

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.

Background	1
The Highway Program	2
Funding	2
Funding Distribution	2
Program Guidelines	6
Distribution of the “Spike” Funding	7
Best Practices	8
The Transit Program	9
Funding	9
Draft Program Submission	11
Appendices	
Appendix 1: Available Funds - Highway and Bridge	12
Appendix 2: Highway/Bridge Base Funding Allocations for Each Region	13
Appendix 3: Projected State Transit Funding	20
Appendix 4: Projected Federal Transit Funding	25
Appendix 5: Transit Funding By Region	30
Appendix 6: TIP Update Schedule	31

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.

Significant uncertainties regarding the Highway Trust Fund and MAP-21 re-authorization provide the foundation for a difficult evaluation of funding available for a 2017 Program Update.

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. 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.
- A zero percent revenue growth assumption in federal highway and bridge funds for the entire 2017-2020 Program is recommended by the Financial Guidance Workgroup.
- 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.
- A zero percent revenue growth assumption for the federal transit program mirrors the assumptions on the federal highway side of the equation.
- 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 zero growth. 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 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 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. 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 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.

- **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.
- **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 in MAP-21. 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. 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 year 2015 via MAP-21 and its anticipated successor. Federal revenue assumes no growth.

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)	899,242	899,242	899,242	899,242	3,596,970
Surface Transportation Program (STP)	413,623	413,623	413,623	413,623	1,654,493
Highway Safety Improvement Program (HSIP)	92,484	92,484	92,484	92,484	369,936
Congestion Mitigation and Air Quality (CMAQ)	100,491	100,491	100,491	100,491	401,964
Transportation Alternatives Program (TAP)	27,541	27,541	27,541	27,541	110,164
Railway-Highway Safety Crossings (RRX)	6,580	6,580	6,580	6,580	26,321
Subtotal -- Federal Funds	1,539,962	1,539,962	1,539,962	1,539,962	6,159,848

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
Subtotal -- State Funds	908,000	959,000	891,000	818,000	3,576,000
Grand Total	2,447,962	2,498,962	2,430,962	2,357,962	9,735,848

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

National Highway Performance Program	2017	2018	2019	2020	Total
NHPP Apportionment	899,242	899,242	899,242	899,242	3,596,970
20% Statewide Reserve	179,848	179,848	179,848	179,848	719,394
Less Local Bridge Inspection	2,400	2,472	2,546	2,623	10,041
Less Interstate Management Program	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	399,616	399,544	399,470	399,393	1,598,023

Surface Transportation Program	2017	2018	2019	2020	Total
STP Apportionment	413,623	413,623	413,623	413,623	1,654,493
Less STP-Urban Mandatory Distribution	128,496	128,496	128,496	128,496	513,982
Less Set-Aside for Off-System Bridges	73,797	73,797	73,797	73,797	295,187
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
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>202,106</i>	<i>201,957</i>	<i>201,799</i>	<i>201,637</i>	<i>807,499</i>
Less Spike (20% of Remaining STP)	40,421	40,391	40,360	40,327	161,500
STP Funds to Distribute	161,685	161,566	161,440	161,309	645,999

Highway Safety Improvement Program	2017	2018	2019	2020	Total
HSIP Apportionment	92,484	92,484	92,484	92,484	369,936
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	35,000	35,000	35,000	35,000	140,000
HSIP Funds to Distribute	45,484	45,484	45,484	45,484	181,936

Congestion Mitigation and Air Quality	2017	2018	2019	2020	Total
CMAQ Apportionment	100,491	100,491	100,491	100,491	401,964
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ funds to distribute	77,236	77,236	77,236	77,236	308,943

Transportation Alternatives Program	2017	2018	2019	2020	Total
TAP Apportionment	27,541	27,541	27,541	27,541	110,164
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
TAP Mandatory Distribution for Urban Areas	7,937	7,937	7,937	7,937	31,749
TAP Funds -- Statewide Competitive Program	17,613	17,613	17,613	17,613	70,450

Railway-Highway Safety Crossings	2017	2018	2019	2020	Total
Statewide Program	6,580	6,580	6,580	6,580	26,321

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
Mandatory 15% Discretionary (Highway Funds)	136,200	143,850	133,650	122,700	536,400

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 TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) funds to Distribute	490,699	520,439	479,209	434,977	1,925,324

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

Total Distributed/Statewide Reserve	2,320,019	2,370,161	2,301,272	2,227,357	9,218,810
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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	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	117,616	25,439	76,501	35,934	12,244	11,927	0	28,617	3,782	61,224	373,283
SPC	115,514	39,303	104,441	53,459	18,349	9,602	0	17,334	1,744	28,229	387,975
Harrisburg	12,681	5,805	16,492	6,400	2,617	2,675	0	3,922	447	7,237	58,276
Scranton/WB	15,110	7,132	15,975	8,810	3,523	2,543	0	3,185	384	6,211	62,873
Lehigh Valley	16,415	6,588	17,057	8,285	3,319	2,851	0	4,620	636	10,293	70,064
NEPA	10,519	9,273	20,143	10,373	4,477	2,605	0	1,398	0	0	58,788
SEDA-COG	14,919	6,498	20,924	7,026	2,705	2,017	0	0	0	0	54,090
Altoona	1,488	1,466	3,297	1,398	704	1,022	0	756	0	0	10,130
Johnstown	3,562	1,938	5,976	1,928	849	1,032	0	1,026	0	0	16,310
Centre County	3,154	1,562	4,320	1,670	685	986	0	916	0	0	13,294
Williamsport	2,974	2,089	6,794	1,774	787	996	0	0	0	0	15,412
Erie	3,092	2,936	8,116	2,705	1,280	1,568	0	1,669	0	0	21,366
Lancaster	8,921	5,365	13,894	5,826	2,513	2,375	0	3,708	404	6,545	49,551
York	3,422	3,645	13,225	2,913	1,331	2,084	0	3,105	233	3,778	33,736
Reading	19,519	7,218	11,759	10,856	4,166	2,173	0	2,937	268	4,335	63,231
Lebanon	2,693	1,164	3,449	1,259	477	1,039	0	953	0	0	11,034
Mercer	3,081	2,346	4,384	2,786	1,212	1,056	0	694	40	643	16,241
Adams	2,043	1,481	4,811	1,452	631	930	0	603	0	0	11,951
Franklin	1,623	1,525	5,588	1,296	557	1,077	0	890	0	0	12,556
Total Urban	358,346	132,772	357,147	166,149	62,426	50,559	0	76,332	7,937	128,496	1,340,162
Northwest	22,068	7,159	22,429	9,020	2,940	1,612	0	0	0	0	65,226
N. Central	8,267	7,047	22,351	6,890	2,790	1,618	0	486	0	0	49,449
N. Tier	5,644	6,948	25,964	5,798	2,531	1,498	0	418	0	0	48,800
S. Alleghenies	5,292	5,746	18,945	5,433	2,387	1,500	0	0	0	0	39,303
Wayne County	0	2,013	7,123	1,564	724	698	0	0	0	0	12,122
Total Rural	41,270	28,913	96,812	28,705	11,371	6,926	0	904	0	0	214,900
Interstate Program	317,378	0	36,741	35,597	0	0	0	0	0	0	389,716
Statewide Program	0	0	0	0	0	0	6,580	0	17,613	0	24,193
Statewide Reserve	179,848	0	136,200	0	0	35,000	0	0	0	0	351,048
RBR Regional Share	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	896,842	161,684	626,899	230,450	73,797	92,484	6,580	77,236	25,550	128,496	2,320,019

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	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	117,594	25,421	81,138	37,952	12,244	11,927	0	28,617	3,782	61,224	379,898
SPC	115,493	39,274	110,771	56,462	18,349	9,602	0	17,334	1,744	28,229	397,258
Harrisburg	12,679	5,801	17,492	6,759	2,617	2,675	0	3,922	447	7,237	59,629
Scranton/WB	15,107	7,127	16,943	9,305	3,523	2,543	0	3,185	384	6,211	64,329
Lehigh Valley	16,412	6,584	18,091	8,751	3,319	2,851	0	4,620	636	10,293	71,555
NEPA	10,517	9,266	21,363	10,955	4,477	2,605	0	1,398	0	0	60,583
SEDA-COG	14,917	6,493	22,192	7,421	2,705	2,017	0	0	0	0	55,745
Altoona	1,488	1,464	3,497	1,476	704	1,022	0	756	0	0	10,407
Johnstown	3,561	1,936	6,338	2,037	849	1,032	0	1,026	0	0	16,778
Centre County	3,154	1,561	4,582	1,764	685	986	0	916	0	0	13,648
Williamsport	2,973	2,087	7,206	1,874	787	996	0	0	0	0	15,922
Erie	3,092	2,933	8,608	2,857	1,280	1,568	0	1,669	0	0	22,007
Lancaster	8,920	5,361	14,736	6,153	2,513	2,375	0	3,708	404	6,545	50,714
York	3,422	3,642	14,027	3,076	1,331	2,084	0	3,105	233	3,778	34,698
Reading	19,516	7,212	12,472	11,466	4,166	2,173	0	2,937	268	4,335	64,545
Lebanon	2,692	1,163	3,658	1,329	477	1,039	0	953	0	0	11,313
Mercer	3,080	2,344	4,649	2,943	1,212	1,056	0	694	40	643	16,661
Adams	2,043	1,480	5,102	1,533	631	930	0	603	0	0	12,322
Franklin	1,622	1,524	5,927	1,369	557	1,077	0	890	0	0	12,966
Total Urban	358,281	132,674	378,792	175,481	62,426	50,559	0	76,332	7,937	128,496	1,370,977
Northwest	22,064	7,153	23,788	9,526	2,940	1,612	0	0	0	0	67,083
N. Central	8,266	7,042	23,706	7,277	2,790	1,618	0	486	0	0	51,184
N. Tier	5,642	6,943	27,538	6,124	2,531	1,498	0	418	0	0	50,693
S. Alleghenies	5,291	5,741	20,093	5,738	2,387	1,500	0	0	0	0	40,751
Wayne County	0	2,012	7,555	1,652	724	698	0	0	0	0	12,640
Total Rural	41,263	28,891	102,679	30,317	11,371	6,926	0	904	0	0	222,351
Interstate Program	317,378	0	38,968	37,596	0	0	0	0	0	0	393,942
Statewide Program	0	0	0	0	0	0	6,580	0	17,613	0	24,193
Statewide Reserve	179,848	0	143,850	0	0	35,000	0	0	0	0	358,698
RBR Regional Share	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	896,770	161,566	664,289	243,394	73,797	92,484	6,580	77,236	25,550	128,496	2,370,161

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	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	117,573	25,401	74,487	35,038	12,244	11,927	0	28,617	3,782	61,224	370,291
SPC	115,472	39,244	97,163	47,626	18,349	9,602	0	17,334	1,744	28,229	374,761
Harrisburg	12,676	5,797	15,441	5,614	2,617	2,675	0	3,922	447	7,237	56,426
Scranton/WB	15,105	7,121	15,363	8,407	3,523	2,543	0	3,185	384	6,211	61,841
Lehigh Valley	16,409	6,578	15,925	7,398	3,319	2,851	0	4,620	636	10,293	68,028
NEPA	10,515	9,259	18,431	8,938	4,477	2,605	0	1,398	0	0	55,623
SEDA-COG	14,914	6,488	19,902	6,363	2,705	2,017	0	0	0	0	52,390
Altoona	1,488	1,463	3,104	1,256	704	1,022	0	756	0	0	9,793
Johnstown	3,560	1,935	5,771	1,827	849	1,032	0	1,026	0	0	16,000
Centre County	3,153	1,559	3,924	1,344	685	986	0	916	0	0	12,569
Williamsport	2,973	2,085	6,431	1,537	787	996	0	0	0	0	14,808
Erie	3,091	2,931	7,889	2,618	1,280	1,568	0	1,669	0	0	21,047
Lancaster	8,918	5,357	12,773	4,921	2,513	2,375	0	3,708	404	6,545	47,514
York	3,421	3,640	12,559	2,502	1,331	2,084	0	3,105	233	3,778	32,652
Reading	19,512	7,207	11,341	10,510	4,166	2,173	0	2,937	268	4,335	62,450
Lebanon	2,692	1,162	3,340	1,206	477	1,039	0	953	0	0	10,869
Mercer	3,080	2,343	4,218	2,672	1,212	1,056	0	694	40	643	15,956
Adams	2,042	1,479	4,208	934	631	930	0	603	0	0	10,827
Franklin	1,622	1,523	5,301	1,116	557	1,077	0	890	0	0	12,086
Total Urban	358,215	132,571	337,571	151,826	62,426	50,559	0	76,332	7,937	128,496	1,305,931
Northwest	22,059	7,148	21,124	8,072	2,940	1,612	0	0	0	0	62,955
N. Central	8,264	7,036	20,645	5,578	2,790	1,618	0	486	0	0	46,417
N. Tier	5,641	6,938	24,323	4,657	2,531	1,498	0	418	0	0	46,005
S. Alleghenies	5,290	5,737	17,442	4,272	2,387	1,500	0	0	0	0	36,627
Wayne County	0	2,010	6,840	1,419	724	698	0	0	0	0	11,691
Total Rural	41,255	28,869	90,374	23,997	11,371	6,926	0	904	0	0	203,696
Interstate Program	317,378	0	35,881	34,930	0	0	0	0	0	0	388,189
Statewide Program	0	0	0	0	0	0	6,580	0	17,613	0	24,193
Statewide Reserve	179,848	0	133,650	0	0	35,000	0	0	0	0	348,498
RBR Regional Share	0	0	15,383	15,383	0	0	0	0	0	0	30,765
GRAND TOTAL	896,696	161,439	612,859	226,136	73,797	92,484	6,580	77,236	25,550	128,496	2,301,272

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	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	117,550	25,380	67,590	32,148	12,244	11,927	0	28,617	3,782	61,224	360,462
SPC	115,450	39,212	87,732	43,311	18,349	9,602	0	17,334	1,744	28,229	360,962
Harrisburg	12,674	5,792	13,952	5,097	2,617	2,675	0	3,922	447	7,237	54,413
Scranton/WB	15,102	7,115	13,922	7,698	3,523	2,543	0	3,185	384	6,211	59,683
Lehigh Valley	16,406	6,573	14,385	6,729	3,319	2,851	0	4,620	636	10,293	65,811
NEPA	10,513	9,251	16,611	8,100	4,477	2,605	0	1,398	0	0	52,956
SEDA-COG	14,911	6,483	18,014	5,796	2,705	2,017	0	0	0	0	49,927
Altoona	1,488	1,462	2,807	1,144	704	1,022	0	756	0	0	9,381
Johnstown	3,560	1,933	5,232	1,672	849	1,032	0	1,026	0	0	15,304
Centre County	3,152	1,558	3,534	1,209	685	986	0	916	0	0	12,041
Williamsport	2,972	2,084	5,818	1,394	787	996	0	0	0	0	14,049
Erie	3,090	2,929	7,158	2,400	1,280	1,568	0	1,669	0	0	20,095
Lancaster	8,916	5,352	11,518	4,450	2,513	2,375	0	3,708	404	6,545	45,782
York	3,420	3,637	11,365	2,266	1,331	2,084	0	3,105	233	3,778	31,219
Reading	19,508	7,201	10,281	9,637	4,166	2,173	0	2,937	268	4,335	60,506
Lebanon	2,691	1,161	3,029	1,105	477	1,039	0	953	0	0	10,456
Mercer	3,079	2,341	3,823	2,447	1,212	1,056	0	694	40	643	15,334
Adams	2,042	1,478	3,772	816	631	930	0	603	0	0	10,271
Franklin	1,622	1,522	4,797	1,011	557	1,077	0	890	0	0	11,475
Total Urban	358,146	132,464	305,340	138,430	62,426	50,559	0	76,332	7,937	128,496	1,260,128
Northwest	22,055	7,142	19,100	7,344	2,940	1,612	0	0	0	0	60,192
N. Central	8,263	7,031	18,626	5,020	2,790	1,618	0	486	0	0	43,833
N. Tier	5,640	6,932	21,979	4,187	2,531	1,498	0	418	0	0	43,185
S. Alleghenies	5,289	5,732	15,730	3,831	2,387	1,500	0	0	0	0	34,470
Wayne County	0	2,009	6,198	1,293	724	698	0	0	0	0	10,921
Total Rural	41,247	28,846	81,633	21,675	11,371	6,926	0	904	0	0	192,602
Interstate Program	317,378	0	32,569	32,068	0	0	0	0	0	0	382,015
Statewide Program	0	0	0	0	0	0	6,580	0	17,613	0	24,193
Statewide Reserve	179,848	0	122,700	0	0	35,000	0	0	0	0	337,548
RBR Regional Share	0	0	15,435	15,435	0	0	0	0	0	0	30,870
GRAND TOTAL	896,620	161,309	557,677	207,608	73,797	92,484	6,580	77,236	25,550	128,496	2,227,357

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	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	470,333	101,641	299,715	141,071	48,976	47,707	0	114,467	15,127	244,896	1,483,933
SPC	461,928	157,033	400,107	200,858	73,396	38,407	0	69,335	6,975	112,918	1,520,956
Harrisburg	50,709	23,195	63,376	23,870	10,470	10,701	0	15,689	1,788	28,947	228,745
Scranton/WB	60,424	28,495	62,203	34,220	14,094	10,172	0	12,738	1,535	24,845	248,726
Lehigh Valley	65,640	26,323	65,460	31,162	13,274	11,403	0	18,480	2,543	41,173	275,459
NEPA	42,066	37,048	76,547	38,366	17,908	10,420	0	5,594	0	0	227,949
SEDA-COG	59,661	25,961	81,033	26,606	10,821	8,070	0	0	0	0	212,152
Altoona	5,952	5,855	12,705	5,274	2,814	4,087	0	3,024	0	0	39,711
Johnstown	14,242	7,743	23,318	7,464	3,396	4,127	0	4,102	0	0	64,393
Centre County	12,613	6,240	16,360	5,988	2,740	3,945	0	3,664	0	0	51,551
Williamsport	11,891	8,344	26,248	6,578	3,147	3,983	0	0	0	0	60,191
Erie	12,365	11,729	31,771	10,579	5,122	6,274	0	6,676	0	0	84,516
Lancaster	35,676	21,434	52,921	21,349	10,050	9,500	0	14,831	1,617	26,181	193,560
York	13,685	14,564	51,176	10,757	5,324	8,334	0	12,420	933	15,112	132,306
Reading	78,055	28,838	45,854	42,469	16,665	8,693	0	11,748	1,071	17,340	250,732
Lebanon	10,767	4,651	13,476	4,899	1,908	4,158	0	3,814	0	0	43,672
Mercer	12,320	9,374	17,074	10,848	4,847	4,226	0	2,775	159	2,571	64,193
Adams	8,170	5,918	17,893	4,735	2,524	3,720	0	2,413	0	0	45,371
Franklin	6,488	6,094	21,613	4,792	2,227	4,310	0	3,560	0	0	49,083
Total Urban	1,432,988	530,481	1,378,849	631,886	249,702	202,234	0	305,329	31,749	513,982	5,277,199
Northwest	88,246	28,602	86,440	33,961	11,760	6,447	0	0	0	0	255,456
N. Central	33,060	28,156	85,329	24,765	11,159	6,472	0	1,943	0	0	190,883
N. Tier	22,568	27,761	99,804	20,766	10,123	5,990	0	1,672	0	0	188,684
S. Alleghenies	21,162	22,956	72,210	19,274	9,549	6,000	0	0	0	0	151,151
Wayne County	0	8,044	27,716	5,928	2,895	2,792	0	0	0	0	47,374
Total Rural	165,036	115,518	371,499	104,694	45,485	27,702	0	3,614	0	0	833,548
Interstate Program	1,269,512	0	144,159	140,191	0	0	0	0	0	0	1,553,862
Statewide Program	0	0	0	0	0	0	26,321	0	70,450	0	96,771
Statewide Reserve	719,394	0	536,400	0	0	140,000	0	0	0	0	1,395,794
RBR Regional Share	0	0	30,818	30,818	0	0	0	0	0	0	61,635
GRAND TOTAL	3,586,929	645,999	2,461,724	907,589	295,187	369,936	26,321	308,943	102,199	513,982	9,218,809

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
Northwest	44,543.1	5.07%	0.00	0.00	779.24	781.90	1,561.14
N. Central	67,603.4	7.69%	0.00	0.00	1,182.66	1,186.69	2,369.35
N. Tier	59,049.6	6.72%	0.00	0.00	1,033.02	1,036.54	2,069.56
S. Alleghenies	60,575.5	6.89%	0.00	0.00	1,059.71	1,063.33	2,123.04
Wayne	6,618.9	0.75%	0.00	0.00	115.79	116.19	231.98
Total (No IM)	879,299.1	100.00%	0.00	0.00	15,382.50	15,435.00	30,817.50

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
Northwest	44,543.1	5.07%	0.00	0.00	779.24	781.90	1,561.14
N. Central	67,603.4	7.69%	0.00	0.00	1,182.66	1,186.69	2,369.35
N. Tier	59,049.6	6.72%	0.00	0.00	1,033.02	1,036.54	2,069.56
S. Alleghenies	60,575.5	6.89%	0.00	0.00	1,059.71	1,063.33	2,123.04
Wayne	6,618.9	0.75%	0.00	0.00	115.79	116.19	231.98
Total (No IM)	879,299.1	100.00%	0.00	0.00	15,382.50	15,435.00	30,817.50

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

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

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	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	
	Urban Total		433,260	946,527	58,663	1,438,450
	RURAL	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	
Rural Total		0	16,986	6,299	23,285	
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	
GRAND TOTAL	495,730	968,082	85,975	1,549,787		

* 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 2017-2020
 \$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,307,320	2,478,728	68,928	3,854,976
	PAAC	425,720	886,356	56,644	1,368,720
	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
Urban Total	1,733,040	3,786,108	234,652	5,753,800	
RURAL	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
	Rural Total	0	67,944	25,196	93,140
Total Other ^	0	18,276	67,096	85,372	
PennDOT Discretion	99,160	0	0	99,160	
Other Unallocated (Urban/Rural)	150,720	117,728	16,956	285,404	
GRAND TOTAL	1,982,920	3,990,056	343,900	6,316,876	

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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 2018
 \$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	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	
Urban Total		433,260	946,527	58,663	1,438,450
RURAL	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
	Rural Total	0	16,986	6,299	23,285
	Total Other ^	0	4,569	16,774	21,343
PennDOT Discretion	24,790	0	0	24,790	
Other Unallocated (Urban/Rural)	37,680	19,362	4,239	61,281	
GRAND TOTAL	495,730	987,444	85,975	1,569,149	

* 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..

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	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
Urban Total	433,260	946,527	58,663	1,438,450	
RURAL	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
	Rural Total	0	16,986	6,299	23,285
Total Other ^	0	4,569	16,774	21,343	
PennDOT Discretion	24,790	0	0	24,790	
Other Unallocated (Urban/Rural)	37,680	39,111	4,239	81,030	
GRAND TOTAL	495,730	1,007,193	85,975	1,588,898	

* 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.

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^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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	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
Urban Total	433,260	946,527	58,663	1,438,450	
RURAL	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
	Rural Total	0	16,986	6,299	23,285
Total Other ^	0	4,569	16,774	21,343	
PennDOT Discretion	24,790	0	0	24,790	
Other Unallocated (Urban/Rural)	37,680	59,255	4,239	101,174	
GRAND TOTAL	495,730	1,027,337	85,975	1,609,042	

* 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.

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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*	7,542	0	653	0	0	910	9,105
Altoona*	1,196	0	0	0	0	0	1,196
East Stroudsburg*	1,756	0	0	0	0	0	1,756
Erie*	3,687	0	0	0	0	0	3,687
Harrisburg*	5,906	0	408	0	0	494	6,808
Hanover*	1,290	0	0	0	0	0	1,290
Hazleton*	805	0	0	0	0	0	805
Johnstown*	1,538	13	0	0	0	0	1,551
Lancaster*	8,469	0	382	0	0	530	9,381
Lebanon*	1,230	0	0	0	0	0	1,230
Monessen*	856	0	0	0	0	0	856
Philadelphia**	117,284	100,528	3,347	0	0	7,574	228,733
Pittsburgh**	37,242	18,153	1,835	0	0	2,791	60,021
Pottstown*	1,291	0	0	0	0	0	1,291
Reading*	3,573	0	267	0	0	398	4,238
Scranton/Wilkes-Barre*	4,259	0	441	0	0	465	5,165
Sharon*	674	0	52	0	0	0	726
State College*	2,727	0	0	0	0	0	2,727
Uniontown-Connellsville*	1,030	0	0	0	0	0	1,030
Williamsport*	1,995	0	0	0	0	0	1,995
York*	2,998	0	222	0	0	337	3,557
Large Urban	1,927	3,246	0	0	0	0	5,173
Small Urban	1,516	0	2,056	0	0	0	3,572
Large or Small Urban	1,744	9,739	0	0	0	2,915	14,398
Non Urbanized	0	0	2,228	18,590	0	0	20,818
Intercity Bus	0	0	0	3,280	0	0	3,280
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	212,535	131,679	11,891	21,870	4,788	16,414	399,177

+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*	7,542	0	653	0	0	910	9,105
Altoona*	1,196	0	0	0	0	0	1,196
East Stroudsburg*	1,756	0	0	0	0	0	1,756
Erie*	3,687	0	0	0	0	0	3,687
Harrisburg*	5,906	0	408	0	0	494	6,808
Hanover*	1,290	0	0	0	0	0	1,290
Hazleton*	805	0	0	0	0	0	805
Johnstown*	1,538	13	0	0	0	0	1,551
Lancaster*	8,469	0	382	0	0	530	9,381
Lebanon*	1,230	0	0	0	0	0	1,230
Monessen*	856	0	0	0	0	0	856
Philadelphia**	117,284	100,528	3,347	0	0	7,574	228,733
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Sharon*	674	0	52	0	0	0	726
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Williamsport*	1,995	0	0	0	0	0	1,995
York*	2,998	0	222	0	0	337	3,557
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Small Urban	1,516	0	2,056	0	0	0	3,572
Large or Small Urban	1,744	9,739	0	0	0	2,915	14,398
Non Urbanized	0	0	2,228	18,590	0	0	20,818
Intercity Bus	0	0	0	3,280	0	0	3,280
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	212,535	131,679	11,891	21,870	4,788	16,414	399,177

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Erie*	3,687	0	0	0	0	0	3,687
Harrisburg*	5,906	0	408	0	0	494	6,808
Hanover*	1,290	0	0	0	0	0	1,290
Hazleton*	805	0	0	0	0	0	805
Johnstown*	1,538	13	0	0	0	0	1,551
Lancaster*	8,469	0	382	0	0	530	9,381
Lebanon*	1,230	0	0	0	0	0	1,230
Monessen*	856	0	0	0	0	0	856
Philadelphia**	117,284	100,528	3,347	0	0	7,574	228,733
Pittsburgh**	37,242	18,153	1,835	0	0	2,791	60,021
Pottstown*	1,291	0	0	0	0	0	1,291
Reading*	3,573	0	267	0	0	398	4,238
Scranton/Wilkes-Barre*	4,259	0	441	0	0	465	5,165
Sharon*	674	0	52	0	0	0	726
State College*	2,727	0	0	0	0	0	2,727
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Williamsport*	1,995	0	0	0	0	0	1,995
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Large Urban	1,927	3,246	0	0	0	0	5,173
Small Urban	1,516	0	2,056	0	0	0	3,572
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Intercity Bus	0	0	0	3,280	0	0	3,280
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	212,535	131,679	11,891	21,870	4,788	16,414	399,177

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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*	7,542	0	653	0	0	910	9,105
Altoona*	1,196	0	0	0	0	0	1,196
East Stroudsburg*	1,756	0	0	0	0	0	1,756
Erie*	3,687	0	0	0	0	0	3,687
Harrisburg*	5,906	0	408	0	0	494	6,808
Hanover*	1,290	0	0	0	0	0	1,290
Hazleton*	805	0	0	0	0	0	805
Johnstown*	1,538	13	0	0	0	0	1,551
Lancaster*	8,469	0	382	0	0	530	9,381
Lebanon*	1,230	0	0	0	0	0	1,230
Monessen*	856	0	0	0	0	0	856
Philadelphia**	117,284	100,528	3,347	0	0	7,574	228,733
Pittsburgh**	37,242	18,153	1,835	0	0	2,791	60,021
Pottstown*	1,291	0	0	0	0	0	1,291
Reading*	3,573	0	267	0	0	398	4,238
Scranton/Wilkes-Barre*	4,259	0	441	0	0	465	5,165
Sharon*	674	0	52	0	0	0	726
State College*	2,727	0	0	0	0	0	2,727
Uniontown-Connellsville*	1,030	0	0	0	0	0	1,030
Williamsport*	1,995	0	0	0	0	0	1,995
York*	2,998	0	222	0	0	337	3,557
Large Urban	1,927	3,246	0	0	0	0	5,173
Small Urban	1,516	0	2,056	0	0	0	3,572
Large or Small Urban	1,744	9,739	0	0	0	2,915	14,398
Non Urbanized	0	0	2,228	18,590	0	0	20,818
Intercity Bus	0	0	0	3,280	0	0	3,280
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	212,535	131,679	11,891	21,870	4,788	16,414	399,177

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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*	30,168	0	2,612	0	0	3,640	36,420
Altoona*	4,784	0	0	0	0	0	4,784
East Stroudsburg*	7,024	0	0	0	0	0	7,024
Erie*	14,748	0	0	0	0	0	14,748
Harrisburg*	23,624	0	1,632	0	0	1,976	27,232
Hanover*	5,160	0	0	0	0	0	5,160
Hazleton*	3,220	0	0	0	0	0	3,220
Johnstown*	6,152	52	0	0	0	0	6,204
Lancaster*	33,876	0	1,528	0	0	2,120	37,524
Lebanon*	4,920	0	0	0	0	0	4,920
Monessen*	3,424	0	0	0	0	0	3,424
Philadelphia**	469,136	402,112	13,388	0	0	30,296	914,932
Pittsburgh**	148,968	72,612	7,340	0	0	11,164	240,084
Pottstown*	5,164	0	0	0	0	0	5,164
Reading*	14,292	0	1,068	0	0	1,592	16,952
Scranton/Wilkes-Barre*	17,036	0	1,764	0	0	1,860	20,660
Sharon*	2,696	0	208	0	0	0	2,904
State College*	10,908	0	0	0	0	0	10,908
Uniontown-Connellsville*	4,120	0	0	0	0	0	4,120
Williamsport*	7,980	0	0	0	0	0	7,980
York*	11,992	0	888	0	0	1,348	14,228
Large Urban	7,708	12,984	0	0	0	0	20,692
Small Urban	6,064	0	8,224	0	0	0	14,288
Large or Small Urban	6,976	38,956	0	0	0	11,660	57,592
Non Urbanized	0	0	8,912	74,360	0	0	83,272
Intercity Bus	0	0	0	13,120	0	0	13,120
Appalachian Counties	0	0	0	0	19,152	0	19,152
TOTALS	850,140	526,716	47,564	87,480	19,152	65,656	1,596,708

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

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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									
Delaware Valley	230,024	969,843	1,199,867	230,024	969,843	1,199,867	230,024	969,843	1,199,867	230,024	969,843	1,199,867	920,096	3,879,372	4,799,468
Southwest Penna	61,907	368,406	430,313	61,907	368,406	430,313	61,907	368,406	430,313	61,907	368,406	430,313	247,628	1,473,624	1,721,252
Harrisburg	6,808	8,960	15,768	6,808	8,960	15,768	6,808	8,960	15,768	6,808	8,960	15,768	27,232	35,840	63,072
Scranton/WB	5,970	16,273	22,243	5,970	16,273	22,243	5,970	16,273	22,243	5,970	16,273	22,243	23,880	65,092	88,972
Lehigh Valley	9,105	19,062	28,167	9,105	19,062	28,167	9,105	19,062	28,167	9,105	19,062	28,167	36,420	76,248	112,668
NEPA	1,756	5,856	7,612	1,756	5,856	7,612	1,756	5,856	7,612	1,756	5,856	7,612	7,024	23,424	30,448
SEDA-COG	0	878	878	0	878	878	0	878	878	0	878	878	0	3,512	3,512
Altoona	1,196	4,278	5,474	1,196	4,278	5,474	1,196	4,278	5,474	1,196	4,278	5,474	4,784	17,112	21,896
Johnstown	1,551	7,413	8,964	1,551	7,413	8,964	1,551	7,413	8,964	1,551	7,413	8,964	6,204	29,652	35,856
Centre County	2,727	6,149	8,876	2,727	6,149	8,876	2,727	6,149	8,876	2,727	6,149	8,876	10,908	24,596	35,504
Williamsport	1,995	4,707	6,702	1,995	4,707	6,702	1,995	4,707	6,702	1,995	4,707	6,702	7,980	18,828	26,808
Erie	3,687	10,158	13,845	3,687	10,158	13,845	3,687	10,158	13,845	3,687	10,158	13,845	14,748	40,632	55,380
Lancaster	9,381	8,262	17,643	9,381	8,262	17,643	9,381	8,262	17,643	9,381	8,262	17,643	37,524	33,049	70,573
York	4,847	7,790	12,637	4,847	7,790	12,637	4,847	7,790	12,637	4,847	7,790	12,637	19,388	31,160	50,548
Reading	4,238	9,622	13,860	4,238	9,622	13,860	4,238	9,622	13,860	4,238	9,622	13,860	16,952	38,487	55,439
Lebanon	1,230	2,308	3,538	1,230	2,308	3,538	1,230	2,308	3,538	1,230	2,308	3,538	4,920	9,232	14,152
SVATS	726	1,504	2,230	726	1,504	2,230	726	1,504	2,230	726	1,504	2,230	2,904	6,016	8,920
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	347,148	1,451,469	1,798,617	1,388,592	5,805,876	7,194,468									
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
Total Rural	0	10,266	10,266	0	41,064	41,064									
Unallocated	0	41,919	41,919	0	61,281	61,281		81,030	81,030		101,174	101,174	0	285,404	285,404
Reserve/Other	52,029	46,133	98,162	208,116	184,532	392,648									
Grand Total	399,177	1,549,787	1,948,964	399,177	1,569,149	1,968,326	399,177	1,588,898	1,988,075	399,177	1,609,042	2,008,219	1,596,708	6,316,876	7,913,584

* 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.