,806,207
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Amounts in **Bold** are further reflected on the regional distribution charts.

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	107,329	28,888	53,799	43,249	19,059	22,967	0	0	41,992	8,583	92,009	2,573	10,790	0	44,294	475,531
SPC	86,142	41,280	59,543	55,426	34,692	12,800	0	0	23,280	3,747	40,174	2,421	4,711	0	57,134	421,351
Harrisburg	20,791	8,881	14,053	12,090	7,087	3,697	0	0	5,434	1,054	11,300	617	1,325	0	12,702	99,033
Scranton/WB	14,877	7,425	10,620	9,829	5,503	3,858	0	0	0	788	8,442	499	1,127	0	9,059	72,026
Lehigh Valley	17,230	7,001	12,422	8,570	5,585	5,054	0	0	6,844	1,268	13,596	572	1,594	0	8,494	88,232
NEPA	7,455	8,156	10,581	5,210	5,458	3,118	0	0	537	0	0	1,501	0	0	5,724	47,741
SEDA-COG	17,536	10,984	15,596	15,477	10,864	2,257	0	0	0	0	0	1,544	0	0	14,098	88,358
Altoona	2,647	2,443	2,802	3,005	2,328	1,252	0	0	0	0	0	0	201	0	2,647	17,707
Johnstown	5,936	2,620	4,604	3,730	2,140	1,085	0	0	1,329	0	0	453	166	0	3,242	25,304
Centre County	4,158	2,209	3,462	2,224	1,375	1,075	0	0	0	0	0	471	226	0	2,124	17,325
Williamsport	5,054	3,519	4,589	4,509	3,201	1,042	0	0	0	0	0	452	149	0	4,054	26,569
Erie	4,655	3,890	6,012	3,776	2,732	2,029	0	0	0	0	0	776	507	0	3,222	27,599
Lancaster	13,475	8,862	12,889	8,941	6,808	3,563	0	0	5,505	847	9,083	477	1,065	0	8,479	79,996
York	5,425	6,255	10,075	4,018	3,499	2,829	0	0	4,544	512	5,492	432	797	0	3,798	47,677
Reading	13,538	5,377	9,815	7,000	4,083	3,200	0	0	4,269	593	6,360	398	746	0	7,418	62,799
Lebanon	2,115	1,979	3,149	1,547	1,396	1,324	0	0	1,426	0	0	430	204	0	1,361	14,931
Mercer	1,621	3,225	4,175	2,713	2,604	1,121	0	0	0	0	0	467	0	0	2,483	18,408
Adams	3,257	1,971	3,592	1,266	1,387	999	0	0	0	0	0	385	0	0	1,409	14,266
Franklin	1,770	2,778	3,927	1,685	1,754	1,271	0	0	0	0	0	526	135	0	1,562	15,408
Total Urban	335,010	157,746	245,707	194,265	121,556	74,543	0	0	95,160	17,393	186,456	15,377	23,745	0	193,304	1,660,262
Northwest	8,341	8,725	13,111	7,560	6,751	1,641	0	0	0	0	0	1,220	0	0	7,610	54,959
N. Central	8,004	8,299	11,872	6,655	6,395	1,540	0	0	0	0	0	1,171	0	0	6,633	50,569
N. Tier	9,906	8,955	14,359	9,708	8,208	1,417	0	0	0	0	0	1,198	0	0	8,992	62,743
S. Alleghenies	8,090	7,597	11,046	8,845	7,226	1,543	0	0	0	0	0	1,046	0	0	8,213	53,606
Wayne County	0	1,798	2,673	1,077	1,267	789	0	0	0	0	0	250	0	0	1,005	8,858
Total Rural	34,342	35,374	53,060	33,845	29,846	6,928	0	0	0	0	0	4,886	0	0	32,452	230,734
Interstate Program	668,325	0	72,760	73,250	0	0	59,177	0	0	0	0	0	0	0	74,615	948,126
Statewide Program	0	0	0	0	0	0	0	7,030	0	29,935	0	10,000	0	61,411	0	108,375
Statewide Reserve	173,838	0	134,700	0	0	50,000	0	0	0	0	0	0	0	0	0	358,538
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	1,211,515	193,121	521,967	317,000	151,402	131,471	59,177	7,030	95,160	47,327	186,456	30,263	23,745	61,411	300,371	3,337,315

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	101,378	29,735	60,086	43,248	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	480,983
SPC	81,367	42,491	67,028	55,407	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	427,387
Harrisburg	19,638	9,142	15,759	12,087	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	100,404
Scranton/WB	14,052	7,643	11,883	9,828	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	73,042
Lehigh Valley	16,275	7,207	13,952	8,567	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,712
NEPA	7,042	8,396	11,956	5,205	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,092
SEDA-COG	16,564	11,307	17,472	15,475	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,691
Altoona	2,500	2,515	3,142	3,005	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,015
Johnstown	5,607	2,697	5,148	3,730	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,927	2,274	3,899	2,223	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,635
Williamsport	4,774	3,622	5,146	4,508	3,201	1,064	0	0	0	0	0	463	152	0	4,054	26,985
Erie	4,397	4,004	6,716	3,776	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,249
Lancaster	12,728	9,122	14,481	8,938	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,594
York	5,124	6,439	11,288	4,017	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,130
Reading	12,788	5,535	10,974	6,999	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,748
Lebanon	1,998	2,037	3,519	1,546	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,325
Mercer	1,531	3,319	4,668	2,713	2,604	1,146	0	0	0	0	0	478	0	0	2,483	18,942
Adams	3,076	2,029	4,067	1,264	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,646
Franklin	1,672	2,860	4,402	1,684	1,754	1,301	0	0	0	0	0	540	138	0	1,562	15,913
Total Urban	316,436	162,372	275,585	194,221	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,686,158
Northwest	7,879	8,981	14,727	7,557	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	56,441
N. Central	7,560	8,542	13,389	6,650	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	51,953
N. Tier	9,357	9,218	16,146	9,704	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	64,306
S. Alleghenies	7,642	7,820	12,453	8,841	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	54,851
Wayne County	0	1,851	2,997	1,076	1,267	800	0	0	0	0	0	257	0	0	1,005	9,253
Total Rural	32,438	36,412	59,712	33,829	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	236,804
Interstate Program	718,325	0	81,227	73,250	0	0	60,360	0	0	0	0	0	0	0	74,615	1,007,777
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	168,719	0	142,800	0	0	50,000	0	0	0	0	0	0	0	0	0	361,519
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	1,235,917	198,784	575,023	317,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,433,884

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	89,755	29,725	67,545	42,562	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	476,123
SPC	72,037	42,477	75,917	54,439	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	425,965
Harrisburg	17,386	9,139	17,784	11,885	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,972
Scranton/WB	12,441	7,640	13,383	9,668	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,768
Lehigh Valley	14,409	7,204	15,768	8,418	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,511
NEPA	6,234	8,393	13,588	5,099	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,808
SEDA-COG	14,665	11,303	19,699	15,221	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,761
Altoona	2,213	2,514	3,544	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,081
Johnstown	4,964	2,696	5,792	3,670	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,607
Centre County	3,477	2,273	4,418	2,183	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,662
Williamsport	4,227	3,621	5,808	4,433	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,023
Erie	3,892	4,003	7,551	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,519
Lancaster	11,269	9,119	16,370	8,781	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,865
York	4,536	6,437	12,729	3,947	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,910
Reading	11,322	5,533	12,349	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,542
Lebanon	1,769	2,037	3,958	1,522	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,509
Mercer	1,356	3,318	5,253	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,307
Adams	2,724	2,028	4,630	1,235	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,826
Franklin	1,480	2,859	4,965	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,254
Total Urban	280,155	162,321	311,052	190,941	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,682,012
Northwest	6,976	8,978	16,645	7,423	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	57,318
N. Central	6,694	8,540	15,192	6,523	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	52,758
N. Tier	8,284	9,215	18,267	9,532	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	65,179
S. Alleghenies	6,766	7,817	14,124	8,681	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	55,484
Wayne County	0	1,850	3,382	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,618
Total Rural	28,719	36,400	67,610	33,215	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	240,357
Interstate Program	768,325	0	91,274	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,066,669
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	158,719	0	151,500	0	0	50,000	0	0	0	0	0	0	0	0	0	360,219
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	1,235,917	198,721	637,186	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,490,983

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,825	42,561	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,737
SPC	65,091	42,463	83,394	54,420	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,462
Harrisburg	15,710	9,136	19,488	11,883	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,994
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,827
Lehigh Valley	13,019	7,202	17,297	8,415	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,644
NEPA	5,633	8,390	14,960	5,094	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,572
SEDA-COG	13,251	11,299	21,573	15,219	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,215
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,205
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,761
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,170
Erie	3,517	4,002	8,254	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,960	8,778	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,362
York	4,099	6,435	13,941	3,945	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,682
Reading	10,230	5,531	13,507	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,605
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,104	1,233	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,035
Franklin	1,338	2,858	5,440	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,584
Total Urban	253,140	162,267	340,896	190,897	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,744
Northwest	6,303	8,975	18,258	7,420	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,253
N. Central	6,048	8,537	16,708	6,518	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,621
N. Tier	7,485	9,212	20,052	9,528	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,158
S. Alleghenies	6,113	7,815	15,530	8,677	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,230
Wayne County	0	1,850	3,706	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,941
Total Rural	25,950	36,388	74,254	33,198	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,203
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,800	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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 2025-2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	379,561	118,064	255,255	171,620	76,238	94,554	0	0	171,102	34,867	373,555	10,576	43,808	0	177,175	1,906,375
SPC	304,638	168,711	285,882	219,691	138,767	52,673	0	0	94,859	15,224	163,105	9,952	19,128	0	228,534	1,701,165
Harrisburg	73,525	36,298	67,084	47,945	28,349	15,172	0	0	22,142	4,282	45,880	2,537	5,380	0	50,808	399,403
Scranton/WB	52,611	30,346	50,530	38,992	22,012	15,836	0	0	0	3,199	34,276	2,049	4,577	0	36,235	290,662
Lehigh Valley	60,933	28,615	59,439	33,970	22,340	20,761	0	0	27,888	5,152	55,199	2,351	6,473	0	33,977	357,099
NEPA	26,365	33,335	51,085	20,607	21,834	12,783	0	0	2,189	0	0	6,118	0	0	22,897	197,213
SEDA-COG	62,015	44,893	74,341	61,392	43,457	9,240	0	0	0	0	0	6,292	0	0	56,393	358,024
Altoona	9,359	9,986	13,372	11,921	9,311	5,097	0	0	0	0	0	1,559	816	0	10,588	72,008
Johnstown	20,991	10,710	21,879	14,798	8,559	4,408	0	0	5,414	0	0	1,847	674	0	12,967	102,248
Centre County	14,704	9,028	16,633	8,812	5,501	4,370	0	0	0	0	0	1,922	917	0	8,497	70,383
Williamsport	17,874	14,381	21,909	17,882	12,803	4,234	0	0	0	0	0	1,841	607	0	16,216	107,747
Erie	16,461	15,899	28,533	14,983	10,926	8,301	0	0	0	0	0	3,162	2,059	0	12,889	113,213
Lancaster	47,653	36,221	61,700	35,439	27,234	14,619	0	0	22,431	3,442	36,876	1,961	4,325	0	33,918	325,818
York	19,184	25,566	48,033	15,927	13,996	11,596	0	0	18,515	2,081	22,297	1,776	3,236	0	15,192	197,399
Reading	47,878	21,977	46,645	27,771	16,334	13,124	0	0	17,396	2,410	25,823	1,636	3,028	0	29,671	253,693
Lebanon	7,479	8,089	14,953	6,136	5,585	5,394	0	0	5,811	0	0	1,753	827	0	5,445	61,472
Mercer	5,732	13,179	19,840	10,764	10,417	4,557	0	0	0	0	0	1,902	0	0	9,932	76,325
Adams	11,518	8,055	17,393	4,997	5,548	4,056	0	0	0	0	0	1,571	0	0	5,634	58,773
Franklin	6,260	11,355	18,734	6,677	7,016	5,175	0	0	0	0	0	2,146	549	0	6,248	64,159
Total Urban	1,184,741	644,707	1,173,240	770,324	486,225	305,951	0	0	387,745	70,659	757,011	62,951	96,405	0	773,216	6,713,176
Northwest	29,499	35,659	62,741	29,959	27,002	6,699	0	0	0	0	0	4,974	0	0	30,438	226,971
N. Central	28,306	33,917	57,160	26,346	25,579	6,284	0	0	0	0	0	4,774	0	0	26,533	208,900
N. Tier	35,032	36,600	68,823	38,472	32,833	5,777	0	0	0	0	0	4,883	0	0	35,968	258,386
S. Alleghenies	28,611	31,049	53,154	35,043	28,904	6,295	0	0	0	0	0	4,264	0	0	32,851	220,170
Wayne County	0	7,349	12,757	4,267	5,066	3,189	0	0	0	0	0	1,021	0	0	4,020	37,670
Total Rural	121,449	144,575	254,635	134,087	119,384	28,243	0	0	0	0	0	19,915	0	0	129,810	952,097
Interstate Program	2,960,530	0	344,993	290,688	0	0	240,258	0	0	0	0	0	0	0	298,459	4,134,928
Statewide Program	0	0	0	0	0	0	0	28,121	0	121,610	0	40,000	0	249,327	0	439,058
Statewide Reserve	652,548	0	588,600	0	0	200,000	0	0	0	0	0	0	0	0	0	1,441,148
RBR Regional Share	0	0	62,900	62,900	0	0	0	0	0	0	0	0	0	0	0	125,800
GRAND TOTAL	4,919,267	789,282	2,424,368	1,258,000	605,609	534,194	240,258	28,121	387,745	192,269	757,011	122,866	96,405	249,327	1,201,485	13,806,207

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,824	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,736
SPC	65,091	42,463	83,384	54,410	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,442
Harrisburg	15,710	9,136	19,487	11,881	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,991
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,826
Lehigh Valley	13,019	7,202	17,295	8,413	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,641
NEPA	5,633	8,390	14,958	5,091	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,566
SEDA-COG	13,251	11,299	21,572	15,218	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,213
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,204
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,760
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,169
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,958	8,777	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,359
York	4,099	6,435	13,940	3,944	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,680
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,604
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,103	1,232	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,033
Franklin	1,338	2,858	5,439	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,583
Total Urban	253,140	162,267	340,873	190,873	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,697
Northwest	6,303	8,975	18,257	7,418	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,250
N. Central	6,048	8,537	16,705	6,515	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,616
N. Tier	7,485	9,212	20,050	9,526	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,154
S. Alleghenies	6,113	7,815	15,528	8,674	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,226
Wayne County	0	1,850	3,706	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,940
Total Rural	25,950	36,388	74,245	33,190	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,186
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,735
SPC	65,091	42,463	83,364	54,390	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,402
Harrisburg	15,710	9,136	19,484	11,879	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,986
Scranton/WB	11,241	7,638	14,643	9,666	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,824
Lehigh Valley	13,019	7,202	17,292	8,410	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,635
NEPA	5,633	8,390	14,953	5,086	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,556
SEDA-COG	13,251	11,299	21,570	15,215	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,208
Altoona	2,000	2,513	3,883	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,852	2,180	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,757
Williamsport	3,819	3,620	6,364	4,431	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,168
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,955	8,773	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,352
York	4,099	6,435	13,939	3,943	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,677
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,603
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,101	1,230	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,029
Franklin	1,338	2,858	5,439	1,653	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,582
Total Urban	253,140	162,267	340,827	190,828	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,606
Northwest	6,303	8,975	18,253	7,415	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,244
N. Central	6,048	8,537	16,700	6,511	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,606
N. Tier	7,485	9,212	20,046	9,521	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,146
S. Alleghenies	6,113	7,815	15,523	8,670	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,217
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,228	33,173	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,152
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,559	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,733
SPC	65,091	42,463	83,346	54,373	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,367
Harrisburg	15,710	9,136	19,482	11,877	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,982
Scranton/WB	11,241	7,638	14,642	9,665	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,822
Lehigh Valley	13,019	7,202	17,289	8,408	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,630
NEPA	5,633	8,390	14,948	5,082	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,547
SEDA-COG	13,251	11,299	21,568	15,214	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,204
Altoona	2,000	2,513	3,882	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,334	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,851	2,178	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,755
Williamsport	3,819	3,620	6,363	4,430	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,166
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,952	8,771	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,347
York	4,099	6,435	13,937	3,942	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,675
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,602
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,099	1,228	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,025
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,581
Total Urban	253,140	162,267	340,787	190,788	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,526
Northwest	6,303	8,975	18,251	7,412	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,238
N. Central	6,048	8,537	16,696	6,506	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,597
N. Tier	7,485	9,212	20,042	9,518	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,138
S. Alleghenies	6,113	7,815	15,520	8,666	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,209
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,213	33,158	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,122
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,822	42,558	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,731
SPC	65,091	42,463	83,325	54,351	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,325
Harrisburg	15,710	9,136	19,479	11,874	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,976
Scranton/WB	11,241	7,638	14,641	9,664	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,820
Lehigh Valley	13,019	7,202	17,286	8,404	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,623
NEPA	5,633	8,390	14,943	5,076	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,536
SEDA-COG	13,251	11,299	21,566	15,211	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,200
Altoona	2,000	2,513	3,882	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,202
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,850	2,177	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,752
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,165
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,949	8,767	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,340
York	4,099	6,435	13,936	3,940	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,671
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,601
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,097	1,226	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,021
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,580
Total Urban	253,140	162,267	340,738	190,738	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,427
Northwest	6,303	8,975	18,247	7,408	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,231
N. Central	6,048	8,537	16,691	6,501	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,587
N. Tier	7,485	9,212	20,037	9,513	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,130
S. Alleghenies	6,113	7,815	15,515	8,662	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,200
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,938
Total Rural	25,950	36,388	74,195	33,140	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,085
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,800	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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 2029-2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,292	170,237	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,935
SPC	260,364	169,853	333,419	217,523	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,705,536
Harrisburg	62,839	36,544	77,932	47,510	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,935
Scranton/WB	44,965	30,552	58,570	38,661	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,291
Lehigh Valley	52,077	28,808	69,163	33,636	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,530
NEPA	22,533	33,561	59,801	20,335	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,207
SEDA-COG	53,002	45,197	86,275	60,858	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,825
Altoona	7,999	10,053	15,530	11,816	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,812
Johnstown	17,941	10,782	25,338	14,675	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,676
Centre County	12,567	9,089	19,407	8,716	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	71,024
Williamsport	15,276	14,479	25,454	17,722	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,668
Erie	14,068	16,007	33,015	14,861	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,379
Lancaster	40,728	36,466	71,814	35,088	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,397
York	16,396	25,739	55,752	15,769	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,703
Reading	40,920	22,126	54,022	27,538	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,410
Lebanon	6,392	8,144	17,308	6,065	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,827
Mercer	4,899	13,268	22,979	10,673	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,665
Adams	9,844	8,109	20,400	4,915	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,108
Franklin	5,350	11,432	21,754	6,610	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,327
Total Urban	1,012,561	649,070	1,363,225	763,227	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,738,256
Northwest	25,212	35,900	73,008	29,653	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,963
N. Central	24,193	34,147	66,792	26,034	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,406
N. Tier	29,941	36,848	80,175	38,078	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,568
S. Alleghenies	24,453	31,259	62,086	34,672	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,852
Wayne County	0	7,399	14,820	4,223	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,756
Total Rural	103,798	145,553	296,880	132,660	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,545
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	63,735	63,735	0	0	0	0	0	0	0	0	0	0	0	127,470
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

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 2033 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,821	42,557	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,730
SPC	65,091	42,463	83,313	54,339	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,301
Harrisburg	15,710	9,136	19,478	11,872	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,973
Scranton/WB	11,241	7,638	14,640	9,663	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,819
Lehigh Valley	13,019	7,202	17,284	8,403	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,620
NEPA	5,633	8,390	14,940	5,073	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,530
SEDA-COG	13,251	11,299	21,564	15,210	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,197
Altoona	2,000	2,513	3,881	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,201
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,849	2,176	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,751
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,164
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,947	8,765	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,336
York	4,099	6,435	13,935	3,939	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,670
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,600
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,096	1,225	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,019
Franklin	1,338	2,858	5,437	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,579
Total Urban	253,140	162,267	340,719	190,711	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,373
Northwest	6,303	8,975	18,245	7,407	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,227
N. Central	6,048	8,537	16,688	6,498	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,581
N. Tier	7,485	9,212	20,035	9,511	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,125
S. Alleghenies	6,113	7,815	15,512	8,659	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,195
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,937
Total Rural	25,950	36,388	74,185	33,129	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,065
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,820	42,556	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,728
SPC	65,091	42,463	83,291	54,317	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,257
Harrisburg	15,710	9,136	19,475	11,870	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,968
Scranton/WB	11,241	7,638	14,639	9,662	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,817
Lehigh Valley	13,019	7,202	17,281	8,399	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,613
NEPA	5,633	8,390	14,934	5,067	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,519
SEDA-COG	13,251	11,299	21,562	15,207	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,192
Altoona	2,000	2,513	3,881	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,200
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,848	2,175	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,748
Williamsport	3,819	3,620	6,361	4,428	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,162
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,943	8,761	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,328
York	4,099	6,435	13,933	3,938	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,666
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,599
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,094	1,222	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,014
Franklin	1,338	2,858	5,436	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,578
Total Urban	253,140	162,267	340,659	190,660	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,270
Northwest	6,303	8,975	18,242	7,403	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,220
N. Central	6,048	8,537	16,683	6,493	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,570
N. Tier	7,485	9,212	20,030	9,506	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,115
S. Alleghenies	6,113	7,815	15,508	8,654	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,185
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,936
Total Rural	25,950	36,388	74,166	33,111	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,027
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,819	42,555	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,726
SPC	65,091	42,463	83,272	54,298	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,219
Harrisburg	15,710	9,136	19,472	11,867	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,963
Scranton/WB	11,241	7,638	14,638	9,661	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,815
Lehigh Valley	13,019	7,202	17,278	8,396	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,607
NEPA	5,633	8,390	14,929	5,063	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,509
SEDA-COG	13,251	11,299	21,560	15,205	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,188
Altoona	2,000	2,513	3,880	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,199
Johnstown	4,485	2,695	6,333	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,847	2,174	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,746
Williamsport	3,819	3,620	6,360	4,427	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,160
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,940	8,758	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,322
York	4,099	6,435	13,932	3,936	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,664
Reading	10,230	5,531	13,503	6,882	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,598
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,664
Adams	2,461	2,027	5,092	1,220	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,010
Franklin	1,338	2,858	5,436	1,650	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,576
Total Urban	253,140	162,267	340,616	190,616	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,183
Northwest	6,303	8,975	18,239	7,400	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,214
N. Central	6,048	8,537	16,678	6,488	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,561
N. Tier	7,485	9,212	20,026	9,502	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,108
S. Alleghenies	6,113	7,815	15,503	8,650	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,177
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,935
Total Rural	25,950	36,388	74,149	33,094	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,995
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,195	16,195	0	0	0	0	0	0	0	0	0	0	0	32,390
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,818	42,554	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,724
SPC	65,091	42,463	83,249	54,275	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,173
Harrisburg	15,710	9,136	19,470	11,864	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,957
Scranton/WB	11,241	7,638	14,637	9,660	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,812
Lehigh Valley	13,019	7,202	17,275	8,393	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,600
NEPA	5,633	8,390	14,923	5,057	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,498
SEDA-COG	13,251	11,299	21,557	15,203	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,183
Altoona	2,000	2,513	3,880	2,951	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,198
Johnstown	4,485	2,695	6,333	3,667	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,142	2,272	4,845	2,173	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,743
Williamsport	3,819	3,620	6,359	4,426	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,158
Erie	3,517	4,002	8,253	3,714	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,936	8,755	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,315
York	4,099	6,435	13,930	3,934	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,660
Reading	10,230	5,531	13,502	6,881	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,596
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,705
Mercer	1,225	3,317	5,743	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,663
Adams	2,461	2,027	5,089	1,218	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,006
Franklin	1,338	2,858	5,435	1,649	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,575
Total Urban	253,140	162,267	340,563	190,563	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,077
Northwest	6,303	8,975	18,235	7,396	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,207
N. Central	6,048	8,537	16,672	6,483	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,550
N. Tier	7,485	9,212	20,022	9,498	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,098
S. Alleghenies	6,113	7,815	15,498	8,645	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,167
Wayne County	0	1,850	3,702	1,053	1,267	800	0	0	0	0	0	257	0	0	1,005	9,934
Total Rural	25,950	36,388	74,130	33,075	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,955
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,800	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,268	16,268	0	0	0	0	0	0	0	0	0	0	0	32,535
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

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 2033-2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,278	170,223	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,908
SPC	260,364	169,853	333,126	217,230	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,704,950
Harrisburg	62,839	36,544	77,895	47,473	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,861
Scranton/WB	44,965	30,552	58,556	38,646	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,262
Lehigh Valley	52,077	28,808	69,118	33,591	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,441
NEPA	22,533	33,561	59,726	20,260	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,056
SEDA-COG	53,002	45,197	86,243	60,826	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,760
Altoona	7,999	10,053	15,523	11,809	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,798
Johnstown	17,941	10,782	25,334	14,671	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,668
Centre County	12,567	9,089	19,389	8,698	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	70,989
Williamsport	15,276	14,479	25,441	17,709	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,643
Erie	14,068	16,007	33,013	14,859	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,374
Lancaster	40,728	36,466	71,765	35,039	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,301
York	16,396	25,739	55,731	15,747	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,660
Reading	40,920	22,126	54,013	27,529	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,393
Lebanon	6,392	8,144	17,306	6,083	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,824
Mercer	4,899	13,268	22,975	10,670	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,657
Adams	9,844	8,109	20,371	4,885	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,049
Franklin	5,350	11,432	21,745	6,601	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,308
Total Urban	1,012,561	649,070	1,362,548	762,551	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,736,903
Northwest	25,212	35,900	72,961	29,606	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,868
N. Central	24,193	34,147	66,721	25,962	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,263
N. Tier	29,941	36,848	80,114	38,017	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,446
S. Alleghenies	24,453	31,259	62,022	34,608	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,724
Wayne County	0	7,399	14,813	4,216	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,742
Total Rural	103,798	145,553	296,629	132,409	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,042
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	64,663	64,663	0	0	0	0	0	0	0	0	0	0	0	129,325
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

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	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	917.32	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	2,789.84
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	19,870.50	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	60,432.07
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	2,511.65	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	7,638.68
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	980.14	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	2,980.89
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	3,011.40	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	9,158.54
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	5,099.07	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	15,507.78
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	2,185.49	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	6,646.71
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	473.52	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	1,440.12
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	266.24	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	809.71
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	1,210.73	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	3,682.18
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	838.16	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	2,549.10
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	149.51	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	454.71
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	3,270.42	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	9,946.32
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	1,466.71	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	4,460.68
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	585.48	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	1,780.62
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	119.02	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	361.98
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	257.95	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	784.52
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	2,016.69	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	6,133.36
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	641.37	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	1,950.60
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	3,203.35	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	9,742.32
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	4,861.74	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	14,785.99
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	4,137.12	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	12,582.20
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	4,350.41	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	13,230.90
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	476.00	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	1,447.66
Total (No IM)	874,635.9	100.00%	15,640.00	15,700.00	15,750.00	15,810.00	62,900.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	16,195.00	16,267.50	191,297.50

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

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	917.32	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	2,789.84
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	19,870.50	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	60,432.07
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	2,511.65	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	7,638.68
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	980.14	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	2,980.89
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	3,011.40	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	9,158.54
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	5,099.07	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	15,507.78
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	2,185.49	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	6,646.71
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	473.52	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	1,440.12
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	266.24	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	809.71
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	1,210.73	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	3,682.18
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	838.16	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	2,549.10
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	149.51	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	454.71
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	3,270.42	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	9,946.32
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	1,466.71	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	4,460.68
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	585.48	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	1,780.62
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	119.02	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	361.98
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	257.95	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	784.52
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	2,016.69	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	6,133.36
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	641.37	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	1,950.60
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	3,203.35	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	9,742.32
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	4,861.74	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	14,785.99
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	4,137.12	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	12,582.20
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	4,350.41	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	13,230.90
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	476.00	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	1,447.66
Total (No IM)	874,635.9	100.00%	15,640.00	15,700.00	15,750.00	15,810.00	62,900.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	16,195.00	16,267.50	191,297.50

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

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	456.18	457.93	459.39	461.14	1,834.64	462.09	463.91	465.51	467.48	468.58	470.62	472.37	474.48	5,579.68
SPC	276,302.9	31.59%	9,881.55	9,919.45	9,951.05	9,988.95	39,741.00	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	10,232.20	10,278.01	120,864.13
Harrisburg	34,925.0	3.99%	1,249.04	1,253.83	1,257.82	1,262.62	5,023.31	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	1,293.36	1,299.15	15,277.36
Scranton/WB	13,629.0	1.56%	487.42	489.29	490.85	492.72	1,960.28	493.73	495.68	497.39	499.50	500.67	502.85	504.72	506.98	5,961.78
Lehigh Valley	41,874.0	4.79%	1,497.56	1,503.30	1,508.09	1,513.84	6,022.79	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	1,550.70	1,557.64	18,317.09
NEPA	70,903.5	8.11%	2,535.75	2,545.48	2,553.59	2,563.32	10,198.14	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	2,625.74	2,637.49	31,015.56
SEDA-COG	30,389.6	3.47%	1,086.84	1,091.01	1,094.48	1,098.65	4,370.98	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	1,125.40	1,130.44	13,293.43
Altoona	6,584.4	0.75%	235.48	236.38	237.14	238.04	947.04	238.53	239.47	240.30	241.32	241.88	242.93	243.84	244.93	2,880.24
Johnstown	3,702.1	0.42%	132.40	132.91	133.33	133.84	532.48	134.11	134.64	135.11	135.68	136.00	136.59	137.10	137.71	1,619.42
Centre County	16,835.4	1.92%	602.09	604.40	606.33	608.64	2,421.46	609.89	612.29	614.41	617.01	618.45	621.15	623.46	626.25	7,364.37
Williamsport	11,654.8	1.33%	416.82	418.41	419.75	421.35	1,676.32	422.21	423.88	425.34	427.14	428.14	430.01	431.61	433.54	5,098.20
Erie	2,079.0	0.24%	74.35	74.64	74.88	75.16	299.03	75.31	75.61	75.87	76.19	76.37	76.71	76.99	77.34	909.42
Lancaster	45,475.8	5.20%	1,626.37	1,632.61	1,637.81	1,644.05	6,540.84	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	1,684.08	1,691.62	19,892.64
York	20,394.8	2.33%	729.39	732.19	734.52	737.32	2,933.41	738.83	741.75	744.31	747.46	749.21	752.47	755.27	758.65	8,921.37
Reading	8,141.2	0.93%	291.16	292.27	293.21	294.32	1,170.96	294.93	296.09	297.11	298.37	299.07	300.37	301.49	302.84	3,561.23
Lebanon	1,655.0	0.19%	59.19	59.42	59.60	59.83	238.04	59.95	60.19	60.40	60.65	60.80	61.06	61.29	61.56	723.95
Mercer	3,586.9	0.41%	128.28	128.77	129.18	129.67	515.91	129.94	130.45	130.90	131.46	131.77	132.34	132.83	133.43	1,569.03
Adams	28,042.5	3.21%	1,002.90	1,006.74	1,009.95	1,013.80	4,033.39	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	1,038.49	1,043.13	12,266.73
Franklin	8,918.4	1.02%	318.95	320.18	321.20	322.42	1,282.74	323.08	324.36	325.48	326.86	327.62	329.05	330.27	331.75	3,901.21
Northwest	44,543.1	5.09%	1,593.02	1,599.13	1,604.22	1,610.33	6,406.69	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	1,649.54	1,656.93	19,484.64
N. Central	67,603.4	7.73%	2,417.73	2,427.01	2,434.74	2,444.01	9,723.48	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	2,503.53	2,514.73	29,571.99
N. Tier	57,527.4	6.58%	2,057.38	2,065.27	2,071.85	2,079.74	8,274.24	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	2,130.39	2,139.92	25,164.41
S. Alleghenies	60,493.3	6.92%	2,163.45	2,171.75	2,178.67	2,186.97	8,700.83	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	2,240.22	2,250.25	26,461.79
Wayne	6,618.9	0.76%	236.71	237.62	238.38	239.29	952.00	239.78	240.73	241.56	242.58	243.15	244.21	245.11	246.21	2,895.33
Total (No IM)	874,635.9	100.00%	31,280.00	31,400.00	31,500.00	31,620.00	125,800.00	31,685.00	31,810.00	31,920.00	32,055.00	32,130.00	32,270.00	32,390.00	32,535.00	382,595.00

Appendix 4: Asset Management Factor

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

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

Pavement:

- Condition Surveys (STAMPP Program):
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys

- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility

- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

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

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

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

Appendix 4: Asset Management Factor

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	2025 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
1/4 Pavement AMF*		
Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program		
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$50 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula based on 2020 census	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
Carbon Reduction	1/3 Vehicle Miles Travelled	
	1/3 Lane Miles	
	1/3 Vehicle Registrations	
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census	
PROTECT	Statewide 2025, 2026, Distributed regionally thereafter. Formula TBD	

* Asset Management Factor

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	416,220	849,850	15,100	1,281,170
	Upper Merion	0	19	0	19
	PAAC	135,540	280,383	12,500	428,423
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	551,760	1,287,418	56,064	1,895,242
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,164	1,164
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	664	664
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,051	1,051
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	859	859
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	31,570	0	0	31,570
	Other Unallocated (Urban/Rural)	47,980	32,940	0	80,920
	GRAND TOTAL	631,310	1,350,535	83,640	2,065,485

* 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 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 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.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	424,100	849,850	15,100	1,289,050
	Upper Merion	0	19	0	19
	PAAC	138,110	280,383	12,500	430,993
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	562,210	1,287,418	56,064	1,905,692
	RURAL	ATA	0	7,532	411
BTA -- Butler		0	1,332	0	1,332
Carbon		0	323	506	829
CATA -- Crawford		0	2,050	785	2,835
EMTA -- Endless Mtns.		0	1,591	1,291	2,882
ICTA -- Indiana		0	2,312	417	2,729
Mid-County -- Armstrong		0	755	315	1,070
Mt. Carmel		0	426	0	426
NCATA -- New Castle		0	5,782	0	5,782
STS -- Schuylkill		0	2,127	1,032	3,159
TAWC -- Warren		0	958	513	1,471
Rural Total		0	25,188	5,270	30,458
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	32,160	0	0	32,160
	Other Unallocated (Urban/Rural)	48,890	66,703	0	115,593
	GRAND TOTAL	643,260	1,384,298	83,640	2,111,198

* 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 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 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.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and Pwd Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2027 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	431,910	849,850	15,100	1,296,860
	Upper Merion	0	19	0	19
	PAAC	140,650	280,383	12,500	433,533
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	572,560	1,287,418	56,064	1,916,042
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,164	1,164
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	664	664
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,051	1,051
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	859	859
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	32,760	0	0	32,760
	Other Unallocated (Urban/Rural)	49,790	101,311	0	151,101
	GRAND TOTAL	655,110	1,418,906	83,640	2,157,656

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Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 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.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2028 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	442,420	849,850	15,100	1,307,370
	Upper Merion	0	19	0	19
	PAAC	144,070	280,383	12,500	436,953
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
WCTA -- Westmoreland	0	5,250	1,657	6,907	
Urban Total	586,490	1,287,418	56,064	1,929,972	
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,164	1,164
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	664	664
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,051	1,051
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	859	859
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	33,550	0	0	33,550
	Other Unallocated (Urban/Rural)	51,000	136,783	0	187,783
	GRAND TOTAL	671,040	1,454,378	83,640	2,209,058

* 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 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

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@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2025-2028 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,714,650	3,399,400	60,400	5,174,450
	Upper Merion	0	76	0	76
	PAAC	558,370	1,121,532	50,000	1,729,902
	AMTRAN -- Blair	0	16,520	0	16,520
	BCTA -- Beaver	0	20,308	2,592	22,900
	CAT -- Dauphin	0	48,572	5,520	54,092
	CATA -- Centre	0	39,916	1,172	41,088
	CCTA -- Cambria	0	36,100	3,684	39,784
	COLTS -- Lackawanna	0	35,940	7,936	43,876
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	39,640	22,800	62,440
	EMTA -- Erie	0	52,164	4,864	57,028
	FACT -- Fayette	0	7,232	2,308	9,540
	HPT -- Hazleton	0	10,688	0	10,688
	LANTA -- Lehigh-Northampton	0	96,644	14,512	111,156
	LCTA -- Luzerne	0	32,556	2,776	35,332
	Martz	0	52	0	52
	LT -- Lebanon	0	10,840	2,416	13,256
	MMVTA -- Mid Mon Valley	0	15,744	0	15,744
	MCTA -- Monroe	0	10,728	5,488	16,216
	Pottstown -- Montgomery	0	7,160	0	7,160
	SCTA -- South Central	0	91,064	18,448	109,512
	SVSS -- Shenango Valley	0	4,352	3,852	8,204
	WCTA -- Washington	0	8,020	8,860	16,880
	WBT -- Williamsport	0	23,424	0	23,424
WCTA -- Westmoreland	0	21,000	6,628	27,628	
Urban Total	2,273,020	5,149,672	224,256	7,646,948	
RURAL	ATA	0	30,128	1,644	31,772
	BTA -- Butler	0	5,328	0	5,328
	Carbon	0	1,292	2,024	3,316
	CATA -- Crawford	0	8,200	3,140	11,340
	EMTA -- Endless Mtns.	0	6,364	5,164	11,528
	ICTA -- Indiana	0	9,248	1,668	10,916
	Mid-County -- Armstrong	0	3,020	1,260	4,280
	Mt. Carmel	0	1,704	0	1,704
	NCATA -- New Castle	0	23,128	0	23,128
	STS -- Schuylkill	0	8,508	4,128	12,636
	TAWC -- Warren	0	3,832	2,052	5,884
	Rural Total	0	100,752	21,080	121,832
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,656	4,656
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,656	2,656
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lycoming)	0	0	4,204	4,204
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,436	3,436
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	4,648	4,648	
Shared-Ride Total	0	0	89,224	89,224	
Other Agencies	Bucks County Transport	0	3,008	0	3,008
	Chester County TMA	0	4,652	0	4,652
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	4,484	0	4,484
Other Agency Total	0	19,956	0	19,956	
	PennDOT Discretion	130,040	0	0	130,040
	Other Unallocated (Urban/Rural)	197,660	337,737	0	535,397
	GRAND TOTAL	2,600,720	5,608,117	334,560	8,543,397

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Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 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.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

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PennDOT Bureau of Public Transportation

**Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)**

Federal Transit Urban Area	FFY 2025						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+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 Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

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**Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)**

Federal Transit Urban Area	FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

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**Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)**

Federal Transit Urban Area	FFY 2027						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

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**Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)**

Federal Transit Urban Area	FFY 2028						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

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**Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)**

Federal Transit Urban Area	Total FFY 2025 - FFY 2028						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	41,138	0	3,708	0	0	3,445	48,290
Altoona*	6,931	0	0	0	0	0	6,931
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	24,688	0	0	0	0	0	24,688
Harrisburg*	28,538	0	2,655	0	0	2,294	33,487
Hanover*	5,248	0	0	0	0	0	5,248
Hazleton*	4,700	0	0	0	0	0	4,700
Johnstown*	9,946	86	0	0	0	0	10,032
Lancaster*	25,713	0	2,459	0	0	2,108	30,280
Lebanon*	6,067	0	0	0	0	0	6,067
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	553,599	758,021	21,030	0	0	33,803	1,366,453
Pittsburgh**	182,300	139,505	10,857	0	0	13,039	345,701
Pottstown ¹	7,556	0	0	0	0	0	7,556
Reading*	19,503	0	1,567	0	0	1,675	22,744
Scranton/Wilkes-Barre*	26,295	0	2,469	0	0	2,237	31,001
Sharon ³	0	0	392	0	0	0	392
State College*	22,368	0	0	0	0	0	22,368
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	9,260	0	0	0	0	0	9,260
York*	17,386	0	1,399	0	0	1,509	20,295
Large Urban	34,340	23,869	0	0	0	0	58,209
Small Urban	8,748	0	12,585	0	0	7,487	28,820
Large or Small Urban	0	71,986	0	0	0	16,000	87,986
Non Urbanized	0	0	14,332	109,563	0	0	123,895
Intercity Bus	0	0	0	19,335	0	0	19,335
Appalachian Counties	0	0	0	0	25,711	0	25,711
TOTALS	1,034,323	993,467	73,454	128,898	25,711	83,596	2,339,449

Date prepared: 3/20/2023

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Appendix 8
2025-2028 Federal and State Transit Funding by Region
(\$000)

Region	2025			2026			2027			2028			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	343,502	1,299,193	1,642,695	343,502	1,307,073	1,650,575	343,502	1,314,883	1,658,385	343,502	1,325,393	1,668,895	1,374,009	5,246,542	6,620,551
SPC	86,425	465,554	551,979	86,425	468,124	554,549	86,425	470,664	557,089	86,425	474,084	560,509	345,701	1,878,426	2,224,127
Harrisburg	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	33,487	54,092	87,579
Scranton/WB	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	35,701	89,948	125,649
Lehigh Valley	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	48,290	111,156	159,446
NEPA	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	34,048	34,048
SEDA-COG	0	856	856	0	856	856	0	856	856	0	856	856	0	3,424	3,424
Altoona	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	6,931	21,176	28,107
Johnstown	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	10,032	39,784	49,816
Centre County	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	22,368	43,744	66,112
Williamsport	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	9,260	27,628	36,888
Erie	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	24,688	57,028	81,716
Lancaster	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	30,280	0	30,280
York	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	25,543	0	25,543
Reading	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	22,744	0	22,744
Lebanon	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	6,067	13,256	19,323
Mercer	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	392	8,204	8,596
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	498,873	1,890,619	2,389,492	498,873	1,901,069	2,399,942	498,873	1,911,419	2,410,292	498,873	1,925,349	2,424,222	1,995,493	7,628,456	9,623,949
Northwest	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	20,536	20,536
N. Central	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	31,772	31,772
N. Tier	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	14,964	14,964
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	4,648	4,648
Total Rural	0	0	19,388	0	19,388	19,388	0	19,388	19,388	0	19,388	19,388	0	77,552	77,552
Unallocated	85,989	112,490	198,479	85,989	147,753	233,742	85,989	183,861	269,850	85,989	221,333	307,322	343,956	665,437	1,009,393
Multiple -- SCTA*	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	109,512	109,512
Multiple -- CPTA*	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	62,440	62,440
Grand Total	584,862	2,046,097	2,650,347	584,862	2,111,198	2,696,060	584,862	2,157,656	2,742,518	584,862	2,209,058	2,793,921	2,339,449	8,543,397	10,882,846

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

* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs

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

April 19, 2023

**PENNSYLVANIA'S 2025
TRANSPORTATION PROGRAM
GENERAL AND PROCEDURAL
GUIDANCE**

2025 Transportation Program General and Procedural Guidance

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2025 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2025-2028 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 2023-2026 STIP Federal Planning Finding](#), these regulations guide the development process of the 2025 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 [Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law](#) (IIJA/BIL). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

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

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

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of 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).

2025 Transportation Program General and Procedural Guidance

This document will oversee the development process of the 2025 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.

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 2025 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) 2025-2036

FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036
1st Four Years (STIP/TIPs)				2nd Four Years				3rd Four Years			
← TYP →											
← TAMP →											

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

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limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2025 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 2025 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 [2023 Transportation Performance Report \(TPR\)](#) by the STC on February 22, 2023, was the official start of the 2025 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 2025 Program. The 2025 TYP update public comment period took place from March 1 through April 30, 2023. 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 12, 2023, where the findings of the 2023 TPR were presented and the public was given the opportunity to ask questions.

The public comment period unofficially began with a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show. The 'pop-up' events concluded with the PA State Association of Township Supervisors (PSATS) Conference at the end of the public comment period. An informational banner and rack cards were used as promotional tools.

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 2025 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

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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. 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.

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. A tagline is a translated sentence in one or more languages to inform members of the public how to request a translated version of the document. The provision of taglines aligns with USDOT guidance on providing meaningful access to LEP persons. A copy of translated language taglines for inclusion in documents available for public comment is available in the [Title VI folder](#) on SharePoint.

Title VI

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

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

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

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

As recipients of Federal funds, MPOs and RPOs must also follow Title VI data collection and analysis requirements as provided for in [49 CFR 21.9](#) and [28 CFR 42.406](#). FHWA is awaiting further guidance regarding the DOT Title VI Order ([DOT 1000.12C](#)) and how the requirements for Title VI data collection will be implemented.

Americans With Disabilities Act (ADA)

PennDOT subrecipients are required to designate a responsible employee and adopt [ADA/Section 504](#) complaint procedures in accordance with [49 CFR 27.13](#). Each subrecipient must satisfy the requirements of [49 CFR 27.15](#). A designated ADA contact person or coordinator should be identified on MPO/RPO websites and public notices including TIP and LRTP public comment and public meeting announcements. MPOs/RPOs shall include an ADA accommodation statement and procedures for submitting ADA accommodation requests or complaints as part of their planning documents.

Justice40

Justice40 was established by [Executive Order 14008](#) and is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from covered programs flow to disadvantaged communities. On August 18, 2022, the White House announced USDOT's official Justice40 covered programs list, which includes both discretionary grant programs and Formula funds. Within FHWA/FTA, the identified Justice40 Formula programs include but are not limited to the following:

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- [Carbon Reduction Program \(CRP\)](#)
- [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#)
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#)
- [PROTECT Formula Program](#)
- [Transportation Alternatives Set-Aside \(TASA\)](#)
- [Buses and Bus Facilities Formula Program](#)

Additional implementation guidance from USDOT is anticipated soon. More information can be found on the [USDOT's Justice40 Initiative](#) website. A [listing of Discretionary and Formula programs](#) identified as Justice40 is also available.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2025 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

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

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#).

An example of a self-certification resolution can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

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Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 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 2025 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 2025 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2025 Program from a previous program. These include:

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

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2025 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.

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

PennDOT Connects

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

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

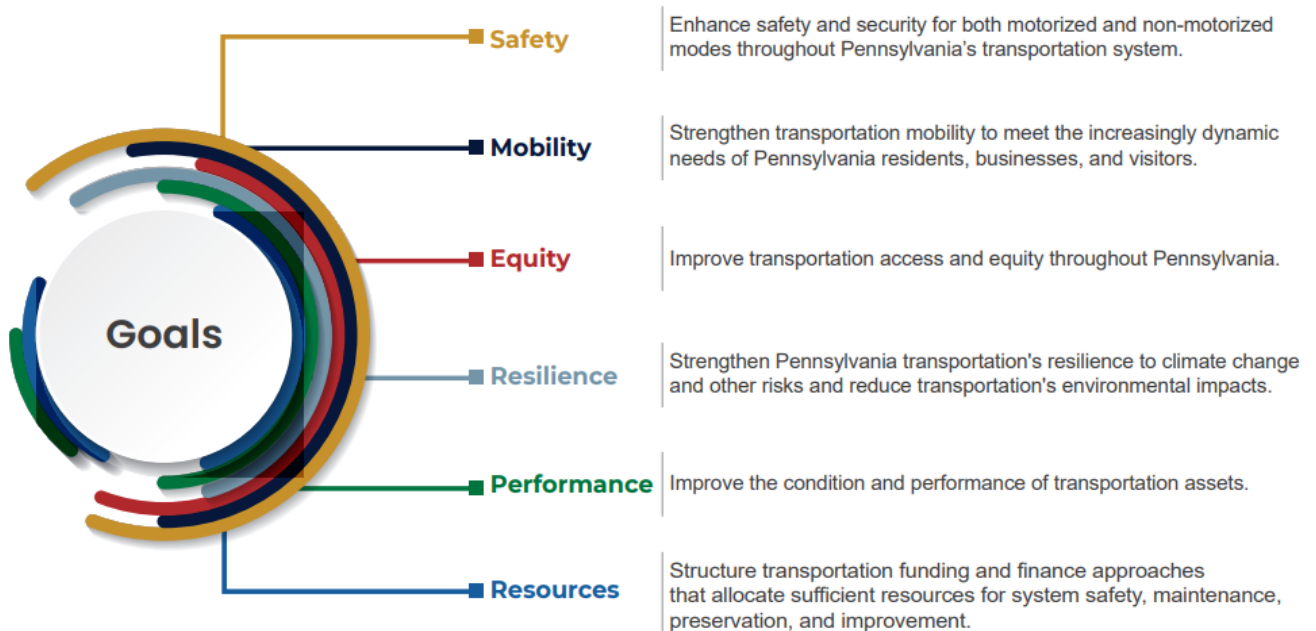
The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. "Cultural resources" is a term that is typically used synonymously with the term "historic properties", which are defined in the [National Historic](#)

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

Long Range Transportation Plans

The 2045 PA Long Range Transportation Plan (LRTP), [Publication 394](#) and [394A](#), is Pennsylvania’s current LRTP of record and the 2045 Freight Movement Plan (FMP), [Publication 791](#) and [791A](#), is Pennsylvania’s current FHWA approved freight movement plan. These policy plans were developed with the cooperation and input from dozens of state agencies, regional and local transportation agencies, and stakeholders. The 2045 PA Long Range Transportation Plan sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania’s statewide LRTP has been updated for 2045. The statewide Freight Movement Plan has also been updated for 2045 to meet the most recent [federal requirements](#) from the IIJA/BIL and to keep the plan policies for Pennsylvania’s freight movement relevant and up to date. Updates to the statewide FMP will occur every four years.



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Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance support to MPOs/RPOs in the development of their regional LRTPs in the form of its [Regional Long-Range Transportation Plan Guidance](#) PUB 575. In 2020, PennDOT also created a new resource for LRTP plan making and freight planning. [Freight Planning Guidance](#) PUB 790 in response to the growing emphasis and importance of freight movement. PUB 790 serves as a planning resource that outlines the planning process and specialized considerations for the development of independent Freight Plans, or for the integration of freight as a part/component of regional LRTPs.

Regional LRTPs are to be consistent with the goals laid out in the statewide LRTP. Responsive LRTPs are based on extensive public and stakeholder involvement and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, local comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

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

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

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

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

MPOs/RPOs can recommend new ideas for items to be added to the TPM Resource Toolbox to support the application of performance measures in the TIP and LRTP planning process.

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

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

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

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

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

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

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, most MPOs/RPOs have adopted PennDOT's statewide targets. MPOs/RPOs that do not adopt the statewide targets must coordinate with PennDOT on their revised targets and methodology. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

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

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

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

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The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania 2045 Freight Movement Plan](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs.

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

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

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the [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 HSIP.

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

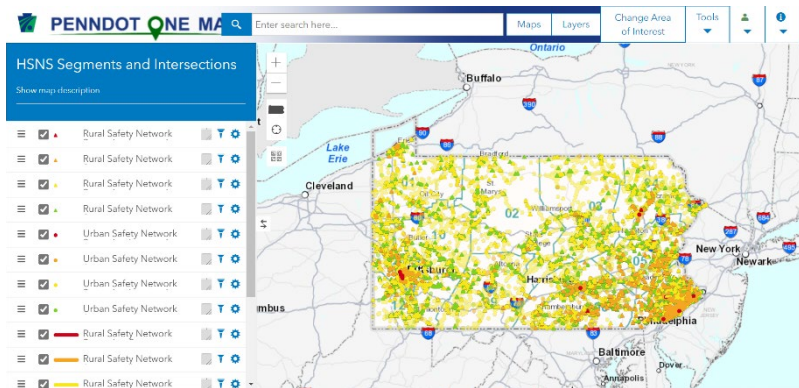
In addition to tracking the PM1 targets, [special rules](#) have been established and sustained under the IJA/BIL for the HSIP program. These special rules, addressing vulnerable road users (VRU), high risk rural roads (HRRR), and older drivers and pedestrians, include obligation and reporting requirements triggered by identified crash data trends. These requirements are designed to promote a comprehensive approach towards safety planning, aligning with new focuses on active transportation, the Safe Systems Approach, and evolving national performance-based standards. Reaching targets and

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achieving safety goals requires incorporating safety into all aspects of project planning and funding sources.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads while working towards achieving the PM1 safety targets as part of a comprehensive approach towards safety. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT District, BOO, and CPDM, and must be consistent with the strategies from the Pennsylvania SHSP. HSIP funding is 6% of Pennsylvania's total allocation and projects funded by HSIP are not the only projects that have an impact on reducing fatalities and serious injuries. Conducting a safety assessment of during the planning stage of projects could result in increased safety benefit, earlier identification of potential HSIP projects, and allow for consideration and incorporation of safety measures on all projects regardless of funding source.

All projects utilizing HSIP funds shall be evaluated based on a Highway Safety Manual (HSM) analysis that includes a Benefit Cost Analysis, CMFs for systemic improvements, improvements on high-risk rural roads, Vulnerable Road Users (VRUs), administrative needs, and deliverability. A data-driven safety analysis in the form of an HSM analysis which includes BCA is required to complete PennDOT's HSIP Application Process. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. Selecting projects with the highest excess value returns on investment have the greatest opportunity for improving safety. HSIP projects shall have a at least a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries. It is important to select projects with realistic delivery timelines to ensure Pennsylvania can accommodate HSIP obligation requirements and maximize the usage of available funding and return on safety investments.



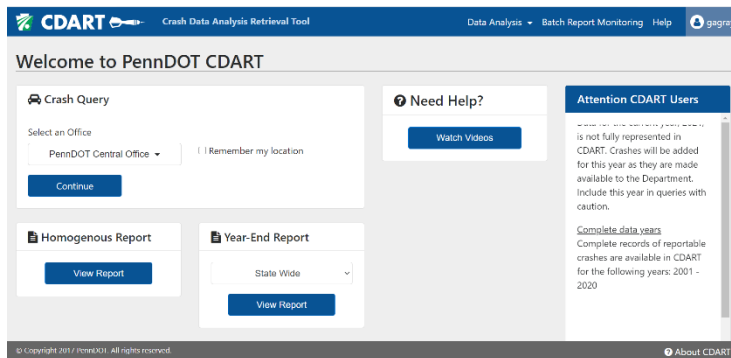
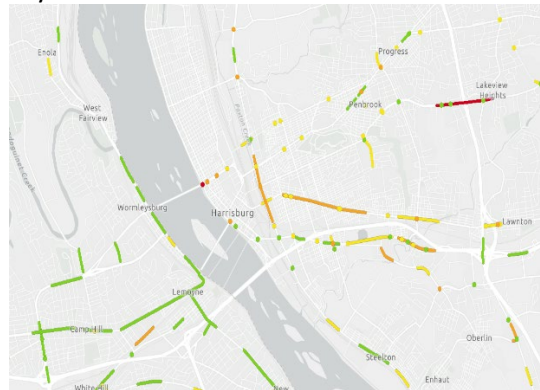
The process for selecting spot location safety projects for inclusion in the TIP should begin with Highway Safety Network Screening (HSNS) Evaluation that the Department has performed on all counties. Selecting locations with an annual excess crash cost or frequency greater than zero from this network 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](#), [PCIT](#), and [CDART](#) crash databases to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes in the HSNS. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes

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(excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. The yearly excess crash costs are calculated utilizing the excess crash frequencies for Fatal & Injury (F&I) crashes and Property Damage Only (PDO) crashes and then weighting those excess crashes with the costs of F&I crashes and PDO crashes. The excess crash costs allow for the evaluation of the severity of crashes. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

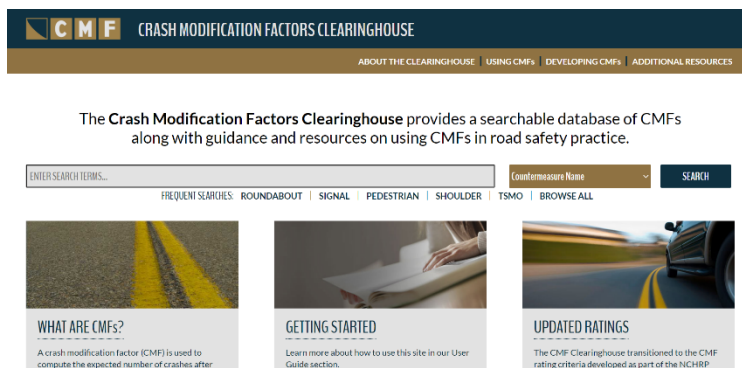
Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that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



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

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

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



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

to assess the complexity of the project needed. For example, can a situation involving roadway

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

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

- [PUB 638 – Highway Safety Program Guide](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)
- [FHWA Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance](#)
- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

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

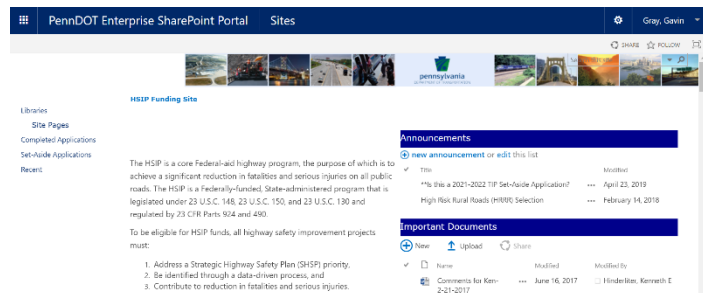
- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

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

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

involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise



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where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. Project cost amendments must be approved in the HSIP Project Application site before an eSTIP will be approved by FHWA. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside at least \$50 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document. Should Pennsylvania trigger one or more HSIP special rules, HSIP funds may need to be diverted to HRRR or VRU projects to accommodate funding obligation requirements.

Due to the importance and priority placed upon Safety and efforts to enhance safety-funded project delivery, additional efforts will be made to optimize the obligation of HSIP funding on eligible projects. Current fiscal year HSIP Funding remaining in regional line items and not assigned to projects by April 15th of the fiscal year will be moved to the state-wide line item for redistribution to other projects that are ready to move forward, require additional funding or to advance funding to process advance construct conversions. Regional and set-aside funded projects will be regularly reviewed to ensure funding is on target to obligate in the year programmed funding is assigned. In cases where programmed funding and expected obligations do not line up, TIP adjustments will need to take place to ensure funding is obligated within the program year.

Pavement and Bridge Asset Management

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

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

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

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

PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and 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, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

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

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

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has

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developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within an LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2025 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those that have the capability may produce their own outputs. The PAMS and BAMS outputs for the 2025 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

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

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

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. The 2022 TAMP expands the pavement and bridge inventory to include non-NHS pavements and bridges. Future updates will consider additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT AMD will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to achieve a program based on LLCC. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve minimum required pavement and bridge condition thresholds. This will be based on coordination between PennDOT BOMO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

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

System Performance

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

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

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

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

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

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

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

Transportation Systems Management and Operations

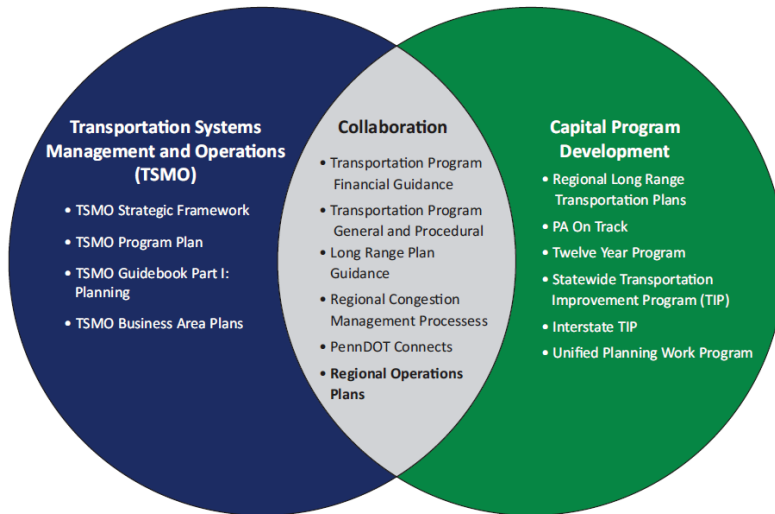
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational- strategies instead of building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

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. PennDOT data shows 95% of congestion in Pennsylvania is non-recurring. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

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

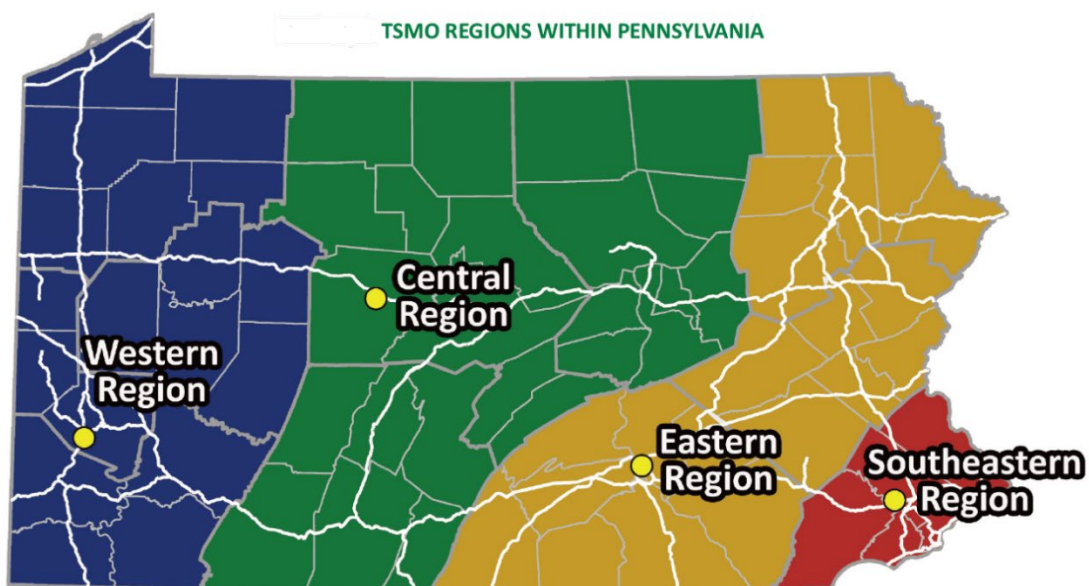
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TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects. Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

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



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

National Highway Freight Program

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

IIJA/BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

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

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [2045 Freight Movement Plan](#), contained in [PUB 791](#) and [PUB 791A](#), must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the 2045 FMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the 2045 FMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the 2045 FMP will be updated concurrently.

Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. The CRP provides five years of funding, of which 65% is distributed to urbanized areas by population.

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The eligible projects for CRP funding include those that support the reduction of transportation emissions as highlighted in the [CRP Implementation Guidance](#). These include a variety of traffic operations, transit, active transportation, energy efficiency, alternative fuels, and engine retrofit projects. The CRP eligibility is very similar but not identical to the CMAQ program. Projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

PennDOT is required to develop a Carbon Reduction Strategy (CRS) in coordination with the MPOs/RPOs by November 15, 2023. The CRS will emphasize priority project types for CRP funding, evaluate methods and procedures for project selection, and assess ways to address equity considerations. The plan will be updated at least every four years.

A Carbon Reduction Work Group has been established to meet the federal consultation requirements and to guide development of the CRS and project selection process. It is expected that the selection process will draw from the current procedures used for the CMAQ program that include coordination between MPOs/RPOs, Districts and other PennDOT Departments (e.g. TSMO, Transit, etc.), the consideration of multiple criteria including cost-effectiveness and equity, and documentation of the decision-making process.

PROTECT Resiliency Program

Section 11405 of the IJA/BIL established the PROTECT Formula Program. The purpose of this program is to provide funds for resilience improvements through formula funding distributed to States and through future competitive grants to local, regional, or state agencies via the PROTECT Discretionary Grant Program. Additional information is available in FHWA's [PROTECT Formula Program Guidance](#).

IJA/BIL requires that at least 2 percent of PROTECT apportioned funds are 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 projects and activities eligible for PROTECT funding are described in detail in the program guidance. There are four main types of eligible activities and projects: (1) planning activities, (2) resilience improvement projects, (3) community resilience and evaluation route projects, and (4) at-risk coastal infrastructure projects. PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

PennDOT is currently evaluating methods and procedures for project selection through a Resilience Work Group. Tools and data including PennDOT's flood risk mapping are being updated to support project identification and selection activities. In addition, PennDOT is developing a Resiliency Improvement Plan, as encouraged but not required by IJA/BIL, to identify and prioritize projects for PROTECT funding. The plan will highlight past and current resiliency initiatives including updates to the Design Manual, assess needed planning activities and research moving forward, evaluate methods to prioritize existing TIP projects for resilience funding, and assess ways to identify new resiliency projects and activities in future fiscal years in coordination with MPOs/RPOs and Districts.

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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. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

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

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

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

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

MPOs/RPOs and District Offices work with PennDOT CPDM to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process. PennDOT has worked with MPOs/RPOs to develop ROPs which identify TSMO strategies, and implementation of these strategies is often eligible for funding through the CMAQ program. It is recommended to give priority to implementation of TSMO strategies identified on a ROP.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the

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final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects). The Reading MPO has also documented and adopted a formal process for CMAQ project selection that is more streamlined and consistent with their funding allocation.

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas that have not formally documented and adopted a process, a simplified evaluation, selection, and eligibility determination process such as the one outlined below can be used to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration. These coordination meetings may include additional agencies or departments as needed. For example, TSMO staff from BOO can be included to assist with project selection and coordination with ROPs.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint. Note: this template has been updated since the last biennial TIP to reflect new cost-effectiveness criteria derived from FHWA analyses.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA’s [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

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

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection, and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. MPMS also includes a field for the Air Quality Impact Description (AQID), which can be used to clarify project details that relate to the application of CMAQ funds or new funding sources aimed at reducing emissions such as CRP. This may be needed for larger projects that have multiple

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funding sources and where the full project description does not adequately address the role of these funds. The AQID field can be used to clarify project details that affect whether a project is air quality “Significant” or exempt for transportation conformity. PennDOT, and FHWA, and FTA review CMAQ project eligibility during the draft TIP Review period. CPDM may begin obligating CMAQ funds once FHWA and FTA approve the STIP.

CPDM submits an annual [CMAQ report](#) to FHWA that captures all CMAQ funds obligations and de-obligations that occurred during the previous FFY. The report is due by March 1 and is submitted through the [FHWA CMAQ Tracking System](#). A final report will be made available to the public through the [FHWA CMAQ Public Access System](#).

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs. MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

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

The PHED and Non-SOV performance measure targets and associated tracking are conducted jointly by all MPOs and DOTs that cover an urbanized area with a population greater than 200,000 that includes a nonattainment or maintenance area. These MPOs include those that cover the Reading, Allentown, Harrisburg, York, Lancaster, Pittsburgh and Philadelphia urbanized areas. The emissions performance measure target is calculated at the state-level by PennDOT and by those MPOs that cover an urbanized area greater than 1 million population.

MPOs serving an urbanized area population over 1 million and those that have a nonattainment or maintenance area that overlaps with a TMA boundary must develop a CMAQ Performance Plan. These MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period in the CMAQ Performance Plan and its biennial updates. The Performance Plan is submitted to PennDOT for inclusion in PennDOT’s biennial reports to FHWA. Currently, based on the 2010 Census, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [IIJA/BIL – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)
- [Applicability Determination for CMAQ Measures](#)

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Congestion Management Process

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

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies. MPOs/RPOs preparing CMPs are encouraged to utilize strategies from the ROP for their region when developing their CMP.

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

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

Environmental Justice

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

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

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP

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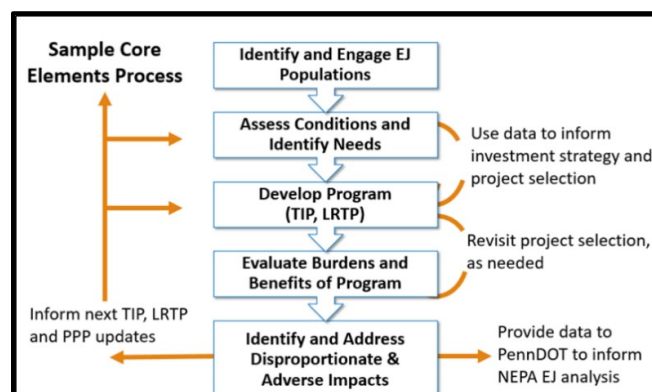
update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

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

As part of the 2023 TIP Environmental Justice After Action Review (AAR), it was determined by the EJ Committee to continue with the process approach for the 2025 TIP update as outlined from the last program. As a continuation of the statewide analysis approach started with the 2021 TIP and 2023 TIP, the Department in conjunction with Michael Baker International will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2025 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint in Spring/Summer 2023. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide. The EJ analysis should start in the beginning of the program development to show a more holistic understanding of impacts on the MPO/RPO TIP network through the process.

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

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



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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 [2025 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 current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with 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.

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

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FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2025 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 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 title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2025 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.

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Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC 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 CPDM and FHWA.

Programming

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

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

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

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

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

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

AIR QUALITY CONFORMITY

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

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

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

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

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

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR](#)

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[450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

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

A transportation conformity determination 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 \(NEPA\) 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

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Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.

3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. 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.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.
6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's [Conformity Guide](#). MPOs/RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2025 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.
7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.

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- e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
- f. Board adoption and approval of the TIP and/or LRTP
- g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

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

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, 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 monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations 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 via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

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

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by 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

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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/BIL 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 EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. 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.

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Spike Funding

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

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

National Electric Vehicle Infrastructure Formula Program

The IIJA/BIL provides states with \$7.5 billion to help make [EV charging](#) more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the \$2.5 [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania will receive \$171.5 million in dedicated formula funding over the first five years of the [NEVI Formula Program](#).

The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Once a state's AFC network is "fully built out" according to FHWA criteria — NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

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 bi-monthly Planning Partners calls, Planning Partner Fall and Spring Summits and NEVI webinars hosted by either FHWA or PennDOT.

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.

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- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PUBLIC COMMENT

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

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2025, 2026, 2027, 2028) 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 YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

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

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

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with 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.

All 2025 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

2025 Transportation Program General and Procedural Guidance

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.

2025 Transportation Program General and Procedural Guidance

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 2025 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	EJ Analysis and Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	Memorandum of Understanding TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

2025 Transportation Program General and Procedural Guidance

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2025 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 2024 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 2025 FFY on October 1, 2024.

PROGRAM ADMINISTRATION

After adoption, the 2025 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2025 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 2025 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2025 Program.

The modification procedures that were approved for the 2023 Program will be used as a starting point for the development of procedures for the 2025 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 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

2025 Transportation Program General and Procedural Guidance

- 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.

Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule

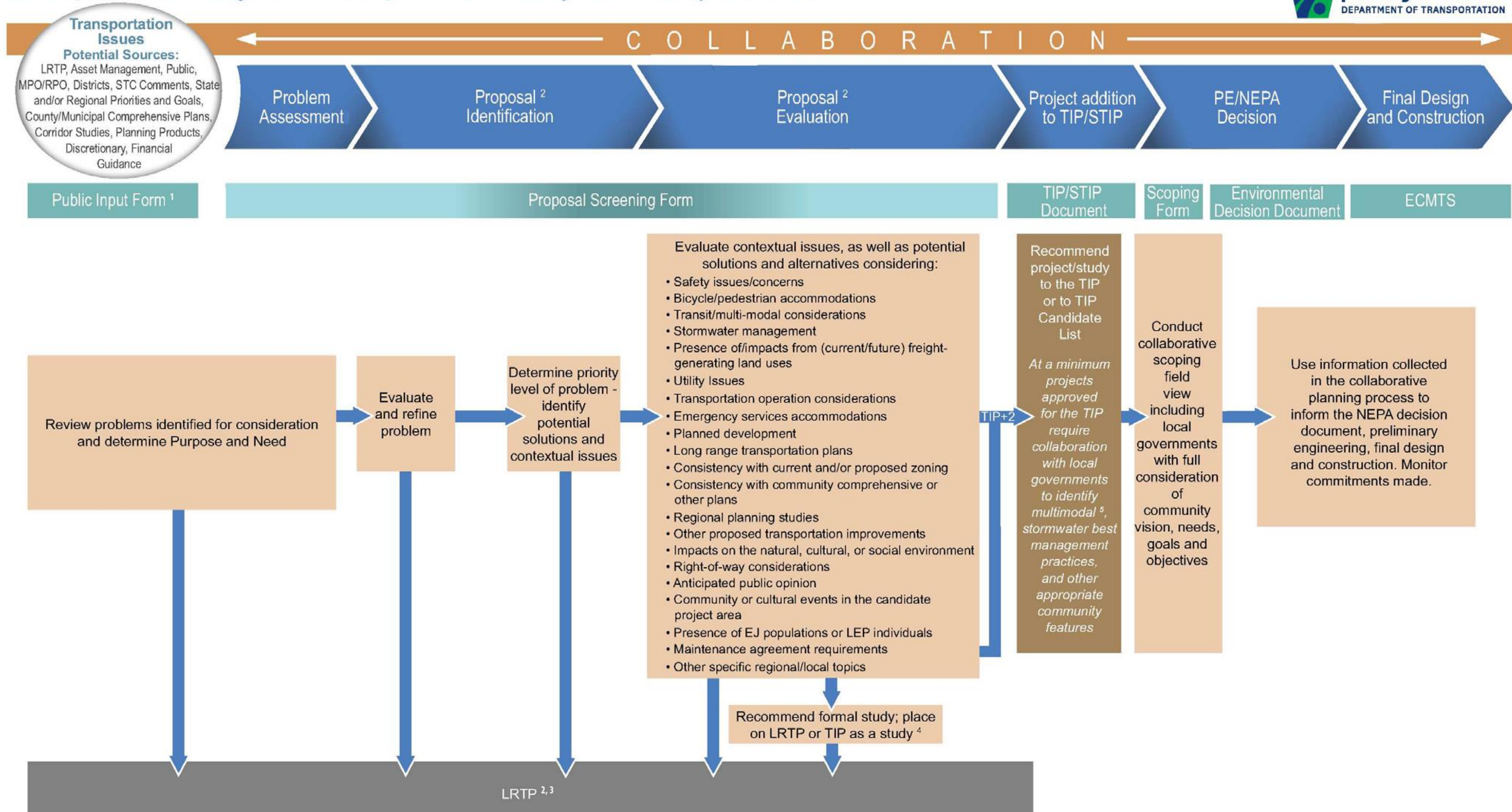
CY 2023 Activity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
STC releases Transportation Performance Report		2/22										
STC-TYP public comment period			3/1	4/30								
STC online public forum				4/12								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call				4/19								
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												
2025 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs for the 2025 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												
Validation of PennDOT Connects PIF forms conducted for new 2025 TIP projects												
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting												
Draft Interstate and Statewide Projects announced												
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule (Continued)

CY 2024 Activity	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs (Continued from CY 2023)	█	█										
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				█	█	6/17						
STIP Public Comment Period (15 day)						6/18-7/3						
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								█	█			
2025 Program Begins										10/1		

Transportation Program Development and Project Delivery Process



Footnotes:

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

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

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

Transportation Management Area: Yes No

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

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

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

Transportation Management Area: Yes No

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

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

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

Transportation Management Area: Yes No

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

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	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									
BRIP									
CRP/CRPU									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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

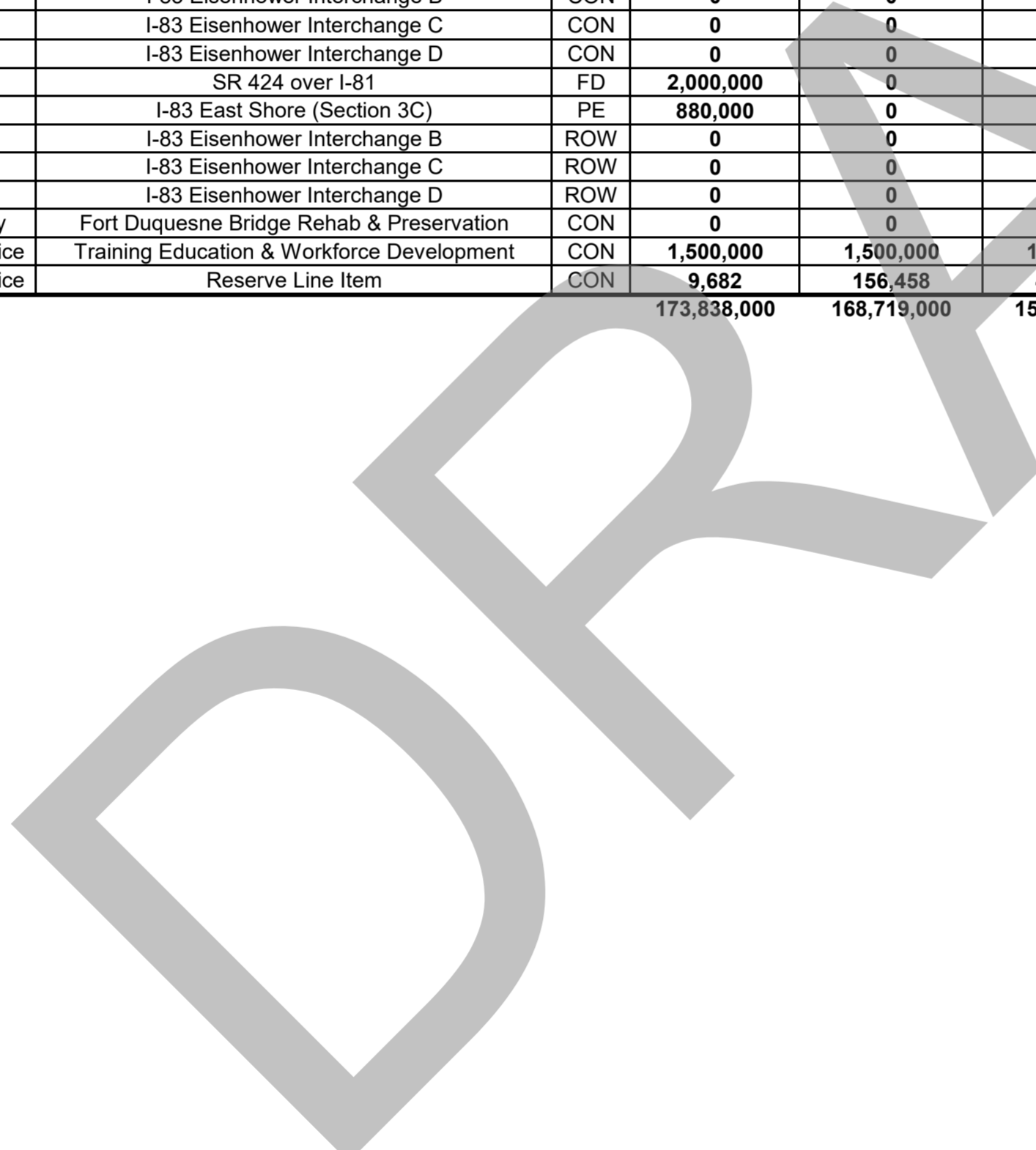
Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Total	\$0	\$0	\$0	\$0	

DRAFT

Appendix 4 - Secretary's "Spike" Decisions Projects and TSMO Project Listing

2025 Program - Spike Projects (NHPP)

MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	CON	20,919,000	0	0	0	0	0	0	0	0	20,919,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	0	0	18,500,000	21,623,000	49,939,458	35,623,000	40,000,000	50,000,000	139,089,529	354,774,987
112540	Interstate	8	York	Mill Creek Relocation	CON	6,160,000	410,831	0	0	0	0	0	0	0	6,570,831
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	44,369,318	50,666,650	35,500,000	0	0	0	0	0	0	130,535,968
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	CON	0	61,432,519	56,677,372	27,000,000	16,000,000	9,274,175	0	0	0	170,384,066
92924	Interstate	8	York	I-83, North York Widening	CON	0	0	0	7,589,273	10,000,000	10,000,000	20,685,115	0	0	48,274,388
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	CON	60,000,000	14,890,000	0	0	0	0	0	0	0	74,890,000
14698	DVRPC	6	Chester	US 422, Reconstruction (M2B)	CON	36,000,000	20,000,000	0	0	0	0	0	0	0	56,000,000
116177	Interstate	4	Luzerne	SR 424 over I-81	CON	0	8,262,542	0	0	0	0	0	0	0	8,262,542
74979	NEPA	5	Monroe	611/715 Improvements	CON	0	10,000,000	0	0	0	0	0	0	0	10,000,000
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
112549	Interstate	8	York	North York Widening # (Exit 19)	CON	0	0	0	0	0	10,725,825	20,314,885	38,038,847	50,000,000	119,079,557
114698	Interstate	8	Dauphin	I-83 Eisenhower RR Bridge	CON	0	0	16,090,000	21,905,727	4,000,000	0	0	0	0	41,995,727
109618	Lancaster	8	Lancaster	US 222 Reconstruction/Widening 1	CON	0	0	10,000,000	10,000,000	0	0	0	0	0	20,000,000
90839	Franklin	8	Franklin	Rockey Mountain Creek Bridge	CON	2,000,000	1,400,000	0	0	0	0	0	0	0	3,400,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	CON	0	0	0	0	0	30,000,000	50,000,000	50,000,000	160,542,929	290,542,929
107553	DVRPC	6	Chester	SR 30 & Airport Rd Interchnage Imp	CON	0	0	10,000,000	15,000,000	5,000,000	0	0	0	0	30,000,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	0	0	0	15,000,000	15,000,000	0	0	0	0	30,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	CON	0	0	0	15,000,000	20,000,000	15,000,000	10,000,000	0	0	60,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	0	0	0	0	20,000,000	20,000,000	0	0	0	40,000,000
107554	DVRPC	6	Chester	US30 & PA 82 Interchange Imp	CON	0	0	0	0	0	10,000,000	10,000,000	10,000,000	0	30,000,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	CON	0	0	0	0	0	0	0	0	136,780,000	278,153,826
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	0	149,340,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	0	260,880,000
116177	Interstate	4	Luzerne	SR 424 over I-81	FD	2,000,000	0	0	0	0	0	0	0	0	2,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	PE	880,000	0	0	0	0	0	0	0	0	880,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	ROW	0	0	0	6,600,000	0	0	0	0	0	6,600,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	ROW	0	0	0	0	990,000	0	0	0	0	990,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	ROW	0	0	0	0	0	0	0	550,000	0	550,000
109270	Interstate	11	Allegheny	Fort Duquesne Bridge Rehab & Preservation	CON	0	0	0	0	0	0	0	0	60,000,000	60,000,000
120880	STWD Items	99	Central Office	Training Education & Workforce Development	CON	1,500,000	1,500,000	1,500,000	1,500,000	0	0	0	0	0	6,000,000
102466	STWD Items	99	Central Office	Reserve Line Item	CON	9,682	156,458	451,628	55,000	343,542	650,000	273,000	2,684,153	58,677,544	63,301,007
						173,838,000	168,719,000	158,719,000	151,273,000	151,273,000	151,273,000	151,273,000	151,273,000	605,090,002	2,272,951,002



2025 Program - Spike Projects (STP)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
116638	Erie	1	Erie	1-79 Erie County ITS addition - Interchange TSMO	CON	11/2/2023	79,625	0	0	0	0	0	0	0	0	79,625
116639	Erie	1	Erie	I-90 Erie County ITS Addition - SR 19 - TSMO	CON	9/14/2023	79,625	0	0	0	0	0	0	0	0	79,625
2898	Centre	2	Centre	T-633, Potter Run Bridge	CON	1/9/2025	707,824	0	0	0	0	0	0	0	0	707,824
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	CON	10/10/2024	655,636	0	0	0	0	0	0	0	0	655,636
95971	SEDA-COG	2	Mifflin	T-439 ov Kishacoquillas	CON	9/26/2024	2,000,000	0	0	0	0	0	0	0	0	2,000,000
61972	Reading	5	Berks	US 222 Widening	CON	7/10/2025	0	11,717,324	0	0	0	0	0	0	0	11,717,324
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	FD		209,000	0	0	0	0	0	0	0	0	209,000
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	UTL		20,000	0	0	0	0	0	0	0	0	20,000
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	ROW		22,000	0	0	0	0	0	0	0	0	22,000
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	CON	10/1/2025	0	728,000	0	0	0	0	0	0	0	728,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	FD		166,000	0	0	0	0	0	0	0	0	166,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	UTL		10,000	0	0	0	0	0	0	0	0	10,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	ROW		28,000	0	0	0	0	0	0	0	0	28,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	CON	10/1/2025	0	231,000	0	0	0	0	0	0	0	231,000
118737	Scranton W/B*	4	Lackawanna	T-314 over Spring Brook	CON	11/7/2024	500,000	0	0	0	0	0	0	0	0	500,000
113521	Scranton W/B*	4	Luzerne	Hillside over Tobys Creek	FD		350,000	0	0	0	0	0	0	0	0	350,000
113521	Scranton W/B*	4	Luzerne	Hillside over Tobys Creek	CON	7/16/2026	0	1,500,000	0	0	0	0	0	0	0	1,500,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027	0	0	0	34,000,000	35,000,000	35,000,000	35,000,000	35,000,000	71,238,924	245,238,924
110091	DVRPC	6	Bucks	King Rd Bridge o/ Herkaken Cr	CON	9/12/2024	1,350,000	0	0	0	0	0	0	0	0	1,350,000
86276	DVRPC	6	Chester	TownshipCoBrdg297/WBigElk	CON	9/12/2024	1,270,000	0	0	0	0	0	0	0	0	1,270,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	CON	3/14/2024	1,300,000	0	0	0	0	0	0	0	0	1,300,000
111515	DVRPC	6	Philadelphia	Cherokee St. o/ Valley Green Rd	CON	10/10/2024	1,660,000	0	0	0	0	0	0	0	0	1,660,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	FD		300,000	0	0	0	0	0	0	0	0	300,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	ROW		20,000	0	0	0	0	0	0	0	0	20,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	UTL		15,000	0	0	0	0	0	0	0	0	15,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	CON		0	1,315,000	0	0	0	0	0	0	0	1,315,000
106264	DVRPC	6	Philadelphia	Penn's Landing Project Development	CON	12/15/2022	20,093,593	2,908,745	0	0	0	0	0	0	0	23,002,338
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	5/23/2024	0	0	6,587,000	6,587,000	6,587,000	6,587,000	6,587,000	6,587,000	13,174,000	52,696,000
110280	York	8	York	College Ave Bridge	CON	2/13/2025	2,000,000	0	0	0	0	0	0	0	0	2,000,000
118489	York	8	York	Sheepford Road Ped/Bike Bridge	CON	3/28/2024	300,000	0	0	0	0	0	0	0	0	300,000
79020	Lancaster	8	Lancaster	Veteran's Mem Br-Susq River	CON	3/13/2025	0	0	25,000,000	0	0	0	0	0	0	25,000,000
119254	Lebanon	8	Lebanon	Orange St and Cornwall Rd Intersection	CON	12/12/2024	220,000	0	0	0	0	0	0	0	0	220,000
85574	SPC	10	Armstrong	Margaret Rd Intersection	CON	7/28/2022	630,793	0	0	0	0	0	0	0	0	630,793
119183	SPC	11	Allegheny	Route 8 at Wildwood	CON	9/25/2025	0	4,500,000	0	0	0	0	0	0	0	4,500,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/9/2028	0	0	0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	25,000,000
119428	SPC	12	Washington	D12 I-70 ITS Eastern and Western GAP	CON		0	0	0	0	500,000	500,000	146,224	0	0	1,146,224
108140	SPC	12	Westmoreland	LVTIP: Pleasant Unity to Airport	CON	12/12/2024	10,200,000	17,000,000	14,000,000	0	0	0	0	0	0	41,200,000
102620	STWD Items	99	Central Office	STP Reserve	CON		42,904	5,745,931	43,000	27,000	27,000	27,000	380,776	527,000	102,707,076	109,527,687
120880	STWD Items	99	Central Office	Training Education & Workforce Development	CON		1,500,000	1,500,000	1,500,000	1,500,000	0	0	0	0	0	6,000,000
114552	STWD Items	99	Central Office	Historic Truss Bridge Preservation	CON		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	24,000,000
118052	STWD Items	99	Central Office	PennDOT Pollinator Initiative	CON		550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	2,200,000	6,600,000
							48,280,000	49,696,000	49,680,000	49,664,000	49,664,000	49,664,000	49,664,000	49,664,000	197,320,000	593,296,000

2025 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	1,900,000	0	0	0	0	0	0	0	0	1,900,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	PE	160,000	0	0	0	0	0	0	0	0	160,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	ROW	0	20,000	0	0	0	0	0	0	0	20,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	PE	120,000	0	0	0	0	0	0	0	0	120,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	ROW	0	20,000	0	0	0	0	0	0	0	20,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	UTL	0	5,000	0	0	0	0	0	0	0	5,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	0	0	0	316,000	0	0	0	0	0	316,000
4383	North Central	2	McKean	T-437 Oswayo Creek	PE	150,000	0	0	0	0	0	0	0	0	150,000
4383	North Central	2	McKean	T-437 Oswayo Creek	ROW	0	10,000	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	0	0	0	345,000	0	0	0	0	0	345,000
85535	North Central	2	Potter	T-351 over Oswayo Creek	CON	315,000	0	0	0	0	0	0	0	0	315,000
95989	North Central	2	Cameron	T-330 Salt Run	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	CON	175,000	75,000	0	0	0	0	0	0	0	250,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	0	0	0	372,000	0	0	0	0	0	372,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	PE	165,000	0	0	0	0	0	0	0	0	165,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW	0	40,000	0	0	0	0	0	0	0	40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	0	0	0	0	720,000	0	0	0	0	720,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	PE	155,000	0	0	0	0	0	0	0	0	155,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	CON	0	0	0	0	620,000	0	0	0	0	620,000
112784	Centre	2	Centre	State College Area Connector	FD	5,000,000	5,000,000	22,000,000	8,000,000	0	0	0	0	0	40,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	0	0	0	0	0	15,400,000	0	0	0	15,400,000
112784	Centre	2	Centre	State College Area Connector	UTL	0	0	10,000,000	10,000,000	9,000,000	0	0	0	0	29,000,000
112784	Centre	2	Centre	State College Area Connector	CON	0	0	0	0	0	0	39,000,000	40,000,000	161,000,000	240,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	ROW	0	3,000,000	0	0	0	0	0	0	0	3,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	UTL	2,000,000	3,500,000	0	0	0	0	0	0	0	5,500,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	CON	0	2,300,000	0	0	0	0	0	0	0	2,300,000
76402	SEDA-COG	3	Snyder	CSVT Structures South Section	CON	12,000,000	10,000,000	10,000,000	8,100,000	0	0	0	0	0	40,100,000
76403	SEDA-COG	3	Snyder	CSVT SS Paving-Southern Section Con #3	CON	0	11,000,000	23,400,000	27,993,810	25,000,000	25,000,000	20,000,000	22,006,190	0	154,400,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	PE	750,000	0	0	0	0	0	0	0	0	750,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	FD	3,000,000	0	0	0	0	0	0	0	0	3,000,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	ROW	0	1,000,000	0	0	0	0	0	0	0	1,000,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	UTL	0	1,250,000	0	0	0	0	0	0	0	1,250,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	CON	0	12,000,000	5,000,000	0	0	0	0	0	0	17,000,000
102811	SEDA-COG	3	Snyder	CSVT ITS	CON	0	8,000,000	5,203,297	0	0	0	0	0	0	13,203,297
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	UTL	5,000	0	0	0	0	0	0	0	0	5,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	CON	200,000	0	0	0	0	0	0	0	0	200,000
106671	SEDA-COG	3	Montour	T-392 over Mud Run Bridge Removal	CON	130,000	0	0	0	0	0	0	0	0	130,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	UTL	5,000	0	0	0	0	0	0	0	0	5,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	CON	235,000	0	0	0	0	0	0	0	0	235,000
114079	Northern Tier	4	Susquehanna	Susquehanna County Paving	CON	0	0	2,000,000	0	0	0	0	0	0	2,000,000
61972	Reading	5	Berks	US 222 Widening	CON	0	2,929,331	0	0	0	0	0	0	0	2,929,331
96423	Lehigh Valley	5	Northampton	Pave PA 33 I-78 to US 22	CON	0	0	8,000,000	0	0	0	0	0	0	8,000,000
96470	NEPA	5	Schuylkill	PA 61 St. Clair to Frackville Reconstruction	CON	8,500,000	0	0	0	0	0	0	0	0	8,500,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	0	0	0	14,000,000	28,000,000	19,309,731	0	0	0	61,309,731
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	0	0	2,500,000	2,500,000	5,000,000	5,000,000	0	0	0	15,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	UTL	10,000,000	0	0	0	0	0	0	0	0	10,000,000
112540	Interstate	8	York	Mill Creek Relocation	ROW	4,500,000	0	0	0	0	0	0	0	0	4,500,000
112540	Interstate	8	York	Mill Creek Relocation	UTL	2,141,000	0	0	0	0	0	0	0	0	2,141,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	FD	6,000,000	739,469	0	0	0	0	0	0	0	6,739,469
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	0	8,782,438	9,457,406	10,060,156	0	0	0	0	0	28,300,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	CON	0	0	0	0	0	0	33,000,000	35,000,000	54,323,974	122,323,974
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	0	0	6,453,297	7,346,703	0	0	0	0	0	13,800,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	10,226,000	0	0	0	0	0	0	0	0	10,226,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	ROW	0	5,800,000	0	0	0	0	0	0	0	5,800,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	UTL	0	2,622,545	0	0	0	0	0	0	0	2,622,545
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	CON	0	0	0	0	0	10,718,835	10,000,000	12,148,079	0	32,866,914
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	4,500,000	6,000,000	6,000,000	5,550,000	5,950,000	0	0	0	0	28,000,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	7,000,000	7,000,000	5,500,000	0	0	0	0	0	0	19,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	0	0
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	0	0	0	0	17,000,000	18,100,000	0	0	0	35,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	224,595,207	224,595,207
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	PE	168,230	0	0	0	0	0	0	0	0	168,230
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	ROW	0	4,370,908	0	0	0	0	0	0	0	4,370,908
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	UTL	2,121,800	0	0	0	0	0	0	0	0	2,121,800
108154	Southern Alleghenies	9	Bedford	US 30 - Scenic Rd to SR 4010	CON	2,752,700	2,100,000	0	0	0	0	0	0	0	4,852,700
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	CON	180,000	0	0	0	0	0	0	0	0	180,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	CON	185,000	0	0	0	0	0	0	0	0	185,000
91796	SPC	11	Allegheny	Streets Run Road	CON	0	0	0	6,000,000	6,000,000	8,000,000	0	0	0	20,000,000

2025 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD	1,500,000	0	0	0	0	0	0	0	0	1,500,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	ROW	3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	UTL	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	PE	3,000,000	0	0	0	0	0	0	0	0	3,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	CON	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	40,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	0	0	0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	25,000,000	100,000,000
100956	SPC	11	Allegheny	West End Bridge	FD	6,000,000	2,000,000	0	0	0	0	0	0	0	8,000,000
100956	SPC	11	Allegheny	West End Bridge	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
100956	SPC	11	Allegheny	West End Bridge	ROW	0	1,000,000	1,000,000	0	0	0	0	0	0	2,000,000
84337	STWD Items	99	Central Office	State (15%) Reserve	CON	1,170,270	1,835,309	1,486,000	396,331	5,624,000	1,261,434	680,000	3,389,731	2,294,000	18,137,075
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	15,640,000	15,700,000	15,750,000	15,810,000	15,843,000	15,905,000	15,960,000	16,028,000	64,663,000	191,299,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	15,640,000	15,700,000	15,750,000	15,810,000	15,843,000	15,905,000	15,960,000	16,028,000	64,663,000	191,299,000
110601	Interstate	99	Central Office	INFRA Support	CON	2,000,000	2,000,000	2,000,000	2,000,000	0	0	0	0	0	8,000,000
						134,700,000	142,800,000	151,500,000	159,600,000	159,600,000	159,600,000	159,600,000	159,600,000	638,400,000	1,865,400,000

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2025 Program - TSMO (CRP)

MPMS	Planning Partner	District	County	Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
120540	Altoona	9	Blair	2025 Blair TSMO	PE	80,000	0	0	0	0	0	0	0	0	80,000
120540	Altoona	9	Blair	2025 Blair TSMO	FD	80,000	0	0	0	0	0	0	0	0	80,000
120540	Altoona	9	Blair	2025 Blair TSMO	UTL	20,000	0	0	0	0	0	0	0	0	20,000
120540	Altoona	9	Blair	2025 Blair TSMO	CON	733,200	0	0	0	0	0	0	0	0	733,200
82091	DVRPC	6	Montgomery	D6 ITS Network Arch Tech Refresh Ph1 - PA 309 Hubs	CON	324,816	0	0	0	0	0	0	0	0	324,816
82124	DVRPC	6	Montgomery	PA 100 & Hanover Street ITS Deployment	CON	900,000	2,000,000	0	0	0	0	0	0	0	2,900,000
119476	DVRPC	6	Montgomery	I-76 Parallel Arterial P2	CON	0	300,000	0	0	0	0	0	0	0	300,000
115971	DVRPC	6	Philadelphia	Transp. Systems Mgmt. and Operations(TSMO)2022-23	PRA	63,885	0	0	0	0	0	0	0	0	63,885
121312	Erie	1	Erie	I-90 WB Erie Co ITS Addition at SR 98 - TSMO	CON	316,867	0	0	0	0	0	0	0	0	316,867
121313	Erie	1	Erie	I-90 EB Erie Co ITS Addition at SR 89 - TSMO	CON	316,867	0	0	0	0	0	0	0	0	316,867
121186	Harrisburg	8	Dauphin	UPS for Existing Sites - HATS TSMO 2025-2026	FD	12,320	0	0	0	0	0	0	0	0	12,320
121186	Harrisburg	8	Dauphin	UPS for Existing Sites - HATS TSMO 2025-2026	CON	0	70,096	0	0	0	0	0	0	0	70,096
121060	Lancaster	8	Lancaster	ITS - Lancaster TSMO 2025-2026	FD	70,352	0	0	0	0	0	0	0	0	70,352
121060	Lancaster	8	Lancaster	ITS - Lancaster TSMO 2025-2026	CON	0	149,648	0	0	0	0	0	0	0	149,648
121062	Lancaster	8	Lancaster	PA 741 Signals - Lancaster TSMO 2025-2026	FD	18,614	0	0	0	0	0	0	0	0	18,614
121062	Lancaster	8	Lancaster	PA 741 Signals - Lancaster TSMO 2025-2026	CON	0	105,478	0	0	0	0	0	0	0	105,478
121063	Lancaster	8	Lancaster	New Holland Pk Signals - Lancaster TSMO 2025-2026	FD	17,435	0	0	0	0	0	0	0	0	17,435
121063	Lancaster	8	Lancaster	New Holland Pk Signals - Lancaster TSMO 2025-2026	CON	0	98,797	0	0	0	0	0	0	0	98,797
121064	Lancaster	8	Lancaster	UPS for Existing Sites - Lancaster TSMO 2025-2026	FD	15,540	0	0	0	0	0	0	0	0	15,540
121064	Lancaster	8	Lancaster	UPS for Existing Sites - Lancaster TSMO 2025-2026	CON	0	88,420	0	0	0	0	0	0	0	88,420
121294	NEPA	4	Pike	I-84 Camera's - Pike County	PE	12,000	0	0	0	0	0	0	0	0	12,000
121294	NEPA	4	Pike	I-84 Camera's - Pike County	FD	23,200	0	0	0	0	0	0	0	0	23,200
121294	NEPA	4	Pike	I-84 Camera's - Pike County	CON	100,136	100,135	0	0	0	0	0	0	0	200,271
120979	NEPA	5	Schuylkill	NEPA Camera Gaps	FD	8,640	0	0	0	0	0	0	0	0	8,640
120979	NEPA	5	Schuylkill	NEPA Camera Gaps	CON	0	64,856	0	0	0	0	0	0	0	64,856
121374	North Central	2	Clearfield	Fiber Install I-80 Exit 120 to District Office	CON	240,000	0	0	0	0	0	0	0	0	240,000
121292	Northern Tier	4	Susquehanna	I-81 Cameras and Message Board - Susq County	PE	20,400	0	0	0	0	0	0	0	0	20,400
121292	Northern Tier	4	Susquehanna	I-81 Cameras and Message Board - Susq County	FD	40,800	0	0	0	0	0	0	0	0	40,800
121292	Northern Tier	4	Susquehanna	I-81 Cameras and Message Board - Susq County	CON	173,506	173,506	0	0	0	0	0	0	0	347,012
121314	Northwest	1	Venango	I-80 Venango Co ITS Add at Barkeyville - TSMO	CON	570,534	0	0	0	0	0	0	0	0	570,534
120991	Reading	5	Berks	RATS ITS Camera Gaps	FD	53,336	0	0	0	0	0	0	0	0	53,336
120991	Reading	5	Berks	RATS ITS Camera Gaps	CON	631,852	0	0	0	0	0	0	0	0	631,852
112317	SEDA-COG	2	Clinton	I-80 ICM (Exit 173 to 185)	PE	115,000	0	0	0	0	0	0	0	0	115,200
112317	SEDA-COG	2	Clinton	I-80 ICM (Exit 173 to 185)	CON	960,000	0	0	0	0	0	0	0	0	960,000
120269	SPC	11	Beaver	I-376 Corridor ITS - Beaver County (Northern Sec)	PE	580,000	0	0	0	0	0	0	0	0	580,000
120269	SPC	11	Beaver	I-376 Corridor ITS - Beaver County (Northern Sec)	CON	1,357,936	580,000	0	0	0	0	0	0	0	1,937,936
121368	SPC	12	Washington	Fiber Installation 1-79	CON	1,016,304	0	0	0	0	0	0	0	0	1,016,304
121311	SVTS	1	Mercer	I-80 WB Mercer Co ITS Addition at SR 173 - TSMO	CON	316,867	0	0	0	0	0	0	0	0	316,867
121293	Wayne	4	Wayne	I-84 Camera's - Wayne County	PE	5,200	0	0	0	0	0	0	0	0	5,200
121293	Wayne	4	Wayne	I-84 Camera's - Wayne County	FD	10,000	0	0	0	0	0	0	0	0	10,000
121293	Wayne	4	Wayne	I-84 Camera's - Wayne County	CON	43,337	43,336	0	0	0	0	0	0	0	86,673
111145	STWD Items	99	Central Office	TSMO Reserve	CON	751,056	6,225,728	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000	106,976,784
						10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000	120,000,000

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Appendix 5 - Other Transportation Funding

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

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

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

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

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Adams	19,200,943	19,214,427	19,257,518	21,108,667	20,957,515
Altoona	19,401,164	19,399,362	19,425,241	21,261,208	21,105,178
Centre	25,321,097	25,348,328	25,407,599	27,958,442	27,764,755
DVRPC	305,274,541	304,470,710	304,392,675	335,639,867	332,147,427
Erie	40,923,599	40,914,488	40,976,783	45,190,949	44,846,658
Franklin	24,184,870	24,186,022	24,223,584	26,782,138	26,579,317
Harrisburg	79,650,352	79,636,500	79,746,710	87,631,008	86,936,959
Johnstown	27,932,041	27,960,281	28,027,570	30,339,491	30,132,140
Lancaster	53,357,479	53,234,356	53,226,816	57,353,087	56,795,459
Lebanon	17,274,912	17,242,175	17,239,012	18,374,578	18,222,025
Lehigh Valley	63,938,620	63,760,616	72,226,648	70,710,561	70,043,862
NEPA	86,662,502	86,881,768	98,416,588	97,985,456	97,337,607
North Central	91,743,708	92,040,838	92,431,801	102,050,712	101,446,479
Northern Tier	109,160,012	109,656,102	110,262,401	123,809,125	123,068,184
Northwest	92,304,222	92,552,802	92,909,503	101,199,797	100,567,907
Reading	44,375,685	44,292,049	50,209,877	49,125,420	48,662,496
S. Alleghenies	86,525,072	89,882,085	90,201,572	103,079,595	102,345,738
Scranton-WB	89,682,059	100,123,439	100,433,284	109,448,996	108,770,713
SEDA-COG	99,920,065	86,839,128	87,232,295	95,193,372	94,655,170
SPC	418,849,185	419,420,554	420,637,901	468,069,934	464,473,484
SVTS	28,377,371	28,417,542	28,491,554	31,617,295	31,406,646
Wayne County	25,107,746	25,263,951	25,434,109	29,731,380	29,558,805
Williamsport	29,874,614	29,940,950	30,040,195	32,377,607	32,167,026
York	52,363,580	52,271,970	52,281,207	56,605,757	56,100,891
Statewide	590,599,000	601,368,000	623,944,000	632,651,000	632,632,000
TOTAL	2,522,004,441	2,534,318,441	2,587,076,442	2,775,295,442	2,758,724,442

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
PRTCT	PROTECT
RAISE	Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program
REC	Recreational Trails
SRTSF	Federal Safe Routes to Schools
SXF	Special Federal Funds; Includes high priority Congressional projects from ISTEA, TEA-21, SAFETEA-LU, Appropriations Acts

STATE FUNDING CATEGORIES:

Highway:

581 Highway Capital Construction (Formerly State Appropriation 185)

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
 OTH-S Other State funding being contributed to projects
 TPK Pennsylvania Turnpike Commission funding

LOCAL/OTHER FUNDING CATEGORIES:

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

TRANSIT

FEDERAL FUNDING CATEGORIES:

- Section 5307 Urbanized Area Formula Program
- Section 5308 Clean Fuels Formula Program
- Section 5309 Capital Investment Grant Program
- Section 5310 Elderly and Persons with Disabilities Program
- Section 5311 Non-urbanized Area Formula Program
- Section 5312 Public Transportation Innovation Program
- Section 5313 State Planning and Research
- Section 5316 Job Access and Reverse Commute Program
- Section 5317 New Freedom Program
- Section 5320 Alternative Transportation in Parks & Park Land
- Section 5329 State Safety Oversight Program
- Section 5337 State of Good Repair
- Section 5339 Bus and Bus Facility Formula Grants
- TIGGR Transit Investment for Greenhouse Gas Energy Reduction
- FTAD FTA Discretionary Funds

STATE FUNDING CATEGORIES:

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

LOCAL/OTHER FUNDING CATEGORIES:

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

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Appendix 7 - MPMS Highway STIP Summary

Highway & Bridge 2025 STIP

* indicates a conversion amount

Federal	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Federal	APD	\$68,252,329	\$40,622,217	\$27,492,105	\$21,111,993	\$157,478,644
	APL	\$3,873,457	\$2,296,377	\$0	\$0	\$6,169,834
Federal	BOF	\$151,402,000	\$151,402,000	\$151,402,000	\$151,401,900	\$605,607,900
	BRIP	\$300,722,000	\$300,800,000	\$300,372,000	\$300,372,000	\$1,202,266,000
Federal	CAQ	\$118,415,000	\$120,784,000	\$120,784,000	\$120,784,000	\$480,767,000
	CRP	\$30,260,600	\$30,868,000	\$30,868,000	\$30,868,000	\$122,864,600
Federal	CRPU	\$23,816,311	\$24,310,632	\$24,219,000	\$24,219,000	\$96,564,943
	DBE	\$420,034	\$420,034	\$420,034	\$420,034	\$1,680,136
Federal	FLAP	\$938,840	\$0	\$0	\$0	\$938,840
	HSIP	\$117,458,853	\$127,373,500	\$127,344,500	\$134,344,500	\$506,521,353
Federal	HVRU	\$14,113,647	\$6,971,000	\$7,000,000	\$0	\$28,084,647
	INFRA	\$110,139,540	\$13,017,024	\$0	\$0	\$123,156,564
Federal	MEGA	\$0	\$26,000,000	\$26,000,000	\$26,000,000	\$78,000,000
	NEVI	\$40,650,000	\$40,650,000	\$0	\$0	\$81,300,000
Federal	NFP	\$59,177,000	\$60,360,000	\$60,360,000	\$60,360,000	\$240,257,000
	NHPP	\$1,221,371,600	\$1,245,796,600	\$1,244,542,600	\$1,244,539,600	\$4,956,250,400
Federal	OJT	\$293,521	\$293,521	\$293,521	\$293,521	\$1,174,084
	OTH-F	\$10,805,647	\$4,356,000	\$15,000,000	\$15,000,000	\$45,161,647
Federal	PRTCT	\$61,411,000	\$62,639,000	\$62,639,000	\$62,639,000	\$249,328,000
	RAISE	\$3,200,000	\$57,160,000	\$0	\$0	\$60,360,000
Federal	REC	\$1,991,000	\$1,991,000	\$1,991,000	\$1,991,000	\$7,964,000
	RRX	\$7,030,000	\$7,030,000	\$7,030,000	\$7,030,000	\$28,120,000
Federal	SPR	\$76,189,920	\$79,197,517	\$79,197,517	\$79,197,517	\$313,782,471
	SRTSF	\$2,000,000	\$1,300,000	\$0	\$0	\$3,300,000
Federal	STP	\$260,845,951	\$265,204,880	\$264,644,111	\$264,646,703	\$1,055,341,645
	STR	\$191,083	\$1,362,074	\$0	\$0	\$1,553,157
Federal	STU	\$183,829,000	\$189,850,000	\$189,850,000	\$189,850,000	\$753,379,000
	STU*	\$546,000	\$0	\$0	\$0	\$546,000
Federal	SXF	\$38,752,512	\$9,769,605	\$6,872,000	\$19,000,000	\$74,394,117
	TAP	\$29,979,000	\$30,604,000	\$30,604,000	\$30,604,000	\$121,791,000
Federal	TAU	\$16,604,000	\$17,757,000	\$16,953,100	\$17,456,900	\$68,771,000
Total Federal:		\$2,954,679,845	\$2,920,185,981	\$2,795,878,488	\$2,802,129,668	\$11,472,873,982
State	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
	OTH-S	\$4,500,000	\$0	\$9,000,000	\$9,000,000	\$22,500,000
State	073	\$10,500,000	\$3,000,000	\$0	\$0	\$13,500,000
	179	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
State	183	\$28,217,970	\$30,480,108	\$26,560,291	\$24,191,563	\$109,449,932
	185	\$334,423,030	\$332,218,892	\$331,192,709	\$333,620,437	\$1,331,455,068
State	411	\$86,105,000	\$88,465,176	\$87,948,000	\$89,867,000	\$352,385,176
	581	\$604,756,910	\$657,872,061	\$722,023,558	\$775,963,199	\$2,760,615,728
State	582	\$640,000	\$665,000	\$185,000	\$160,000	\$1,650,000
Total State:		\$1,070,142,910	\$1,113,701,237	\$1,177,909,558	\$1,233,802,199	\$4,595,555,904
Local/Other	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
	LOC	\$168,997,653	\$84,331,726	\$48,544,669	\$34,996,968	\$336,871,016
Local/Other	OTH	\$82,062,396	\$8,678,016	\$0	\$0	\$90,740,412
	PRIV	\$41,404,157	\$6,951,300	\$4,311,300	\$4,311,300	\$56,978,057
Local/Other	TPK	\$82,277,000	\$53,000,000	\$20,700,000	\$41,700,000	\$197,677,000
Total Local/Other:		\$374,741,206	\$152,961,042	\$73,555,969	\$81,008,268	\$682,266,485
Overall Totals:		\$4,399,563,961	\$4,186,848,260	\$4,047,344,015	\$4,116,940,135	\$16,750,696,371

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Appendix 8 - Highway Federal Funds Balance

PENNSYLVANIA BALANCE OF FUNDS

(to be updated 7/26/2024)

FUND CATEGORY	BALANCE (\$M)
NFP	\$0.00
NHPP	\$0.00
CMAQ	\$0.00
STP	\$0.00
STP - BOF	\$0.00
HSIP	\$0.00
SRTSF	\$0.00
PL/SPR	\$0.00
TAP/TAU	\$0.00
STU	\$0.00
RRX	\$0.00
APD	\$0.00
HPP TEA-21 (SXF)	\$0.00
HPP SAFETEA-LU (SXF)	\$0.00
ISTEA Earmarks (SXF)	\$0.00
National Highway Exempt FAST	\$0.00
Total	\$0.00

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Appendix 9 - MPMS Transit STIP Summary

Public Transit 2025 STIP

* indicates a conversion amount

Federal	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Federal	CAQ	\$0	\$0	\$2,602,000	\$3,052,000	\$5,654,000
	COVID	\$200,000	\$150,000	\$0	\$0	\$350,000
Federal	FTAD	\$0	\$150,000,000	\$150,000,000	\$150,000,000	\$450,000,000
	OTH-F	\$57,543,059	\$52,048,000	\$3,167,600	\$3,722,000	\$116,480,659
Federal	20005b	\$0	\$2,152,000	\$0	\$0	\$2,152,000
	5307	\$296,374,100	\$291,997,188	\$275,855,780	\$263,866,550	\$1,128,093,618
Federal	5309	\$0	\$0	\$0	\$17,100,000	\$17,100,000
	5310	\$21,168,500	\$20,154,500	\$36,692,500	\$20,963,500	\$98,979,000
Federal	5311	\$65,480,380	\$57,126,173	\$52,426,410	\$47,329,322	\$222,362,285
	5329	\$2,771,266	\$3,186,956	\$3,250,696	\$3,315,709	\$12,524,627
Federal	5337	\$375,761,000	\$372,452,000	\$243,580,000	\$233,841,000	\$1,225,634,000
	5339	\$72,462,000	\$63,983,000	\$16,358,000	\$104,392,000	\$257,195,000
Total Federal:		\$891,760,305	\$1,013,249,817	\$783,932,986	\$847,582,081	\$3,536,525,189
State	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
State	OTH-S	\$122,726,462	\$81,587,616	\$92,386,575	\$78,149,111	\$374,849,764
	PTAF	\$11,758,735	\$11,744,995	\$10,610,736	\$62,835	\$34,177,301
State	160	\$2,215,000	\$1,120,000	\$0	\$0	\$3,335,000
	164	\$18,322,172	\$18,111,234	\$18,296,794	\$18,321,686	\$73,051,886
State	338	\$1,237,282,337	\$1,236,071,268	\$1,254,574,715	\$1,200,196,209	\$4,928,124,529
	339	\$636,150,446	\$639,007,650	\$630,352,571	\$679,674,809	\$2,585,185,475
State	340	\$5,123,000	\$4,548,000	\$5,051,000	\$4,509,000	\$19,231,000
	341	\$2,658,495	\$393,495	\$1,035,495	\$935,495	\$5,022,980
State	342	\$44,400,000	\$0	\$0	\$0	\$44,400,000
Total State:		\$2,080,636,647	\$1,992,584,258	\$2,012,307,886	\$1,981,849,145	\$8,067,377,935
Local/Other	Fund Category	1st Period	2nd Period	3rd Period	4th Period	Fund Total
Local/Other	LOC	\$99,400,617	\$101,554,918	\$99,662,830	\$97,404,756	\$398,023,122
Local/Other	OTH	\$100,000,000	\$0	\$0	\$0	\$100,000,000
Total Local/Other:		\$199,400,617	\$101,554,918	\$99,662,830	\$97,404,756	\$498,023,122
Overall Totals:		\$3,171,797,569	\$3,107,388,993	\$2,895,903,702	\$2,926,835,982	\$12,101,926,246

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Appendix 10 - National Highway Freight Program Projects

2025 Program - National Highway Freight Program (NFP)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
79828	Interstate	6	Philadelphia	I-95 (NB): Race - Shackamaxon	CON	0	0	60,360,000	0	0	0	0	0	0	60,360,000
103558	Interstate	6	Philadelphia	I-95: Allegheny Ave to Tioga St	CON	0	0	0	0	0	60,360,000	0	0	0	60,360,000
103559	Interstate	6	Philadelphia	I-95 Btsy Rss MainIn SB	CON	0	0	0	60,360,000	60,360,000	0	0	0	0	120,720,000
113357	Interstate	8	Dauphin	I-83 East Shore Section 3B	CON	59,177,000	0	0	0	0	0	0	0	0	59,177,000
113376	Interstate	8	Dauphin	I-83 East Shore Section 3C	CON	0	0	0	0	0	0	0	0	60,360,000	60,360,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	CON	0	0	0	0	0	0	0	0	60,360,000	60,360,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	120,720,000	120,720,000
92924	Interstate	8	York	North York Widening #3 (Exit 21 & 22)	CON	0	0	0	0	0	0	60,360,000	60,360,000	0	120,720,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	0	60,360,000	0	0	0	0	0	0	0	60,360,000
						59,177,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	60,360,000	241,440,000	723,137,000

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Appendix 11 - Rail - Highway Crossing Projects

2025 Program - Highway-Rail Grade Crossing Safety (RRX)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	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	0	0	0	0	0	0	1,129,000	0	0	1,129,000
106162	Northwest	1	Crawford	Mt Pleasant Rd RR Crossing	CON	0	0	0	318,500	0	0	0	0	0	318,500
113216	Northwest	1	Crawford	Shaw's Landing RRX	CON	0	0	375,000	0	0	0	0	0	0	375,000
113217	Northwest	1	Venango	13th Street Franklin RRX	CON	500,000	0	0	0	0	0	0	0	0	500,000
118221	Northwest	1	Venango	Oil City Corridor WNYPA	CON	500,000	800,000	600,000	0	0	0	0	0	0	1,900,000
106281	SVTS	1	Mercer	Bessemer & Lake Erie RR Corridor	CON	0	0	0	0	400,000	600,000	0	0	0	1,000,000
121370	Centre	2	Centre	Lemont Corridor RR Warning Devices	CON	0	0	0	0	0	0	1,000,000	2,333,489	0	3,333,489
121373	Centre	2	Centre	West Maple Street RR Upgrade	CON	0	400,000	100,000	0	0	0	0	0	0	500,000
119462	North Central	2	Clearfield	Woodland Rd RR Device Upgrade	CON	0	350,000	0	0	0	0	0	0	0	350,000
121215	North Central	2	Elk	St. Marys RR Crossing	CON	0	0	400,000	400,000	0	0	0	0	0	800,000
114047	North Central	2	McKean	Gardeau Rd RR Device Install	CON	250,000	0	0	0	0	0	0	0	0	250,000
114048	SEDA-COG	2	Mifflin	Kish Pike RR Device Install	CON	144,000	0	0	0	0	0	0	0	0	144,000
117782	SEDA-COG	2	Mifflin	Walnut St RR Device Install	CON	175,000	0	0	0	0	0	0	0	0	175,000
119464	SEDA-COG	2	Mifflin	Delaware Ave RR Warning Device	CON	286,000	0	0	0	0	0	0	0	0	286,000
111352	SEDA-COG	3	Northumberland	SVRR RRX Northumberland County	CON	675,000	675,000	0	0	0	0	0	0	0	1,350,000
119246	SEDA-COG	3	Snyder	Snyder County RRX Improvements	CON	800,000	800,000	800,000	0	0	0	0	0	0	2,400,000
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	475,000	200,000	0	0	0	0	0	675,000
103196	Scranton/W-B	4	Luzerne	CP Pittston / Dupont Corridor	CON	0	0	0	0	400,000	1,000,000	0	0	0	1,400,000
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
106324	Scranton/W-B	4	Luzerne	Commerce Boulevard Crossing	CON	523,924	0	0	0	0	0	0	0	0	523,924
111134	Scranton/W-B	4	Luzerne	C and H Corridor	CON	0	0	0	517,500	0	0	0	0	0	517,500
118219	Scranton/W-B	4	Luzerne	Jaycee Drive RR Crossing	CON	0	0	0	67,500	0	0	0	0	0	67,500
118283	Scranton/W-B	4	Luzerne	LCRA Corridor 2	CON	0	0	0	0	0	100,000	0	0	0	100,000
102868	Lehigh Valley	5	Lehigh	Ruppsville Road	CON	0	0	0	270,200	0	0	0	0	0	270,200
102870	Lehigh Valley	5	Lehigh	Penn Ave Alburtis RRX	CON	0	282,000	0	0	0	0	0	0	0	282,000
102979	Lehigh Valley	5	Lehigh	Canal Rd Allentown RRX	CON	0	350,000	0	0	0	0	0	0	0	350,000
102864	Lehigh Valley	5	Northampton	Bethlehem Corr. Safety	CON	0	0	500,000	500,000	160,000	0	0	0	0	1,160,000
102869	Lehigh Valley	5	Northampton	SR 512 (Beth Bath Pike) NS RRX	CON	0	0	284,109	0	0	0	0	0	0	284,109

2025 Program - Highway-Rail Grade Crossing Safety (RRX)

MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
117973	Reading	5	Berks	Walnuttown Road Crossing	CON	0	0	454,000	0	0	0	0	0	0	454,000
117975	Reading	5	Berks	Manatawny Drive Crossing	CON	0	0	0	0	380,000	0	0	0	0	380,000
118190	DVRPC	6	Bucks	Fairview Rd RR Xing	CON	0	0	0	0	0	0	0	0	325,000	325,000
118183	DVRPC	6	Chester	Lake Road West RR Xing	CON	0	300,000	0	0	0	0	0	0	0	300,000
118184	DVRPC	6	Chester	Lake Road East RR Xing	CON	0	300,000	0	0	0	0	0	0	0	300,000
118185	DVRPC	6	Chester	Woodland Ave. Xing	CON	0	0	0	0	0	0	300,000	0	0	300,000
118186	DVRPC	6	Chester	Kimble Road Xing	CON	0	0	0	0	0	305,000	0	0	0	305,000
118188	DVRPC	6	Chester	Mt. Pleasant Rd Xing	CON	0	0	0	0	0	315,000	0	0	0	315,000
118189	DVRPC	6	Chester	Crowl Toot Rd RR Xing	CON	315,000	0	0	0	0	0	0	0	0	315,000
119786	DVRPC	6	Chester	Unionville Rd Grade Xing	CON	396,621	0	0	0	0	0	0	0	0	396,621
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
118187	DVRPC	6	Montgomery	Central Ave. Xing	CON	325,000	0	0	0	0	0	0	0	0	325,000
102974	Franklin	8	Franklin	South Third St Crossing	CON	21,141	0	0	0	0	0	0	0	0	21,141
115861	Harrisburg	8	Dauphin	Inglenook X-ing	CON	7,500	0	0	0	0	0	0	0	0	7,500
119223	Lancaster	8	Lancaster	Cedar Street X-ing	CON	7,500	0	0	0	0	0	0	0	0	7,500
117967	York	8	York	Maple St RRX	CON	25,000	0	0	0	0	0	0	0	0	25,000
120103	York	8	York	Stonewood Road RRX	CON	268,118	0	0	0	0	0	0	0	0	268,118
106320	Altoona	9	Blair	Church Street Railroad Grade Xing	CON	350,000	500,000	600,000	350,000	0	0	0	0	0	1,800,000
121386	Altoona	9	Blair	PA 453 14th Street Corridor - NBE	CON	0	0	0	0	800,000	1,200,000	1,076,209	0	0	3,076,209
121388	Altoona	9	Blair	Blair County EVRR Corridor	CON	0	0	0	0	0	0	2,000,000	2,000,000	0	4,000,000
121384	Johnstown	9	Cambria	SR 271 Clinton Street Crossing	CON	0	0	200,000	300,000	0	0	0	0	0	500,000
103035	S. Alleghenies	9	Somerset	CSX Grade Xing Improvemnt	CON	0	0	0	0	0	0	0	0	1,800,000	1,800,000
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	250,000	250,000
106263	S. Alleghenies	9	Somerset	Mount Davis Road Grade Crossing	CON	0	0	0	0	0	0	0	0	2,760,000	2,760,000
105576	North Central	10	Jefferson	Rikers Road Crossing	CON	0	0	0	0	225,000	0	0	0	0	225,000
105583	North Central	10	Jefferson	Big Run Railroad Corridor	CON	0	0	0	500,000	0	0	0	0	0	500,000
109387	North Central	10	Jefferson	South Park Street Crossing	CON	0	0	0	0	200,000	0	0	0	0	200,000
110767	North Central	10	Jefferson	Mitchell Avenue Crossing	CON	0	0	0	0	200,000	0	0	0	0	200,000
105574	SPC	10	Butler	Zelienople Railroad Corridor	CON	400,000	385,000	0	0	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

2025 Program - Highway-Rail Grade Crossing Safety (RRX)

MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
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	300,000	0	0	0	0	0	0	300,000
121377	SPC	11	Allegheny	POHC LED Upgrades	CON	0	0	95,000	0	0	0	0	0	0	95,000
121378	SPC	11	Allegheny	W&LE Corridor	CON	0	0	0	0	0	0	0	825,390	0	825,390
121379	SPC	11	Allegheny	URR Penn Ave Ext Crossing	CON	0	0	0	0	0	161,500	0	0	0	161,500
106078	SPC	11	Beaver	NS RR Crossings in Darlington and Big Beaver	CON	0	0	0	0	0	0	0	500,000	0	500,000
121091	SPC	11	Beaver	YSRR - Constitution Blvd	CON	0	195,000	0	0	0	0	0	0	0	195,000
121380	SPC	11	Beaver	BPRR Corridor	CON	0	0	0	0	0	0	0	0	2,750,000	2,750,000
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	Charleoi 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	1,000,000	1,500,000	1,500,000	1,500,000	854,007	0	0	0	0	6,354,007
114537	STWD Items	99	Central Office	Norfolk Southern Statewide LED Upgrades	CON	0	0	0	500,000	500,000	1,000,000	1,227,415	0	0	3,227,415
114543	STWD Items	99	Central Office	Norfolk Southern Statewide Circuitry Upgrade	CON	0	0	0	600,000	1,060,754	0	0	0	0	1,660,754
98255	STWD Items	99	Central Office	RRX Reserve	CON	60,196	193,000	346,891	146,300	81,239	48,500	297,376	821,121	19,832,312	21,826,935
						7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	28,120,000	84,360,000

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Appendix 12 - HSIP Set-Aside Projects
2025 Program - Highway Safety Improvement Program (HSIP)

MPMS	Planning Partner	Dist	County	Project Title	Phase	Fund	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
118747	Erie	1	Erie	Erie Co. Bayfront and Cranberry VRU	CON	HVRU	573,102	0	0	0	0	0	0	0	0	573,102
109153	Northwest	1	Venango	Venango Co. SR 62 and Elk St	PE	HSIP	20,000	0	0	0	0	0	0	0	0	20,000
109153	Northwest	1	Venango	Venango Co. SR 62 and Elk St	CON	HSIP	313,290	0	0	0	0	0	0	0	0	313,290
109750	SVTS	1	Mercer	Mercer Co. SR 718 and Silver St VRU	PE	HVRU	20,000	0	0	0	0	0	0	0	0	20,000
109750	SVTS	1	Mercer	Mercer Co. SR 718 and Silver St VRU	CON	HVRU	304,885	0	0	0	0	0	0	0	0	304,885
121182	Erie	1	Erie	Erie Co. SR 5 and Hardscrabble Blvd VRU	CON	HVRU	120,510	0	0	0	0	0	0	0	0	120,510
121183	Northwest	1	Crawford	Crawford Co. Motorcycle HFST	PE	HSIP	10,000	0	0	0	0	0	0	0	0	10,000
121183	Northwest	1	Crawford	Crawford Co. Motorcycle HFST	CON	HSIP	674,088	0	0	0	0	0	0	0	0	674,088
121184	SVTS	1	Mercer	Mercer Co. Systemic Rumble Strips	PE	HSIP	10,000	0	0	0	0	0	0	0	0	10,000
121184	SVTS	1	Mercer	Mercer Co. Systemic Rumble Strips	CON	HSIP	0	434,061	0	0	0	0	0	0	0	434,061
85443	Erie	1	Erie	Erie Co. Systemic HFST	PE	HSIP	0	10,000	0	0	0	0	0	0	0	10,000
85443	Erie	1	Erie	Erie Co. Systemic HFST	CON	HSIP	0	403,103	0	0	0	0	0	0	0	403,103
91569	Interstate	1	Mercer	Mercer Co. I-80 VSL	CON	HSIP	421,551	0	0	0	0	0	0	0	0	421,551
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
120575	North Central	2	Clearfield	SR 1011 Rapid Rectangular Flashing Beacon	PE	HVRU	50,000	0	0	0	0	0	0	0	0	50,000
120575	North Central	2	Clearfield	SR 1011 Rapid Rectangular Flashing Beacon	CON	HVRU	100,000	0	0	0	0	0	0	0	0	100,000
120602	SEDA-COG	3	Northumberland	Northumberland I-180/SR 147 HTCMB	CON	HSIP	1,773,150	0	0	0	0	0	0	0	0	1,773,150
114911	Northern Tier	4	Susquehanna	I-81 Guiderail/Cable Median Barrier	CON	HSIP	1,500,000	0	0	0	0	0	0	0	0	1,500,000
102030	Scranton/W-B	4	Luzerne	SR 2002 SAN SOUCI PARKWAY ROAD DIET	CON	HVRU	1,500,000	3,000,000	0	0	0	0	0	0	0	4,500,000
116551	Scranton/W-B	4	Lackawanna	Main Ave Signal Corridor - Phase 2	PE	HVRU	50,000	0	0	0	0	0	0	0	0	50,000
116551	Scranton/W-B	4	Lackawanna	Main Ave Signal Corridor - Phase 2	ROW	HVRU	80,000	0	0	0	0	0	0	0	0	80,000
116551	Scranton/W-B	4	Lackawanna	Main Ave Signal Corridor - Phase 2	CON	HVRU	2,400,000	0	0	0	0	0	0	0	0	2,400,000
121173	Wayne	4	Wayne	SR 0196 & SR 0507 Intersection Improvement	PE	HSIP	500,000	0	0	0	0	0	0	0	0	500,000
121173	Wayne	4	Wayne	SR 0196 & SR 0507 Intersection Improvement	FD	HSIP	500,000	0	0	0	0	0	0	0	0	500,000
121173	Wayne	4	Wayne	SR 0196 & SR 0507 Intersection Improvement	CON	HSIP	0	2,200,000	0	0	0	0	0	0	0	2,200,000
121175	NEPA	4	Pike	SR 390 HFST	CON	HSIP	0	750,000	0	0	0	0	0	0	0	750,000
121178	Northern Tier	4	Susquehanna	Susq/Wyom High Friction Surface Treatments	PE	HSIP	10,000	0	0	0	0	0	0	0	0	10,000
121178	Northern Tier	4	Susquehanna	Susq/Wyom High Friction Surface Treatments	CON	HSIP	906,000	0	0	0	0	0	0	0	0	906,000
94741	Northern Tier	4	Susquehanna	SR 11 SHOULDER WIDE / ELRS / CLRS	CON	HSIP	2,220,000	0	0	0	0	0	0	0	0	2,220,000
96470	NEPA	5	Schuylkill	St.Clair to Frackville Reconstruction	CON	HSIP	0	7,000,000	0	0	0	0	0	0	0	7,000,000
95398	NEPA	5	Monroe	209 Holy Cross Road to Hollow Road	CON	HSIP	800,000	0	0	0	0	0	0	0	0	800,000
105954	Reading	5	Berks	State Hill Rd from Colony Dr. to SR 222 SB Ramps	ROW	HSIP	500,000	0	0	0	0	0	0	0	0	500,000
113879	NEPA	5	Monroe	SR 209: Municipal to Portuguese Lane	PE	HSIP	400,000	0	0	0	0	0	0	0	0	400,000
113879	NEPA	5	Monroe	SR 209: Municipal to Portuguese Lane	FD	HSIP	650,000	0	0	0	0	0	0	0	0	650,000
113879	NEPA	5	Monroe	SR 209: Municipal to Portuguese Lane	UTL	HSIP	0	250,000	0	0	0	0	0	0	0	250,000
113879	NEPA	5	Monroe	SR 209: Municipal to Portuguese Lane	ROW	HSIP	650,000	1,000,000	0	0	0	0	0	0	0	1,650,000
113879	NEPA	5	Monroe	SR 209: Municipal to Portuguese Lane	CON	HSIP	0	0	0	2,360,041	0	0	0	0	0	2,360,041

2025 Program - Highway Safety Improvement Program (HSIP)

MPMS	Planning Partner	Dist	County	Project Title	Phase	Fund	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
120949	Lehigh Valley	5	Northampton	LVTS High Friction Surface - 2025	CON	HSIP	200,000	0	0	0	0	0	0	0	0	200,000
120977	NEPA	5	Monroe	NEPA High Friction Surface - 2025	CON	HSIP	200,000	0	0	0	0	0	0	0	0	200,000
120983	Reading	5	Berks	High Friction Surface Treatments (Berks 2025)	CON	HSIP	300,000	0	0	0	0	0	0	0	0	300,000
110951	DVRPC	6	Delaware	Macdade Blvd Corridor(H)	CON	HSIP	0	2,795,604	0	0	0	0	0	0	0	2,795,604
110958	DVRPC	6	Philadelphia	Castor Ave. Roundabout	CON	HSIP	5,072,000	0	0	0	0	0	0	0	0	5,072,000
110971	DVRPC	6	Montgomery	Main St. Safety Improv	ROW	HSIP	68,198	0	0	0	0	0	0	0	0	68,198
110971	DVRPC	6	Montgomery	Main St. Safety Improv	UTL	HSIP	34,099	0	0	0	0	0	0	0	0	34,099
110971	DVRPC	6	Montgomery	Main St. Safety Improv	CON	HSIP	0	4,773,832	0	0	0	0	0	0	0	4,773,832
111022	DVRPC	6	Delaware	Chichester Ave. Safety	FD	HSIP	36,385	0	0	0	0	0	0	0	0	36,385
111022	DVRPC	6	Delaware	Chichester Ave. Safety	CON	HSIP	0	848,981	0	0	0	0	0	0	0	848,981
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	ROW	HSIP	100,000	0	0	0	0	0	0	0	0	100,000
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	UTL	HSIP	50,000	0	0	0	0	0	0	0	0	50,000
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	CON	HSIP	0	0	1,202,219	0	0	0	0	0	0	1,202,219
114948	DVRPC	6	Montgomery	Lancaster Ave & Remington Rd Int. Improvements	FD	HSIP	90,000	0	0	0	0	0	0	0	0	90,000
115427	DVRPC	6	Delaware	Lansdowne Avenue Corridor Safety Improvements	CON	HSIP	3,600,000	0	0	0	0	0	0	0	0	3,600,000
115442	DVRPC	6	Philadelphia	Vine Street Corridor Safety Improvements	CON	HVRU	0	0	7,000,000	0	0	0	0	0	0	7,000,000
82087	DVRPC	6	Montgomery	Systemic Intersection Improvement Program	CON	HVRU	3,000,000	0	0	0	0	0	0	0	0	3,000,000
82087	DVRPC	6	Montgomery	Systemic Intersection Improvement Program	PE	HVRU	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82088	DVRPC	6	Montgomery	Systemic Vulnerable User Improvements	PE	HVRU	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82088	DVRPC	6	Montgomery	Systemic Vulnerable User Improvements	CON	HVRU	0	3,000,000	0	0	0	0	0	0	0	3,000,000
82089	DVRPC	6	Montgomery	Systemic Wrong way ramp Implementation	PE	HSIP	1,000,000	0	0	0	0	0	0	0	0	1,000,000
82089	DVRPC	6	Montgomery	Systemic Wrong way ramp Implementation	CON	HSIP	0	3,000,000	0	0	0	0	0	0	0	3,000,000
82095	DVRPC	6	Montgomery	Systemic High Friction Surface Treatment	CON	HSIP	0	4,000,000	0	0	0	0	0	0	0	4,000,000
117526	York	8	York	York County Systemic Safety Improvements	CON	HSIP	2,402,164	0	0	0	0	0	0	0	0	2,402,164
120468	Altoona	9	Blair	PA 36 - SR 2004 Int Safety Improvements	PE	HSIP	350,000	0	0	0	0	0	0	0	0	350,000
110783	SPC	10	Butler	10-2 SR 3021 Corridor Improvements	CON	HSIP	0	2,000,000	0	0	0	0	0	0	0	2,000,000
106773	SPC	11	Allegheny	Liberty Ave	CON	HSIP	2,250,000	0	0	0	0	0	0	0	0	2,250,000
117911	SPC	11	Allegheny	Wrong Way Detection System	CON	HSIP	3,150,000	0	0	0	0	0	0	0	0	3,150,000
118443	SPC	11	Beaver	RT 51 @ RT 151 Roundabout	FD	HSIP	680,000	0	0	0	0	0	0	0	0	680,000
118443	SPC	11	Beaver	RT 51 @ RT 151 Roundabout	UTL	HSIP	32,100	0	0	0	0	0	0	0	0	32,100
118443	SPC	11	Beaver	RT 51 @ RT 151 Roundabout	ROW	HSIP	10,500	0	0	0	0	0	0	0	0	10,500
118443	SPC	11	Beaver	RT 51 @ RT 151 Roundabout	CON	HSIP	0	2,250,000	0	0	0	0	0	0	0	2,250,000
118444	SPC	11	Allegheny	SR 4014 @ SR 4012 Roundabout	FD	HSIP	572,400	0	0	0	0	0	0	0	0	572,400
118444	SPC	11	Allegheny	SR 4014 @ SR 4012 Roundabout	UTL	HSIP	15,700	0	0	0	0	0	0	0	0	15,700
118444	SPC	11	Allegheny	SR 4014 @ SR 4012 Roundabout	ROW	HSIP	23,000	0	0	0	0	0	0	0	0	23,000
118444	SPC	11	Allegheny	SR 4014 @ SR 4012 Roundabout	CON	HSIP	0	1,250,000	0	0	0	0	0	0	0	1,250,000
119187	SPC	11	Allegheny	SR 4021 @ SR 4011 Roundabout	FD	HSIP	250,000	0	0	0	0	0	0	0	0	250,000
119187	SPC	11	Allegheny	SR 4021 @ SR 4011 Roundabout	UTL	HSIP	100,000	0	0	0	0	0	0	0	0	100,000

2025 Program - Highway Safety Improvement Program (HSIP)

MPMS	Planning Partner	Dist	County	Project Title	Phase	Fund	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
119187	SPC	11	Allegheny	SR 4021 @ SR 4011 Roundabout	ROW	HSIP	500,000	0	0	0	0	0	0	0	0	500,000
119187	SPC	11	Allegheny	SR 4021 @ SR 4011 Roundabout	CON	HSIP	0	1,650,000	0	0	0	0	0	0	0	1,650,000
119945	SPC	11	Allegheny	SR 3010 @ Patterson Road Roundabout	FD	HSIP	260,000	0	0	0	0	0	0	0	0	260,000
119945	SPC	11	Allegheny	SR 3010 @ Patterson Road Roundabout	UTL	HSIP	20,000	0	0	0	0	0	0	0	0	20,000
119945	SPC	11	Allegheny	SR 3010 @ Patterson Road Roundabout	ROW	HSIP	20,000	0	0	0	0	0	0	0	0	20,000
119945	SPC	11	Allegheny	SR 3010 @ Patterson Road Roundabout	CON	HSIP	0	1,700,000	0	0	0	0	0	0	0	1,700,000
118003	SPC	12	Greene	PA 18/PA 21 Safety Improvements	CON	HSIP	500,000	1,550,000	0	0	0	0	0	0	0	2,050,000
116179	SPC	12	Westmoreland	PA 66 / PA 356 Signal	FD	HVRU	300,000	0	0	0	0	0	0	0	0	300,000
116179	SPC	12	Westmoreland	PA 66 / PA 356 Signal	CON	HVRU	300,000	0	0	0	0	0	0	0	0	300,000
116179	SPC	12	Westmoreland	PA 66 HFS	CON	HSIP	100,000	0	0	0	0	0	0	0	0	100,000
116179	SPC	12	Westmoreland	PA 66 Red Signal Ahead	CON	HSIP	150,000	0	0	0	0	0	0	0	0	150,000
120603	SPC	12	Fayette	D12 Systemic Curve Improvements	CON	HSIP	200,000	0	0	0	0	0	0	0	0	200,000
120605	SPC	12	Washington	SR 1010 Flashing Beacon	FD	HSIP	300,000	0	0	0	0	0	0	0	0	300,000
120605	SPC	12	Washington	SR 1010 Flashing Beacon	CON	HSIP	150,000	0	0	0	0	0	0	0	0	150,000
120639	SPC	12	Westmoreland	PA 4006 Flashing Beacon	PE	HSIP	0	300,000	0	0	0	0	0	0	0	300,000
120639	SPC	12	Westmoreland	PA 4006 Flashing Beacon	CON	HSIP	0	150,000	0	0	0	0	0	0	0	150,000
117918	STWD Items	99	Central Office	Local Road Traffic Counts for MIRE Sept 2026	PRA	HSIP	0	3,000,000	0	0	0	0	0	0	0	3,000,000
117944	STWD Items	99	Central Office	New HSIP Application Website	PRA	HSIP	0	300,000	0	0	0	0	0	0	0	300,000
121174	STWD Items	99	Central Office	Highway Safety Network Screening	PRA	HSIP	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
121176	STWD Items	99	Central Office	MIRE Traffic Volume Count Data Collection	PRA	HSIP	0	1,000,000	0	0	0	0	0	0	0	1,000,000
121177	STWD Items	99	Central Office	HSIP DDSA Support for Districts and Planning Partners	PRA	HSIP	1,500,000	0	0	0	0	0	0	0	0	1,500,000
101969	STWD Items	99	Central Office	HSIP Set Aside Reserve	CON	HSIP	1,886,878	384,419	41,797,781	47,639,959	50,000,000	50,000,000	50,000,000	50,000,000	200,000,000	491,709,037
							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	600,000,000

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Appendix 13 - Transportation Alternatives Program Projects

2025 Program - Transportation Alternatives Set Aside (TAP)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
118401	Centre	2	Centre	St College Shared Use Path, TASA	CON	1,100,000	0	0	0	0	0	0	0	0	1,100,000
118402	Centre	2	Centre	Pine Grove Mills Bike/Ped Improvements, TASA	CON	700,000	0	0	0	0	0	0	0	0	700,000
117953	DVRPC	6	Bucks	Newtown Rail Trail P2	CON	850,000	0	0	0	0	0	0	0	0	850,000
118355	DVRPC	6	Chester	Jennersville Sidewalk	CON	845,000	0	0	0	0	0	0	0	0	845,000
111486	DVRPC	6	Delaware	Octoraro Trail Phase 1	CON	0	1,163,000	0	0	0	0	0	0	0	1,163,000
118353	DVRPC	6	Delaware	West Cobbs Creek Pkwy Infrastr	CON	0	1,000,000	0	0	0	0	0	0	0	1,000,000
118358	DVRPC	6	Delaware	Garrett Rd Connectivity	CON	0	1,300,000	0	0	0	0	0	0	0	1,300,000
118360	DVRPC	6	Delaware	Providence Road Sidewalk Improvements	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
111495	DVRPC	6	Montgomery	Main Street/SR 29 Ped Imprv(L)	CON	682,000	0	0	0	0	0	0	0	0	682,000
117965	DVRPC	6	Montgomery	Liberty Bell Trail P3	CON	373,000	0	0	0	0	0	0	0	0	373,000
118350	DVRPC	6	Montgomery	Center Street Pedestrian Improvements	CON	770,000	0	0	0	0	0	0	0	0	770,000
118356	DVRPC	6	Montgomery	Liberty Bell Trail	CON	910,000	0	0	0	0	0	0	0	0	910,000
111500	DVRPC	6	Philadelphia	Manayunk Canal Masonry Wall Restor	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
118359	DVRPC	6	Philadelphia	Logan Square Sidewalk	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
118495	Franklin	8	Franklin	CVRT Ext to West Shippensburg	CON	770,188	493,906	0	0	0	0	0	0	0	1,264,094
111655	Harrisburg	8	Dauphin	Paxtang Parkway Restoration	CON	900,000	0	0	0	0	0	0	0	0	900,000
118502	Harrisburg	8	Dauphin	Herr St Ped Improv	CON	925,000	0	0	0	0	0	0	0	0	925,000
118511	Lancaster	8	Lancaster	Conestoga Boardwalk	CON	0	1,500,000	0	0	0	0	0	0	0	1,500,000
119474	Lancaster	8	Lancaster	Enola Low Grade Trail East 2	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
118512	Lebanon	8	Lebanon	Jonestown Borough Ped Improvements	CON	1,056,500	0	0	0	0	0	0	0	0	1,056,500
118513	Lebanon	8	Lebanon	Quittapahilla Creek New Bridge	CON	0	400,000	900,000	0	0	0	0	0	0	1,300,000
108985	Northern Tier	3	Tioga	SR 2005 Two-Way Left Turn Lane	CON	470,000	0	0	0	0	0	0	0	0	470,000
118433	Northern Tier	4	Susquehanna	Harmony Township Trail Pedestrian Enhancement TASA	CON	1,250,595	0	0	0	0	0	0	0	0	1,250,595
118375	Northwest	1	Venango	City of Franklin TASA Project 2022	CON	0	1,110,000	0	0	0	0	0	0	0	1,110,000
118370	Northwest	10	Clarion	Sligo Pedestrian Bridge	CON	614,500	0	0	0	0	0	0	0	0	614,500
118339	S. Alleghenies	9	Somerset	Rockwood Streetscape Improvements	CON	1,390,000	0	0	0	0	0	0	0	0	1,390,000
111472	Scranton/W-B	4	Lackawanna	Lack River Heritage Trail to Steamtown Ped Bridge	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
118428	Scranton/W-B	4	Lackawanna	Archbald Borough Pedestrian Safety TASA	CON	0	0	330,000	0	0	0	0	0	0	330,000
118429	Scranton/W-B	4	Lackawanna	Dickson City Boro Multimodal Revitalization TASA	CON	1,185,000	0	0	0	0	0	0	0	0	1,185,000
118430	Scranton/W-B	4	Lackawanna	LHVA Pedestrian Enhancements TASA	CON	300,000	0	0	0	0	0	0	0	0	300,000
118431	Scranton/W-B	4	Luzerne	Riverfront Trail Pedestrian Enhancements TASA	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
118432	Scranton/W-B	4	Luzerne	Hanover Township Transportation Enhancements TASA	CON	0	0	1,000,000	0	0	0	0	0	0	1,000,000
111599	SEDA-COG	3	Montour	Danville North Branch Canal Trail Levee Trail	CON	620,629	0	0	0	0	0	0	0	0	620,629
118341	SEDA-COG	3	Northumberland	10th St. to Wolverton Ave.	CON	800,000	0	0	0	0	0	0	0	0	800,000

2025 Program - Transportation Alternatives Set Aside (TAP)

MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
118362	SPC	10	Butler	Butler-Freeport Community Trail Stream Bank Stabil	CON	750,000	0	0	0	0	0	0	0	0	750,000
118508	SPC	11	Allegheny	Route 837 Transit Improvements	CON	0	960,000	0	0	0	0	0	0	0	960,000
117261	SPC	11	Lawrence	Union Township TA Project	CON	0	270,000	0	0	0	0	0	0	0	270,000
118319	SPC	12	Washington	National Pike Tunnel Rehabilitation	CON	900,000	0	0	0	0	0	0	0	0	900,000
110772	Williamsport	3	Lycoming	Montour Street Airport Connector	CON	800,000	0	0	0	0	0	0	0	0	800,000
111628	Williamsport	3	Lycoming	Willow Street Green Pathway	CON	0	1,000,000	0	0	0	0	0	0	0	1,000,000
118489	York	8	York	Sheepford Road Ped/Bike Bridge	CON	1,400,000	0	0	0	0	0	0	0	0	1,400,000
118491	York	8	York	East Market Street Ped Impr	CON	535,000	0	0	0	0	0	0	0	0	535,000
60560	STWD Items	99	Central Office	TAP Reserve	CON	1,581,588	19,907,094	28,374,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	122,416,000	325,298,682
104412	STWD Items	99	Central Office	TAP Oversight & Mngmt	PE	1,500,000	1,500,000	0	0	0	0	0	0	0	3,000,000
						29,979,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	30,604,000	122,416,000	366,623,000

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2025 Program - Transportation Alternatives Set Aside (TAP) Selected Projects

Planning Partner	Dist	County	Project Title	TASA Funding	SRTS Funding	Total Funding
Erie	1	Erie	City of Erie Safe Routes to Parks and Schools	\$0	\$1,400,000	\$1,400,000
Erie	1	Erie	SR 5 and Hardscrabble Blvd Crosswalk and RRFB	\$120,510	\$0	\$120,510
Erie	1	Erie	Safe Routes to School Noninfrastructure Application - United Way of Erie County	\$0	\$230,000	\$230,000
SVTS	1	Mercer	Route 18 Sidewalk Project	\$392,583	\$0	\$392,583
Centre	2	Centre	College Township Regional Bike/Ped Path	\$1,500,000	\$0	\$1,500,000
North Central	2	Mckean	North Bennett Street/Campus Drive Pedestrian Improvements	\$704,840	\$0	\$704,840
SEDA-COG	3	Northumberland	Front Street Pedestrian Walkway	\$1,429,865	\$0	\$1,429,865
SEDA-COG	3	Union	Multimodal Safety Enhancements for Pedestrians and Bikes, on Market Street	\$296,797	\$0	\$296,797
LLTS	4	Lackawanna	Blakely Borough - LHVA - Valley View School District Sidewalk Extension Project	\$0	\$1,009,827	\$1,009,827
LLTS	4	Lackawanna	Jessup Borough Hill Street Sidewalks	\$1,277,655	\$0	\$1,277,655
LLTS	4	Lackawanna	Dickson City Borough Main Avenue Streetscape Project Phase IV	\$1,500,000	\$0	\$1,500,000
LLTS	4	Lackawanna	Lackawanna River Heritage Trail - Olyphant Trail Project	\$600,335	\$0	\$600,335
LLTS	4	Lackawanna	Mayfield Elementary School Sidewalk Project	\$388,114	\$0	\$388,114
LLTS	4	Luzerne	Edwardsville Connector	\$834,176	\$0	\$834,176
LLTS	4	Luzerne	Riverfront Trail Extension Phase 2	\$200,000	\$0	\$200,000
Northern Tier	4	Wyoming	Clinton Township/Factoryville Borough Joint Municipal Trail	\$601,439	\$0	\$601,439
Wayne	4	Wayne	Honesdale Main Street Streetscape	\$1,330,000	\$0	\$1,330,000
LVTS	5	Lehigh	Borough of Coopersburg Streetscape - Phase 9	\$0	\$1,337,316	\$1,337,316
LVTS	5	Lehigh	Youth Bike Education-Community Bike Works, Lehigh Valley	\$0	\$440,000	\$440,000
LVTS	5	Lehigh	City of Allentown - School Zone Traffic Safety Upgrades	\$0	\$1,500,000	\$1,500,000
LVTS	5	Northampton	Lehigh Canal Abbott Street Bridge	\$930,118	\$0	\$930,118
NEPA	5	Schuylkill	Tri-Valley School District Flashing School Zone Signals	\$91,648	\$0	\$91,648
NEPA	5	Schuylkill	Schuylkill River Trail Mill Creek Section 2023	\$1,500,000	\$0	\$1,500,000
NEPA	5	Schuylkill	Tamaqua Riverwalk	\$424,000	\$0	\$424,000
Reading	5	Berks	Angelica Creek Trail Extension	\$376,774	\$0	\$376,774
DVRPC	6	Bucks	South Easton Road Township to Borough Connector Trail	\$700,000	\$0	\$700,000
DVRPC	6	Bucks	Bike Education/Safety Assemblies and Programs	\$102,029	\$0	\$102,029
DVRPC	6	Chester	Route 100 Pedestrian Path	\$700,000	\$0	\$700,000
DVRPC	6	Montgomery	My School in Motion - 2024 - 2026	\$399,700	\$0	\$399,700
DVRPC	6	Montgomery	Arch Street Greenway Project	\$1,000,000	\$500,000	\$1,500,000
DVRPC	6	Montgomery	Upper Dublin Sidewalk to School Program	\$0	\$1,139,179	\$1,139,179
DVRPC	6	Philadelphia	Logan Elementary Slow Zone	\$0	\$1,250,000	\$1,250,000
DVRPC	6	Philadelphia	Woodland Avenue Complete Streets Project	\$1,000,000	\$0	\$1,000,000

2025 Program - Transportation Alternatives Set Aside (TAP)						
Planning Partner	Dist	County	Project Title	TASA Funding	SRTS Funding	Total Funding
DVRPC	6	Philadelphia	Cobbs B2 Trail Construction	\$1,500,000	\$0	\$1,500,000
DVRPC	6	Philadelphia	Better Bus Stops- S. 7th & 8th Streets	\$500,000	\$0	\$500,000
DVRPC	6	Philadelphia	Safe Routes Philly-Special Education Modules	\$0	\$300,000	\$300,000
DVRPC	6	Philadelphia	Frankford Creek Phase III Trail	\$1,500,000	\$0	\$1,500,000
DVRPC	6	Philadelphia	Belmont Trail Reconstruction	\$1,255,500	\$0	\$1,255,500
Franklin	8	Franklin	Southgate Pedestrian Improvements	\$734,871	\$0	\$734,871
HATS	8	Cumberland	Carlisle Route 74 School Zone Shared-Use Path	\$633,000	\$0	\$633,000
HATS	8	Dauphin	Harrisburg City East-West Connection--Walnut Street--Multimodal Improvements	\$1,000,000	\$0	\$1,000,000
HATS	8	Dauphin	Prince St. Pedestrian Mobility Improvements	\$1,184,767	\$0	\$1,184,767
Lancaster	8	Lancaster	Water Street Bike Boulevard	\$3,000,000	\$0	\$3,000,000
Lebanon	8	Lebanon	LVRT Phase 10B	\$2,450,000	\$0	\$2,450,000
Lebanon	8	Lebanon	S Lincoln Avenue Pedestrian Safety Project	\$537,978	\$0	\$537,978
York	8	York	York City 2023 Safe Routes to School Improvements	\$1,500,000	\$0	\$1,500,000
Johnstown	9	Cambria	Station Street Walkway Rehabilitation, Phase 2	\$0	\$280,000	\$280,000
Southern Alleghenies	9	Bedford	2023 H&BT Trail Final Phase 6 Construction	\$429,924	\$0	\$429,924
Southern Alleghenies	9	Huntingdon	Traffic Calming Stage #1	\$1,022,897	\$0	\$1,022,897
Southern Alleghenies	9	Huntingdon	Reconnecting Neighborhoods Through Active Mobility	\$998,000	\$0	\$998,000
Northwest	10	Clarion	Clarion Borough Safe Route to School and Recreation	\$1,500,000	\$0	\$1,500,000
SPC	10	Indiana	Kintersburg Covered Bridge Rehabilitation	\$578,672	\$0	\$578,672
SPC	11	Allegheny	Bike Light/Helmet Give-Away and Education Program	\$0	\$38,500	\$38,500
SPC	11	Allegheny	Pittsburgh: East Liberty - Negley Avenue Implementation	\$1,071,661	\$0	\$1,071,661
SPC	11	Allegheny	Browns Lane and McKnight Road Sidewalk Connector	\$301,984	\$0	\$301,984
				\$40,099,837	\$9,424,822	\$49,524,659

Appendix 14 - Transportation Infrastructure Investment Fund Projects

2025 Program - Transportation Infrastructure Investment Fund (TIIF)															
MPMS	Planning Partner	Dist	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-36	Total
98388	SVTS	1	Mercer	SR 3020: SR 18 to SR 3011	CON	730,000	1,000,000	0	0	0	0	0	0	0	1,730,000
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
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	FD	45,000	100,000	0	0	0	0	0	0	0	145,000
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	UTL	35,000	0	0	0	0	0	0	0	0	35,000
113951	North Central	2	Elk	City of St.Marys SR 120 Connector	CON	1,971,624	0	0	0	0	0	0	0	0	1,971,624
113723	Scranton/W-B	4	Lackawanna	Roadway Improvements SR 632	UTL	20,000	0	0	0	0	0	0	0	0	20,000
113723	Scranton/W-B	4	Lackawanna	Roadway Improvements SR 632	CON	2,275,000	0	0	0	0	0	0	0	0	2,275,000
119492	Scranton/W-B	4	Luzerne	South River Street Streetscape	CON	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
121631	Wayne	4	Wayne	SR 3004 and Westridge Road Intersection	CON	700,000	0	0	0	0	0	0	0	0	700,000
111761	DVRPC	6	Chester	Lincoln Highway Streetscape	CON	0	1,204,000	0	0	0	0	0	0	0	1,204,000
115948	Harrisburg	8	Cumberland	Hempt Farms	CON	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
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
115633	York	8	York	Fairview Crossroads	CON	1,000,000	800,000	0	0	0	0	0	0	0	1,800,000
28025	SPC	11	Allegheny	2040/Ceco Dr to Brownsville Rd	CON	2,500,000	0	0	0	0	0	0	0	0	2,500,000
102661	SPC	11	Beaver	Aliquippa East End Gateway, Ph 1 TIIF	CON	0	2,000,000	2,500,000	0	0	0	0	0	0	4,500,000
112022	SPC	11	Beaver	Monaca Gateway MTF-TIIF-Smart	CON	1,873,899	0	0	0	0	0	0	0	0	1,873,899
60469	STWD Items	99	Central Office	TIIF Reserve	CON	7,249,477	13,396,000	22,500,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	100,000,000	271,349,477
						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	303,204,000

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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

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

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

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

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

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

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

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

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include the information that is available at the time of the plan adoption, such as information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of 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.

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Pennsylvania established a Safety Planning workgroup with representation from PennDOT CPDM, BOMO, Engineering Districts, the MPOs/RPOs and FHWA. The group includes technical safety and planning professionals that meet regularly to discuss relative topics such as the SHSP and performance measures. PennDOT and the MPOs/RPOs will continue to utilize this workgroup to coordinate the State's safety target setting. Information discussed as part of this workgroup will be shared at Statewide Planning Partner Meetings and conference calls.

PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting Safety Planning Workgroup calls. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

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

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

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

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

Data Collection and Analysis:

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

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

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

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

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

Pavement/Bridge Performance Measures

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

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

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

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performance targets as established in a State's Transportation Asset Management Plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures, collectively referred to as the PM2 measures include:

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

Target setting:

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

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

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

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

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

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

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

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

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

Pavement

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

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

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

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

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Rating (one-tenth-mile)	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage (%)	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

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

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

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

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

PennDOT’s pavement condition targets will be consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

Bridge

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

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A

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rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good, fair, or poor condition score rating.

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

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

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

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

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

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

Reporting on progress towards target achievement:

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

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

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

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

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

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

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

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

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System Performance Measures

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017, and became effective on May 20, 2017.

This final rule was the third in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These system performance measures are collectively referred to as the PM3 measures.

The PM3 performance measures include:

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

Target setting:

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

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

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

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

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

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

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

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO (as appropriate) on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT CPDM and BOMO have worked to identify and evaluate the data and tools used to produce the baseline performance measures. The University of Maryland CATT Lab RITIS software platform is used to generate all the measures derived from the NPMRDS travel time data source. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively. Future revisions and modifications to these tools may impact the reported performance measures and established targets.

Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT CPDM and BOMO will continue to identify and evaluate the data and tools necessary for the performance measures and establishing targets.

Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

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

DRAFT

PennDOT Transportation Asset Management Plan Implementation

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

This implementation documentation demonstrates consistency for the TAMP, comparing the planned project investments that were selected in accordance with the TAMP's documented process to actual investments made in SFY2022-23. The documentation also shows planned and lowest life-cycle cost (LLCC) spending projections over the next 10 years.

Integration of TAMP into Planning Processes for STIP

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

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

As our approved TAMP indicates, achieving both objectives is extremely challenging. This is largely due to projected future funding remaining inadequate to properly manage the age, size and declining condition of Pennsylvania's NHS pavement and bridge inventories.

Additionally, attempting to meet condition targets while managing to LLCC can result in conflicting short-term treatment strategies when funding is insufficient to invest in both objectives. Over the long term, PennDOT intends to invest in preventive maintenance on structures in good and fair condition to manage to LLCC and achieve the best asset conditions. However, in the short term, reducing the percentage of assets in poor condition may require increased investments in rehabilitation or

replacement treatments on assets in poor condition when they would otherwise could provide many more years of service in that condition state.

The State Transportation Improvement Plan (STIP) represents the first four years of PennDOT's Twelve Year Program (TYP), which outlines the medium-term transportation improvements in the planning period. The STIP covers the entire state and includes 23 individual TIPs representing the MPOs and RPOs. The TIPs feed into the statewide STIP, as required by CFR 450.104 and 326. PennDOT's planning partners, including all 24 [Metropolitan and Rural Planning Organizations \(MPO/RPO\)](#), as well as the 2 State planning organizations develop a TIP and solicit public involvement per each MPO/RPO Public Participation Plan.

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

For a more detailed discussion of PennDOT's overall planning process, visit www.talkPAtransportation.com

PennDOT continues to evolve its planning process by transitioning to more LLCC-based planning. The Department has integrated the TAMP and its associated tools into the planning process for the State Transportation Improvement Program (STIP) through the following actions:

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

Table 1. Allocation of PA NHPP Funds

Allocation of PA NHPP Funds Remaining After Interstate Set-Asides and Statewide Reserves	Sub-Allocation
<p style="text-align: center;">60% Highways</p>	<ul style="list-style-type: none"> • 25% allocated by Lane-Miles factor • 25% allocated by VMT factor • 25% allocated by Truck VMT factor • 25% allocated by Pavement AMF factor
<p style="text-align: center;">40% Bridges > 20 feet</p>	<ul style="list-style-type: none"> • 75% allocated by Bridge Deck Area factor • 25% allocated by Bridge AMF factor

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

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

- Continuing the update of PUB 575, Developing Regional Long-Range Plans, which includes information on the TAMP and a discussion of requirements and guidance for MPOs/RPOs, including 23 CFR 450.324(f)(3,4) which provides guidance on the long-range transportation planning process .

PennDOT has also heavily invested in advanced asset management systems for roads and bridges, commonly known as BAMS and PAMS. The PennDOT open-source BAMS and PAMS software platform operate differently than most systems available, allowing PennDOT to rapidly evolve capabilities and refine accuracy of discrete treatments for specific assets at any point in the TYP. This agile process has created an opportunity for PennDOT to further advance the Planning process by creating overarching software that digitally combines road and bridge treatments into 80% draft projects. This new software is called ProjectBuilder, and will be utilized in part for the development of the 2025 TYP.

Availability of the TAMP to the Public

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

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

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

PennDOT's SFY 2022-23 investments in capacity-adding, reconstruction, rehabilitation, preservation, and maintenance projects were generally consistent with its planned levels of investment from the 2019 TAMP. We have followed our published financial guidance documents and let a construction program that mimics those total investments. However, it should be noted that published let totals do not have a strong correlation to annual expenditures. More specifically, projects that are let in a given fiscal year can take many years to complete and are therefore paid for over the same period, making an annual "snapshot of investment totals" misleading, particularly when there is a difference in methodology.

To more accurately account for the current annual investments by work type, PennDOT has removed projects that were let in previous years from the analysis and only focused on the current year's MPMS project lets and ECMS expenditures and compared that as a percentage of the total investment to our MPMS planned work. This is not without consequence, as current year expenditures are invoiced after work has been executed, leaving some portion of the investment unaccounted for, but we feel it is a more realistic reflection of the overall investment structure. See below for a more detailed explanation of the data sources and parameters used to compile these statistics, including an explanation of why maintenance costs are considered separately.

In summary, we find that the actual spending was generally consistent with planned investments, in that it will not affect the progress towards our goals identified in 23 U.S.C 150(b) and 23 CFR 515.13(b)(2).

Figure 1, below, represents the sum of MPMS (planned) and ECMS (actual) dollars from SFY 2022-2023

Figure 1. PennDOT Actual and Planned Investments - SFY 2022-23

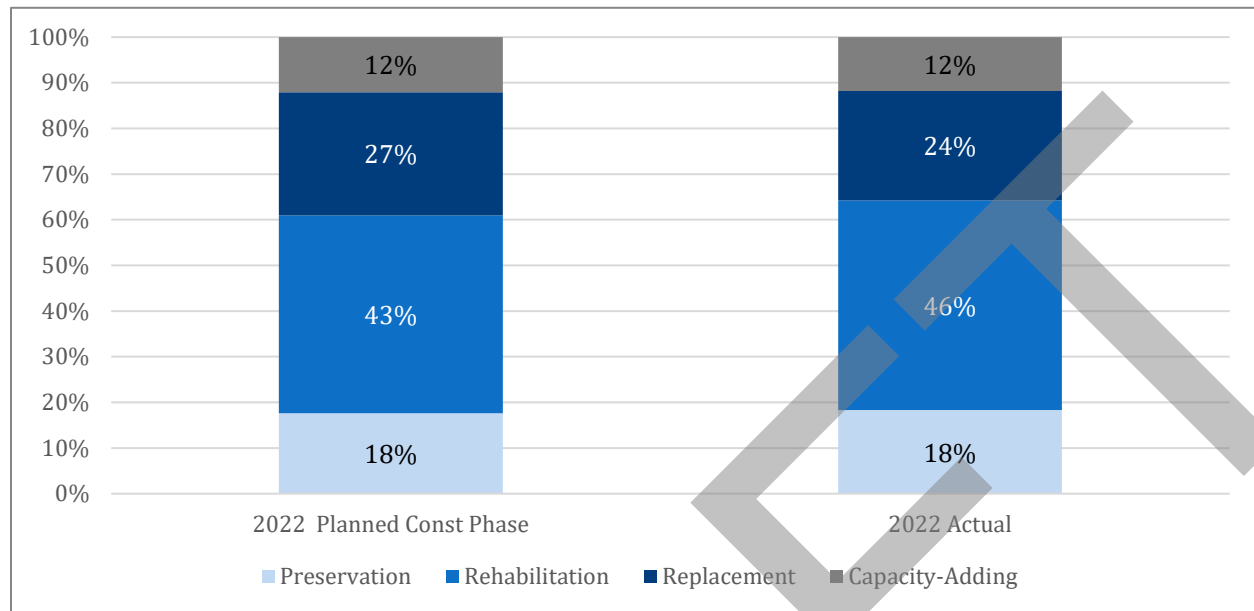


Table 2 shows bridge and pavement investments in separate columns by percentage. Maintenance work is managed in a completely different system called SAP, which is independent from the other systems and therefore maintenance costs are analyzed independently from the other four work types. Planned maintenance costs equal actual costs so they are both shown as 100%.

Table 2. Actual and Planned Investment Percentage by Work Type – SFY 2022-23

Work Type	Bridge		Pavement	
	2022 Planned	2022 Actual	2022 Planned	2022 Actual
Capacity-Adding	1%	0%	16%	15%
Preservation	11%	14%	20%	19%
Rehabilitation	29%	36%	48%	48%
Replacement	60%	50%	16%	17%
Maintenance	100%	100%	100%	100%

Supporting Data

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

- MPMS data includes the planned cost of the construction phase of projects with a letting from July 1, 2022 to June 30, 2023. This includes only construction phase costs shown in the current year on the STIP. The data is filtered to 37 primary improvement codes so that it only includes pavement and bridge projects. The planned construction funding is then grouped by work type which is based on the improvement types. Maintenance costs are not in this data.
- ECMS data includes the expended construction costs of projects with a letting from July 1, 2022 to June 30, 2023. Maintenance costs are not in this data.
- SAP data includes costs in the maintenance work type category.
- Cost data from ECMS and MPMS for SFY2022-23 are current as of July 5, 2023.
- Investment data is limited to construction phase, due to system limitations such as difficulty matching multiple ECMS contracts for design and pre-construction to one construction project cross-referenced to MPMS.
- Future data correction is dependent on MPMS system revision, which is in process, but will take many years to complete.

Future Investment Forecasts

A summary of the work underway that has been incorporated in the 2019 TAMP:

- Revised its General and Procedural Guidance document, which can be viewed at <https://talkpatransportation.com/perch/resources/pennsylvania-2023-transportation-program-general-and-procedural-guidance-1.pdf>. This document provides detailed direction for Pennsylvania's Metropolitan Planning Organizations and Rural Planning Organizations (MPOs/RPOs) and PennDOT staff for selecting projects in a manner that complies with state and federal requirements and is consistent with statewide priorities. The document is to be used to develop Twelve-Year Plans and Transportation Improvement Programs (TYPs/TIPs), which are compiled to prepare the STIP. Specifically, the document:
 - Incorporates the TAMP in the planning process.
 - Allows previously programmed projects to continue to be delivered as scheduled, as they have already been funded for design and/or other pre-construction phases, which is reflected in the TAMP investment strategy.
 - Explains LLCC asset management, and why it is an improvement over worst-first prioritization.
 - Discusses the new Bridge Risk Score that assists with risk-based project prioritization.

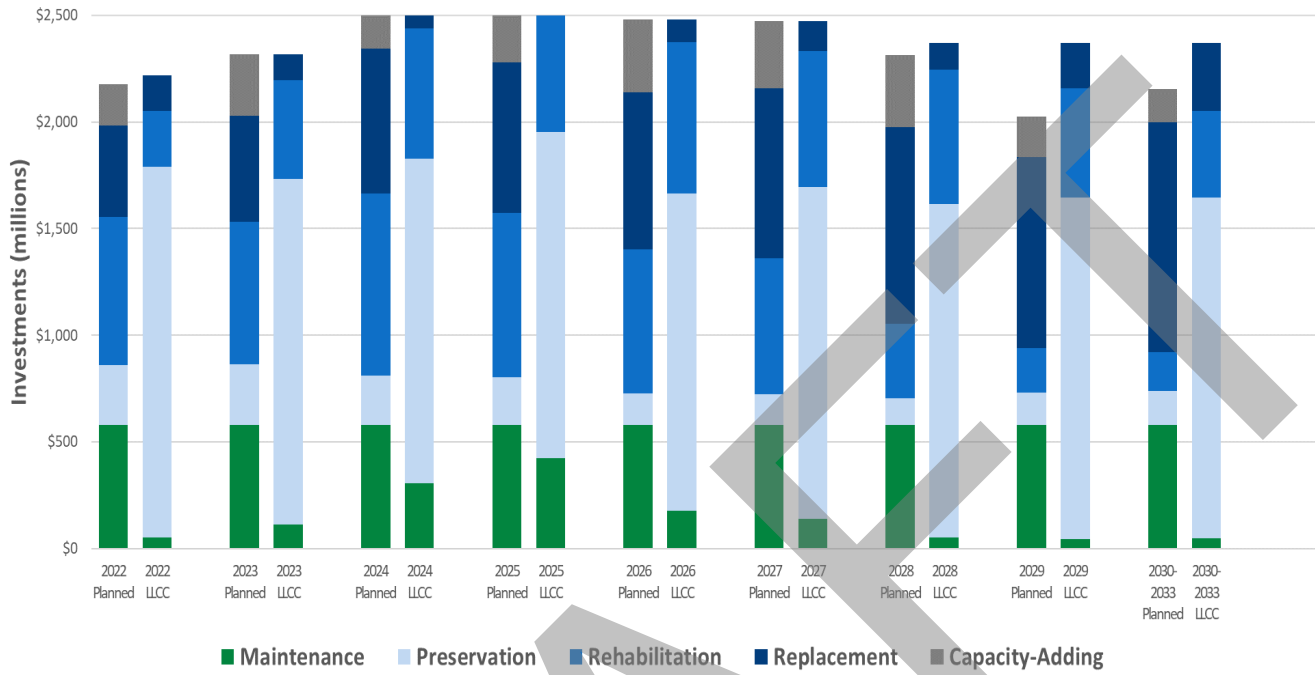
- Advises how to handle STIP carryover projects in the transition to LLCC programming.
- Discusses TAMP requirements in light of substantial needs on the non-NHS portion of the system.
- Explains how the output of the Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) should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

Figure 2 shows the planned investment by work type based on MPMS data. This figure also shows the LLCC investment recommendations from BAMS and PAMS. The same financial and fiscal limitations noted earlier apply to this projection.

For this projection, the AM systems are run with no committed projects; therefore, the systems assume greater available funds due to full budget availability, when in reality there is some carryover year-to-year. Additionally, it is difficult to project specific preservation and maintenance level activities past the first four years due to the nature of the activities. Specifically, these work types are much more sensitive to deterioration of the assets than other work types, such as rehabilitation or replacement. Therefore, future MPMS work reflects a calculated percentage of preservation in years 5-12, which is derived by taking the sum of the annual program from MPMS and reducing it on a percentile basis by the calculated preservation value per year.

Data-related issues in PAMS and MPMS have been or will soon be addressed to more accurately define Work Types for both the Planned and LLCC projections.

Figure 2. Planned Investment by Work Type and Year



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

MEMORANDUM OF UNDERSTANDING

Pennsylvania's Statewide Procedures for 2025-2028

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 2025-2028 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 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-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 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 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance*. These documents were both released on April 19th, 2023 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2025 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 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 MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 1,000,000$;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 200,000$ but $< 1,000,000$;
 - \$2 million for the remaining areas;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before 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.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; 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, 2024, and remain in effect until September 30, 2026, 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:

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration

Date

Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

Date

Larry S. Shifflet

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

August 7, 2023

Date

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

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

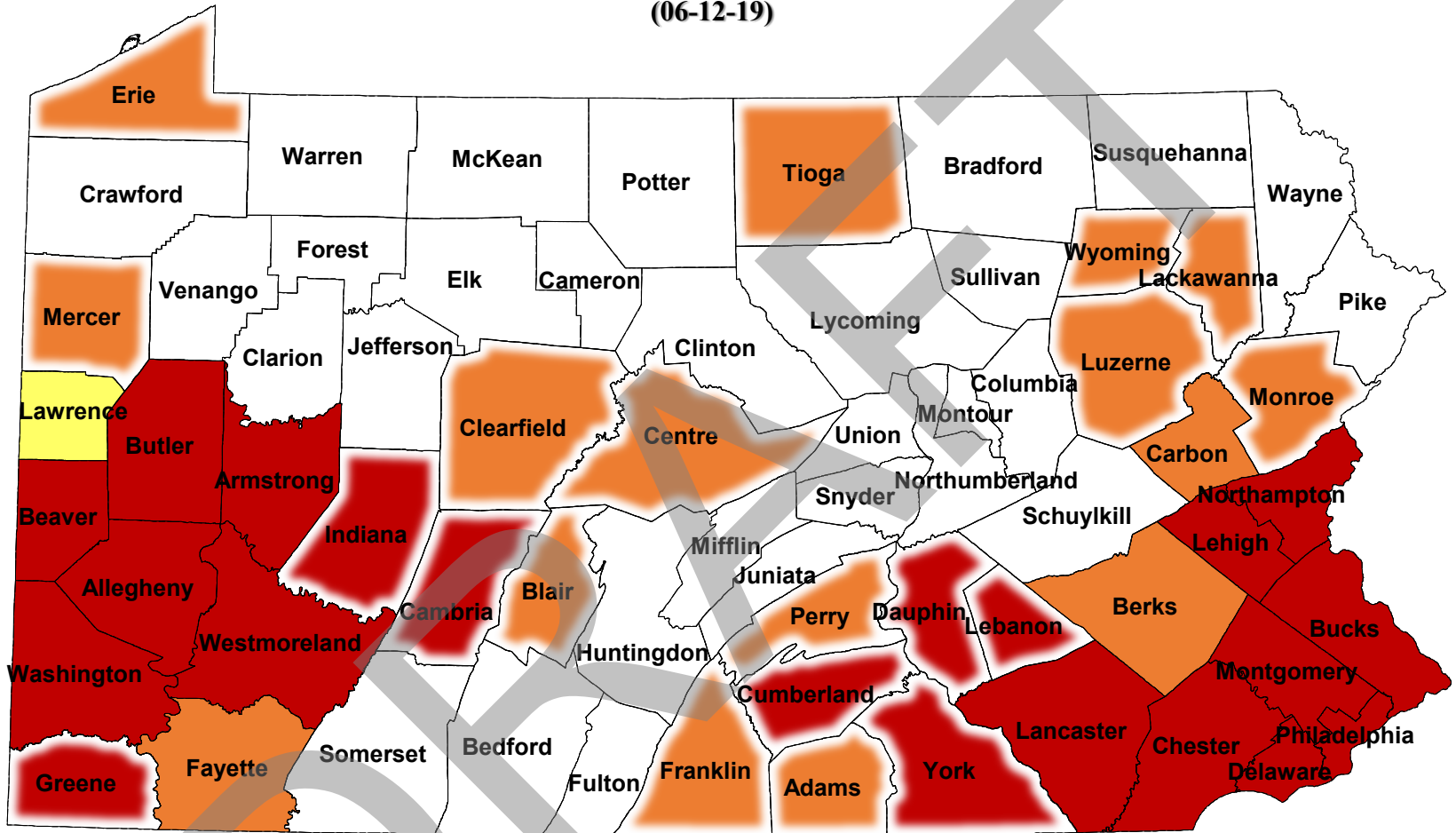
MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Moderate
	2008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

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

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

Transportation Conformity Areas in Pennsylvania

(06-12-19)



Transportation Conformity Areas

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

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

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

Appendix 19 - MPO-RPO Dates - 2025

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	5/13/2024	6/13/2024	6/26/2024			7/27/2022	7/27/2027	9/29/2027	4/22/2015
Altoona	MPO	5/10/2024	6/10/2024	6/17/2024			2/10/2021	2/10/2026	2/10/2026	2/10/2016
Centre County	MPO	4/29/2024	5/29/2024	6/12/2024			9/22/2020	9/22/2025	3/4/2026	2/28/2023
DVRPC	MPO	5/23/2024	6/24/2024	7/25/2024	2/15/2023	2/15/2027	9/23/2021	9/23/2025	1/16/2022	7/26/2018
Erie	MPO	5/15/2024	6/13/2024	6/26/2024			3/9/2022	3/9/2027	9/29/2027	12/14/2022
Franklin	MPO	4/10/2024	5/10/2024	6/16/2024			4/6/2023	4/6/2028	4/6/2028	5/20/2020
Harrisburg	MPO	5/1/2024	6/1/2024	6/28/2024	9/8/2021	9/8/2025	9/24/2021	9/24/2025	12/16/2025	9/24/2021
Johnstown	MPO	4/15/2024	5/15/2024	6/11/2024			6/24/2020	6/24/2024	9/28/2024	6/24/2020
Lancaster	MPO	5/13/2024	6/14/2024	6/24/2024	8/11/2022	8/11/2026	6/22/2020	6/22/2024	9/28/2024	4/25/2016
Lebanon	MPO	5/10/2024	6/10/2024	6/20/2024			6/18/2020	6/18/2024	9/28/2024	6/18/2020
LVTS	MPO	5/14/2024	6/14/2024	6/12/2024	6/25/2020	6/25/2024	11/20/2023	11/20/2027	12/20/2027	10/4/2017
NEPA	MPO	5/13/2024	6/13/2024	6/18/2024			1/3/2024	1/3/2028	5/19/2028	11/18/2015
North Central	RPO	5/1/2024	5/31/2024	6/11/2024			5/14/2022	6/14/2027	6/14/2027	4/14/2020
Northern Tier	RPO	5/1/2024	6/1/2024	6/10/2024			4/13/2020	4/13/2025	4/13/2025	12/16/2016
Northwest	RPO	4/18/2024	5/23/2024	6/26/2024			6/23/2020	6/23/2025	6/23/2025	3/22/2016
RATS	MPO	3/24/2024	4/23/2024	5/16/2024	3/2/2021	3/2/2025	7/14/2022	7/14/2026	9/29/2026	7/20/2017
Scranton/ Wilkes-Barre	MPO	6/9/2024	7/11/2024	7/11/2024	11/4/2020	11/4/2024	2/3/2021	2/3/2026	6/14/2026	4/20/2016
SEDA-COG	MPO	4/19/2024	5/20/2024	6/14/2024			6/25/2021	6/25/2026	6/25/2026	6/10/2022
Shenango Valley	MPO	5/6/2024	6/6/2024	6/25/2024	1/13/2021	1/13/2025	11/9/2021	11/9/2026	9/29/2027	2/12/2019
Southern Alleghenies	RPO	5/1/2024	5/31/2024	6/26/2024			10/17/2022	10/17/2027	10/17/2027	12/16/2020
SPC	MPO	5/8/2024	6/7/2024	6/24/2024	12/15/2021	12/15/2025	6/26/2023	6/26/2027	10/19/2027	4/26/2021
Wayne County (Independent)		6/18/2024	7/3/2024							
Williamsport	MPO	3/8/2024	4/8/2024	5/13/2024			12/4/2023	12/4/2028	12/4/2028	2/13/2023
York	MPO	5/15/2024	6/14/2024	6/27/2024	10/25/2023	10/25/2027	6/24/2021	6/24/2025	9/29/2025	8/27/2017

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

DRAFT

Appendix 20 - State Certification of the Planning Process

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Commonwealth of Pennsylvania certifies that the Statewide transportation planning process is being carried out in conformance with all the applicable federal requirements and certifies that the statewide process to enhance the participation of the general-public, including the transportation disadvantaged, has been followed in developing all plans and programs, including the FFY 2025-2028 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 _____

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

In Reply Refer To:
HPD-PA

Pennsylvania FFY 2023 -
2026 Statewide Transportation Improvement
Program & Air Quality Conformity Determinations

September 29, 2022

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

Dear Secretary Gramian:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2023-2026 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 17, 2022. 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 2023-2026 TIPs in all nonattainment and maintenance areas of the Commonwealth, adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. This includes all ten (10) conformity determinations for areas that are currently designated under the existing National Ambient Air Quality Standards (NAAQS) and the nine (9) areas impacted by the U.S. Court of Appeals for the D.C. Eighth Circuit decision in *South Coast Air Quality Management District v. EPA* addressing conformity requirements for former 1997 ozone “orphan” regions. (Please see the enclosed table for the Pennsylvania regions requiring transportation conformity.) The air quality conformity determination approval for these regions will reset the 4-year conformity timeclock to begin on the date of this letter.
2. The FHWA and FTA approve the Pennsylvania FFY 2023-2026 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan

Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Independent County (Wayne), the Statewide Items TIP, and the PennDOT Interstate Management Program.

3. The FHWA and FTA find that the projects contained in the STIP and MPO/RPO TIPs are based on transportation planning processes that meet the requirements of the 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 2023-2026 STIP Federal Planning Finding, as enclosed.
5. In addition, several MPOs/RPOs have updated their Long Range Transportation Plan (LRTP) in accordance with 23 CFR Part 450.324. These areas include: Reading Area Transportation Study (RATS) MPO, Adams County MPO, Erie MPO, North Central RPO, and the Shenango Valley Transportation Study (SVTS) MPO. The Southwestern Pennsylvania Commission (SPC) has amended its LRTP. FHWA and FTA, in concurrence with EPA, have determined that the conformity determinations for the above mentioned LRTPs adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. The air quality conformity determination approval for RATS MPO will reset the 4-year LRTP update timeclock to begin on the date of this letter. The Adams County MPO, Erie MPO, North Central RPO, and the SVTS MPO are designated as former 1997 ozone “orphan” region and as such retain 5-year LRTP update deadlines which were reset when the MPOs and RPO took action to adopt the various LRTP.

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

Sincerely,


Digitally signed by
THERESA GARCIA
CREWS
Date: 2022.09.29
14:01:22 -04'00'

Terry Garcia Crews
Regional Administrator
FTA Region III

**ALICIA E
NOLAN**
Digitally signed by
ALICIA E NOLAN
Date: 2022.09.29
14:57:27 -04'00'

Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosures

cc: Melissa Batula, P.E., Acting Executive Deputy Secretary
 Larry Shifflet, Deputy Secretary for Planning
 Andy Batson, AICP, Acting Deputy Secretary for Multimodal Transportation
 Michael Keiser, P.E., Acting Deputy Secretary for Highway Administration
 Michelle Jennings, Acting Deputy Secretary for Administration
 Jon Fleming, Chief Executive
 Gavin Gray, P.E., Acting Chief Engineer
 Brian D. Hare, P.E. Director, Center for Program Development and Management
 Andrea Bahoric, Director, Bureau of Planning and Research
 Danielle Spila, Director, Bureau of Public Transportation
 Natasha Fackler, PennDOT Infrastructure Investment Coordinator
 Kristin Mulkerin, Acting Alternative Funding Program Director
 Mark Tobin, Center for Program Development and Management
 Mike Gismondi, Center for Program Development and Management
 Jessica Clark, Center for Program Development and Management
 Jackie Koons-Felion, Center for Program Development and Management
 Dan Farley, Director, Bureau of Operations
 Doug Tomlinson, Bureau of Operations
 Steve Gault, Bureau of Operations
 Mike Long, Bureau of Operations
 Justin Bruner, Bureau of Operations
 PennDOT District Executives
 MPO/RPO Executive Directors
 MPO/RPO Assistant Directors/Planners
 Mike Gordon, EPA
 Greg Becoat, EPA
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Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

This is the documented Federal Planning Finding (FPF) for the Pennsylvania FFY 2023-2026 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This FPF is issued by the Federal Highway Administration (FHWA) Pennsylvania Division and the Federal Transit Administration (FTA) Region III for Statewide, Nonmetropolitan, and Metropolitan Transportation Planning and Programming Processes.

The FHWA and FTA find that the Pennsylvania FFY 2023-2026 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 **5 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 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.

What is the Federal Planning Finding (FPF)?

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

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

The FPF applies to both PennDOT and Planning Partners.

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

What are the statutory and regulatory requirements for the FPF?

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) contained statutory requirements, codified in Title 23 and Title 49, that the Secretary determine, at least every four years, whether the transportation planning process through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134-135 and 49 U.S.C. 5303-5304.
- A FPF is required for the approval of a STIP (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).
- Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141), the Fixing America's Surface Transportation (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") maintain this requirement.

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- 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, the Long Range Transportation Plan (LRTP) coordination, Air Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other activities.

There are three finding categories:

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

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Findings:

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

1. Transportation Funding Analysis:

FHWA and FTA commend PennDOT for its comprehensive efforts to research, analyze and communicate the transportation funding challenges facing the Commonwealth of Pennsylvania. In 2021, PennDOT established the new Pathways program and launched an Alternative Funding Planning and Environmental Linkages (PEL) study to identify possible near-term and long-term solutions to transportation funding. Through the PEL, PennDOT consulted with FHWA and the Environmental Protection Agency (EPA) to establish a methodology for evaluating environmental justice effects associated with alternative funding strategies. PennDOT also played a key role as a technical advisor in the Transportation Revenue Options Commission (TROC) which was established in March 2021 through an Executive Order signed by Governor Tom Wolf. Through the PEL and TROC efforts, PennDOT has paved the way for the Commonwealth to explore and implement alternative funding solutions.

2. STIP Public Involvement Strategy:

FHWA and FTA commend PennDOT for successfully completing the FFY 2023-2026 STIP public comment period. In accordance with the Statewide Public Participation Plan (PPP), a STIP 15-day public comment period was held from June 15 through June 30, 2022. To supplement the regional TIPs' public outreach, PennDOT posted each regional TIP on the www.TalkPATransportation.com website. PennDOT also made the State Transportation Commission (STC) meetings more accessible by adding a virtual meeting link, agenda and materials to the website. FHWA and FTA commend PennDOT for these efforts to improve public involvement in the statewide transportation planning process.

3. State Freight Work Group and State Freight Plan:

FHWA and FTA commend PennDOT for expanding participation in the State Freight Work Group to include private sector stakeholders including the Pennsylvania Motor Truck Association (PMTA). In addition, FHWA and FTA recognize efforts are underway to update the State Freight Plan to be compliant with 49 U.S. Code § 70202 (§21104) and the new BIL freight provisions requirements. PennDOT's State Freight Plan update is due November 17, 2022.

4. Pennsylvania's Efforts on the National Electric Vehicle Infrastructure (NEVI) Program:

FHWA and FTA commend PennDOT's tremendous effort to develop Pennsylvania's first State Plan for Electric Vehicle Infrastructure Development (PennDOT NEVI Plan) under the new NEVI Formula Program. Throughout the planning process, PennDOT engaged the public and diverse stakeholders including advocacy organizations, government agencies, utility providers, airports and transit agencies, and labor and industry representatives. PennDOT also established EV Equity Guiding Principles to help guide implementation and make EVs more accessible for all Pennsylvanians. Pennsylvania's NEVI Plan was officially approved by FHWA on September 14, 2022.

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5. Transit Asset Management (TAM) Outreach and Performance Targets:

FTA and FHWA commend the increase in coordination within PennDOT and with transit agencies, and the MPOs/RPOs regarding the Performance Based Planning and Programming (PBPP) requirements of the MPOs/RPOs as they relate to transit projects. The coordination within PennDOT led to the most inclusive TIP guidance document going to the MPOs/RPOs which provided significant assistance in making sure Transit based Performance Measures were accounted for in the TIPs.

The following **Recommendations** for the Statewide and metropolitan 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 (PM) under 23 CFR Part 490 for the last three reporting periods (CY2018, CY2019, and CY2020). To reduce fatalities and serious injuries, Pennsylvania needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full Highway Safety Improvement Program (HSIP) annual apportionment, and integrating safety appropriately into projects. There are three parts of this finding:

- a. PennDOT has established a robust data-driven safety planning process and policy, per *Publication 638*, to evaluate and program candidate projects for HSIP funding. However, FHWA found that numerous candidate projects programmed on the draft TIPs did not follow the PennDOT process for approvals or amendments in the PennDOT HSIP SharePoint site. PennDOT needs to ensure that they are following their process as defined in *Publication 638*. To address this issue, PennDOT should review and verify that all projects programmed with HSIP funds on the FFY 2023-2026 STIP have been evaluated for eligibility through the HSIP SharePoint Site. If there is a cost increase to the HSIP funding, the project should be amended in the HSIP SharePoint site and reevaluated for safety cost effectiveness per *Publication 638*. This verification must be completed prior to any HSIP obligations, above the originally approved amount, occurring on the project.
- b. Historically, PennDOT has obligated less than 80% of its full HSIP annual apportionment which diminishes Pennsylvania's capacity to deliver important safety projects.
- c. There has been a concerted effort to improve HSIP obligation rates over the last two years; however, there continues to be a rush to approve projects and to obligate funds in the last quarter of the federal fiscal year. In FFY21, approximately 75% of HSIP funds were obligated in the fourth quarter and in FFY22, approximately 50% of HSIP funds were obligated in the fourth quarter.

FHWA requests that PennDOT schedule regular coordination meetings to discuss these challenges and identify opportunities to improve safety planning, programming, and project delivery.

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2. Integration of 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 and developing the Bridge and Pavement Asset Management Systems (BAMS/PAMS). However, it still appears that PennDOT's Asset Management Systems (AMS) are being used to backcheck project candidates rather than guiding investment priorities and driving project selection to achieve optimal performance. This finding is being carried over from the 2021 FPF.

Through the 2023 TIP development process, FHWA observed challenges to fully utilizing the BAMS/PAMS outputs including time constraints, competing project priorities, and technical training needs on how to use the data outputs in the planning process (TIP/TYP/LRTP). PennDOT's Transportation Asset Management Plan (TAMP) documentation continues to show the mix of project work types in the STIP are different than the Lowest Life Cycle Cost (LLCC) project work types recommended by the AMS. PennDOT did not evaluate the expected performance (PM2) of the draft STIP during the STIP development process. FHWA requests that PennDOT schedule coordination meetings to discuss strategies to better integrate TPM and PBPP into the planning process so that substantial progress can be achieved prior to the FFY 2025 STIP update.

As Pennsylvania makes progress on these initiatives, FHWA and FTA recommend that PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.

3. MPO/RPO LRTP Development Process:

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

4. MPO/RPO Compliance with FTA Title VI Requirements:

In early 2021, it was identified that not all Pennsylvania MPOs/RPOs had FTA compliant Title VI programs despite receiving FTA Planning funds through PennDOT's Consolidate Planning Grant (CPG). PennDOT has taken steps to inform the MPOs and RPOs of the requirements, and how to meet them, but as the primary recipient administering the CPG, PennDOT is ultimately responsible for the compliance status of their subrecipients. FTA and FHWA have participated in efforts to increase the awareness of the requirements among the MPOs/RPOs and encourage the

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development of programs that meet these requirements, but it is clear from these coordination efforts there is still confusion among the planning partners what the requirements are and how to meet them.

FHWA and FTA recommend PennDOT undertake efforts to not only verify the status of the subrecipients of their CPG, but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.

5. Annual Listing of Obligated Projects for Transit:

All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort since it was identified in the 2019 FPF, especially with Highway/Bridge projects, the inclusion of obligated transit projects has been inconsistent. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to ensure this requirement is carried out on an annual basis for all federally funded Highway/Bridge and transit projects.

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

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

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

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

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

Pennsylvania 2019-2022 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Action Plan Matrix - 2023 Recommendations					
2023 STIP Finding Recommendation	Owner(s)	Last Modified	Completion Date	Planned Action	Action(s) Taken
<p>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 (PM) under 23 CFR Part 490 for the last three reporting periods (CY2018, CY2019, and CY2020). To reduce fatalities and serious injuries, Pennsylvania needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full Highway Safety Improvement Program (HSIP) annual apportionment, and integrating safety appropriately into projects. There are three parts of this finding:</p> <p>a. PennDOT has established a robust data-driven safety planning process and policy, per Publication 638, to evaluate and program candidate projects for HSIP funding. However, FHWA found that numerous candidate projects programmed on the draft TIPs did not follow the PennDOT process for approvals or amendments in the PennDOT HSIP SharePoint site. PennDOT needs to ensure that they are following their process as defined in Publication 638. To address this issue, PennDOT should review and verify that all projects programmed with HSIP funds on the FFY 2023-2026 STIP have been evaluated for eligibility through the HSIP SharePoint Site. If there is a cost increase to the HSIP funding, the project should be amended in the HSIP SharePoint site and reevaluated for safety cost effectiveness per Publication 638. This verification must be completed prior to any HSIP obligations, above the originally approved amount, occurring on the project.</p> <p>b. Historically, PennDOT has obligated less than 80% of its full HSIP annual apportionment which diminishes Pennsylvania's capacity to deliver important safety projects.</p> <p>c. There has been a concerted effort to improve HSIP obligation rates over the last two years; however, there continues to be a rush to approve projects and to obligate funds in the last quarter of the federal fiscal year. In FFY21, approximately 75% of HSIP funds were obligated in the fourth quarter and in FFY22, approximately 50% of HSIP funds were obligated in the fourth quarter.</p> <p>FHWA requests that PennDOT schedule regular coordination meetings to discuss these challenges and identify opportunities to improve safety planning, programming, and project delivery.</p>	Casey Markey (PennDOT) Clint Beck (FHWA)	08/10/23	On-going	The HSIP Governance Group continues to meet bi-monthly. CPDM will work with BOO to integrate the HSIP Tools (network screening tool, etc.) and build out the process flow for project identification procedures for both Regional L RTPs and TIP development by the end of Calendar Year 2023. HSIP Obligation status reports will be shared on a monthly basis with FHWA and the PennDOT Chief Engineer and safety staff.	HSIP Governance Group established with representatives of CPDM, FHWA, Bureau of Operations and Highway Administration to finalize and more formalize HSIP process. The group has met with a few Districts to determine best practices and areas for improvement. HSIP projects are reviewed weekly to ensure lettings are on track to ensure consistent obligations across the Federal Fiscal Year. HSIP application trainings are underway for new staff. The 2023 STIP continues to be reviewed to ensure applications are submitted for all programmed projects. HSIP project obligations are monitored on a constant basis to ensure Pennsylvania is on track to meet annual obligation goals. Internal reports are created and posted weekly within the CPDM. In preparing for the 2025 TIP, the HSIP Set-Aside amount has been increased to \$50 million from \$40 million in the 2025 Financial Guidance. Additional language has been added to 2025 General and Procedural guidance to 'redistribute' unused funding sitting in line items halfway through a fiscal year and to direct the submittal and approval of project applications prior to a project's inclusion on a regional draft TIP. In addition, an item for HSIP applications has been added to the TIP submittal checklist.
<p>Integration of 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 and developing the Bridge and Pavement Asset Management Systems (BAMS/PAMS). However, it still appears that PennDOT's Asset Management Systems (AMS) are being used to backcheck project candidates rather than guiding investment priorities and driving project selection to achieve optimal performance. This finding is being carried over from the 2021 FPF.</p> <p>Through the 2023 TIP development process, FHWA observed challenges to fully utilizing the BAMS/PAMS outputs including time constraints, competing project priorities, and technical training needs on how to use the data outputs in the planning process (TIP/TYP/LRTP). PennDOT's Transportation Asset Management Plan (TAMP) documentation continues to show the mix of project work types in the STIP are different than the Lowest Life Cycle Cost (LLCC) project work types recommended by the AMS. PennDOT did not evaluate the expected performance (PM2) of the draft STIP during the STIP development process. FHWA requests that PennDOT schedule coordination meetings to discuss strategies to better integrate TPM and PBPP into the planning process so that substantial progress can be achieved prior to the FFY 2025 STIP update.</p> <p>As Pennsylvania makes progress on these initiatives, FHWA and FTA recommend that PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.</p>	Brian Hare/Nate Walker (PennDOT) Markey (PennDOT) Clint Beck (FHWA) Casey	04/30/24	On-going	Obtain FHWA Resource Center assistance to facilitate development of an Performance Based Planning and Programming/Asset Management implementation action plan to help further integrate tools into process. These updates will be included in larger, separate documentation that the General and Procedural Guidance for the 2027 Program Update can reference.	A group of PennDOT District, PennDOT Central Office, FTA and FHWA PA Division representatives continue collaborate on the development of Transportation Performance Management resources. The groups efforts helped to inform General and Procedural Guidance for the 2023 Program update, as well as provided additional BAMS and PAMS guidance and regional trainings in fall of 2021. The Bureau of Operations – Asset Management Division provided initial outputs for each of the regional TIPs for the 2023 Program update. MPOs and RPOs along with PennDOT Districts and Central Office are coordinating on the Project Selection Decision-Making Process and have developed recommendations as to how ProjectBuilder concepts can be developed. Since the recommendations focus on the interstate system, the next step is to present recommendations to ISC.

Pennsylvania 2019-2022 Statewide Transportation Improvement Program (STIP) and Air Quality Conformity Determination

Action Plan Matrix - 2023 Recommendations					
2023 STIP Finding Recommendation	Owner(s)	Last Modified	Completion Date	Planned Action	Action(s) Taken
<p>MPO/RPO LRTP Development Process: Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process and agency coordination; however, FHWA and FTA continue to observe issues with LRTPs which demonstrates the need for continued improvement. This finding is being carried over. FHWA and FTA recommend that MPOs/RPOs schedule a LRTP update coordination meeting at least 30 months in advance of the LRTP deadline. This coordination meeting should include FHWA, FTA, PennDOT Central Office and District Office staff, and other key partners. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation conformity requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources. FHWA and FTA also recognize that PennDOT is in the process of finalizing the MPO/RPO LRTP Guidance Document. This document will be essential to provide technical assistance and tools to meet state and federal planning requirements.</p>	Vacant (PennDOT) Vanessa Shamburg (FHWA)	08/24/23		Implementation and Training Activities coming soon as vacancies are filled.	PennDOT has responded to the call for improved planning by updating and revamping PUB 575 - Regional Range Plan Guidance. PennDOT has prepared the guidance to support Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPOs) and their state and local partners in their preparation of regional long-range transportation plans (LRTPs) that comply with federal requirements and are consistent with Commonwealth of Pennsylvania policies and guidance. Federal regulations are, in essence, the rules for how states and federally designated metropolitan planning organizations (MPOs) allocate federal transportation funds for the preservation and improvement of the surface transportation system. While federal regulations prescribe a planning process—involving specific participants and required elements resulting in a series of interrelated products, including regional long-range transportation plans for MPOs—they do not dictate methodologies for how plan elements are prepared or presented, how participants are involved, or how transportation improvement priorities are coordinated with land use planning. Pennsylvania expects regional long-range transportation plans to be consistent with state policy and priorities because it supplements federal transportation funds for the preservation and improvement of state-owned transportation facilities. Additionally, through a memorandum of understanding, Pennsylvania holds its rural planning organizations (RPOs) to the same transportation planning process requirements as its MPOs. https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20575.pdf
<p>MPO/RPO Compliance with FTA Title VI Requirements: In early 2021, it was identified that not all Pennsylvania MPOs/RPOs had FTA compliant Title VI programs despite receiving FTA Planning funds through PennDOT's Consolidate Planning Grant (CPG). PennDOT has taken steps to inform the MPOs and RPOs of the requirements, and how to meet them, but as the primary recipient administering the CPG, PennDOT is ultimately responsible for the compliance status of their subrecipients. FTA and FHWA have participated in efforts to increase the awareness of the requirements among the MPOs/RPOs and encourage the development of programs that meet these requirements, but it is clear from these coordination efforts there is still confusion among the planning partners what the requirements are and how to meet them. FHWA and FTA recommend PennDOT undertake efforts to not only verify the status of the subrecipients of their CPG, but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.</p>	Ray Green (PennDOT-CPDM) Nick Baldwin (PennDOT-BPT) Laura Keeley (FTA) (PennDOT -- BEO)	10/12/23		Identify those that have outstanding plans and who needs assistance to get over finish line. Need to discuss follow-ups and need for additional support in BEO/MPOs.	•3/23/23 meeting with CPDM, BEO, FTA, BPT to discuss technical assistance, gaps between FTA and FHWA standards and potential updates. •8/17/23 -- Status update and follow up meeting. Several plans are done, some are outstanding. Need to determine who is outstanding and who needs some sort of assistance. FTA suggested peer-to-peer discussions and a template. BPT has been using a template originally developed by Wisconsin DOT for transit agencies. •10/4 -- Discussion on status occurred at MPO Caucus prior to Annual Planning Partners Meeting. •12/4 meeting -- discussed and reviewed draft letter to be sent to MPOs and RPOs indicating requirements. -- Letter distributed by BEO on 1/16/24
<p>Annual Listing of Obligated Projects for Transit: All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort since it was identified in the 2019 FPF, especially with Highway/Bridge projects, the inclusion of obligated transit projects has been inconsistent. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to ensure this requirement is carried out on an annual basis for all federally funded Highway/Bridge and transit projects.</p>	Dean Roberts(PennDOT) Laura Keeley (FTA)	03/07/24		Prepare for 2024 Update	•10/31/22: Updated language included in transmittal of 2022 List of Obligated projects that stresses the requirement. •3/22/23: CPDM and FTA met to discuss recommendation and a new report from FTA's system that will help satisfy the requirements. •9/29/2023: Report obtained from FTA. •October 2023: efforts to refine data in FTA report to general 23 CFR 450.334 compliant list •10/30/23: Transmittal of 2023 List of Obligated project data with additional language requesting that MPOs work with transit agencies to refine detail where information is incomplete, missing or vague. Additional follow-ups occurred with individual MPOs throughout the remainder of the Calendar Year and during draft program review calls to ensure a compliance and gauge any challenges. RPOs/MPOs have used 2023 info to meet this requirement and post annual list of obligations

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 2025 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 2025 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.

**Wayne County Independent
Transportation Improvement Program (TIP) Development Timeline**

TIP Development Timeline

- General and Procedural and Financial Guidance issued by the Department in July 2023.
- 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 2023.
- With consensus between the Department and Wayne County, the draft TIP was submitted to PennDOT Program Center in late December 2023.
- TIP Public Comment period as part of the STIP Public Comment period – June 18-July 3, 2024.
- State Transportation Commission (STC) adopts Twelve Year Program (TYP) – August 2024 (which will serve as adoption of the Wayne County TIP).
- Submission of TIP, as part of the Statewide Transportation Improvement Program (STIP) – August 2024.
- 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, 2024.

2025-2028 Wayne County Transportation Improvement Program (TIP) Environmental Justice Analysis

Introduction

The public involvement efforts for the Department of Transportation are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low-income communities in the transportation decision-making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually-impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and Wayne County are committed to following the Core Elements approach, which includes:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.

- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step. By integrating the Core Elements into the planning process, as supported by FHWA, federal agencies are better equipped to carry out the investment strategy and project selection processes.

Further, the EJ Analysis was conducted based on the Statewide Environmental Justice Analysis Methodology, which was modeled after the South Central Pennsylvania Unified Environmental Justice Process and Methodology. Wayne County will continue to evaluate the EJ process to ensure that a complete analysis is continuously considering the needs of traditionally underserved populations during the transportation planning process.

Identifying Minority and Low-Income Populations

The identification of minority and low-income populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity and would be similarly affected by a proposed FHWA program, policy, or activity.

Table 1 shows the profile of Low-Income and Minority Populations within Wayne County, based on the 2018-2022 American Community Survey (ACS) 5-Year Estimates, the most recent dataset available at the time the EJ Analysis was conducted. Figure 1 identifies the total population by race and low-income category.

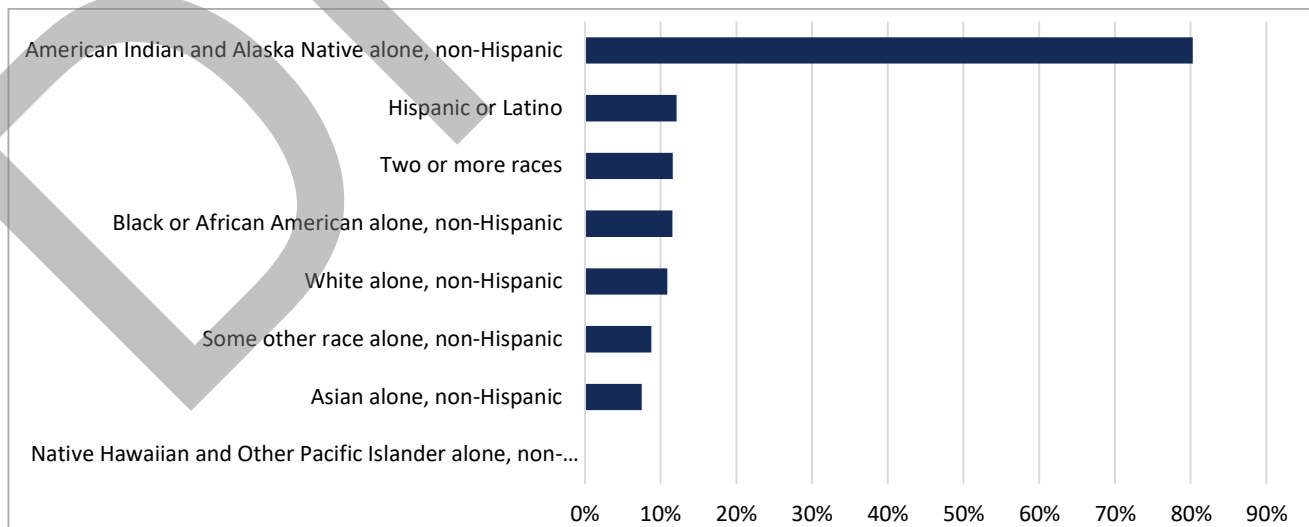
Table 1: Profile of Low-Income and Minority Populations, 2022

Demographic Indicator	Wayne County	
	County Population	County Percentage
Total Population	51,227	
White alone, non-Hispanic	45,633	89.08%
Black or African American alone, non-Hispanic	1,473	2.88%
American Indian and Alaska Native alone, non-Hispanic	29	0.06%
Asian alone, non-Hispanic	320	0.62%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	26	0.05%
Some other race alone, non-Hispanic	169	0.33%
Two or more races	1,059	2.07%
Hispanic or Latino	2,518	4.92%
Minority	5,594	10.92%
Low-Income Populations	5,272	10.99%
Other Potentially Disadvantaged Populations		
Limited English Proficiency Households	164	0.83%
Persons with a Disability	8,196	17.00%
Elderly (65 years or older)	12,609	24.61%
Carless Households	1,257	6.37%
Housing Units with no internet	2,881	14.59%
Housing Units with no computer	1,988	10.07%

Source: 2018-2022 American Community Survey 5-Year Estimates

There is a slight correlation between the low-income and minority populations in Wayne County. Minority populations in Wayne County have a slightly higher chance of also being low-income as shown on the graph below. About 11% of white residents are low-income. This percentage is less for other racial or ethnic groups in Wayne County. Notably, 80% of American Indian and Alaska Native residents are low-income.

Figure 1: Low-Income Rates Among Racial/Ethnic Groups in Wayne County



Source: 2018-2022 American Community Survey 5-Year Estimates

Minority Intervals for Wayne County

Data from the 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Wayne County compared to the minority concentration in 49 census block groups. The total County population used for this analysis was 51,227 and the total minority population was 5,594. 10.92% of the population of Wayne County is minority. Using that percentage, census blocks were divided into intervals described in the table below.

Table 2: Wayne County Minority Intervals

Minority Intervals (County Average = 10.92%)		
1	Census Block Minority Population Percentage \leq 5.46% (Census block group minority population percentage less than or equal to half of county minority population percentage)	21,138 people live in these census blocks. Of those, 2.58% are minority.
2	Census Block Minority Population Percentage $>$ 5.46% and \leq 10.92% (Census block group minority population percentage greater than half and less than or equal to county minority population percentage)	14,784 people live in these census blocks. Of those, 7.75% are minority.
3	Census Block Minority Population Percentage $>$ 10.92% and \leq 21.84% (Census block group minority population percentage greater than county minority population percentage and less than or equal to twice the county minority population percentage)	7,331 people live in these census blocks. Of those, 14.36% are minority.
4	Census Block Minority Population Percentage $>$ 21.84% and \leq 43.68% (Census block group minority population percentage greater than twice and less than or equal to four times the county minority population percentage)	4,361 people live in these census blocks. Of those, 25.20% are minority.
5	Census Block Minority Population Percentage $>$ 43.68% (Census block group minority population percentage greater than four times county minority population percentage)	2,833 people live in these census blocks. Of those, 48.44% are minority.

The map on the following page shows the distribution of census block groups with low and high concentrations of minority populations. The densest concentration of minority populations (48.4%) is in a block group just outside of Waymart Borough. This data is likely skewed due to the State Correctional Institute located in this block group.

Low-Income Intervals for Wayne County

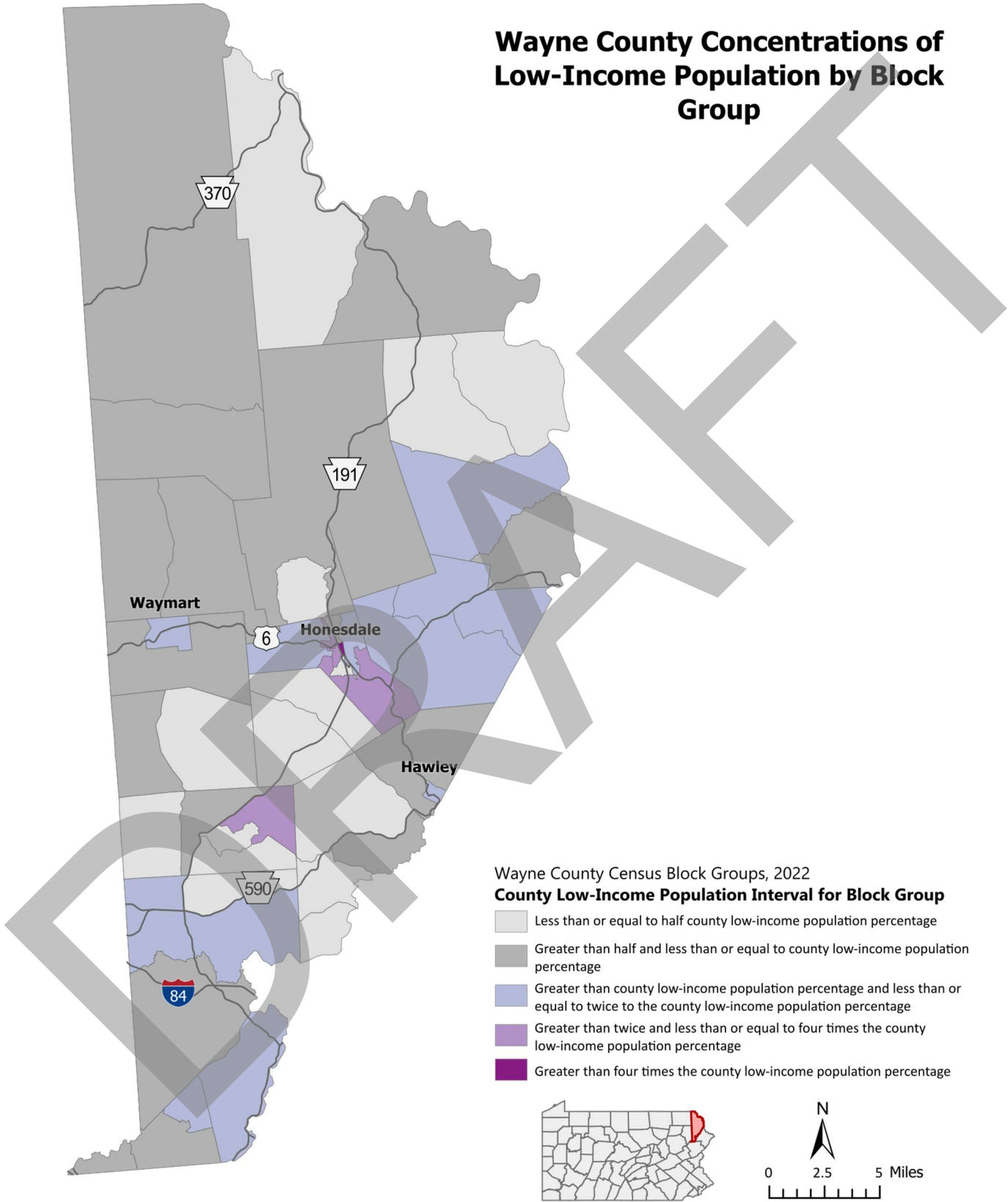
Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Wayne County compared to the low-income concentration in the 49 census block groups. The total County population used for this analysis was 47,959 and the total low-income population was 5,272, or 10.99% of the total population of Wayne County. Using that percentage, census blocks were divided into intervals described in the table below.

Table 3: Wayne County Low-Income Intervals

Low-Income Intervals (Countywide Average = 10.99%)		
1	Census Block Low-Income Population Percentage $\leq 5.50\%$ (Census block group low-income population percentage less than or equal to half of county low-income population percentage)	13,437 people live in these census blocks. Of those, 2.30% are low-income.
2	Census Block Low-Income Population Percentage $> 5.50\%$ and $\leq 10.99\%$ (Census block group low-income population percentage greater than half and less than or equal to county low-income population percentage)	17,636 people live in these census blocks. Of those, 8.65% are low-income.
3	Census Block Low-Income Population Percentage $> 10.99\%$ and $\leq 21.99\%$ (Census block group low-income population percentage greater than county low-income population percentage and less than or equal to twice the county low-income population percentage)	12,418 people live in these census blocks. Of those, 16.37% are low-income.
4	Census Block Low-Income Population Percentage $> 21.99\%$ and $\leq 43.97\%$ (Census block group low-income population percentage greater than twice and less than or equal to four times the county low-income population percentage)	3,826 people live in these census blocks. Of those, 28.15% are low-income.
5	Census Block Low-Income Population Percentage $> 43.97\%$ (Census block group low-income population percentage greater than four times the county low-income population percentage)	642 people live in these census blocks. Of those, 50.93% are low-income.

The map on the following page shows the distribution of census block groups with low and high concentrations of low-income populations. The densest concentrations are in and around the Borough of Honesdale.

Figure 3: Concentrations of Low-Income Populations by Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Assessment of Current Conditions

In order to meaningfully analyze benefits and adverse effects of the transportation program, Wayne County has examined the existing conditions of transportation assets throughout the county and safety performance measures among the minority and low-income populations. These data assessments allow the county to track changes in crashes, poor condition bridges, and poor pavement mileage in the county and identify safety gaps and distribution disparities between minority and low-income populations.

Bridge Condition

Bridge condition data was collected from PennDOT's Bridge Management System 2 (BMS2). The portal contains inspection data for bridges over 20 feet in length using National Bridge Inspection Standards (NBIS). The inspection process rates the deck, superstructure and substructure separately. If one of those elements is in poor condition, the entire bridge is in poor condition. Comparing the distribution of total bridges and poor condition bridges between low and high minority and low-income areas helps provide insights on potential equity issues.

Table 4: Distribution of Bridge Condition by Minority Population Intervals – Based on 10.92% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Total Population	21,138	14,784	7,331	4,361	3,613	51,227
Share of Total Population	41.3%	28.9%	14.3%	8.5%	7.1%	100%
Minority Population	546	1,146	1,053	1,099	1,750	5,594
Share of Minority Population	9.8%	20.5%	18.8%	19.6%	31.3%	100%
Bridges	208	237	53	46	15	559
Share of Bridges	37.2%	42.4%	9.5%	8.2%	2.7%	100%
Poor Condition Bridges	45	49	11	13	3	121
Percent Poor Condition Bridges	21.6%	20.7%	20.8%	28.3%	0.0%	
Share of Total Poor Condition Bridges	37.2%	40.5%	9.1%	10.7%	2.5%	100%

Table 5: Distribution of Bridge Condition by Low-Income Population Intervals – Based on 10.99% County Average

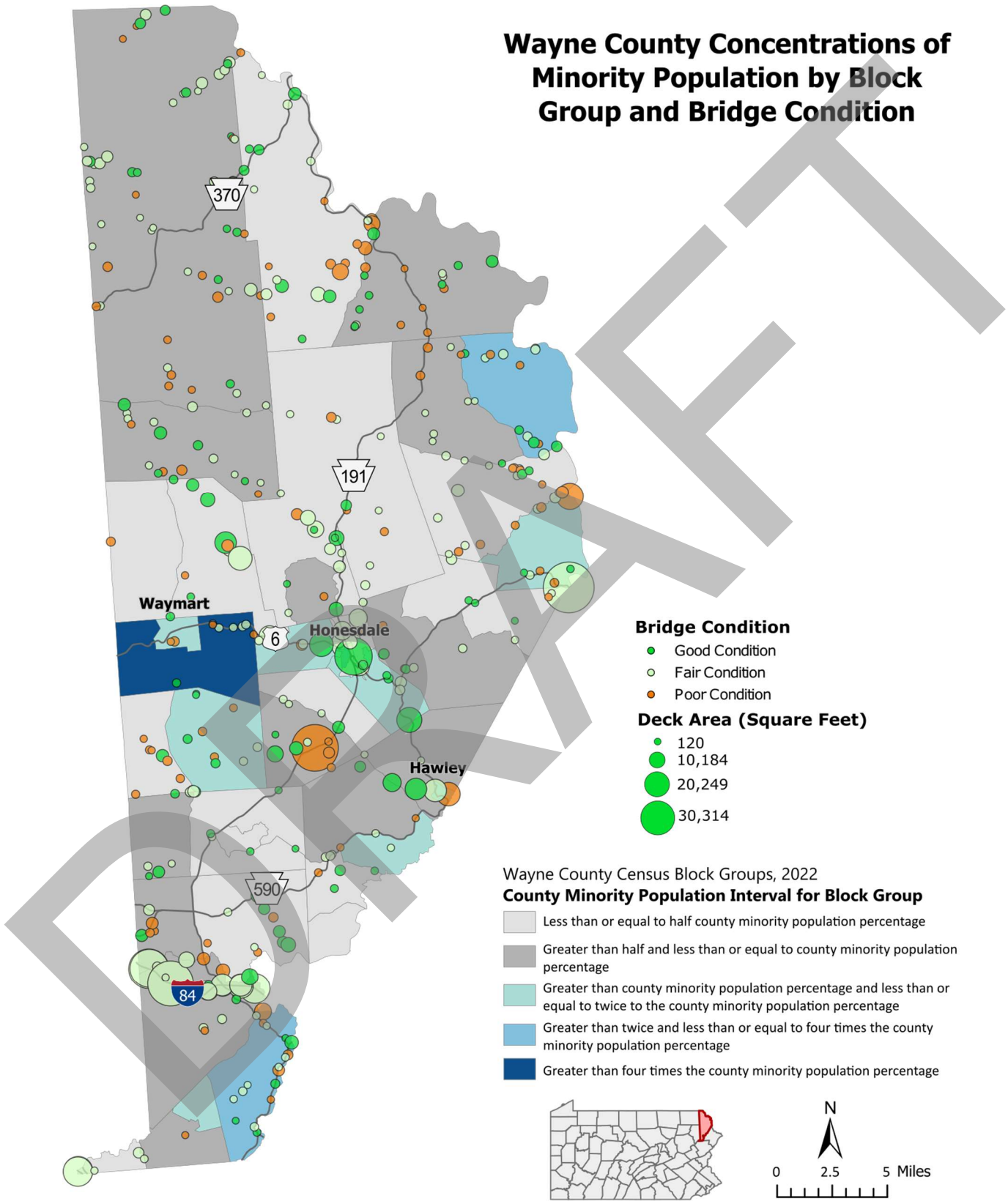
<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Total Population	13,437	17,636	12,418	3,826	642	47,959
Share of Total Population	28.0%	36.8%	25.9%	8.0%	1.3%	100%
Low-Income Population	309	1,526	2,033	1,077	327	5,272
Share of Low-Income Population	5.9%	28.9%	38.6%	20.4%	6.2%	100%
Bridges	135	283	129	12	0	559
Share of Bridges	24.2%	50.6%	23.1%	2.1%	0.0%	100%
Poor Condition Bridges	32	59	29	1	0	121
Percent Poor Condition Bridges	23.7%	20.8%	22.5%	8.3%	0.0%	
Share of Total Poor Condition Bridges	26.4%	48.8%	24.0%	0.8%	0.0%	100%

Overall, Wayne County bridges are in good condition. This helps everyone in Wayne County. As with pavement, sample size poses a challenge to evaluate environmental justice of bridge condition. About 75% of all bridges are located in areas below the county minority average and about 80% of all bridges are located in areas below the county low-income average.

In areas with higher-than-average minority population, of the 114 bridges in those census blocks, 27 are in poor condition, or 23.7%. Of a similar trend, there are 141 bridges in areas with higher-than-average low-income population and of those, 30 are in poor condition, or 21.3%.

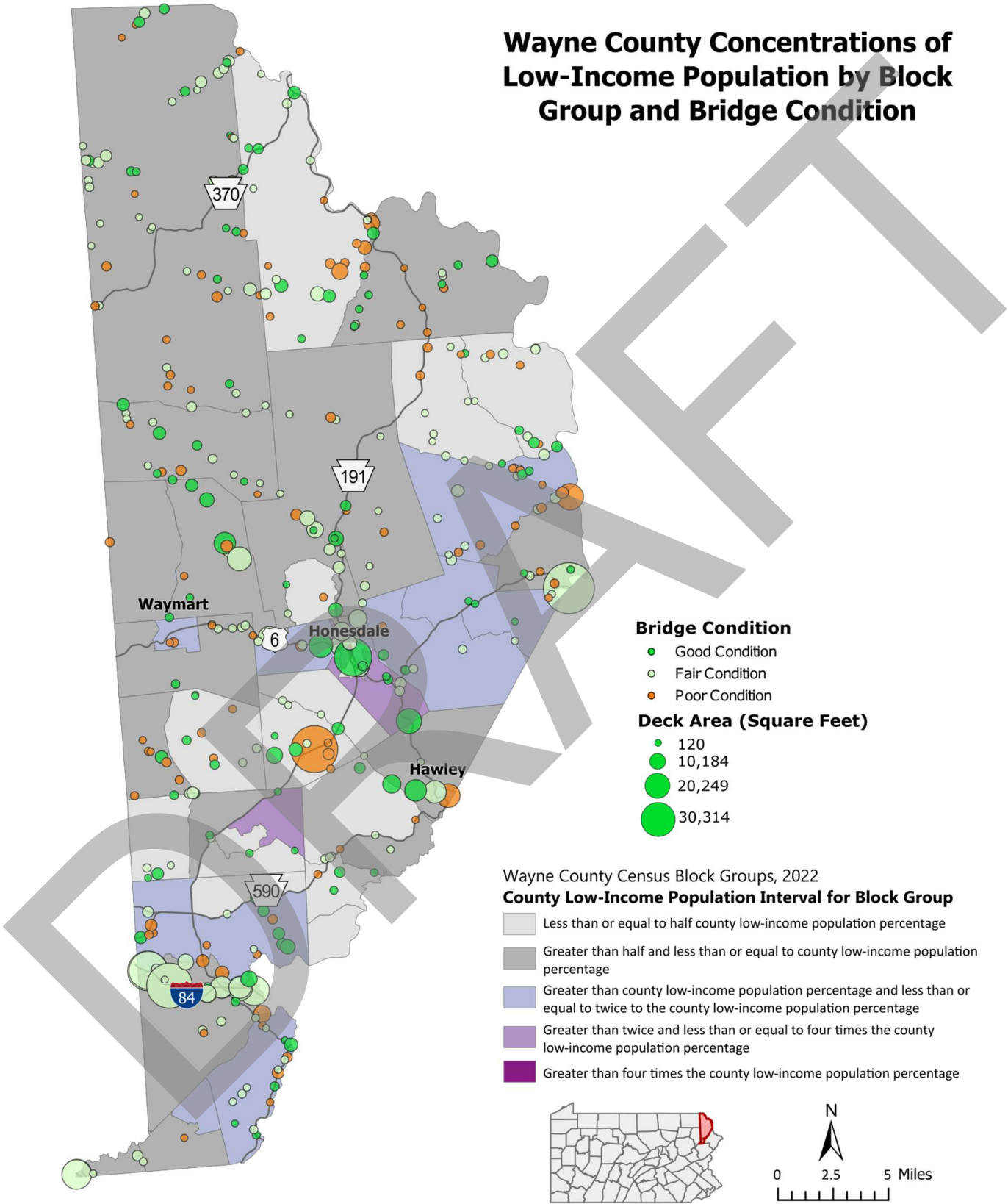
Comparatively, in areas with lower minority populations, the percentage of bridges that are poor in these block groups is 21.1%. In lower low-income populations, 21.8% of these bridges are in poor condition. The share of poor condition bridges for each interval, as shown in the table above, reflects this trend as well.

Figure 4: Distribution of Bridge Condition by Minority Population Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Figure 5: Distribution of Bridge Condition by Low-Income Population Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Pavement Condition

Condition data for pavement assets are compiled by PennDOT's Bureau of Maintenance and Operations (BOMO) and made available through the Roadway Management System (RMS) annually. The primary pavement condition and performance measures are International Roughness Index (IRI) and Overall Pavement Index (OPI). Condition data is collected on Interstate and NHS roads every year and on all non-NHS roads every two years. For this evaluation, both the IRI and OPI were evaluated for all state roads in Wayne County.

It should be noted that the majority of state road mileage is located in block groups with less than half of Wayne County's average of minority and low-income residents. The state roadways with poor OPI and poor IRI are listed in the charts below for both low-income intervals and minority intervals.

Table 6: Distribution of Pavement Condition by Minority Population Intervals – Based on 10.92% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Total Population	21,138	14,784	7,331	4,361	3,613	51,227
Share of Total Population	41.3%	28.9%	14.3%	8.5%	7.1%	100%
Minority Population	546	1,146	1,053	1,099	1,750	5,594
Share of Minority Population	9.8%	20.5%	18.8%	19.6%	31.3%	100%
State Road Segment Miles	300.3	308.9	65.2	39.2	13.9	728
Share of State Road Segment Miles	41.3%	42.5%	9.0%	5.4%	1.9%	100%
State Road Segment Miles with Poor IRI	133.5	139.7	29.9	15.0	4.2	322
Percent of State Road Segment Miles with Poor IRI	44.5%	45.2%	45.9%	38.3%	30.2%	
Share of Total State Road Segment Miles with Poor IRI	41.4%	43.3%	9.3%	4.7%	1.3%	100%
State Road Segment Miles with Poor OPI	129.9	123.8	14.4	15.8	3.3	287
Percent of State Road Segment Miles with Poor OPI	43.3%	40.1%	22.1%	40.3%	23.5%	
Share of Total State Road Segment Miles with Poor OPI	45.2%	43.1%	5.0%	5.5%	1.1%	100%

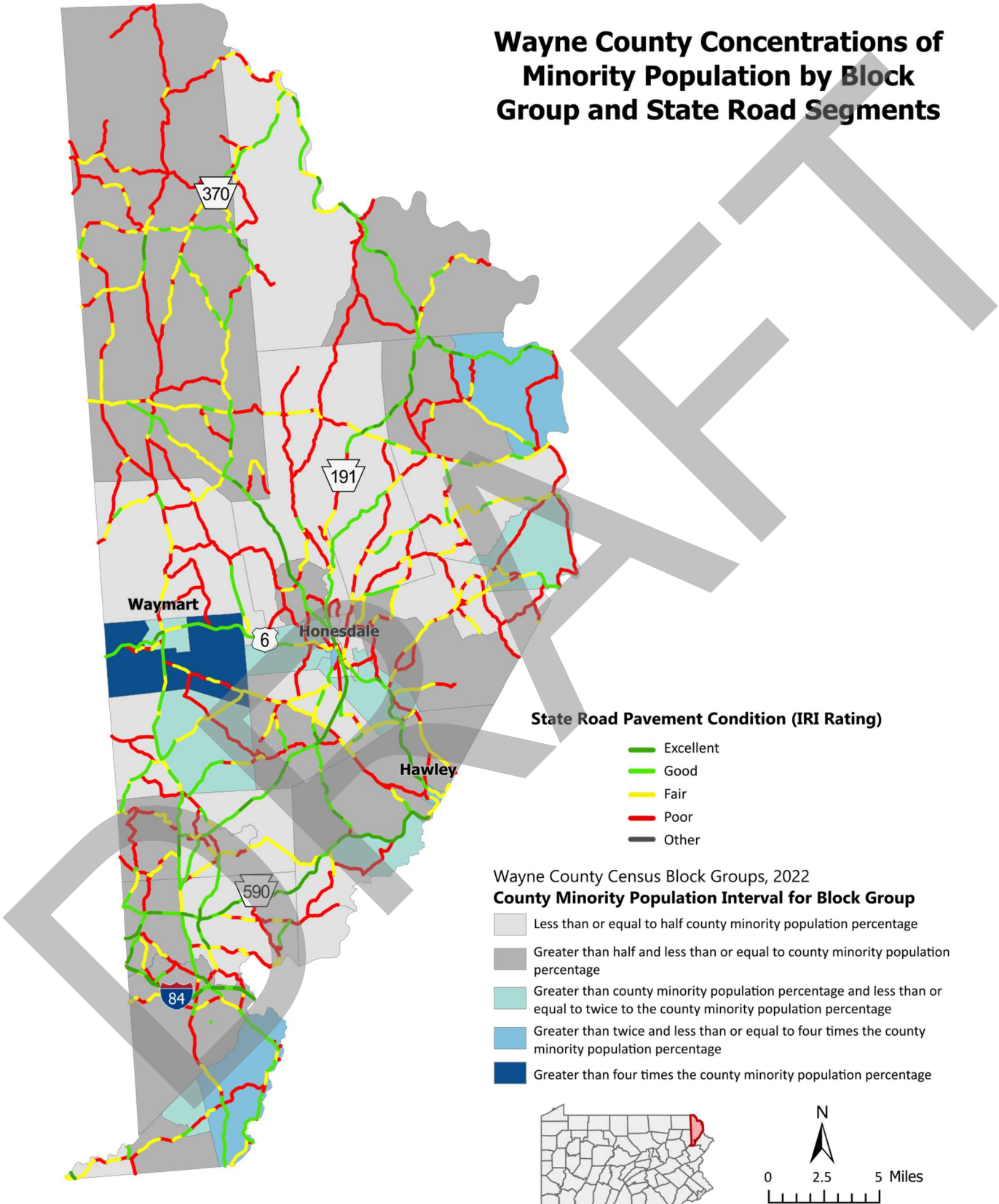
Table 7: Distribution of Pavement Condition by Low-Income Population Intervals – Based on 10.99% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Total Population	13,437	17,636	12,418	3,826	642	47,959
Share of Total Population	28.0%	36.8%	25.9%	8.0%	1.3%	100%
Low-Income Population	309	1,526	2,033	1,077	327	5,272
Share of Low-Income Population	5.9%	28.9%	38.6%	20.4%	6.2%	100%
State Road Segment Miles	187.3	374.5	144.9	19.6	1.2	728
Share of State Road Segment Miles	25.7%	51.5%	19.9%	2.7%	0.2%	100%
State Road Segment Miles with Poor IRI	71.9	185.1	59.3	5.4	0.6	322
Percent of State Road Segment Miles with Poor IRI	38.4%	49.4%	40.9%	27.6%	50.0%	
Share of Total State Road Segment Miles with Poor IRI	22.3%	57.4%	18.4%	1.7%	0.2%	100%
State Road Segment Miles with Poor OPI	77.8	152.6	54.9	1.9	0	287
Percent of State Road Segment Miles with Poor OPI	41.5%	40.7%	37.9%	9.7%	0.0%	
Share of Total State Road Segment Miles with Poor OPI	27.1%	53.1%	19.1%	0.7%	0.0%	100%

Poor pavement condition data in Wayne County may indicate a need for increased roadway resurfacing and reconstruction. The areas with minority and low-income populations higher than the county average contain just 16.3% and 22.8% of all state roadway mileage in the county, respectively.

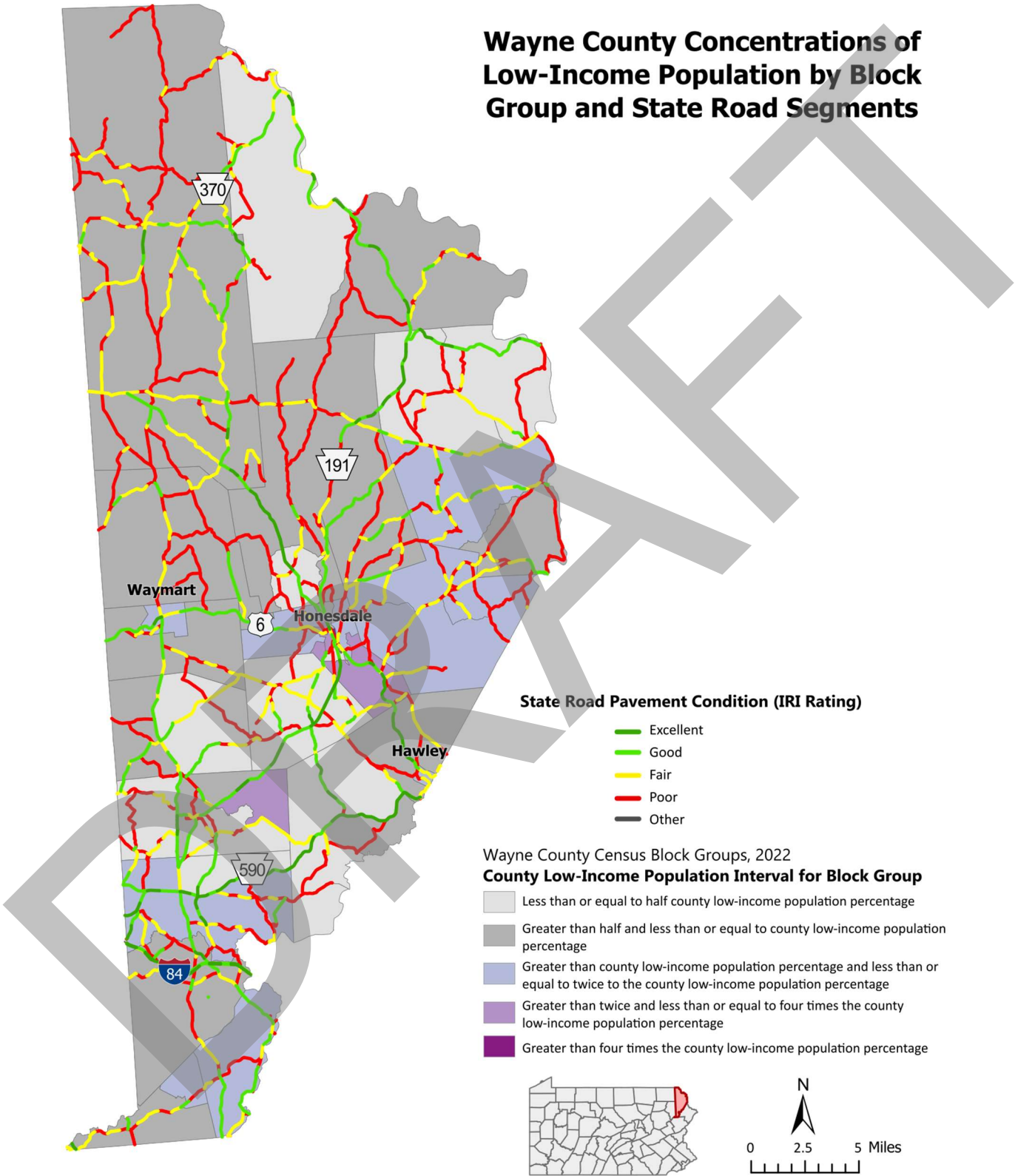
Just over 16% of IRI poor condition pavement miles and 15% of OPI poor condition pavement miles are located within block groups with higher-than-average minority populations. For low-income populations, 23% of IRI poor condition pavement miles and 20.3% of OPI poor condition pavement miles are located within block groups with higher-than-average low-income populations.

Figure 6: Distribution of Pavement Condition by Minority Population Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Figure 7: Distribution of Pavement Condition by Low-Income Population Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

All Reportable Crashes

Statewide crash data is collected by PennDOT publicly available through the Pennsylvania Crash Information Tool (PCIT). The most recent data available at the time of this analysis was from January 2019 to December 2023. The total reportable crashes in Wayne County for that period was 5,324. This includes vehicular crash fatalities and suspected serious injuries, crashes in which a person on a bicycle was involved and crashes in which a pedestrian was involved. This data is reviewed to identify if any disproportionate numbers of crashes occur in areas with high shares of minority or low-income population.

Table 8: Distribution of Crashes (2019-2023) by Minority Population Intervals – Based on 10.92% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Total Population	21,138	14,784	7,331	4,361	3,613	51,227
Share of Total Population	41.3%	28.9%	14.3%	8.5%	7.1%	100%
Minority Population	546	1,146	1,053	1,099	1,750	5,594
Share of Minority Population	9.8%	20.5%	18.8%	19.6%	31.3%	100%
Reportable Crashes	882	709	351	155	111	2,208
Share of Total Reportable Crashes	39.9%	32.1%	15.9%	7.0%	5.0%	100%
Crash Fatalities	20	11	4	7	1	43
Share of Total Crash Fatalities	46.5%	25.6%	9.3%	16.3%	2.3%	100%
Crash Suspected Serious Injuries	53	24	24	8	5	114
Share of Total Crash Suspected Serious Injuries	46.5%	21.1%	21.1%	7.0%	4.4%	100%
Bicycle Involved Crashes	7	0	0	1	1	9
Pedestrian Involved Crashes	24	5	5	2	0	36
Share of Total Bicycle or Pedestrian Involved Crashes	68.9%	11.1%	11.1%	6.7%	2.2%	100%

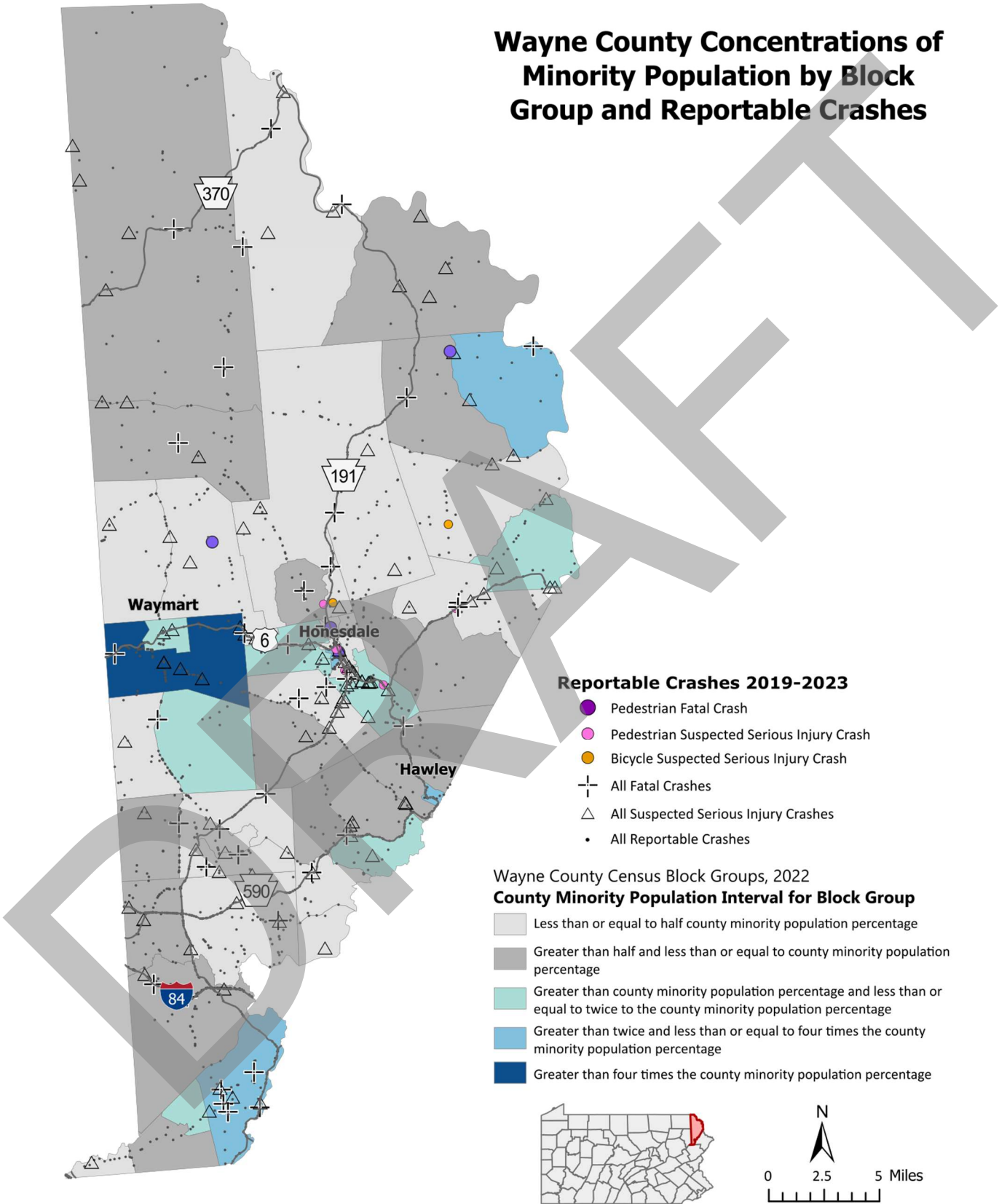
Table 9: Distribution of Crashes (2019-2023) by Low-Income Population Intervals – Based on 10.99% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Total Population	13,437	17,636	12,418	3,826	642	47,959
Share of Total Population	28.0%	36.8%	25.9%	8.0%	1.3%	100%
Low-Income Population	309	1,526	2,033	1,077	327	5,272
Share of Low-Income Population	5.9%	28.9%	38.6%	20.4%	6.2%	100%
Reportable Crashes	401	874	689	205	39	2,208
Share of Total Reportable Crashes	18.2%	39.6%	31.2%	9.3%	1.8%	100%
Crash Fatalities	14	14	11	3	1	43
Share of Total Crash Fatalities	32.6%	32.6%	25.6%	7.0%	2.3%	100%
Crash Suspected Serious Injuries	27	44	28	13	2	114
Share of Total Crash Suspected Serious Injuries	23.7%	38.6%	24.6%	11.4%	1.8%	100%
Bicycle Involved Crashes	1	3	4	0	1	9
Pedestrian Involved Crashes	4	9	8	4	11	36
Share of Total Bicycle or Pedestrian Involved Crashes	11.1%	26.7%	26.7%	8.9%	26.7%	100%

About 28% of the total crashes occur within block groups that have minority population averages higher than the county average, while 72% of crashes occur in block groups with lower shares of minority population. For low-income block groups, 42% of crashes occur within block groups that have low-income population averages higher than the county average, while 58% occur in block groups with lower shares.

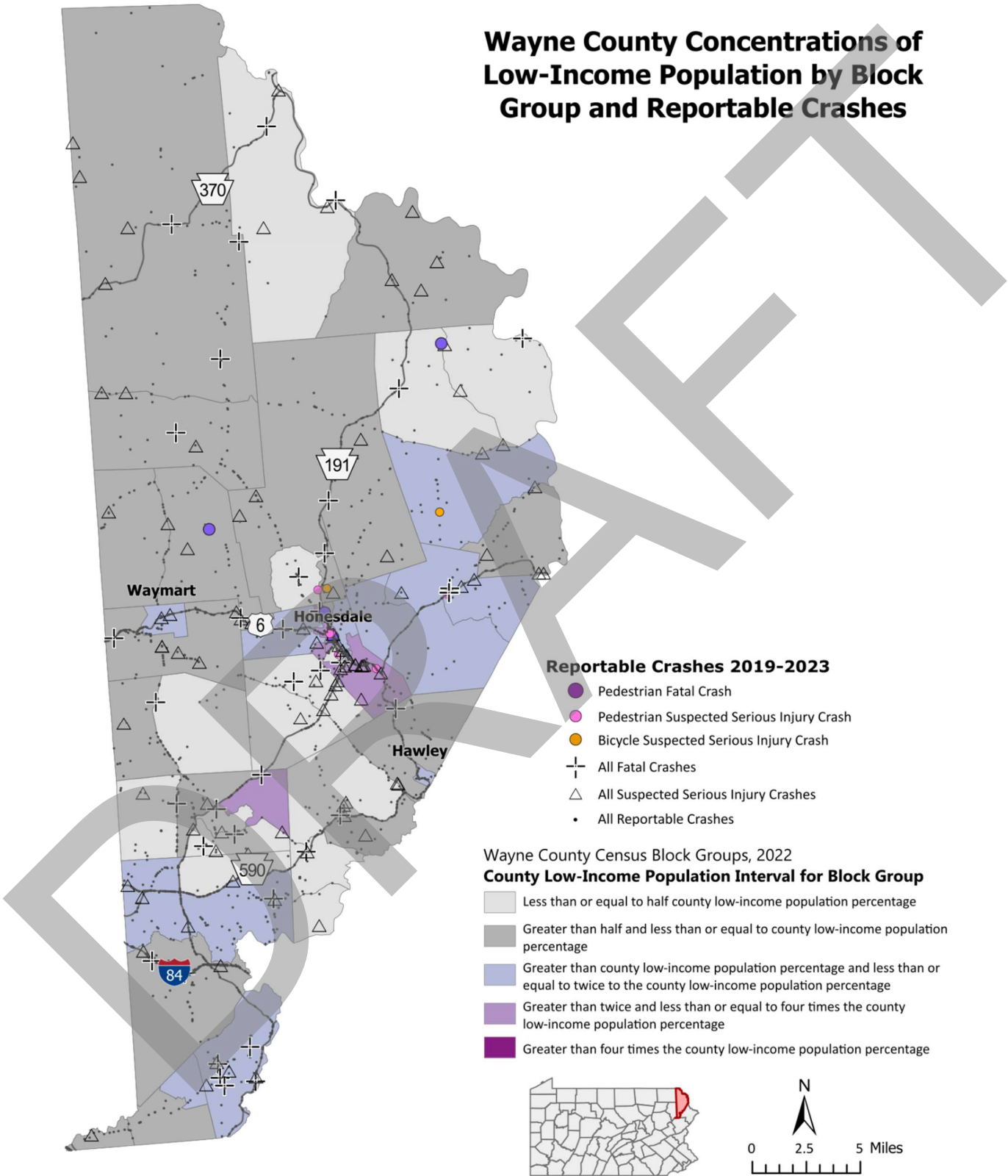
Of the reported vehicular fatalities and serious injuries, 31% took place within census block groups with a higher-than-average minority population, and 37% were located within block groups with a higher-than-average low-income population. The bicycle and pedestrian crashes shown in the tables above reveal much higher numbers and percentages in low-income areas. Of all bicycle and pedestrian involved crashes, 62% occur in in block groups with low-income populations higher than the county average. For minority areas above the county average, this number is lower at 20%. This may result from higher levels of pedestrian and bike activity and usage in areas that are more urban in nature. Wayne County will continue to review and evaluate safety needs of these populations in its planning process.

Figure 8: Distribution of Reportable Crashes by Minority Population Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Figure 9: Distribution of Reportable Crashes by Low-Income Population Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Condition Summary

The physical asset maintenance in Wayne County is overall fair. This, in turn, lowers the amount of poor pavement miles and poor bridges that are located in higher-than-average low-income and minority census blocks in conjunction with smaller land areas in these block groups containing smaller amounts of assets. Motorized vehicle crashes, both fatal and injury-causing, are prevalent in all census block groups. While the causes of crashes are diverse, the 2023-2026 Highway/Bridge TIP contains some safety-focused project discussed in the Performance Management section.

Over half of all non-motorized crashes involving people walking and riding a bicycle occurred in low-income population areas. It is clear from the numbers that more work needs to be done to address safety issues in the county. The expansion of HSIP funding with the IJA/BIL legislation in 2021 expanded eligibility to “vulnerable road users” and can be leveraged to address non-motorized safety issues moving forward.

Benefits & Burdens: 2025-2028 Transportation Improvement Program

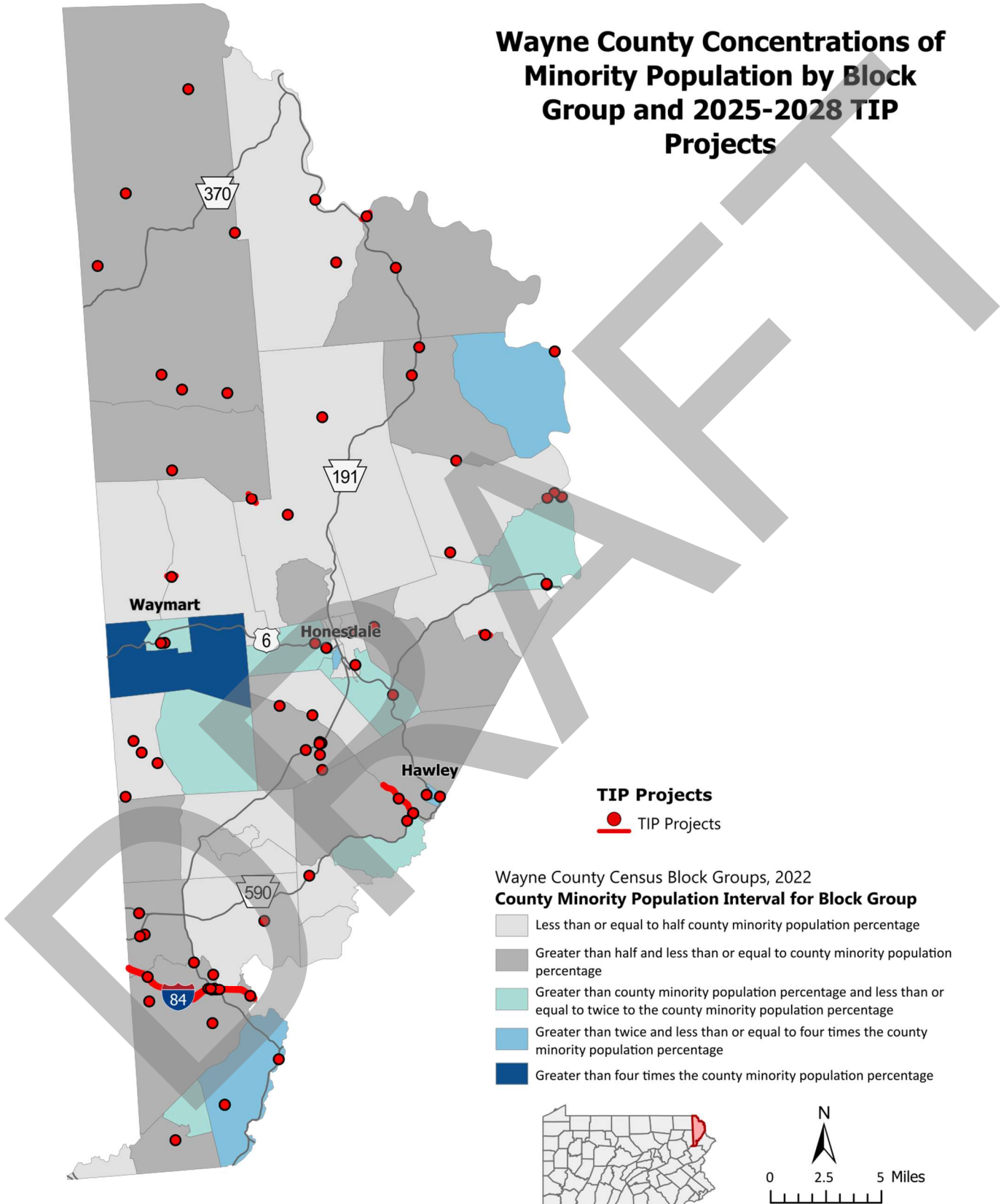
Wayne County reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority”, for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the county average of 10.92%. “High Low-Income” refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 10.99%.

When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

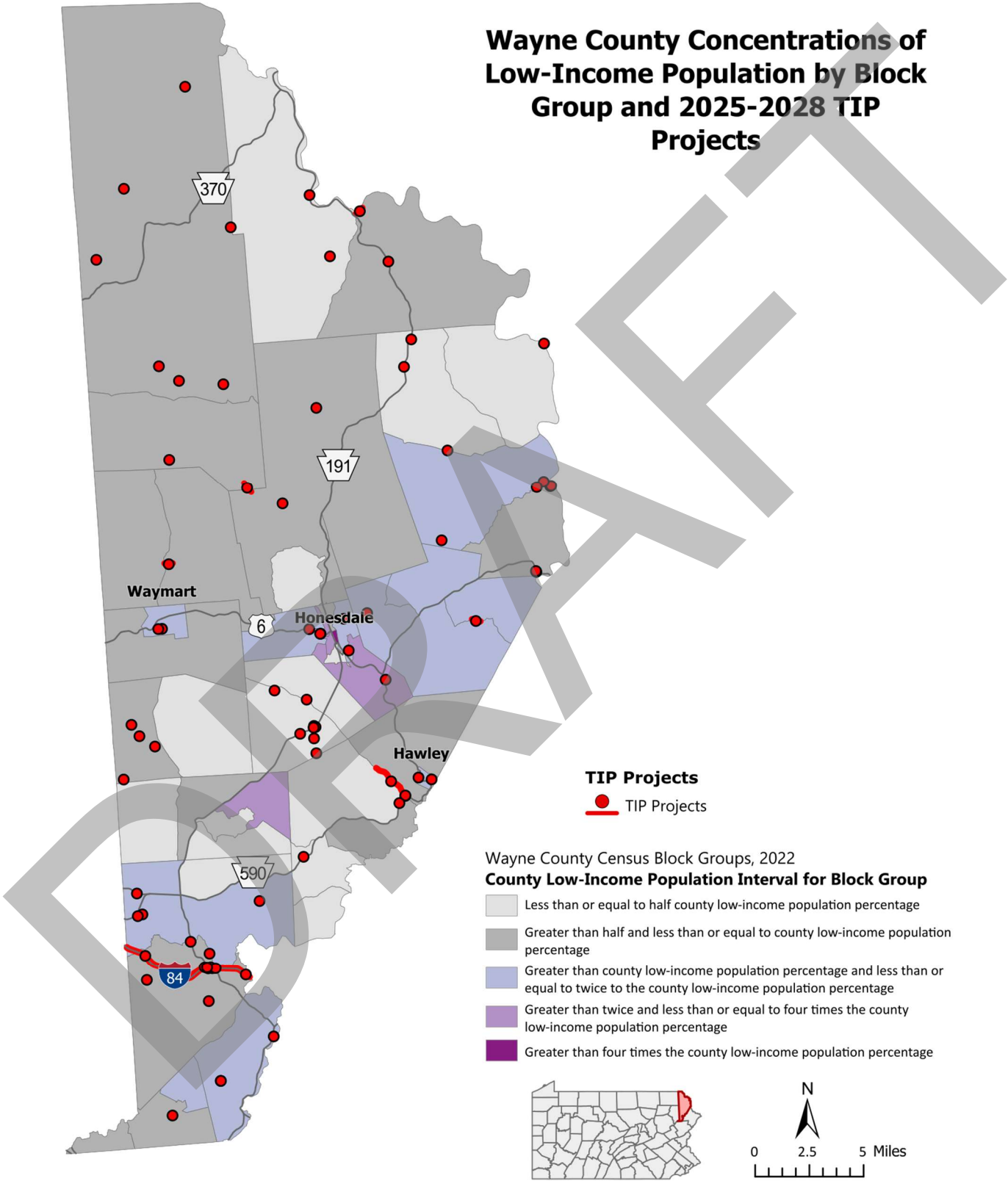
Of the locatable 65 projects on the Wayne County TIP, 40 projects are located in both high minority and high low-income block groups, 27 projects are located in high low-income block groups, and 12 projects are located in high minority block groups. Figure 10 illustrates the geographic proximity between different 2025-2028 TIP projects and high minority and high in low-income areas.

Figure 10: 2025-2028 TIP Project Locations & Minority Populations by Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Figure 11: 2025-2028 TIP Project Locations & Low-Income Populations by Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

A qualitative evaluation of the program was undertaken to evaluate potential adverse effects of the program disproportionately impacts minority and low-income populations. A few of these adverse effects could include destruction or disruption of community cohesion or a community's economic vitality, increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, or destruction or disruption of human-made or natural resources.

The projects were categorized by their potential to impact minority and low-income populations. Knowing a project's impact type clarifies the implications of that project being located near these populations. Some projects may deliver countywide benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by minority and low-income populations in proximity to the project.

Table 10: Types of Project Impacts on Low-Income and Minority Populations

Higher potential for adverse impacts (High)	These may include major capital/capacity adding or new right-of-way projects
Lower potential for adverse impacts/potentially beneficial (Medium)	These may include roadway and bridge maintenance projects
Low potential for adverse impact/inherently beneficial (Low)	These may include transit, bike-ped, safety, or studies

Table 11: Impacts from the Draft 2025-2028 TIP on Low-Income and Minority Populations

MPMS	Project Title	Minority/Low-Income Interval	Project Type	Impact
9834	SR 4017 over Dyberry Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
9849	T-603 Factory Bridge #5	Does Not Exceed County Averages	Bridge Replacement	Medium
9877	SR 1023 over Equinunk Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
9936	SR 3031 over Middle Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
9972	SR 2007 over Carley Brook	High Low-Income	Bridge Replacement	Medium
9983	SR 1002 over Delaware River	High Minority & High Low-Income	Bridge Restoration	Medium
10008	SR 4008 over Johnsons Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
10018	SR 191 over Branch Middle	Does Not Exceed County Averages	Bridge Replacement	Medium
10046	SR 1020 over Delaware River	High Minority	Bridge Restoration	Medium
56746	SR 371 over Dyberry Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
67578	SR 296 over Van Aucken Creek	High Minority & High Low-Income	Bridge Replacement	Medium
67585	SR 3008 over Ariel Creek	High Low-Income	Bridge Replacement	Medium
67586	SR 3018 over Branch of Middle Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
67587	SR 3018 over Tributary Middle Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
67589	SR 3020 over Inlet Lake Quinn	Does Not Exceed County Averages	Bridge Replacement	Medium
67592	SR 3030 over Van Auken Creek	High Minority & High Low-Income	Bridge Replacement	Medium
68883	SR 247 over West Branch Dyberry Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
68906	SR 1004 over Calkins Creek	High Low-Income	Bridge Replacement	Medium
68945	SR 3031 over Wangum Brook	Does Not Exceed County Averages	Bridge Restoration	Medium
68948	SR 3039 over Collins Brook	Does Not Exceed County Averages	Bridge Restoration	Medium
68953	SR 4001 over Van Auken Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
79591	SR 6 Over Middle Creek	High Minority & High Low-Income	Bridge Restoration	Medium
79595	SR 447 over Branch of Wallenpaupack Creek	High Minority & High Low-Income	Bridge Restoration	Medium
79597	SR 1005 over Outlet of Bunnells Pond	High Low-Income	Bridge Restoration	Medium
79599	SR 1016 over Little Equinunk Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
79600	SR 3011 over West Branch	High Low-Income	Bridge Restoration	Medium
85786	SR 1002 over South Branch	High Minority & High Low-Income	Bridge Replacement	Medium
85789	SR 4035 over East Lackawanna	Does Not Exceed County Averages	Bridge Restoration	Medium
85791	I-84 EB/WB I-4R Lacka/Way	High Low-Income	Interstate Maintenance Program	High
89909	SR 4010 over Shadigee Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
96742	SR 3002 over Butternut Creek	Does Not Exceed County Averages	Bridge Restoration	Medium

Appendix 22 - Wayne County TIP Materials

MPMS	Project Title	Minority/Low-Income Interval	Project Type	Impact
96817	SR 652 Slide	High Minority	Highway Restoration	Low
109884	SR 590 over Outlet House	High Minority	Bridge Replacement	Medium
109885	SR 590 over Inlet to Lake Moca-tec	Does Not Exceed County Averages	Bridge Replacement	Medium
109886	SR 1007 over Boyd's Creek	High Low-Income	Bridge Replacement	Medium
111777	SR 6 and Long Ridge Road	High Minority & High Low-Income	Safety Improvement	Low
113847	SR 2009 over Holbert Creek	High Low-Income	Bridge Replacement	Medium
113868	SR 4014 over Hiawatha Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
113894	SR 191, 3031,3042 Intersection	Does Not Exceed County Averages	Safety Improvement	Low
114064	Church Street over Lackawanna	High Minority & High Low-Income	Bridge Replacement	Medium
115572	SR 6 and Maple Street Safety	High Low-Income	Safety Improvement	Low
115744	SR 348 over Jones Creek	High Low-Income	Bridge Preservation	Medium
115746	SR 3032 Drainage Improvement	High Minority & High Low-Income	General Maintenance	Low
115946	SR 3028 Shoulder Widening	High Minority	Safety Improvement	Low
116098	SR 0590/3028 Intersection	High Minority	Safety Improvement	Low
116968	SR 170 over West Branch o	Does Not Exceed County Averages	Bridge Restoration	Medium
116969	SR 191 over Wallenpaupack	Does Not Exceed County Averages	Bridge Restoration	Medium
116970	SR 191 over Middle Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
116971	SR 191 over Little Equinunk	Does Not Exceed County Averages	Bridge Restoration	Medium
116972	SR 191 over Salt River	Does Not Exceed County Averages	Bridge Restoration	Medium
116973	SR 191 over Outlet of Nabbys Lake	Does Not Exceed County Averages	Bridge Restoration	Medium
116974	SR 247 over Kinneyville Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
116975	SR 371 over Branch of Calkins Creek	High Low-Income	Bridge Restoration	Medium
116976	SR 507 over Tributary to Lehigh River	Does Not Exceed County Averages	Bridge Restoration	Medium
116977	SR 652 over Tributary to Delaware River	High Minority	Bridge Restoration	Medium
116978	SR 670 over Cramer Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
116979	SR 690 over Wallenpaupack	High Low-Income	Bridge Restoration	Medium
116980	SR 3002 over Webster Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
116981	SR 3004 over Jones Creek	High Low-Income	Bridge Restoration	Medium
116982	SR 3022 over Outlet at Bronsons Pond	Does Not Exceed County Averages	Bridge Restoration	Medium
116983	SR 3028 over Inlet to Lake Wanaka	Does Not Exceed County Averages	Bridge Restoration	Medium
116984	SR 4031 over Johnsons Creek	Does Not Exceed County Averages	Bridge Restoration	Medium

Appendix 22 - Wayne County TIP Materials

MPMS	Project Title	Minority/Low-Income Interval	Project Type	Impact
118121	SR 1011 over Beach Lake Creek	High Low-Income	Bridge Replacement	Medium
121173	SR 196 AND SR 507 Intersection	High Minority & High Low-Income	Safety Improvement	Low
121293	I-84 Camera's - Wayne County	Does Not Exceed County Averages	Highway Restoration	Low

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Table 12: TIP Project Location and Investment by Minority Population Interval

	<i>Population /Asset</i>	<i>Percent Minority Population Intervals</i>					Total
		Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Population Shares by Interval	Total Population	21,138	14,784	7,331	4,361	3,613	51,227
	Total Population (in %)	41.3%	28.9%	14.3%	8.5%	7.1%	100.00%
	Minority Population	546	1,146	1,053	1,099	1,750	5,594
	Minority Population (in %)	9.76%	20.49%	18.82%	19.65%	31.28%	100.00%
All Road Maintenance Projects	Percentage of Funding		99.1%	0.9%			100.0%
	Amount of Funding		\$173,228,341	\$1,545,275			\$174,773,616
All Bridge Projects	Percentage of Funding	21.5%	44.2%	14.8%	19.4%		100.0%
	Amount of Funding	\$23,830,773	\$48,924,133	\$16,403,788	\$21,517,000		\$110,675,694
All Safety Projects	Percentage of Funding	10.0%	22.6%	45.5%	22.0%		100.0%
	Amount of Funding	\$1,000,000	\$2,260,000	\$4,550,000	\$2,200,000		\$10,010,000
All Projects	Percentage of Funding	8.4%	76.0%	7.6%	8.0%		100.0%
	Amount of Funding	\$24,830,773	\$224,412,474	\$22,499,063	\$23,717,000		\$295,459,310
	Per-Capita Funding	\$1,175	\$15,179	\$3,069	\$5,438		\$5,768

Table 13: TIP Project Location and Investment by Poverty Population Interval

	Population/Asset	Percent Low-Income Population Intervals					Total
		Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Population Shares by Interval	Total Population	13,437	17,636	12,418	3,826	642	47,959
	Total Population (in %)	28.0%	36.8%	25.9%	8.0%	1.3%	100.00%
	Low-Income Population	309	1,526	2,033	1,077	327	5,272
	Low-Income Population (in %)	5.86%	28.95%	38.56%	20.43%	6.20%	100.00%
All Road Maintenance Projects	Percentage of Funding		0.6%	99.4%			100.0%
	Amount of Funding		\$1,003,616	\$173,770,000			\$174,773,616
All Bridge Projects	Percentage of Funding	34.1%	34.0%	31.5%	0.4%		100.0%
	Amount of Funding	\$37,721,377	\$37,667,009	\$34,883,308	\$404,000		\$110,675,694
All Safety Projects	Percentage of Funding	22.6%	29.5%	22.0%	26.0%		100.0%
	Amount of Funding	\$2,260,000	\$2,950,000	\$2,200,000	\$2,600,000		\$10,010,000
All Projects	Percentage of Funding	13.5%	14.1%	71.4%	1.0%		
	Amount of Funding	\$39,981,377	\$41,620,625	\$210,853,308	\$3,004,000		\$295,459,310
	Per-Capita Funding	\$2,975	\$2,360	\$16,980	\$785		\$6,161

Conclusions

Based on the qualitative analysis, most projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because most of the Highway and Bridge TIP is programmed to maintain the existing transportation system.

One Interstate Maintenance Program project was listed as potentially having a high impact on the populations that reside in the block groups. The project, MPMS 85791, consists of interstate maintenance along 23.3 miles of Interstate 84, State Route 348, State Route 8014, and State Route 8002. Construction could potentially impact access and reliability for these communities as well as contribute to congestion impacts during construction in the area and along adjacent roadways.

Most of the projects in the bridge and pavement categories of are believed to have some potential adverse or beneficial impact (yellow impact) on minority or low-income populations. More evaluation is required for each project. This is being done through the PennDOT Connects process.

Language Taglines

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ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1

(717) 412-5300 သို့ ခေါ်ဆိုပါ။

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