

# ***PENNSYLVANIA’S 2017 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE***

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

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## BACKGROUND

Financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that can support a 2017 Program update. The Financial Guidance Work Group is comprised of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA) and PennDOT staff. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

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

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

The FAST Act continues the programs authorized by MAP-21 with a few notable changes. While the National Highway Performance Program (NHPP) continues to be the largest funding category and is generally unchanged, a National Freight Program has been established to improve the efficient movement of freight. The Surface Transportation Program and Transportation Alternatives Program continue with minor changes but receive new names: Surface Transportation Block Grant Program and Surface Transportation Block Grant Program Set-Aside.

The Financial Guidance Work Group reached general agreement on draft financial guidance components at during their October 1, 2015 meeting/conference call. A conference call was held on October 15, 2015 with all Planning Partners and District Executives. During this call, consensus to move forward with the proposed draft 2017 Financial Guidance and Scorecard of Influence was recommended. After the passage of the FAST Act, a follow up call was held on December 16, 2015 with the Work Group to reaffirm the agreement and review updated funding tables. The recommendations of the work group that are reflected in this document include the following:

- Needs based formulas that were revised to reflect the new provisions in MAP-21 in the 2015 Program update have continued for the development of the 2017 Program Update.
- Anticipated available federal highway, bridge and transit funds reflect initial FAST Act apportionment tables.
- State Motor License Funds reflect a decrease due to declining revenues, increased maintenance costs, proposed budget line items for other state agencies, and debt service on existing bonds.

- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- A 3 percent annual inflation factor is to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- The Interstate Program will continue to be managed at a statewide level.
- The Rapid Bridge Replacement (RBR) program will be funded on the statewide program for the first two years of the 2017 Program. The Statewide program will cover 50% of the costs of the Rapid Bridge Replacement program for the final two years with the remaining 50% coming from each region’s percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region’s distribution and are reserved in a separate item for the Statewide Program.

# THE HIGHWAY PROGRAM

## FUNDING

Funding for the development of Pennsylvania's 2017 Transportation Program will include all Federal and State capital funding that is anticipated over the next four years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 183 and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

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

The tables that are included in the appendices of this document include all federal funding (Except earmarks and other discretionary programs) anticipated for the four-year period covered by this program. Federal funding levels reflect expected estimated apportionment levels. State funding levels reflect revenue generated with the passage of Act 89 in November 2013, as well as, budget projections for the 2015/16 State budget.

## FUNDING DISTRIBUTION

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

- **Transportation Infrastructure Investment** (formerly Economic Development) – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation in consultation with the Governor.
- **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.
- **Statewide Line Items** – reserve an average of \$36 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, DCNR Bridges, and other related statewide line items.

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

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

- **Discretionary Funding (Spike)** – twenty percent of the balance of Surface Transportation Block Grant Program funding will be reserved for distribution by the Secretary of Transportation in consultation with the State Transportation Commission, to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
- **National Highway Performance Program Formula (NHPP)** – twenty percent of the balance of NHPP funds will be held in a statewide reserve to advance projects on the enhanced NHPP. Projects will be selected utilizing the same criteria and prioritization tools as referenced for the Interstate Management Program above. Furthermore, an amount equal to the federal funds available to the Interstate Program in the 2015 Financial Guidance will be reserved for use by the Interstate Management Program. The remaining funds will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on non-interstate federal aid routes on the enhanced NHS. The elements of the NHPP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
  - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
  - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.

- **Surface Transportation Block Grant Program Formula (STP, STN, STR)** – after the 20% discretionary funding set-aside, the remaining 80 percent will be distributed among the urban and rural areas based upon those regions’ share of bridge and highway needs on federal aid routes not on the enhanced NHS. The elements of the STP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:

  - 65% Bridge: 20% square foot deck area of all bridges > 20’ and 80% square foot deck area of structurally deficient bridges > 20’
  - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.
  
- **Bridge Funding Formula (State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for state bridge funds distribution is based upon the following formula: 20% (square foot deck area of state owned bridges > 8’ and locally owned bridges > 20’) and 80% (square foot deck area of state owned structurally deficient bridges > 8’ and locally owned structurally deficient bridges > 20’). Aside from dedicated funding for off-system bridges, federal funding for bridges was not continued in MAP-21 or the FAST Act. Federally funded bridge projects will now utilize NHPP and STP funds which is reflective in the addition of bridge factors to the distribution formulas for those categories. Bridge rehabilitation, replacement, and preservation remain a Department priority.
  
- **Highway (Capital) Funding (State)** – Act 89 mandated 15% of available funds for both highway and bridge programs be held in reserve for highway capital projects. Remaining Highway funds will be distributed based upon each region’s share of highway needs. The factors for state highway funds distribution is based upon the following formula: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
  
- **Off System Bridges (BOF)** – Federal off system bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for off system bridge funds distribution is based upon the following formula: 20% (square foot deck area of state and locally owned bridges > 20’) and 80% (square foot deck area of state and locally owned structurally deficient bridges > 20’). Minor collector and local functional class bridges are eligible for this category of funding.
  
- **Surface Transportation Block Grant Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population. The sub-allocation formula is currently based on the 2010 Federal Census.

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

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

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

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

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

## PROGRAM GUIDELINES

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

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

Under previous federal regulations the program will be developed using the “year of expenditure” approach. This requires that an inflation factor is taken into account during the project cost estimating process. For project estimating purposes, a 3 percent inflation factor should be used in calculations for each year of the TIP. That is, project funding will be arrayed over the program period consistent with the amount which will be needed (including inflation) in any given year.

Low cost, short duration project phases should generally have all of their costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will require programming the advance construct costs for projects that are initiated prior to the beginning of the 2017 Program period (October 1, 2016), and which will require conversion funding during the 2017 Program period and beyond. All remaining project phases and costs must be included on a financially constrained Long Range Plan.



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

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

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

## **DISTRIBUTION OF THE "SPIKE" FUNDING**

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

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

## **BEST PRACTICES**

Line items provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. However, with the continual “roll-over” of two years of projects each TIP update, a best practice is to limit the amount of line items in the first two years of a new TIP. Common sense planning tells us that we ought to be able to identify the vast majority of projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2017 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all of the costs that will have to be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for these purposes is a local decision to be made by the respective planning partners in each region.

# THE TRANSIT PROGRAM

## FUNDING

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2015 via MAP-21 and its successor, the FAST Act.

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

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

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

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

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

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

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

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

## **DRAFT PROGRAM SUBMISSION**

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft Highway and Bridge and Transit programs (TIPs) to PennDOT by January 22, 2016. It is expected that all draft programs will be fiscally constrained at the time of submission. The Secretary of Transportation will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO and RPO submission of draft programs.

Appendix 1  
Available Funds  
2017 Financial Guidance  
Highway and Bridge Funds (\$000)

Federal Funds	2017	2018	2019	2020	Total
National Highway Performance Program (NHPP)*	933,132	950,874	970,482	990,687	3,845,174
Surface Transportation Block Grant Program (STP)*	439,113	448,566	457,092	467,754	1,812,525
Highway Safety Improvement Program (HSIP)*	95,779	97,585	99,354	101,371	394,088
Congestion Mitigation and Air Quality (CMAQ)*	104,278	106,261	108,206	110,404	429,149
National Highway Freight Program*	44,806	48,879	54,989	61,099	209,773
Surface Transportation Block Grant Set Aside (TAP)	26,057	26,561	26,561	26,561	105,740
Railway-Highway Safety Crossings (RRX)	6,755	6,902	7,049	7,196	27,902
<b>Subtotal -- Federal Funds</b>	<b>1,649,920</b>	<b>1,685,627</b>	<b>1,723,732</b>	<b>1,765,071</b>	<b>6,824,350</b>
State Funds	2017	2018	2019	2020	Total
State Highway (Capital)	677,550	715,606	664,864	610,392	2,668,411
State Bridge	230,450	243,394	226,136	207,608	907,589
<b>Subtotal -- State Funds</b>	<b>908,000</b>	<b>959,000</b>	<b>891,000</b>	<b>818,000</b>	<b>3,576,000</b>
<b>Grand Total</b>	<b>2,557,920</b>	<b>2,644,627</b>	<b>2,614,732</b>	<b>2,583,071</b>	<b>10,400,350</b>

\*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	2017	2018	2019	2020	Total
NHPP Apportionment	933,132	950,874	970,482	990,687	3,845,174
<b>20% Statewide Reserve</b>	<b>186,626</b>	<b>190,175</b>	<b>194,096</b>	<b>198,137</b>	<b>769,035</b>
Less Local Bridge Inspection	2,400	2,472	2,546	2,623	10,041
<b>Less Interstate Management Program</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
<b>NHPP Funds to Distribute</b>	<b>426,727</b>	<b>440,850</b>	<b>456,461</b>	<b>472,549</b>	<b>1,796,587</b>

Surface Transportation Block Grant Program	2017	2018	2019	2020	Total
STP Apportionment	439,113	448,566	457,092	467,754	1,812,525
<b>Less STP-Urban Mandatory Distribution</b>	<b>141,871</b>	<b>147,712</b>	<b>153,360</b>	<b>159,843</b>	<b>602,785</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>295,187</b>
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Less Local Bridge Inspection/Training	2,880	2,952	3,026	3,103	11,961
Less Environmental Resource Agencies	2,601	2,677	2,761	2,847	10,885
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>214,220</i>	<i>217,683</i>	<i>220,404</i>	<i>224,420</i>	<i>876,729</i>
Less Spike (20% of Remaining STP)	42,844	43,537	44,081	44,884	175,346
<b>STP Funds to Distribute</b>	<b>171,376</b>	<b>174,147</b>	<b>176,324</b>	<b>179,536</b>	<b>701,383</b>

Highway Safety Improvement Program	2017	2018	2019	2020	Total
HSIP Apportionment	95,779	97,585	99,354	101,371	394,088
<b>Less Base of \$500K to each MPO/RPO</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>48,000</b>
<b>Less Statewide Reserve</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>140,000</b>
<b>HSIP Funds to Distribute</b>	<b>48,779</b>	<b>50,585</b>	<b>52,354</b>	<b>54,371</b>	<b>206,088</b>

Congestion Mitigation and Air Quality	2017	2018	2019	2020	Total
CMAQ Apportionment	104,278	106,261	108,206	110,404	429,149
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
<b>CMAQ funds to distribute</b>	<b>81,023</b>	<b>83,006</b>	<b>84,951</b>	<b>87,149</b>	<b>336,128</b>

National Highway Freight Program	2017	2018	2019	2020	Total
<b>Statewide Program</b>	<b>44,806</b>	<b>48,879</b>	<b>54,989</b>	<b>61,099</b>	<b>209,773</b>

Surface Transportation Block Grant Set-Aside	2017	2018	2019	2020	Total
TAP Apportionment	26,057	26,561	26,561	26,561	105,740
<b>TAP Mandatory Distribution for Urban Areas</b>	<b>8,095</b>	<b>8,251</b>	<b>8,251</b>	<b>8,251</b>	<b>32,849</b>
<b>TAP Funds -- Statewide Competitive Program</b>	<b>17,962</b>	<b>18,309</b>	<b>18,309</b>	<b>18,309</b>	<b>72,891</b>

Railway-Highway Safety Crossings	2017	2018	2019	2020	Total
<b>Statewide Program</b>	<b>6,755</b>	<b>6,902</b>	<b>7,049</b>	<b>7,196</b>	<b>27,902</b>

State Funds	2017	2018	2019	2020	Total
State Highway (Capital)	677,550	715,606	664,864	610,392	2,668,411
State Bridge	230,450	243,394	226,136	207,608	907,589
Total State Funds (for Discretionary Calculation)	908,000	959,000	891,000	818,000	3,576,000
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>136,200</b>	<b>143,850</b>	<b>133,650</b>	<b>122,700</b>	<b>536,400</b>

State Highway (Capital)	2017	2018	2019	2020	Total
Highway (Capital) After Discretionary Set-Aside	541,350	571,756	531,214	487,692	2,132,011
Less Environmental Resource Agencies	650	669	690	712	2,721
Less State Bridge Inspection	21,600	22,248	22,915	23,603	90,366
Less Oversight and Mangement	3,400	3,400	3,400	3,400	13,600
Less TIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
<b>State Highway (Capital) funds to Distribute</b>	<b>490,699</b>	<b>520,439</b>	<b>479,209</b>	<b>434,977</b>	<b>1,925,324</b>

State Bridge	2017	2018	2019	2020	Total
<b>State Bridge funds to Distribute</b>	<b>230,450</b>	<b>243,394</b>	<b>226,136</b>	<b>207,608</b>	<b>907,589</b>

Total Distributed/Statewide Reserve	2017	2018	2019	2020	Total
	<b>2,429,545</b>	<b>2,514,673</b>	<b>2,483,313</b>	<b>2,449,900</b>	<b>9,877,431</b>

Amounts in **Bold** are further reflected on the regional distribution charts.

**Appendix 2: FFY 2017 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	125,595	26,964	76,501	35,934	12,244	12,754	0	0	30,020	3,857	67,597	391,466
SPC	123,351	41,659	104,441	53,459	18,349	10,261	0	0	18,184	1,778	31,168	402,650
Harrisburg	13,541	6,153	16,492	6,400	2,617	2,833	0	0	4,115	456	7,990	60,597
Scranton/WB	16,135	7,559	15,975	8,810	3,523	2,691	0	0	3,341	391	6,858	65,284
Lehigh Valley	17,528	6,983	17,057	8,285	3,319	3,021	0	0	4,847	648	11,365	73,053
NEPA	11,233	9,829	20,143	10,373	4,477	2,758	0	0	1,467	0	0	60,278
SEDA-COG	15,932	6,887	20,924	7,026	2,705	2,127	0	0	0	0	0	55,601
Altoona	1,589	1,553	3,297	1,398	704	1,060	0	0	793	0	0	10,393
Johnstown	3,803	2,054	5,976	1,928	849	1,070	0	0	1,076	0	0	16,757
Centre County	3,368	1,655	4,320	1,670	685	1,022	0	0	961	0	0	13,681
Williamsport	3,175	2,214	6,794	1,774	787	1,032	0	0	0	0	0	15,775
Erie	3,302	3,112	8,116	2,705	1,280	1,646	0	0	1,751	0	0	21,911
Lancaster	9,527	5,686	13,894	5,826	2,513	2,511	0	0	3,890	412	7,226	51,484
York	3,654	3,864	13,225	2,913	1,331	2,198	0	0	3,257	238	4,171	34,852
Reading	20,843	7,650	11,759	10,856	4,166	2,294	0	0	3,081	273	4,786	65,710
Lebanon	2,875	1,234	3,449	1,259	477	1,079	0	0	1,000	0	0	11,373
Mercer	3,290	2,487	4,384	2,786	1,212	1,097	0	0	728	40	710	16,733
Adams	2,182	1,570	4,811	1,452	631	961	0	0	633	0	0	12,239
Franklin	1,733	1,617	5,588	1,296	557	1,119	0	0	934	0	0	12,843
<b>Total Urban</b>	<b>382,657</b>	<b>140,730</b>	<b>357,147</b>	<b>166,149</b>	<b>62,426</b>	<b>53,533</b>	<b>0</b>	<b>0</b>	<b>80,075</b>	<b>8,095</b>	<b>141,871</b>	<b>1,392,682</b>
Northwest	23,565	7,588	22,429	9,020	2,940	1,692	0	0	0	0	0	67,233
N. Central	8,828	7,469	22,351	6,890	2,790	1,699	0	0	509	0	0	50,537
N. Tier	6,026	7,365	25,964	5,798	2,531	1,570	0	0	438	0	0	49,692
S. Alleghenies	5,651	6,090	18,945	5,433	2,387	1,573	0	0	0	0	0	40,079
Wayne County	0	2,134	7,123	1,564	724	712	0	0	0	0	0	12,257
<b>Total Rural</b>	<b>44,070</b>	<b>30,646</b>	<b>96,812</b>	<b>28,705</b>	<b>11,371</b>	<b>7,246</b>	<b>0</b>	<b>0</b>	<b>948</b>	<b>0</b>	<b>0</b>	<b>219,798</b>
Interstate Program	317,378	0	36,741	35,597	0	0	0	0	0	0	0	389,716
Statewide Program	0	0	0	0	0	0	44,806	6,755	0	17,962	0	69,523
Statewide Reserve	186,626	0	136,200	0	0	35,000	0	0	0	0	0	357,826
RBR Regional Share	0	0	0	0	0	0	0	0	0	0	0	0
<b>GRAND TOTAL</b>	<b>930,732</b>	<b>171,376</b>	<b>626,899</b>	<b>230,450</b>	<b>73,797</b>	<b>95,779</b>	<b>44,806</b>	<b>6,755</b>	<b>81,023</b>	<b>26,057</b>	<b>141,871</b>	<b>2,429,545</b>

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

**Appendix 2: FFY 2018 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	129,752	27,400	81,138	37,952	12,244	13,208	0	0	30,754	3,932	70,380	406,759
SPC	127,433	42,332	110,771	56,462	18,349	10,622	0	0	18,629	1,813	32,451	418,862
Harrisburg	13,989	6,253	17,492	6,759	2,617	2,919	0	0	4,215	465	8,319	63,028
Scranton/WB	16,669	7,682	16,943	9,305	3,523	2,772	0	0	3,422	399	7,140	67,856
Lehigh Valley	18,108	7,096	18,091	8,751	3,319	3,114	0	0	4,965	661	11,833	75,938
NEPA	11,605	9,987	21,363	10,955	4,477	2,841	0	0	1,503	0	0	62,732
SEDA-COG	16,459	6,999	22,192	7,421	2,705	2,188	0	0	0	0	0	57,963
Altoona	1,642	1,579	3,497	1,476	704	1,080	0	0	812	0	0	10,790
Johnstown	3,929	2,087	6,338	2,037	849	1,091	0	0	1,102	0	0	17,434
Centre County	3,480	1,682	4,582	1,764	685	1,041	0	0	984	0	0	14,218
Williamsport	3,280	2,249	7,206	1,874	787	1,051	0	0	0	0	0	16,447
Erie	3,411	3,162	8,608	2,857	1,280	1,688	0	0	1,794	0	0	22,800
Lancaster	9,842	5,778	14,736	6,153	2,513	2,585	0	0	3,985	420	7,524	53,536
York	3,775	3,926	14,027	3,076	1,331	2,261	0	0	3,337	243	4,343	36,319
Reading	21,533	7,774	12,472	11,466	4,166	2,361	0	0	3,156	278	4,983	68,190
Lebanon	2,970	1,254	3,658	1,329	477	1,100	0	0	1,025	0	0	11,813
Mercer	3,399	2,527	4,649	2,943	1,212	1,119	0	0	746	41	739	17,374
Adams	2,254	1,595	5,102	1,533	631	978	0	0	648	0	0	12,742
Franklin	1,790	1,643	5,927	1,369	557	1,142	0	0	956	0	0	13,384
<b>Total Urban</b>	<b>395,321</b>	<b>143,006</b>	<b>378,792</b>	<b>175,481</b>	<b>62,426</b>	<b>55,163</b>	<b>0</b>	<b>0</b>	<b>82,035</b>	<b>8,251</b>	<b>147,712</b>	<b>1,448,185</b>
Northwest	24,345	7,710	23,788	9,526	2,940	1,737	0	0	0	0	0	70,045
N. Central	9,120	7,590	23,706	7,277	2,790	1,743	0	0	522	0	0	52,748
N. Tier	6,226	7,484	27,538	6,124	2,531	1,609	0	0	449	0	0	51,960
S. Alleghenies	5,838	6,188	20,093	5,738	2,387	1,612	0	0	0	0	0	41,857
Wayne County	0	2,168	7,555	1,652	724	720	0	0	0	0	0	12,819
<b>Total Rural</b>	<b>45,529</b>	<b>31,141</b>	<b>102,679</b>	<b>30,317</b>	<b>11,371</b>	<b>7,422</b>	<b>0</b>	<b>0</b>	<b>971</b>	<b>0</b>	<b>0</b>	<b>229,430</b>
Interstate Program	317,378	0	38,968	37,596	0	0	0	0	0	0	0	393,942
Statewide Program	0	0	0	0	0	0	48,879	6,902	0	18,309	0	74,091
Statewide Reserve	190,175	0	143,850	0	0	35,000	0	0	0	0	0	369,025
RBR Regional Share	0	0	0	0	0	0	0	0	0	0	0	0
<b>GRAND TOTAL</b>	<b>948,402</b>	<b>174,147</b>	<b>664,289</b>	<b>243,394</b>	<b>73,797</b>	<b>97,585</b>	<b>48,879</b>	<b>6,902</b>	<b>83,006</b>	<b>26,561</b>	<b>147,712</b>	<b>2,514,673</b>

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



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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	134,346	27,743	74,487	35,038	12,244	13,653	0	0	31,475	3,932	73,071	405,987
SPC	131,946	42,862	97,163	47,626	18,349	10,976	0	0	19,065	1,813	33,692	403,491
Harrisburg	14,485	6,331	15,441	5,614	2,617	3,004	0	0	4,314	465	8,637	60,907
Scranton/WB	17,260	7,778	15,363	8,407	3,523	2,851	0	0	3,503	399	7,413	66,496
Lehigh Valley	18,750	7,185	15,925	7,398	3,319	3,206	0	0	5,082	661	12,285	73,809
NEPA	12,016	10,112	18,431	8,938	4,477	2,923	0	0	1,538	0	0	58,435
SEDA-COG	17,042	7,086	19,902	6,363	2,705	2,247	0	0	0	0	0	55,345
Altoona	1,700	1,598	3,104	1,256	704	1,101	0	0	831	0	0	10,295
Johnstown	4,068	2,113	5,771	1,827	849	1,112	0	0	1,128	0	0	16,869
Centre County	3,603	1,703	3,924	1,344	685	1,060	0	0	1,007	0	0	13,327
Williamsport	3,397	2,278	6,431	1,537	787	1,070	0	0	0	0	0	15,499
Erie	3,532	3,201	7,889	2,618	1,280	1,730	0	0	1,836	0	0	22,087
Lancaster	10,190	5,850	12,773	4,921	2,513	2,658	0	0	4,078	420	7,812	51,216
York	3,909	3,975	12,559	2,502	1,331	2,323	0	0	3,415	243	4,509	34,765
Reading	22,296	7,871	11,341	10,510	4,166	2,426	0	0	3,230	278	5,174	67,293
Lebanon	3,076	1,270	3,340	1,206	477	1,121	0	0	1,049	0	0	11,537
Mercer	3,519	2,559	4,218	2,672	1,212	1,140	0	0	763	41	767	16,891
Adams	2,334	1,615	4,208	934	631	995	0	0	663	0	0	11,380
Franklin	1,853	1,663	5,301	1,116	557	1,165	0	0	979	0	0	12,634
<b>Total Urban</b>	<b>409,320</b>	<b>144,793</b>	<b>337,571</b>	<b>151,826</b>	<b>62,426</b>	<b>56,760</b>	<b>0</b>	<b>0</b>	<b>83,957</b>	<b>8,251</b>	<b>153,360</b>	<b>1,408,263</b>
Northwest	25,207	7,807	21,124	8,072	2,940	1,780	0	0	0	0	0	66,929
N. Central	9,443	7,685	20,645	5,578	2,790	1,787	0	0	534	0	0	48,462
N. Tier	6,446	7,577	24,323	4,657	2,531	1,648	0	0	460	0	0	47,642
S. Alleghenies	6,045	6,266	17,442	4,272	2,387	1,651	0	0	0	0	0	38,062
Wayne County	0	2,196	6,840	1,419	724	728	0	0	0	0	0	11,906
<b>Total Rural</b>	<b>47,141</b>	<b>31,530</b>	<b>90,374</b>	<b>23,997</b>	<b>11,371</b>	<b>7,594</b>	<b>0</b>	<b>0</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>213,002</b>
Interstate Program	317,378	0	35,881	34,930	0	0	0	0	0	0	0	388,189
Statewide Program	0	0	0	0	0	0	54,989	7,049	0	18,309	0	80,347
Statewide Reserve	194,096	0	133,650	0	0	35,000	0	0	0	0	0	362,746
RBR Regional Share	0	0	15,383	15,383	0	0	0	0	0	0	0	30,765
<b>GRAND TOTAL</b>	<b>967,935</b>	<b>176,324</b>	<b>612,859</b>	<b>226,136</b>	<b>73,797</b>	<b>99,354</b>	<b>54,989</b>	<b>7,049</b>	<b>84,951</b>	<b>26,561</b>	<b>153,360</b>	<b>2,483,313</b>

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	139,081	28,248	67,590	32,148	12,244	14,159	0	0	32,289	3,932	76,160	405,852
SPC	136,596	43,643	87,732	43,311	18,349	11,380	0	0	19,558	1,813	35,116	397,498
Harrisburg	14,995	6,446	13,952	5,097	2,617	3,100	0	0	4,426	465	9,002	60,101
Scranton/WB	17,868	7,919	13,922	7,698	3,523	2,942	0	0	3,593	399	7,727	65,591
Lehigh Valley	19,410	7,316	14,385	6,729	3,319	3,310	0	0	5,213	661	12,804	73,147
NEPA	12,439	10,297	16,611	8,100	4,477	3,016	0	0	1,578	0	0	56,518
SEDA-COG	17,642	7,215	18,014	5,796	2,705	2,314	0	0	0	0	0	53,687
Altoona	1,760	1,627	2,807	1,144	704	1,124	0	0	853	0	0	10,018
Johnstown	4,212	2,152	5,232	1,672	849	1,136	0	0	1,157	0	0	16,410
Centre County	3,730	1,734	3,534	1,209	685	1,081	0	0	1,034	0	0	13,007
Williamsport	3,516	2,319	5,818	1,394	787	1,092	0	0	0	0	0	14,926
Erie	3,656	3,260	7,158	2,400	1,280	1,777	0	0	1,883	0	0	21,415
Lancaster	10,550	5,957	11,518	4,450	2,513	2,741	0	0	4,184	420	8,142	50,474
York	4,047	4,048	11,365	2,266	1,331	2,393	0	0	3,503	243	4,700	33,896
Reading	23,082	8,015	10,281	9,637	4,166	2,500	0	0	3,314	278	5,393	66,665
Lebanon	3,184	1,293	3,029	1,105	477	1,145	0	0	1,076	0	0	11,308
Mercer	3,643	2,605	3,823	2,447	1,212	1,165	0	0	783	41	800	16,519
Adams	2,416	1,645	3,772	816	631	1,014	0	0	681	0	0	10,974
Franklin	1,919	1,694	4,797	1,011	557	1,190	0	0	1,004	0	0	12,171
<b>Total Urban</b>	<b>423,746</b>	<b>147,431</b>	<b>305,340</b>	<b>138,430</b>	<b>62,426</b>	<b>58,581</b>	<b>0</b>	<b>0</b>	<b>86,129</b>	<b>8,251</b>	<b>159,843</b>	<b>1,390,177</b>
Northwest	26,095	7,949	19,100	7,344	2,940	1,829	0	0	0	0	0	65,256
N. Central	9,776	7,825	18,626	5,020	2,790	1,836	0	0	548	0	0	46,422
N. Tier	6,673	7,715	21,979	4,187	2,531	1,693	0	0	472	0	0	45,250
S. Alleghenies	6,258	6,380	15,730	3,831	2,387	1,696	0	0	0	0	0	36,282
Wayne County	0	2,236	6,198	1,293	724	737	0	0	0	0	0	11,187
<b>Total Rural</b>	<b>48,802</b>	<b>32,105</b>	<b>81,633</b>	<b>21,675</b>	<b>11,371</b>	<b>7,790</b>	<b>0</b>	<b>0</b>	<b>1,020</b>	<b>0</b>	<b>0</b>	<b>204,397</b>
Interstate Program	317,378	0	32,569	32,068	0	0	0	0	0	0	0	382,015
Statewide Program	0	0	0	0	0	0	61,099	7,196	0	18,309	0	86,604
Statewide Reserve	198,137	0	122,700	0	0	35,000	0	0	0	0	0	355,837
RBR Regional Share	0	0	15,435	15,435	0	0	0	0	0	0	0	30,870
<b>GRAND TOTAL</b>	<b>988,064</b>	<b>179,536</b>	<b>557,677</b>	<b>207,608</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,449,900</b>

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

**Appendix 2: Total FFY 2017-2020 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	528,774	110,355	299,715	141,071	48,976	53,774	0	0	124,539	15,651	287,208	1,610,064
SPC	519,325	170,496	400,107	200,858	73,396	43,240	0	0	75,436	7,217	132,427	1,622,500
Harrisburg	57,010	25,183	63,376	23,870	10,470	11,856	0	0	17,069	1,850	33,948	244,633
Scranton/WB	67,932	30,938	62,203	34,220	14,094	11,256	0	0	13,859	1,588	29,138	265,228
Lehigh Valley	73,797	28,580	65,460	31,162	13,274	12,651	0	0	20,106	2,631	48,286	295,948
NEPA	47,292	40,225	76,547	38,366	17,908	11,538	0	0	6,086	0	0	237,963
SEDA-COG	67,074	28,187	81,033	26,606	10,821	8,876	0	0	0	0	0	222,597
Altoona	6,692	6,357	12,705	5,274	2,814	4,364	0	0	3,290	0	0	41,496
Johnstown	16,012	8,406	23,318	7,464	3,396	4,409	0	0	4,463	0	0	67,469
Centre County	14,180	6,775	16,360	5,988	2,740	4,203	0	0	3,986	0	0	54,234
Williamsport	13,369	9,060	26,248	6,578	3,147	4,246	0	0	0	0	0	62,648
Erie	13,902	12,735	31,771	10,579	5,122	6,841	0	0	7,263	0	0	88,212
Lancaster	40,108	23,272	52,921	21,349	10,050	10,496	0	0	16,137	1,673	30,704	206,711
York	15,386	15,812	51,176	10,757	5,324	9,175	0	0	13,512	966	17,723	139,832
Reading	87,754	31,310	45,854	42,469	16,665	9,581	0	0	12,781	1,108	20,336	267,858
Lebanon	12,105	5,050	13,476	4,899	1,908	4,444	0	0	4,149	0	0	46,031
Mercer	13,851	10,178	17,074	10,848	4,847	4,521	0	0	3,019	164	3,015	67,517
Adams	9,185	6,425	17,893	4,735	2,524	3,948	0	0	2,625	0	0	47,334
Franklin	7,294	6,616	21,613	4,792	2,227	4,617	0	0	3,873	0	0	51,032
<b>Total Urban</b>	<b>1,611,044</b>	<b>575,960</b>	<b>1,378,849</b>	<b>631,886</b>	<b>249,702</b>	<b>224,036</b>	<b>0</b>	<b>0</b>	<b>332,196</b>	<b>32,849</b>	<b>602,785</b>	<b>5,639,307</b>
Northwest	99,211	31,054	86,440	33,961	11,760	7,038	0	0	0	0	0	269,463
N. Central	37,167	30,569	85,329	24,765	11,159	7,066	0	0	2,114	0	0	198,169
N. Tier	25,372	30,141	99,804	20,766	10,123	6,520	0	0	1,819	0	0	194,545
S. Alleghenies	23,792	24,924	72,210	19,274	9,549	6,532	0	0	0	0	0	156,280
Wayne County	0	8,734	27,716	5,928	2,895	2,897	0	0	0	0	0	48,169
<b>Total Rural</b>	<b>185,542</b>	<b>125,422</b>	<b>371,499</b>	<b>104,694</b>	<b>45,485</b>	<b>30,052</b>	<b>0</b>	<b>0</b>	<b>3,932</b>	<b>0</b>	<b>0</b>	<b>866,626</b>
Interstate Program	1,269,512	0	144,159	140,191	0	0	0	0	0	0	0	1,553,862
Statewide Program	0	0	0	0	0	0	209,773	27,902	0	72,891	0	310,565
Statewide Reserve	769,035	0	536,400	0	0	140,000	0	0	0	0	0	1,445,435
RBR Regional Share	0	0	30,818	30,818	0	0	0	0	0	0	0	61,635
<b>GRAND TOTAL</b>	<b>3,835,133</b>	<b>701,382</b>	<b>2,461,724</b>	<b>907,589</b>	<b>295,187</b>	<b>394,088</b>	<b>209,773</b>	<b>27,902</b>	<b>336,128</b>	<b>105,740</b>	<b>602,785</b>	<b>9,877,430</b>

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

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

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	223.15	223.91	447.05
SPC	276,243.7	31.42%	0.00	0.00	4,832.62	4,849.11	9,681.73
Harrisburg	38,043.0	4.33%	0.00	0.00	665.53	667.80	1,333.32
Scranton/WB	13,629.0	1.55%	0.00	0.00	238.43	239.24	477.67
Lehigh Valley	41,874.0	4.76%	0.00	0.00	732.55	735.05	1,467.59
NEPA	70,903.5	8.06%	0.00	0.00	1,240.39	1,244.62	2,485.01
SEDA-COG	30,389.6	3.46%	0.00	0.00	531.64	533.45	1,065.09
Altoona	6,584.4	0.75%	0.00	0.00	115.19	115.58	230.77
Johnstown	3,702.1	0.42%	0.00	0.00	64.76	64.99	129.75
Centre County	16,835.4	1.91%	0.00	0.00	294.52	295.52	590.04
Williamsport	11,654.8	1.33%	0.00	0.00	203.89	204.59	408.48
Erie	2,079.0	0.24%	0.00	0.00	36.37	36.49	72.86
Lancaster	45,475.8	5.17%	0.00	0.00	795.56	798.27	1,593.83
York	20,394.8	2.32%	0.00	0.00	356.79	358.01	714.79
Reading	8,141.2	0.93%	0.00	0.00	142.42	142.91	285.33
Lebanon	1,655.0	0.19%	0.00	0.00	28.95	29.05	58.00
Mercer	3,586.9	0.41%	0.00	0.00	62.75	62.96	125.71
Adams	28,042.5	3.19%	0.00	0.00	490.58	492.25	982.83
Franklin	8,918.4	1.01%	0.00	0.00	156.02	156.55	312.57
<b>Northwest</b>	<b>44,543.1</b>	<b>5.07%</b>	<b>0.00</b>	<b>0.00</b>	<b>779.24</b>	<b>781.90</b>	<b>1,561.14</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.69%</b>	<b>0.00</b>	<b>0.00</b>	<b>1,182.66</b>	<b>1,186.69</b>	<b>2,369.35</b>
<b>N. Tier</b>	<b>59,049.6</b>	<b>6.72%</b>	<b>0.00</b>	<b>0.00</b>	<b>1,033.02</b>	<b>1,036.54</b>	<b>2,069.56</b>
<b>S. Alleghenies</b>	<b>60,575.5</b>	<b>6.89%</b>	<b>0.00</b>	<b>0.00</b>	<b>1,059.71</b>	<b>1,063.33</b>	<b>2,123.04</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.75%</b>	<b>0.00</b>	<b>0.00</b>	<b>115.79</b>	<b>116.19</b>	<b>231.98</b>
<b>Total (No IM)</b>	<b>879,299.1</b>	<b>100.00%</b>	<b>0.00</b>	<b>0.00</b>	<b>15,382.50</b>	<b>15,435.00</b>	<b>30,817.50</b>

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

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	223.15	223.91	447.05
SPC	276,243.7	31.42%	0.00	0.00	4,832.62	4,849.11	9,681.73
Harrisburg	38,043.0	4.33%	0.00	0.00	665.53	667.80	1,333.32
Scranton/WB	13,629.0	1.55%	0.00	0.00	238.43	239.24	477.67
Lehigh Valley	41,874.0	4.76%	0.00	0.00	732.55	735.05	1,467.59
NEPA	70,903.5	8.06%	0.00	0.00	1,240.39	1,244.62	2,485.01
SEDA-COG	30,389.6	3.46%	0.00	0.00	531.64	533.45	1,065.09
Altoona	6,584.4	0.75%	0.00	0.00	115.19	115.58	230.77
Johnstown	3,702.1	0.42%	0.00	0.00	64.76	64.99	129.75
Centre County	16,835.4	1.91%	0.00	0.00	294.52	295.52	590.04
Williamsport	11,654.8	1.33%	0.00	0.00	203.89	204.59	408.48
Erie	2,079.0	0.24%	0.00	0.00	36.37	36.49	72.86
Lancaster	45,475.8	5.17%	0.00	0.00	795.56	798.27	1,593.83
York	20,394.8	2.32%	0.00	0.00	356.79	358.01	714.79
Reading	8,141.2	0.93%	0.00	0.00	142.42	142.91	285.33
Lebanon	1,655.0	0.19%	0.00	0.00	28.95	29.05	58.00
Mercer	3,586.9	0.41%	0.00	0.00	62.75	62.96	125.71
Adams	28,042.5	3.19%	0.00	0.00	490.58	492.25	982.83
Franklin	8,918.4	1.01%	0.00	0.00	156.02	156.55	312.57
<b>Northwest</b>	<b>44,543.1</b>	<b>5.07%</b>	<b>0.00</b>	<b>0.00</b>	<b>779.24</b>	<b>781.90</b>	<b>1,561.14</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.69%</b>	<b>0.00</b>	<b>0.00</b>	<b>1,182.66</b>	<b>1,186.69</b>	<b>2,369.35</b>
<b>N. Tier</b>	<b>59,049.6</b>	<b>6.72%</b>	<b>0.00</b>	<b>0.00</b>	<b>1,033.02</b>	<b>1,036.54</b>	<b>2,069.56</b>
<b>S. Alleghenies</b>	<b>60,575.5</b>	<b>6.89%</b>	<b>0.00</b>	<b>0.00</b>	<b>1,059.71</b>	<b>1,063.33</b>	<b>2,123.04</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.75%</b>	<b>0.00</b>	<b>0.00</b>	<b>115.79</b>	<b>116.19</b>	<b>231.98</b>
<b>Total (No IM)</b>	<b>879,299.1</b>	<b>100.00%</b>	<b>0.00</b>	<b>0.00</b>	<b>15,382.50</b>	<b>15,435.00</b>	<b>30,817.50</b>

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

<b>MPO/RPO</b>	<b>RBR Deck Area</b>	<b>% Share</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>TIP TOTAL</b>
DVRPC	12,755.5	1.45%	0.00	0.00	446.29	447.81	<b>894.10</b>
SPC	276,243.7	31.42%	0.00	0.00	9,665.24	9,698.23	<b>19,363.47</b>
Harrisburg	38,043.0	4.33%	0.00	0.00	1,331.05	1,335.59	<b>2,666.65</b>
Scranton/WB	13,629.0	1.55%	0.00	0.00	476.85	478.48	<b>955.33</b>
Lehigh Valley	41,874.0	4.76%	0.00	0.00	1,465.09	1,470.09	<b>2,935.18</b>
NEPA	70,903.5	8.06%	0.00	0.00	2,480.78	2,489.25	<b>4,970.02</b>
SEDA-COG	30,389.6	3.46%	0.00	0.00	1,063.27	1,066.90	<b>2,130.18</b>
Altoona	6,584.4	0.75%	0.00	0.00	230.38	231.16	<b>461.54</b>
Johnstown	3,702.1	0.42%	0.00	0.00	129.53	129.97	<b>259.50</b>
Centre County	16,835.4	1.91%	0.00	0.00	589.04	591.05	<b>1,180.09</b>
Williamsport	11,654.8	1.33%	0.00	0.00	407.78	409.17	<b>816.95</b>
Erie	2,079.0	0.24%	0.00	0.00	72.74	72.99	<b>145.73</b>
Lancaster	45,475.8	5.17%	0.00	0.00	1,591.11	1,596.54	<b>3,187.65</b>
York	20,394.8	2.32%	0.00	0.00	713.58	716.01	<b>1,429.59</b>
Reading	8,141.2	0.93%	0.00	0.00	284.85	285.82	<b>570.66</b>
Lebanon	1,655.0	0.19%	0.00	0.00	57.91	58.10	<b>116.01</b>
Mercer	3,586.9	0.41%	0.00	0.00	125.50	125.93	<b>251.43</b>
Adams	28,042.5	3.19%	0.00	0.00	981.15	984.50	<b>1,965.66</b>
Franklin	8,918.4	1.01%	0.00	0.00	312.04	313.10	<b>625.14</b>
<b>Northwest</b>							
Northwest	44,543.1	5.07%	0.00	0.00	1,558.48	1,563.80	<b>3,122.28</b>
<b>N. Central</b>							
N. Central	67,603.4	7.69%	0.00	0.00	2,365.31	2,373.39	<b>4,738.70</b>
<b>N. Tier</b>							
N. Tier	59,049.6	6.72%	0.00	0.00	2,066.03	2,073.08	<b>4,139.12</b>
<b>S. Alleghenies</b>							
S. Alleghenies	60,575.5	6.89%	0.00	0.00	2,119.42	2,126.65	<b>4,246.08</b>
<b>Wayne</b>							
Wayne	6,618.9	0.75%	0.00	0.00	231.58	232.37	<b>463.96</b>
<b>Total (No IM)</b>	<b>879,299.1</b>	<b>100.00%</b>	<b>0.00</b>	<b>0.00</b>	<b>30,765.00</b>	<b>30,870.00</b>	<b>61,635.00</b>

**Appendix 3**  
**State Transit Funds**  
 Estimated Annual Funding 2017  
 \$000

	<b>OPERATOR</b>	<b>Asset *</b> <b>Improvement</b>	<b>Operating #</b> <b>Assistance</b>	<b>Shared Ride @</b>	<b>Total</b>	
<b>URBAN</b>	SEPTA	326,830	619,682	17,232	963,744	
	PAAC	106,430	221,589	14,161	342,180	
	AMTRAN -- Blair	0	2,890	0	2,890	
	<i>Blair Senior Services</i>	0	0	1,388	1,388	
	BCTA -- Beaver	0	3,591	559	4,150	
	CAT -- Dauphin	0	7,999	961	8,960	
	CATA -- Centre	0	5,785	364	6,149	
	CCTA -- Cambria	0	6,686	727	7,413	
	COLTS -- Lackawanna	0	6,653	1,500	8,153	
	EMTA -- Erie	0	9,089	1,069	10,158	
	FACT -- Fayette	0	1,008	458	1,466	
	HPT -- Hazleton	0	1,872	0	1,872	
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062	
	LCTA -- Luzerne	0	5,494	741	6,235	
	<i>Martz</i>	0	13		13	
	LT -- Lebanon	0	1,820	488	2,308	
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725	
	MCTA -- Monroe	0	1,896	796	2,692	
	Pottstown -- Montgomery	0	1,194	0	1,194	
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905	
	SCTA -- South Central	0	14,888		14,888	
	<i>BARTA -- Berks</i>	0	0	1,076	1,076	
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920	
	SVSS -- Shenango Valley	0	749	755	1,504	
	WCTA -- Washington	0	1,400	1,928	3,328	
	WBT -- Williamsport	0	3,949	0	3,949	
	<i>STEP, Inc.</i>	0	0	758	758	
	WCTA -- Westmoreland	0	3,235	2,345	5,580	
	YATA -- York/Adams	0	6,355	1,435	7,790	
	Unallocated Other Urban Systems	0	0	0	0	
	<b>Urban Total</b>		<b>433,260</b>	<b>946,527</b>	<b>58,663</b>	<b>1,438,450</b>
	<b>RURAL</b>	ATA	0	4,438	329	4,767
BTA -- Butler		0	875	0	875	
<i>Butler County</i>		0	0	493	493	
Carbon		0	244	589	833	
CATA -- Crawford		0	798	648	1,446	
DUFAST		0	557	0	557	
EMTA -- Endless Mtns.		0	912	910	1,822	
ICTA -- Indiana		0	1,549	482	2,031	
Mid-County -- Armstrong		0	578	447	1,025	
Mt. Carmel		0	292	0	292	
Northumberland County		0	0	586	586	
NCATA -- New Castle		0	4,154	0	4,154	
<i>ACTS -- Lawrence</i>		0	0	399	399	
STS -- Schuylkill		0	1,524	807	2,331	
TAWC -- Warren		0	644	370	1,014	
VCTO -- Venango		0	421	239	660	
<b>Rural Total</b>		<b>0</b>	<b>16,986</b>	<b>6,299</b>	<b>23,285</b>	
Total Other ^		0	4,569	16,774	21,343	
PennDOT Discretion		24,790	0	0	24,790	
Other Unallocated (Urban/Rural)		37,680	0	4,239	41,919	
<b>GRAND TOTAL</b>	<b>495,730</b>	<b>968,082</b>	<b>85,975</b>	<b>1,549,787</b>		

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 16-17.

# Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts.

^Attached list shows how Total Other funds are distributed in SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

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

	<b>OPERATOR</b>	<b>Asset * Improvement</b>	<b>Operating # Assistance</b>	<b>Shared Ride @</b>	<b>Total</b>
<b>URBAN</b>	SEPTA	355,210	619,682	17,232	992,124
	PAAC	115,670	221,589	14,161	351,420
	AMTRAN -- Blair	0	2,890	0	2,890
	<i>Blair Senior Services</i>	0	0	1,388	1,388
	BCTA -- Beaver	0	3,591	559	4,150
	CAT -- Dauphin	0	7,999	961	8,960
	CATA -- Centre	0	5,785	364	6,149
	CCTA -- Cambria	0	6,686	727	7,413
	COLTS -- Lackawanna	0	6,653	1,500	8,153
	EMTA -- Erie	0	9,089	1,069	10,158
	FACT -- Fayette	0	1,008	458	1,466
	HPT -- Hazleton	0	1,872	0	1,872
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062
	LCTA -- Luzerne	0	5,494	741	6,235
	<i>Martz</i>	0	13		13
	LT -- Lebanon	0	1,820	488	2,308
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725
	MCTA -- Monroe	0	1,896	796	2,692
	Pottstown -- Montgomery	0	1,194	0	1,194
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888		14,888
	<i>BARTA -- Berks</i>	0	0	1,076	1,076
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504
	WCTA -- Washington	0	1,400	1,928	3,328
	WBT -- Williamsport	0	3,949	0	3,949
	<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580
	YATA -- York/Adams	0	6,355	1,435	7,790
	Unallocated Other Urban Systems	0	0	0	0
<b>Urban Total</b>	<b>470,880</b>	<b>946,527</b>	<b>58,663</b>	<b>1,476,070</b>	
<b>RURAL</b>	ATA	0	4,438	329	4,767
	BTA -- Butler	0	875	0	875
	<i>Butler County</i>	0	0	493	493
	Carbon	0	244	589	833
	CATA -- Crawford	0	798	648	1,446
	DUFAST	0	557	0	557
	EMTA -- Endless Mtns.	0	912	910	1,822
	ICTA -- Indiana	0	1,549	482	2,031
	Mid-County -- Armstrong	0	578	447	1,025
	Mt. Carmel	0	292	0	292
	Northumberland County	0	0	586	586
	NCATA -- New Castle	0	4,154	0	4,154
	<i>ACTS -- Lawrence</i>	0	0	399	399
	STS -- Schuylkill	0	1,524	807	2,331
	TAWC -- Warren	0	644	370	1,014
	VCTO -- Venango	0	421	239	660
	<b>Rural Total</b>	<b>0</b>	<b>16,986</b>	<b>6,299</b>	<b>23,285</b>
	Total Other ^	0	4,569	16,774	21,343
PennDOT Discretion	26,940	0	0	26,940	
Other Unallocated (Urban/Rural)	40,950	19,362	4,239	64,551	
<b>GRAND TOTAL</b>	<b>538,770</b>	<b>987,444</b>	<b>85,975</b>	<b>1,612,189</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 16-17.

# Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating..

^Attached list shows how Total Other funds are distributed in SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

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

	<b>OPERATOR</b>	<b>Asset * Improvement</b>	<b>Operating # Assistance</b>	<b>Shared Ride @</b>	<b>Total</b>
<b>URBAN</b>	SEPTA	355,210	619,682	17,232	992,124
	PAAC	115,670	221,589	14,161	351,420
	AMTRAN -- Blair	0	2,890	0	2,890
	<i>Blair Senior Services</i>	0	0	1,388	1,388
	BCTA -- Beaver	0	3,591	559	4,150
	CAT -- Dauphin	0	7,999	961	8,960
	CATA -- Centre	0	5,785	364	6,149
	CCTA -- Cambria	0	6,686	727	7,413
	COLTS -- Lackawanna	0	6,653	1,500	8,153
	EMTA -- Erie	0	9,089	1,069	10,158
	FACT -- Fayette	0	1,008	458	1,466
	HPT -- Hazleton	0	1,872	0	1,872
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062
	LCTA -- Luzerne	0	5,494	741	6,235
	<i>Martz</i>	0	13		13
	LT -- Lebanon	0	1,820	488	2,308
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725
	MCTA -- Monroe	0	1,896	796	2,692
	Pottstown -- Montgomery	0	1,194	0	1,194
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888		14,888
	<i>BARTA -- Berks</i>	0	0	1,076	1,076
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504
	WCTA -- Washington	0	1,400	1,928	3,328
	WBT -- Williamsport	0	3,949	0	3,949
	<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580
	YATA -- York/Adams	0	6,355	1,435	7,790
	Unallocated Other Urban Systems	0	0	0	0
<b>Urban Total</b>	<b>470,880</b>	<b>946,527</b>	<b>58,663</b>	<b>1,476,070</b>	
<b>RURAL</b>	ATA	0	4,438	329	4,767
	BTA -- Butler	0	875	0	875
	<i>Butler County</i>	0	0	493	493
	Carbon	0	244	589	833
	CATA -- Crawford	0	798	648	1,446
	DUFAST	0	557	0	557
	EMTA -- Endless Mtns.	0	912	910	1,822
	ICTA -- Indiana	0	1,549	482	2,031
	Mid-County -- Armstrong	0	578	447	1,025
	Mt. Carmel	0	292	0	292
	Northumberland County	0	0	586	586
	NCATA -- New Castle	0	4,154	0	4,154
	<i>ACTS -- Lawrence</i>	0	0	399	399
	STS -- Schuylkill	0	1,524	807	2,331
	TAWC -- Warren	0	644	370	1,014
	VCTO -- Venango	0	421	239	660
	<b>Rural Total</b>	<b>0</b>	<b>16,986</b>	<b>6,299</b>	<b>23,285</b>
Total Other ^	0	4,569	16,774	21,343	
PennDOT Discretion	26,940	0	0	26,940	
Other Unallocated (Urban/Rural)	40,950	39,111	4,239	84,300	
<b>GRAND TOTAL</b>	<b>538,770</b>	<b>1,007,193</b>	<b>85,975</b>	<b>1,631,938</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 16-17.

# Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.



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

	<b>OPERATOR</b>	<b>Asset * Improvement</b>	<b>Operating # Assistance</b>	<b>Shared Ride @</b>	<b>Total</b>
<b>URBAN</b>	SEPTA	355,210	619,682	17,232	992,124
	PAAC	115,670	221,589	14,161	351,420
	AMTRAN -- Blair	0	2,890	0	2,890
	<i>Blair Senior Services</i>	0	0	1,388	1,388
	BCTA -- Beaver	0	3,591	559	4,150
	CAT -- Dauphin	0	7,999	961	8,960
	CATA -- Centre	0	5,785	364	6,149
	CCTA -- Cambria	0	6,686	727	7,413
	COLTS -- Lackawanna	0	6,653	1,500	8,153
	EMTA -- Erie	0	9,089	1,069	10,158
	FACT -- Fayette	0	1,008	458	1,466
	HPT -- Hazleton	0	1,872	0	1,872
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062
	LCTA -- Luzerne	0	5,494	741	6,235
	<i>Martz</i>	0	13		13
	LT -- Lebanon	0	1,820	488	2,308
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725
	MCTA -- Monroe	0	1,896	796	2,692
	Pottstown -- Montgomery	0	1,194	0	1,194
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888		14,888
	<i>BARTA -- Berks</i>	0	0	1,076	1,076
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504
	WCTA -- Washington	0	1,400	1,928	3,328
	WBT -- Williamsport	0	3,949	0	3,949
	<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580
	YATA -- York/Adams	0	6,355	1,435	7,790
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>470,880</b>	<b>946,527</b>	<b>58,663</b>	<b>1,476,070</b>
<b>RURAL</b>	ATA	0	4,438	329	4,767
	BTA -- Butler	0	875	0	875
	<i>Butler County</i>	0	0	493	493
	Carbon	0	244	589	833
	CATA -- Crawford	0	798	648	1,446
	DUFAST	0	557	0	557
	EMTA -- Endless Mtns.	0	912	910	1,822
	ICTA -- Indiana	0	1,549	482	2,031
	Mid-County -- Armstrong	0	578	447	1,025
	Mt. Carmel	0	292	0	292
	Northumberland County	0	0	586	586
	NCATA -- New Castle	0	4,154	0	4,154
	<i>ACTS -- Lawrence</i>	0	0	399	399
	STS -- Schuylkill	0	1,524	807	2,331
	TAWC -- Warren	0	644	370	1,014
	VCTO -- Venango	0	421	239	660
		<b>Rural Total</b>	<b>0</b>	<b>16,986</b>	<b>6,299</b>
	Total Other ^	0	4,569	16,774	21,343
	PennDOT Discretion	26,940	0	0	26,940
	Other Unallocated (Urban/Rural)	40,950	59,255	4,239	104,444
	<b>GRAND TOTAL</b>	<b>538,770</b>	<b>1,027,337</b>	<b>85,975</b>	<b>1,652,082</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 16-17.

# Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

**Appendix 3**  
**State Transit Funds**  
 Estimated Annual Funding 2017-2020  
 \$000

	<b>OPERATOR</b>	<b>Asset * Improvement</b>	<b>Operating # Assistance</b>	<b>Shared Ride @</b>	<b>Total</b>
<b>URBAN</b>	SEPTA	1,392,460	2,478,728	68,928	3,940,116
	PAAC	453,440	886,356	56,644	1,396,440
	AMTRAN -- Blair	0	11,560	0	11,560
	<i>Blair Senior Services</i>	0	0	5,552	5,552
	BCTA -- Beaver	0	14,364	2,236	16,600
	CAT -- Dauphin	0	31,996	3,844	35,840
	CATA -- Centre	0	23,140	1,456	24,596
	CCTA -- Cambria	0	26,744	2,908	29,652
	COLTS -- Lackawanna	0	26,612	6,000	32,612
	EMTA -- Erie	0	36,356	4,276	40,632
	FACT -- Fayette	0	4,032	1,832	5,864
	HPT -- Hazleton	0	7,488	0	7,488
	LANTA -- Lehigh-Northampton	0	63,860	12,388	76,248
	LCTA -- Luzerne	0	21,976	2,964	24,940
	<i>Martz</i>	0	52	0	52
	LT -- Lebanon	0	7,280	1,952	9,232
	MMVTA -- Mid Mon Valley	0	10,900	0	10,900
	MCTA -- Monroe	0	7,584	3,184	10,768
	Pottstown -- Montgomery	0	4,776	0	4,776
	<i>Suburban Transit, Inc.</i>	0	0	19,620	19,620
	SCTA -- South Central	0	59,552	0	59,552
	<i>BARTA -- Berks</i>	0	0	4,304	4,304
	<i>RRTA -- Lancaster</i>	0	0	7,680	7,680
	SVSS -- Shenango Valley	0	2,996	3,020	6,016
	WCTA -- Washington	0	5,600	7,712	13,312
	WBT -- Williamsport	0	15,796	0	15,796
	<i>STEP, Inc.</i>	0	0	3,032	3,032
	WCTA -- Westmoreland	0	12,940	9,380	22,320
	YATA -- York/Adams	0	25,420	5,740	31,160
	Unallocated Other Urban Systems	0	0	0	0
<b>Urban Total</b>	<b>1,845,900</b>	<b>3,786,108</b>	<b>234,652</b>	<b>5,866,660</b>	
<b>RURAL</b>	ATA	0	17,752	1,316	19,068
	BTA -- Butler	0	3,500	0	3,500
	<i>Butler County</i>	0	0	1,972	1,972
	Carbon	0	976	2,356	3,332
	CATA -- Crawford	0	3,192	2,592	5,784
	DUFAST	0	2,228	0	2,228
	EMTA -- Endless Mtns.	0	3,648	3,640	7,288
	ICTA -- Indiana	0	6,196	1,928	8,124
	Mid-County -- Armstrong	0	2,312	1,788	4,100
	Mt. Carmel	0	1,168	0	1,168
	Northumberland County	0	0	2,344	2,344
	NCATA -- New Castle	0	16,616	0	16,616
	<i>ACTS -- Lawrence</i>	0	0	1,596	1,596
	STS -- Schuylkill	0	6,096	3,228	9,324
	TAWC -- Warren	0	2,576	1,480	4,056
	VCTO -- Venango	0	1,684	956	2,640
	<b>Rural Total</b>	<b>0</b>	<b>67,944</b>	<b>25,196</b>	<b>93,140</b>
Total Other ^	0	18,276	67,096	85,372	
PennDOT Discretion	105,610	0	0	105,610	
Other Unallocated (Urban/Rural)	160,530	117,728	16,956	295,214	
<b>GRAND TOTAL</b>	<b>2,112,040</b>	<b>3,990,056</b>	<b>343,900</b>	<b>6,445,996</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 16-17.

# Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

**Appendix 4**  
**2017 Financial Guidance**  
**Federal Transit Funding 2017-2020 (\$000)**

Federal Transit	FFY 2017						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,818	0	644	0	0	869	9,331
Altoona*	1,239	0	0	0	0	0	1,239
East Stroudsburg*	1,803	0	0	0	0	0	1,803
Erie*	3,812	0	0	0	0	0	3,812
Harrisburg*	4,582	0	423	0	0	472	5,477
Hanover*	939	0	0	0	0	0	939
Hazleton*	834	0	0	0	0	0	834
Johnstown*	1,585	15	0	0	0	0	1,600
Lancaster*	8,400	0	396	0	0	506	9,302
Lebanon*	1,076	0	0	0	0	0	1,076
Monessen*	888	0	0	0	0	0	888
Philadelphia**	119,410	117,903	3,468	0	0	7,259	248,040
Pittsburgh**	44,236	21,330	1,902	0	0	2,664	70,132
Pottstown*	1,337	0	0	0	0	0	1,337
Reading*	3,643	0	277	0	0	380	4,300
Scranton/Wilkes-Barre*	4,670	0	457	0	0	444	5,571
Sharon*	700	0	54	0	0	0	754
State College*	2,808	0	0	0	0	0	2,808
Uniontown-Connellsville*	1,062	0	0	0	0	0	1,062
Williamsport*	2,050	0	0	0	0	0	2,050
York*	2,945	0	230	0	0	322	3,497
<b>Large Urban</b>	1,931	15,225	0	0	0	0	17,156
<b>Small Urban</b>	1,571	0	2,130	0	0	0	3,701
<b>Large or Small Urban</b>	1,744	0	0	0	0	3,340	5,084
<b>Non Urbanized</b>	0	0	2,308	18,948	0	0	21,256
<b>Intercity Bus</b>	0	0	0	3,344	0	0	3,344
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>221,083</b>	<b>154,473</b>	<b>12,289</b>	<b>22,292</b>	<b>4,788</b>	<b>16,256</b>	<b>431,181</b>

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

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

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

**Appendix 4**  
**2017 Financial Guidance**  
**Federal Transit Funding 2017-2020 (\$000)**

Federal Transit	FFY 2018						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,984	0	658	0	0	892	9,534
Altoona*	1,265	0	0	0	0	0	1,265
East Stroudsburg*	1,840	0	0	0	0	0	1,840
Erie*	3,892	0	0	0	0	0	3,892
Harrisburg*	4,679	0	432	0	0	484	5,595
Hanover*	958	0	0	0	0	0	958
Hazleton*	851	0	0	0	0	0	851
Johnstown*	1,618	15	0	0	0	0	1,633
Lancaster*	8,578	0	405	0	0	519	9,502
Lebanon*	1,098	0	0	0	0	0	1,098
Monessen*	906	0	0	0	0	0	906
Philadelphia**	121,566	119,938	3,541	0	0	7,451	252,496
Pittsburgh**	45,060	21,699	1,942	0	0	2,735	71,436
Pottstown*	1,365	0	0	0	0	0	1,365
Reading*	3,720	0	283	0	0	390	4,393
Scranton/Wilkes-Barre*	4,769	0	467	0	0	456	5,692
Sharon*	715	0	55	0	0	0	770
State College*	2,867	0	0	0	0	0	2,867
Uniontown-Connellsville*	1,085	0	0	0	0	0	1,085
Williamsport*	2,093	0	0	0	0	0	2,093
York*	3,007	0	235	0	0	330	3,572
<b>Large Urban</b>	1,971	15,488	0	0	0	0	17,459
<b>Small Urban</b>	1,604	0	2,175	0	0	0	3,779
<b>Large or Small Urban</b>	1,744	0	0	0	0	3,382	5,126
<b>Non Urbanized</b>	0	0	2,357	19,389	0	0	21,746
<b>Intercity Bus</b>	0	0	0	3,422	0	0	3,422
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>225,235</b>	<b>157,140</b>	<b>12,550</b>	<b>22,811</b>	<b>4,788</b>	<b>16,639</b>	<b>439,163</b>

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

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

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

**Appendix 4**  
**2017 Financial Guidance**  
**Federal Transit Funding 2017-2020 (\$000)**

Federal Transit	FY 2019						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,155	0	672	0	0	915	9,742
Altoona*	1,292	0	0	0	0	0	1,292
East Stroudsburg*	1,879	0	0	0	0	0	1,879
Erie*	3,974	0	0	0	0	0	3,974
Harrisburg*	4,780	0	442	0	0	497	5,719
Hanover*	979	0	0	0	0	0	979
Hazleton*	869	0	0	0	0	0	869
Johnstown*	1,652	15	0	0	0	0	1,667
Lancaster*	8,761	0	413	0	0	533	9,707
Lebanon*	1,122	0	0	0	0	0	1,122
Monessen*	926	0	0	0	0	0	926
Philadelphia**	123,794	122,001	3,616	0	0	7,649	257,060
Pittsburgh**	45,911	22,072	1,983	0	0	2,808	72,774
Pottstown*	1,394	0	0	0	0	0	1,394
Reading*	3,800	0	289	0	0	400	4,489
Scranton/Wilkes-Barre*	4,871	0	477	0	0	468	5,816
Sharon*	730	0	56	0	0	0	786
State College*	2,927	0	0	0	0	0	2,927
Uniontown-Connellsville*	1,107	0	0	0	0	0	1,107
Williamsport*	2,137	0	0	0	0	0	2,137
York*	3,072	0	240	0	0	339	3,651
<b>Large Urban</b>	<b>2,013</b>	<b>15,754</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,767</b>
<b>Small Urban</b>	<b>1,638</b>	<b>0</b>	<b>2,221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,859</b>
<b>Large or Small Urban</b>	<b>1,744</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,425</b>	<b>5,169</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,407</b>	<b>19,844</b>	<b>0</b>	<b>0</b>	<b>22,251</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,502</b>	<b>0</b>	<b>0</b>	<b>3,502</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>229,527</b>	<b>159,842</b>	<b>12,816</b>	<b>23,346</b>	<b>4,788</b>	<b>17,034</b>	<b>447,353</b>

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

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

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

**Appendix 4**  
**2017 Financial Guidance**  
**Federal Transit Funding 2017-2020 (\$000)**

Federal Transit	FY 2020						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,330	0	686	0	0	940	9,956
Altoona*	1,319	0	0	0	0	0	1,319
East Stroudsburg*	1,919	0	0	0	0	0	1,919
Erie*	4,058	0	0	0	0	0	4,058
Harrisburg*	4,883	0	451	0	0	510	5,844
Hanover*	999	0	0	0	0	0	999
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,687	16	0	0	0	0	1,703
Lancaster*	8,948	0	422	0	0	547	9,917
Lebanon*	1,145	0	0	0	0	0	1,145
Monessen*	945	0	0	0	0	0	945
Philadelphia**	126,069	124,099	3,692	0	0	7,852	261,712
Pittsburgh**	46,780	22,452	2,025	0	0	2,882	74,139
Pottstown*	1,424	0	0	0	0	0	1,424
Reading*	3,882	0	295	0	0	411	4,588
Scranton/Wilkes-Barre*	4,977	0	487	0	0	480	5,944
Sharon*	745	0	57	0	0	0	802
State College*	2,989	0	0	0	0	0	2,989
Uniontown-Connellsville*	1,131	0	0	0	0	0	1,131
Williamsport*	2,182	0	0	0	0	0	2,182
York*	3,138	0	245	0	0	348	3,731
<b>Large Urban</b>	<b>2,056</b>	<b>16,025</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,081</b>
<b>Small Urban</b>	<b>1,673</b>	<b>0</b>	<b>2,268</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,941</b>
<b>Large or Small Urban</b>	<b>1,744</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,470</b>	<b>5,214</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,458</b>	<b>20,309</b>	<b>0</b>	<b>0</b>	<b>22,767</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,584</b>	<b>0</b>	<b>0</b>	<b>3,584</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>233,911</b>	<b>162,592</b>	<b>13,086</b>	<b>23,893</b>	<b>4,788</b>	<b>17,440</b>	<b>455,710</b>

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

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

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

**Appendix 4**  
**2017 Financial Guidance**  
**Federal Transit Funding 2017-2020 (\$000)**

Federal Transit	Total FFY 2017 - FFY 2020						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	32,287	0	2,660	0	0	3,616	38,563
Altoona*	5,115	0	0	0	0	0	5,115
East Stroudsburg*	7,441	0	0	0	0	0	7,441
Erie*	15,736	0	0	0	0	0	15,736
Harrisburg*	18,924	0	1,748	0	0	1,963	22,635
Hanover*	3,875	0	0	0	0	0	3,875
Hazleton*	3,442	0	0	0	0	0	3,442
Johnstown*	6,542	61	0	0	0	0	6,603
Lancaster*	34,687	0	1,636	0	0	2,105	38,428
Lebanon*	4,441	0	0	0	0	0	4,441
Monessen*	3,665	0	0	0	0	0	3,665
Philadelphia**	490,839	483,941	14,317	0	0	30,211	1,019,308
Pittsburgh**	181,987	87,553	7,852	0	0	11,089	288,481
Pottstown*	5,520	0	0	0	0	0	5,520
Reading*	15,045	0	1,144	0	0	1,581	17,770
Scranton/Wilkes-Barre*	19,287	0	1,888	0	0	1,848	23,023
Sharon*	2,890	0	222	0	0	0	3,112
State College*	11,591	0	0	0	0	0	11,591
Uniontown-Connellsville*	4,385	0	0	0	0	0	4,385
Williamsport*	8,462	0	0	0	0	0	8,462
York*	12,162	0	950	0	0	1,339	14,451
<b>Large Urban</b>	<b>7,971</b>	<b>62,492</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,463</b>
<b>Small Urban</b>	<b>6,486</b>	<b>0</b>	<b>8,794</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,280</b>
<b>Large or Small Urban</b>	<b>6,976</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,617</b>	<b>20,593</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>9,530</b>	<b>78,490</b>	<b>0</b>	<b>0</b>	<b>88,020</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,852</b>	<b>0</b>	<b>0</b>	<b>13,852</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,152</b>	<b>0</b>	<b>19,152</b>
<b>TOTALS</b>	<b>909,756</b>	<b>634,047</b>	<b>50,741</b>	<b>92,342</b>	<b>19,152</b>	<b>67,369</b>	<b>1,773,407</b>

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

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

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

**Appendix 5**  
**2017-2020 Federal and State Transit Funding by Region**  
(\$000)

Region	2017			2018			2019			2020			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
Delaware Valley	249,377	969,843	1,219,220	253,861	998,223	1,252,084	258,454	998,223	1,256,677	263,136	998,223	1,261,359	1,024,828	3,964,512	4,989,340
Southwest Penna	72,082	368,406	440,488	73,427	377,646	451,073	74,807	377,646	452,453	76,215	377,646	453,861	296,531	1,501,344	1,797,875
Harrisburg	5,477	8,960	14,437	5,595	8,960	14,555	5,719	8,960	14,679	5,844	8,960	14,804	22,635	35,840	58,475
Scranton/WB	6,405	16,273	22,678	6,543	16,273	22,816	6,685	16,273	22,958	6,832	16,273	23,105	26,465	65,092	91,557
Lehigh Valley	9,331	19,062	28,393	9,534	19,062	28,596	9,742	19,062	28,804	9,956	19,062	29,018	38,563	76,248	114,811
NEPA	1,803	5,856	7,659	1,840	5,856	7,696	1,879	5,856	7,735	1,919	5,856	7,775	7,441	23,424	30,865
SEDA-COG	0	878	878	0	878	878	0	878	878	0	878	878	0	3,512	3,512
Altoona	1,239	4,278	5,517	1,265	4,278	5,543	1,292	4,278	5,570	1,319	4,278	5,597	5,115	17,112	22,227
Johnstown	1,600	7,413	9,013	1,633	7,413	9,046	1,667	7,413	9,080	1,703	7,413	9,116	6,603	29,652	36,255
Centre County	2,808	6,149	8,957	2,867	6,149	9,016	2,927	6,149	9,076	2,989	6,149	9,138	11,591	24,596	36,187
Williamsport	2,050	4,707	6,757	2,093	4,707	6,800	2,137	4,707	6,844	2,182	4,707	6,889	8,462	18,828	27,290
Erie	3,812	10,158	13,970	3,892	10,158	14,050	3,974	10,158	14,132	4,058	10,158	14,216	15,736	40,632	56,368
Lancaster	9,302	8,262	17,564	9,502	8,262	17,764	9,707	8,262	17,969	9,917	8,262	18,179	38,428	33,049	71,477
York	4,436	7,790	12,226	4,530	7,790	12,320	4,630	7,790	12,420	4,730	7,790	12,520	18,326	31,160	49,486
Reading	4,300	9,622	13,922	4,393	9,622	14,015	4,489	9,622	14,111	4,588	9,622	14,210	17,770	38,487	56,257
Lebanon	1,076	2,308	3,384	1,098	2,308	3,406	1,122	2,308	3,430	1,145	2,308	3,453	4,441	9,232	13,673
SVATS	754	1,504	2,258	770	1,504	2,274	786	1,504	2,290	802	1,504	2,306	3,112	6,016	9,128
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
<b>Total Urban</b>	<b>375,852</b>	<b>1,451,469</b>	<b>1,827,321</b>	<b>382,843</b>	<b>1,489,089</b>	<b>1,871,932</b>	<b>390,017</b>	<b>1,489,089</b>	<b>1,879,106</b>	<b>397,335</b>	<b>1,489,089</b>	<b>1,886,424</b>	<b>1,546,047</b>	<b>5,918,736</b>	<b>7,464,783</b>
Northwest	0	3,120	3,120	0	3,120	3,120	0	3,120	3,120	0	3,120	3,120	0	12,480	12,480
Northcentral	0	5,324	5,324	0	5,324	5,324	0	5,324	5,324	0	5,324	5,324	0	21,296	21,296
Northern Tier	0	1,822	1,822	0	1,822	1,822	0	1,822	1,822	0	1,822	1,822	0	7,288	7,288
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wayne County	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Rural</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>41,064</b>	<b>41,064</b>
<b>Unallocated</b>	<b>0</b>	<b>41,919</b>	<b>41,919</b>	<b>0</b>	<b>64,551</b>	<b>64,551</b>		<b>84,300</b>	<b>84,300</b>		<b>104,444</b>	<b>104,444</b>	<b>0</b>	<b>295,214</b>	<b>295,214</b>
<b>Reserve/Other</b>	<b>55,329</b>	<b>46,133</b>	<b>101,462</b>	<b>56,320</b>	<b>48,283</b>	<b>104,603</b>	<b>57,336</b>	<b>48,283</b>	<b>105,619</b>	<b>58,375</b>	<b>48,283</b>	<b>106,658</b>	<b>227,360</b>	<b>190,982</b>	<b>418,342</b>
<b>Grand Total</b>	<b>431,181</b>	<b>1,549,787</b>	<b>1,980,968</b>	<b>439,163</b>	<b>1,612,189</b>	<b>2,051,352</b>	<b>447,353</b>	<b>1,631,938</b>	<b>2,079,291</b>	<b>455,710</b>	<b>1,652,082</b>	<b>2,107,792</b>	<b>1,773,407</b>	<b>6,445,996</b>	<b>8,219,403</b>

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

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



## **Appendix 6 - 2017 Transportation Program Development Schedule**

4/16/15 to 7/31/15	State Transportation Commission, PennDOT and Planning Partners conduct a public outreach/public input to update the Twelve Year Program, as well as, analyze and prepare results to be shared with public.
6/15/15 to 6/16/15	Spring Planning Partners' meeting in Harrisburg Area
By 10/15/15	Draft Financial Guidance is issued.
By 10/15/15	Draft General and Procedural Guidance and 2017 Transportation Program Development Schedule issued.
10/15/15	Webex/conference call to discuss Financial Guidance/General & Procedural Guidance and the Investment Plan for the 2017 Program Update.
By 11/06/15	PennDOT issues final guidance documents to Planning Partners for the development of the 2017 Program.
By 11/25/15	Program Center provides the final "spike" decisions to Planning Partners and District Office(s).
By 11/30/15	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 11/30/15	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a listing of the draft Interstate Management Program projects.
By 12/23/15	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2017 Program. TIP negotiations begin.
On 12/17/15	State Transportation Commission meets and is updated on development of the 2017 Program.
By 12/30/15	MPO and RPO "Boards" meet to discuss the 2017 schedule and guidance; set their TIP approval meeting dates for the spring of 2016.
By 1/22/16	MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue. (MPMS attaching closed.)
By 2/5/16	Program Center completes initial review of preliminary draft TIPs to ensure that PennDOT priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.

- By 2/19/16 Interagency (FHWA, FTA, USEPA, PADEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by Planning Partners or PennDOT. TIP negotiations continue.
- By 2/19/16 Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues. PennDOT, via the Program Center, submits comments and proposed Program revisions back to the MPOs and RPOs, and shares this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
- By 3/4/16 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/4/16 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 5/14/16 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/16/16 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/26/16 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center.
- By 8/6/16 State Transportation Commission approves the Twelve Year Program.
- By 8/12/16 Gov. /Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with USEPA on the air quality conformity documents.
- By 9/30/16 PennDOT obtains joint approval from FHWA and FTA of the 2017 Program.