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PENNSYLVANIA'S 2015 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

The current federal surface transportation legislation is entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21). It was signed into law by President Obama on July 6, 2012 and includes funding for federal fiscal years (FFY) 2013 and 2014. MAP-21 is the first multi-year highway authorization enacted since 2005.

MAP-21 is viewed by many as a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 dramatically impacts transportation funding decisions in Pennsylvania. One significant example is the newly established National Highway Performance Program (NHPP). The NHPP is the largest funding category (approximately 60% of the federal funding received by PennDOT). NHPP funds can only be used on a roadway network comprised of the Interstate, National Highway System, and principal arterials. This network is approximately 16% of the statewide system. While there is no doubt that this system requires significant funding, the balance of the network requires extensive investment as well. Implications of directing a majority of funding on a small fraction of our transportation system means that a large portion of that system will have only very limited funding available.

In addition, FFY 2014 ends on September 30, 2014 (MAP-21 funding expires). Approximately $15 billion in additional revenue is required every year in order to keep federal funding flat. If this is not resolved, Pennsylvania stands to receive approximately $8 million in FFY 2015 (compared to approximately $1.6 billion, we receive annually). With the most recent federal shutdown and associated gridlock, the outlook does not promising for solving a significant funding gap at the federal level.

Draft 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 2015 Program update. 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 Financial Guidance Work Group reached general agreement on draft financial guidance components at their meeting on October 9, 2013. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas have been revised to reflect the new provisions in MAP-21.
- Act 44 funds continue at a reduced level as prescribed by Act 44 of 2007.
- A zero percent revenue growth assumption in federal highway and bridge funds for the entire 2015-2018 Program is recommended by the Financial Guidance Workgroup.
- State Motor License Funds reflect a decrease due to declining revenues, discontinuation of the bridge bonding program, and debt service on existing bonds.
- State highway and bridge funding is also decreased based on revenue estimates and debt service on 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 HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2015 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 (Expanded Maintenance Program) 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 expected revenue increases generated with the passage of Act 89 in November 2013.

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.

- **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 $40 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. Any capacity adding and non-capital (standalone ITS) projects will be advanced in coordination with the MPO/RPO and regional funds. 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 2013 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: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.

- **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: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.

- **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)** – 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 suballocates 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 suballocation 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. 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) ftp://ftp.dot.state.pa.us/public/pdf/STCTAC/TAC/Reports/Congestion%20Mitigation%20and%20Smart%20Transportation%20-%20May%202009%20-%20Final%20Report.pdf.

- **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 be held in a statewide line item. Centralizing management of this program will allow for a formalized project selection process and promote higher utilization of funding and the ability to initiate higher costs projects (see Appendix 7 for Section 130 Highway-Rail Grade Crossing Guidance).

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)** – 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. 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 will go directly to the Counties through liquid fuels payments under a new Appropriation code beginning 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 2015 Program period (October 1, 2014), and which will require conversion funding during the 2015 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 and Act 3 of 1997, 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. Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations.

Each planning region will submit its draft program to the Secretary of Transportation in accordance with the attached schedule (Appendix 6). This submission should reflect the collaborative efforts of the MPO/RPO, PennDOT, and other partners, and should clearly indicate the level of additional funding which is needed to fully implement the draft program. The Secretary will evaluate all of the draft programs and will determine the distribution of the balance of "spike" funding prior to the air quality conformity analysis period.

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 2015 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 2013 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 2103. 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—are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

- Operating Program (Section 1513)
- Asset Improvement Program for Capital projects (Section 1514)
- Capital Improvement Program (Section 1517)
- Alternative Energy Program (Section 1517.1)
- New Initiatives Program (Section 1515)
- Programs of Statewide Significance (Section 1516)

Operating Program – 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 and
    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 – 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.

New Initiatives Program – 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.

Capital Improvement Program – 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 – This establishes a competitive grant program to implement capital improvements conversion to an alternative energy source.

Programs of Statewide Significance - 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, curt to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual state and federal 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 to PennDOT by February 28, 2014. It is expected that all draft programs will be fiscally constrained at the time of submission. A separate document indicating additional priority projects that will not be able to advance due to fiscal constraint should accompany the draft program submission. The Secretary of Transportation will review the additional priority projects and determine the allocation of so-called "spike funds".

STP Funds to Distribute	**148,171**	**148,17**

HSIP Apportionment	92,484	92,48
Less Base of $500K to each MPO/RPO	**12,000**	**12,00**
Less Statewide Reserve	**35,000**	**35,00**
HSIP Funds to Distribute	**45,484**	**45,48**

CMAQ Apportionment	100,491	100,49
Less Transit Flex	**17,083**	**17,08**
CMAQ funds to distribute	**83,408**	**83,40**

TAP Apportionment	27,521	27,52
Less Recreational Trails	**1,991**	**1,99**
TAP Mandatory Distribution for Urban Areas	**7,937**	**7,93**
TAP Funds – Statewide Competitive Program	**17,593**	**17,59**

Statewide Program	**6,580**	**6,58**

State Highway (Capital)	522,687	680,28
State Bridge	**276,682**	**286,49**
Total State Funds (for Discretionary Calculation)	**799,369**	**966,78**
Mandatory 15% Discretionary (Highway Funds)	**119,905**	**145,01**

Highway (Capital) After Discretionary Set-Aside	402,782	535,26
Less Environmental Resource Agencies	**1,550**	**1,55**
Less Economic Development	**25,000**	**25,00**
State Highway (Capital) funds to Distribute	**376,232**	**508,71**

State Bridge	276,682	286,49
Less Bridge Inspection	**6,000**	**6,00**
State Bridge funds to Distribute	**270,682**	**280,49**

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

Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

FFY 2015 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway	State Bridge	Off System Bridge	HSIP	Rail	CMAQ	TAP	STP Urban	Total
DVRPC	121,065	20,703	58,031	40,880	10,074	11,858	0	30,904	3,782	61,224	358,52
SPC	103,097	41,065	79,603	66,358	22,158	9,506	0	18,719	1,744	28,229	370,47
Harrisburg	13,604	4,219	12,914	6,789	1,719	2,622	0	4,236	447	7,237	53,79
Scranton/WB	17,886	6,133	12,200	9,942	3,152	2,375	0	3,439	384	6,211	61,72
Lehigh Valley	21,922	4,267	13,133	10,885	1,884	2,843	0	4,989	636	10,293	70,85
SEPA	7,889	8,060	15,630	10,606	4,146	2,638	0	1,510	0	0	50,47
SEDA-COG	15,986	6,484	16,208	9,924	3,159	2,039	0	0	0	0	53,80
Altoona	2,719	1,249	2,648	2,199	603	992	0	816	0	0	11,22
Johnstown	7,480	1,568	4,528	2,951	677	1,026	0	1,108	0	0	19,33
Centre County	4,129	1,404	3,172	2,065	676	991	0	989	0	0	13,42
Williamsport	2,404	2,056	5,381	2,042	899	988	0	0	0	0	13,77
Erie	3,422	2,795	6,172	2,874	1,343	1,474	0	1,802	0	0	19,88
Lancaster	8,745	5,699	10,927	7,101	3,104	2,503	0	4,004	404	6,545	49,03
York	3,689	2,928	10,414	3,151	1,002	2,111	0	3,353	233	3,778	30,66
Reading	20,312	4,809	9,079	11,835	2,755	2,221	0	3,172	268	4,335	58,78
Lebanon	2,059	1,107	2,574	1,562	542	1,088	0	1,030	0	0	9,96
Mercer	2,167	2,591	3,375	3,291	1,545	1,057	0	749	40	643	15,46
Adams	1,664	1,264	3,605	1,670	585	1,005	0	651	0	0	10,44
Franklin	1,808	1,495	4,367	1,475	611	1,122	0	961	0	0	11,84
Northwest	9,940	6,834	16,637	8,316	3,255	1,704	0	0	0	0	46,68
N. Central	7,602	7,225	16,951	8,798	3,480	1,600	0	524	0	0	46,18
N. Tier	4,305	6,679	20,267	6,712	2,929	1,438	0	451	0	0	42,78
S. Alleghenies	4,583	5,731	14,405	6,638	2,801	1,575	0	0	0	0	35,73
Wayne County	1	1,805	5,575	1,565	697	709	0	0	0	0	10,35
Interstate Program	317,378	0	28,434	41,054	0	0	0	0	0	0	386,86
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,17
Statewide Reserve	179,465	0	119,905	0	0	35,000	0	0	0	0	334,37

Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

FFY 2016 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway	State Bridge	Off System Bridge	HSIP	Rail	CMAQ	TAP	STP Urban	Total
DVRPC	121,065	20,703	78,467	42,362	10,074	11,858	0	30,904	3,782	61,224	380,43
SPC	103,097	41,065	107,635	68,764	22,158	9,506	0	18,719	1,744	28,229	400,91
Harrisburg	13,604	4,219	17,461	7,035	1,719	2,622	0	4,236	447	7,237	58,57
Scranton/WB	17,886	6,133	16,496	10,302	3,152	2,375	0	3,439	384	6,211	66,37
Lehigh Valley	21,922	4,267	17,758	11,280	1,884	2,843	0	4,989	636	10,293	75,87
SEPA	7,889	8,060	21,134	10,991	4,146	2,638	0	1,510	0	0	56,36
SEDA-COG	15,986	6,484	21,916	10,284	3,159	2,039	0	0	0	0	59,86
Altoona	2,719	1,249	3,580	2,279	603	992	0	816	0	0	12,23
Johnstown	7,480	1,568	6,122	3,058	677	1,026	0	1,108	0	0	21,03
Centre County	4,129	1,404	4,289	2,140	676	991	0	989	0	0	14,61
Williamsport	2,404	2,056	7,276	2,116	899	988	0	0	0	0	15,74
Erie	3,422	2,795	8,346	2,978	1,343	1,474	0	1,802	0	0	22,16
Lancaster	8,745	5,699	14,775	7,359	3,104	2,503	0	4,004	404	6,545	53,14
York	3,689	2,928	14,081	3,265	1,002	2,111	0	3,353	233	3,778	34,44
Reading	20,312	4,809	12,276	12,265	2,755	2,221	0	3,172	268	4,335	62,51
Lebanon	2,059	1,107	3,481	1,619	542	1,088	0	1,030	0	0	10,92
Mercer	2,167	2,591	4,564	3,410	1,545	1,057	0	749	40	643	18,76
Adams	1,664	1,264	4,875	1,730	585	1,005	0	651	0	0	11,77
Franklin	1,808	1,495	5,905	1,528	611	1,122	0	961	0	0	13,43
Northwest	9,940	6,834	22,496	8,618	3,255	1,704	0	0	0	0	62,84
N. Central	7,602	7,225	22,920	9,117	3,480	1,600	0	524	0	0	62,46
N. Tier	4,305	6,679	27,404	6,955	2,929	1,438	0	451	0	0	50,16
S. Alleghenies	4,583	5,731	19,478	6,879	2,801	1,575	0	0	0	0	41,04
Wayne County	1	1,805	7,536	1,622	697	709	0	0	0	0	12,37
Interstate Program	317,378	0	38,446	42,542	0	0	0	0	0	0	398,36
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,17
Statewide Reserve	179,465	0	145,017	0	0	35,000	0	0	0	0	359,48

Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

FFY 2017 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridge	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	104,694	44,447	10,074	11,858	0	30,904	3,782	61,224	408,75
SPC	103,097	41,065	143,611	72,149	22,158	9,506	0	18,719	1,744	28,229	440,27
Harrisburg	13,604	4,219	23,297	7,381	1,719	2,622	0	4,236	447	7,237	64,76
Scranton/WB	17,886	6,133	22,010	10,809	3,152	2,375	0	3,439	384	6,211	72,40
Lehigh Valley	21,922	4,267	23,693	11,835	1,884	2,843	0	4,989	636	10,293	82,36
NEPA	7,889	8,060	28,198	11,532	4,146	2,638	0	1,510	0	0	63,97
SEDA-COG	15,986	6,484	29,241	10,790	3,159	2,039	0	0	0	0	67,69
Altoona	2,719	1,249	4,777	2,391	603	992	0	816	0	0	13,54
Johnstown	7,480	1,568	8,168	3,208	677	1,026	0	1,108	0	0	23,23
Centre County	4,129	1,404	5,722	2,245	676	991	0	989	0	0	16,15
Williamsport	2,404	2,056	9,708	2,220	899	988	0	0	0	0	18,27
Erie	3,422	2,795	11,135	3,125	1,343	1,474	0	1,802	0	0	25,09
Lancaster	8,745	5,699	19,714	7,721	3,104	2,503	0	4,004	404	6,545	58,44
York	3,689	2,928	18,788	3,426	1,002	2,111	0	3,353	233	3,778	39,30
Reading	20,312	4,809	16,380	12,868	2,755	2,221	0	3,172	268	4,335	67,11
Lebanon	2,059	1,107	4,645	1,699	542	1,088	0	1,030	0	0	12,16
Mercer	2,167	2,591	6,089	3,578	1,545	1,057	0	749	40	643	18,46
Adams	1,664	1,264	6,504	1,815	585	1,005	0	651	0	0	13,46
Franklin	1,808	1,495	7,878	1,604	611	1,122	0	961	0	0	15,48
Northwest	9,940	6,834	30,015	9,042	3,255	1,704	0	0	0	0	60,79
N. Central	7,602	7,225	30,581	9,565	3,480	1,600	0	524	0	0	60,57
N. Tier	4,305	6,679	36,564	7,298	2,929	1,438	0	451	0	0	59,66
S. Alleghenies	4,583	5,731	25,988	7,217	2,801	1,575	0	0	0	0	47,89
Wayne County	1	1,805	10,058	1,701	697	709	0	0	0	0	14,97
Interstate Program	317,378	0	51,297	44,636	0	0	0	0	0	0	413,31
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,17
Statewide Reserve	179,465	0	177,460	0	0	35,000	0	0	0	0	391,92

Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

FFY 2018 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridge	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	104,694	44,447	10,074	11,858	0	30,904	3,782	61,224	408,75
SPC	103,097	41,065	143,611	72,149	22,158	9,506	0	18,719	1,744	28,229	440,27
Harrisburg	13,604	4,219	23,297	7,381	1,719	2,622	0	4,236	447	7,237	64,76
Scranton/WB	17,886	6,133	22,010	10,809	3,152	2,375	0	3,439	384	6,211	72,40
Lehigh Valley	21,922	4,267	23,693	11,835	1,884	2,843	0	4,989	636	10,293	82,36
NEPA	7,889	8,060	28,198	11,532	4,146	2,638	0	1,510	0	0	63,97
SEDA-COG	15,986	6,484	29,241	10,790	3,159	2,039	0	0	0	0	67,69
Altoona	2,719	1,249	4,777	2,391	603	992	0	816	0	0	13,54
Johnstown	7,480	1,568	8,168	3,208	677	1,026	0	1,108	0	0	23,23
Centre County	4,129	1,404	5,722	2,245	676	991	0	989	0	0	16,15
Williamsport	2,404	2,056	9,708	2,220	899	988	0	0	0	0	18,27
Erie	3,422	2,795	11,135	3,125	1,343	1,474	0	1,802	0	0	25,09
Lancaster	8,745	5,699	19,714	7,721	3,104	2,503	0	4,004	404	6,545	58,44
York	3,689	2,928	18,788	3,426	1,002	2,111	0	3,353	233	3,778	39,30
Reading	20,312	4,809	16,380	12,868	2,755	2,221	0	3,172	268	4,335	67,11
Lebanon	2,059	1,107	4,645	1,699	542	1,088	0	1,030	0	0	12,16
Mercer	2,167	2,591	6,089	3,578	1,545	1,057	0	749	40	643	18,46
Adams	1,664	1,264	6,504	1,815	585	1,005	0	651	0	0	13,46
Franklin	1,808	1,495	7,878	1,604	611	1,122	0	961	0	0	15,48
Northwest	9,940	6,834	30,015	9,042	3,255	1,704	0	0	0	0	60,79
N. Central	7,602	7,225	30,581	9,565	3,480	1,600	0	524	0	0	60,57
N. Tier	4,305	6,679	36,564	7,298	2,929	1,438	0	451	0	0	59,66
S. Alleghenies	4,583	5,731	25,988	7,217	2,801	1,575	0	0	0	0	47,89
Wayne County	1	1,805	10,058	1,701	697	709	0	0	0	0	14,97
Interstate Program	317,378	0	51,297	44,636	0	0	0	0	0	0	413,31
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,17
Statewide Reserve	179,465	0	177,460	0	0	35,000	0	0	0	0	391,92

Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

Total FFY 2015-2018 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway	State Bridge	Off System Bridge	NHF	Rail	CMAQ	TAP	ETF-Other	Total
DVRPC	484,261	82,813	345,886	172,136	40,295	47,432	0	123,614	15,127	244,896	1,556,46
SPC	412,387	164,260	474,460	279,420	88,632	38,024	0	74,876	6,975	112,918	1,651,9
Harrisburg	54,416	16,876	76,969	28,586	6,876	10,488	0	16,943	1,788	28,947	241,9
Scranton/WB	71,545	24,533	72,716	41,862	12,609	9,499	0	13,756	1,535	24,845	272,9
Lehigh Valley	87,687	17,068	78,278	45,835	7,536	11,373	0	19,957	2,543	41,173	311,4
ERPA	31,554	32,239	93,159	44,661	16,585	10,551	0	6,041	0	0	234,7
EDA-COG	63,945	25,936	96,606	41,788	12,636	8,154	0	0	0	0	249,0
Altoona	10,877	4,998	15,782	9,259	2,410	3,968	0	3,266	0	0	50,6
Johnstown	29,921	6,272	26,986	12,424	2,709	4,102	0	4,430	0	0	86,8
Centre County	16,518	5,617	18,905	8,698	2,705	3,964	0	3,957	0	0	60,3
Williamsport	9,618	8,223	32,072	8,599	3,597	3,954	0	0	0	0	66,0
Erie	13,689	11,181	36,789	12,101	5,372	5,895	0	7,209	0	0	92,2
Lancaster	34,982	22,796	65,129	29,902	12,417	10,013	0	16,017	1,617	26,181	219,0
York	14,755	11,712	62,072	13,267	4,006	8,443	0	13,412	933	15,112	143,7
Reading	81,246	19,237	54,115	49,837	11,019	8,883	0	12,686	1,071	17,340	255,4
Lebanon	8,237	4,429	15,345	6,579	2,167	4,353	0	4,118	0	0	45,2
Mercer	8,668	10,362	20,117	13,857	6,181	4,226	0	2,997	159	2,571	69,1
Adams	6,656	5,056	21,489	7,031	2,341	4,020	0	2,606	0	0	49,1
Franklin	7,234	5,981	26,028	6,210	2,445	4,490	0	3,844	0	0	56,2
Northwest	39,761	27,337	99,164	35,017	13,019	6,816	0	0	0	0	221,1
N. Central	30,407	28,898	101,033	37,045	13,921	6,401	0	2,098	0	0	219,8
N. Tier	17,221	28,718	120,798	28,262	11,717	5,751	0	1,805	0	0	212,2
S. Alleghenies	18,333	22,922	85,859	27,951	11,202	6,301	0	0	0	0	172,5
Wayne County	5	7,222	33,230	6,590	2,788	2,838	0	0	0	0	53,6
Interstate Program	1,269,512	0	169,473	172,869	0	0	0	0	0	0	1,611,8
Statewide Program	0	0	0	0	0	0	26,321	0	70,370	0	96,6
Statewide Reserve	717,859	0	619,843	0	0	140,000	0	0	0	0	1,477,7

URBAN	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	Suburban Transit, Inc.	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	WCTA -- Washington	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	STEP, Inc.	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
	Unallocated Other Urban Systems	0	0	0	0	1,733	1,733
	Urban Total	**419,020**	**0**	**845,405**	**52,988**	**2,604**	**1,320,017**
RURAL	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	Butler County	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	Northumberland County	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	ACTS -- Lawrence	0		0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358		919
	VCTO -- Venango	0	0	351	200	0	551
	Rural Total	**0**	**0**	**14,592**	**5,818**	**0**	**20,410**
	Total Other ^	0	0	4,515	15,093	0	19,608
	PennDOT Discretion	23,970	0	0	0	0	23,970
	Other Unallocated (Urban/Rural)	36,440	0	49,012	6,540	1,124	93,116
	GRAND TOTAL	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding 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 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2016
$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
URBAN	SEPTA	338,130	0	550,899	16,042	0	905,071
	PAAC	110,110	0	204,458	13,023	871	328,462
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	Blair Senior Services	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	Suburban Transit, Inc.	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	WCTA -- Washington	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	STEP, Inc.	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
	Unallocated Other Urban Systems	0	0	0	0	1,733	1,733
	Urban Total	**448,240**	**0**	**845,405**	**52,988**	**2,604**	**1,349,237**
RURAL	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	Butler County	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	Northumberland County	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	ACTS -- Lawrence	0		0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358		919
	VCTO -- Venango	0	0	351	200	0	551
	Rural Total	**0**	**0**	**14,592**	**5,818**	**0**	**20,410**
	Total Other ^	0	0	4,515	15,093	0	19,608
	PennDOT Discretion	25,640	0	0	0	0	25,640
	Other Unallocated (Urban/Rural)	38,980	0	109,912	6,540	1,124	156,556
	GRAND TOTAL	512,860	0	974,424	80,439	3,728	1,571,451

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding 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 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2017
$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
URBAN	SEPTA	338,790	0	550,899	16,042	0	905,731
	PAAC	110,330	0	204,458	13,023	871	328,682
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	Blair Senior Services	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	Suburban Transit, Inc.	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	WCTA -- Washington	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	STEP, Inc.	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
	Unallocated Other Urban Systems	0	0	0	0	1,733	1,733
	Urban Total	**449,120**	**0**	**845,405**	**52,988**	**2,604**	**1,350,117**
RURAL	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	Butler County	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	Northumberland County	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	ACTS -- Lawrence	0		0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358		919
	VCTO -- Venango	0	0	351	200	0	551
	Rural Total	**0**	**0**	**14,592**	**5,818**	**0**	**20,410**
	Total Other ^	0	0	4,515	15,093	0	19,608
	PennDOT Discretion	25,690	0	0	0	0	25,690
	Other Unallocated (Urban/Rural)	39,050	0	127,874	6,540	1,124	174,588
	GRAND TOTAL	513,860	0	992,386	80,439	3,728	1,590,413

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding 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 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2018
$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
URBAN	SEPTA	368,530	0	550,899	16,042	0	935,471
	PAAC	120,010	0	204,458	13,023	871	338,362
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	Blair Senior Services	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	Suburban Transit, Inc.	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	WCTA -- Washington	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	STEP, Inc.	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
	Unallocated Other Urban Systems	0	0	0	0	1,733	1,733
	Urban Total	**488,540**	**0**	**845,405**	**52,988**	**2,604**	**1,389,537**
RURAL	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	Butler County	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	Northumberland County	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	ACTS -- Lawrence	0		0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358		919
	VCTO -- Venango	0	0	351	200	0	551
	Rural Total	**0**	**0**	**14,592**	**5,818**	**0**	**20,410**
	Total Other ^	0	0	4,515	15,093	0	19,608
	PennDOT Discretion	27,950	0	0	0	0	27,950
	Other Unallocated (Urban/Rural)	42,480	0	154,921	6,540	1,124	205,065
	GRAND TOTAL	**558,970**	**0**	**1,019,433**	**80,439**	**3,728**	**1,662,570**

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding 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 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Total Annual Funding 2015-2018
$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
URBAN	SEPTA	1,361,540	0	2,203,596	64,168	0	3,629,304
	PAAC	443,380	0	817,832	52,092	3,484	1,316,788
	AMTRAN -- Blair	0	0	10,212	0	0	10,212
	Blair Senior Services	0	0	0	4,704	0	4,704
	BARTA -- Berks	0	0	29,472	3,160	0	32,632
	BCTA -- Beaver	0	0	12,464	0	0	12,464
	CAT -- Dauphin	0	0	27,612	2,844	0	30,456
	CATA -- Centre	0	0	17,844	1,128	0	18,972
	CCTA -- Cambria	0	0	24,024	3,088	0	27,112
	COLTS -- Lackawanna	0	0	25,344	4,668	0	30,012
	EMTA -- Erie	0	0	31,020	3,980	0	35,000
	Fayette County	0	0	3,076	1,508	0	4,584
	HPT -- Hazleton	0	0	6,552	0	0	6,552
	LANTA -- Lehigh-Northampton	0	0	53,964	10,272	0	64,236
	LCTA -- Luzerne	0	0	20,184	2,608	0	22,792
	COLT -- Lebanon	0	0	6,280	1,952	0	8,232
	MMVTA -- Mid Mon Valley	0	0	9,404	0	0	9,404
	MCTA -- Monroe	0	0	6,604	2,468	0	9,072
	Pottstown	0	0	4,132	0	0	4,132
	Suburban Transit, Inc.	0	0	0	18,032	0	18,032
	RRTA -- Lancaster	0	0	21,440	6,088	0	27,528
	SVSS -- Shenango Valley	0	0	2,644	3,092	0	5,736
	Washington	0	0	4,128	0	0	4,128
	WCTA -- Washington	0	0	0	7,536	0	7,536
	WBT -- Williamsport	0	0	13,736	11,920	0	25,656
	STEP, Inc.	0	0	0	2,644	0	2,644
	WCTA -- Westmoreland	0	0	11,068	0	0	11,068
	YATA -- York/Adams	0	0	18,988	4,000	0	22,988
	Unallocated Other Urban Systems	0	0	0	0	6,932	6,932
	Urban Total	**1,804,920**	**0**	**3,381,620**	**211,952**	**10,416**	**5,408,908**
RURAL	ATA	0	0	14,924	1,168	0	16,092
	BTA -- Butler	0	0	2,960	0	0	2,960
	Butler County	0	0	0	2,304	0	2,304
	Carbon	0	0	900	2,300	0	3,200
	CATA -- Crawford	0	0	2,644	1,716	0	4,360
	DUFAST	0	0	1,932	0	0	1,932
	EMTA -- Endless Mtns.	0	0	2,920	3,300	0	6,220
	ICTA -- Indiana	0	0	5,180	1,668	0	6,848
	Mid-County -- Armstrong	0	0	2,052	1,428	0	3,480
	Mt. Carmel	0	0	1,136	0	0	1,136
	Northumberland County	0	0	0	2,556	0	2,556
	NCATA -- New Castle	0	0	14,660	0	0	14,660
	ACTS -- Lawrence	0	0	0	1,544	0	1,544
	STS -- Schuylkill	0	0	5,412	3,056	0	8,468
	TAWC -- Warren	0	0	2,244	1,432	0	3,676
	VCTO -- Venango	0	0	1,404	800	0	2,204
	Rural Total	**0**	**0**	**58,368**	**23,272**	**0**	**81,640**
	Total Other ^	0	0	18,060	60,372	0	78,432
	PennDOT Discretion	103,250	0	0	0	0	103,250
	Other Unallocated (Urban/Rural)	156,950	0	441,719	26,160	4,496	629,325
	GRAND TOTAL	**2,065,120**	**0**	**3,899,767**	**321,756**	**14,912**	**6,301,555**

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^Attached list shows how Total Other funds are distributed in 2013. Assume similar distribution in future years.

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Appendix 4
2015 Financial Guidance
Federal Transit Funding 2015-2018 ($000)

Federal Transit	FFY 2015						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
Large Urban	0	9,656	0	0	0	0	9,656
Small Urban	1,482	0	2,104	0	0	1,634	5,220
Non Urbanized	0	0	2,391	19,000	0	1,248	22,639
Intercity Bus	0	0	0	3,000	0	0	3,000
Appalachian Counties	0	0	0	0	5,000	0	5,000
TOTALS	186,127	128,790	12,298	22,000	5,000	17,002	371,217

+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
2015 Financial Guidance
Federal Transit Funding 2015-2018 ($000)

Federal Transit	FFY 2016						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
Large Urban	0	9,656	0	0	0	0	9,656
Small Urban	1,482	0	2,104	0	0	1,634	5,220
Non Urbanized	0	0	2,391	19,000	0	1,248	22,639
Intercity Bus	0	0	0	3,000	0	0	3,000
Appalachian Counties				0	5,000	0	5,000
TOTALS	186,127	128,790	12,298	22,000	5,000	17,002	371,217

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2015 Financial Guidance
Federal Transit Funding 2015-2018 ($000)

Federal Transit	FY 2017						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
Large Urban	0	9,656	0	0	0	0	9,656
Small Urban	1,482	0	2,104	0	0	1,634	5,220
Non Urbanized	0	0	2,391	19,000	0	1,248	22,639
Intercity Bus	0	0	0	3,000	0	0	3,000
Appalachian Counties	0	0	0	0	5,000	0	5,000
TOTALS	186,127	128,790	12,298	22,000	5,000	17,002	371,217

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* 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
2015 Financial Guidance
Federal Transit Funding 2015-2018 ($000)

Federal Transit	FY 2018						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
Large Urban	0	9,656	0	0	0	0	9,656
Small Urban	1,482	0	2,104	0	0	1,634	5,220
Non Urbanized	0	0	2,391	19,000	0	1,248	22,639
Intercity Bus	0	0	0	3,000	0	0	3,000
Appalachian Counties	0	0	0	0	5,000	0	5,000
TOTALS	186,127	128,790	12,298	22,000	5,000	17,002	371,217

+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
2015 Financial Guidance
Federal Transit Funding 2015-2018 ($000)

Federal Transit	Total FFY 2015 - FFY 2018						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5339 (Bus)	Total
Allentown-Bethlehem*	31,100	0	2,472	0	0	3,540	37,112
Altoona*	4,744	0	0	0	0	0	4,744
East Stroudsburg*	6,684	0	0	0	0	0	6,684
Erie*	14,508	0	0	0	0	0	14,508
Harrisburg*	23,868	0	1,528	0	0	2,000	27,396
Hazleton*	3,188	0	0	0	0	0	3,188
Johnstown*	6,004	52	0	0	0	0	6,056
Lancaster*	34,240	0	1,396	0	0	2,152	37,788
Lebanon*	5,540	0	0	0	0	0	5,540
Monessen*	5,500	0	0	0	0	0	5,500
Philadelphia**	403,928	398,444	13,904	0	0	32,936	849,212
Pittsburgh**	125,600	78,040	7,744	0	0	11,480	222,864
Pottstown*	5,088	0	0	0	0	0	5,088
Reading*	14,112	0	1,136	0	0	1,560	16,808
Scranton/Wilkes-Barre*	15,892	0	1,908	0	0	1,696	19,496
Sharon*	2,536	0	208	0	0	0	2,744
State College*	10,512	0	0	0	0	0	10,512
Uniontown-Connellsville*	4,064	0	0	0	0	0	4,064
Williamsport*	7,716	0	0	0	0	0	7,716
York*	13,756	0	916	0	0	1,116	15,788
Large Urban	0	38,624	0	0	0	0	38,624
Small Urban	5,928	0	8,416	0	0	6,536	20,880
Non Urbanized	0	0	9,564	76,000	0	4,992	90,556
Intercity Bus	0	0	0	12,000	0	0	12,000
Appalachian Counties	0	0	0	0	20,000	0	20,000
TOTALS	744,508	515,160	49,192	88,000	20,000	68,008	1,484,868

+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

Harrisburg	6,849	7,614	14,463	6,849	7,614	14,463	6,849	7,614	14,463	6,849	7,614	
Scranton/WB	5,671	14,839	20,510	5,671	14,839	20,510	5,671	14,839	20,510	5,671	14,839	
Lehigh Valley	9,278	16,059	25,337	9,278	16,059	25,337	9,278	16,059	25,337	9,278	16,059	
NEPA	1,671	5,185	6,856	1,671	5,185	6,856	1,671	5,185	6,856	1,671	5,185	
SEDA-COG	0	923	923	0	923	923	0	923	923	0	923	
Altoona	1,186	3,729	4,915	1,186	3,729	4,915	1,186	3,729	4,915	1,186	3,729	
Johnstown	1,514	6,778	8,292	1,514	6,778	8,292	1,514	6,778	8,292	1,514	6,778	
Centre County	2,628	4,743	7,371	2,628	4,743	7,371	2,628	4,743	7,371	2,628	4,743	
Williamsport	1,929	4,095	6,024	1,929	4,095	6,024	1,929	4,095	6,024	1,929	4,095	
Erie	3,627	8,750	12,377	3,627	8,750	12,377	3,627	8,750	12,377	3,627	8,750	
Lancaster	9,447	6,882	16,329	9,447	6,882	16,329	9,447	6,882	16,329	9,447	6,882	
York	3,947	5,747	9,694	3,947	5,747	9,694	3,947	5,747	9,694	3,947	5,747	
Reading	4,202	8,158	12,360	4,202	8,158	12,360	4,202	8,158	12,360	4,202	8,158	
Lebanon	1,385	2,058	3,443	1,385	2,058	3,443	1,385	2,058	3,443	1,385	2,058	
SVATS	686	1,434	2,120	686	1,434	2,120	686	1,434	2,120	686	1,434	
Adams	0	0	0	0	0	0	0	0	0	0	0	
Franklin	0	0	0	0	0	0	0	0	0	0	0	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Northwest	0	2,560	2,560	0	2,560	2,560	0	2,560	2,560	0	2,560	
Northcentral	0	4,506	4,506	0	4,506	4,506	0	4,506	4,506	0	4,506	
Northern Tier	0	1,555	1,555	0	1,555	1,555	0	1,555	1,555	0	1,555	
Southern Alegh.	0	0	0	0	0	0	0	0	0	0	0	
Wayne County	0	0	0	0	0	0	0	0	0	0	0	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Unallocated	37,615	94,848	132,364	37,615	168,289	186,804	37,615	178,321	213,836	37,615	206,798	2
Reserve/Other	8,000	43,578	51,578	8,000	45,248	53,248	8,000	45,298	53,298	8,000	47,858	
Grand Total	371,217	1,477,121	1,709,911	371,217	1,571,481	1,942,668	371,217	1,690,413	1,961,630	371,217	1,682,670	2,0

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

Appendix 6

Schedule for developing and approving the 2015 Transportation Program

8/22/13 to 12/12/13	State Transportation Commission, PennDOT and planning partners conduct a pilot public outreach/public input strategy to update the 12 Year Program.
10/16/13	A conference call with all Planning Partners' and Districts is held. Department program priorities are shared along with draft financial guidance discussion.
10/30/13	A work session is held with all Planning Partners' and Districts. Department program priorities are shared along with draft financial guidance. The goal is to reach consensus on the guidance.
10/30 to 11/1/13	A three-day Planning Partners' Meeting is held in Harrisburg to discuss the program update process and other transportation issues.
By 11/1/13	Draft Financial Guidance is issued.
By 11/8/13	General and Procedural Guidance and Schedule for Developing and approving the 2015 Transportation Program are finalized.
By 11/8/13	The Department issues final guidance to planning partners for the development of the 2015 Program.
By 11/22/13	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to planning partners.
By 11/22/13	PennDOT District project priorities are shared with planning partners. PennDOT will provide the MPO/RPOs with a listing of the draft critical carryover Interstate Management Program projects.
By 1/15/14	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2015 Program. TIP negotiations begin.
By 2/2/14	MPO and RPO "Boards" meet to discuss the 2015 schedule and guidance; set their TIP approval meeting dates for the summer of 2014.
By 2/14/14	PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, including the final "spike" decisions, and share 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 2/28/14	State Transportation Commission meets and is updated on development of the 2015 Program.

By 2/28/14	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.
By 3/1/14	Program Center completes initial review of preliminary draft TIPs to ensure that Department 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 3/10/14	Program Center conducts individual conference calls 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.
By 3/10/14	Interagency (FHWA, FTA, EPA, DEP & 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 3/15/14	All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
By 3/15/14	Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
By 5/15/14	MPO, RPO and PennDOT complete air quality conformity analyses.
By 7/18/14	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 7/25/14	MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
By 8/14/14	State Transportation Commission approves the Twelve Year Program.
By 8/15/14	Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
By 9/30/14	PennDOT obtains joint approval from FHWA and FTA on the 2015 Program.

Appendix 7

Section 130 Highway-Rail Grade Crossing

Safety Program Guidance

BACKGROUND

Pennsylvania has received $6.5-7.0M per year in Section 130 Highway-Rail Crossing Safety funding over the past few years, and is projected to receive ~$6.5m per year for the foreseeable future. Until recently, these funds were distributed to the Metropolitan Planning Organizations (MPO)/Rural Planning Organizations (RPO) through a formula-based process. Project selection and funding were accomplished by the District Grade Crossing Engineers/Administrators (DGCE/A) in coordination with their Planning organizations, with assistance from the Central Office Grade Crossing Unit (CO GCU) as needed. Numerous concerns with this method were voiced by the Districts and CO staff over the years due to the fact that, in many cases, the funding available through distribution was so small that a full safety project could not be undertaken in many regions. There was also resistance to shift funds between MPOs/RPOs. These factors often left safety funds unutilized.

Early in 2013, the Federal Highway Administration (FHWA) began sharing with PennDOT the utilization rate of the Section 130 funding allocated to the state. This showed that Pennsylvania was using approximately 58% of its statewide allocation. Reviewing the data provided for all the states, showed that neighboring states who centrally managed their allocation had a much higher utilization rate (in excess of 90%, in NJ and OH), whereas states that had a decentralized management of the funds similar to PA (i.e. NY, MD) had similar utilization rates—in the 50 to 60% range.

In order to improve the state's utilization rate of the Section 130 funding, the program was shifted to the CO GCU. It is expected that the benefits of this transfer will include an opportunity to increase PA's utilization rate of the Section 130 funds, more efficiently address the top statewide crossing safety needs, address Rail corridor safety projects in regions that otherwise would not receive enough funding for the projects, and better leverage Railroad contributions to safety projects.

Guidance is provided in the Grade Crossing Manual, Publication 371, Chapter 3, *The Highway-Railroad Crossing Safety Project Process*.

FUNDING ALLOCATION

The goal of shifting management of the funds to the Central Office is to increase safety at highway-rail at-grade crossings by increasing the utilization rate of the funds distributed to the state to 100%. To help achieve this goal, the program allocation is expected to be split approximately as follows:

- 50% - Statewide Priority List (highest hazard locations [WBAPS], emergent projects, corridor safety projects)
- 50% - Projects with safety concerns not on the statewide list, local concerns, local Railroad concerns not reflected on WBAPS (i.e. near-miss history)

Appendix 7

Section 130 Highway-Rail Grade Crossing

Safety Program Guidance

PROGRAM GUIDELINES

Program implementation will be dependent on the federal obligations as communicated to the CO Grade Crossing staff by the Program Center. A two-year program of grade crossing safety projects will be developed by the CO GCU in coordination with the DGCE/As utilizing selection criteria developed by a workgroup of District and Central Office Grade Crossing staff. The program will be reviewed annually and any project or program savings as projects are accomplished will be transferred to other projects within the obligation window on a statewide basis. This annual review will take place as part of the annual Grade Crossing meeting of CO and District staff that takes place in the fall of each year. The review will be conducted by Department staff to review and approve the program, review progress of the program in odd years, and begin the process for the new program development. A four-year project window will be developed as part of this process to aid in the development of the following two-year program, as well as to assist in planning for the Railroads in order to take advantage of any funds they may be able to budget to contribute to and assist with the safety projects.

PROJECT SELECTION CRITERIA

Federal statute Title 23, Section 130 (e) (1) states "At least ½ of the funds authorized for and expended under this section shall be available for the installation of protective devices at railway-highway crossings." Publication 371 provides further guidance on funding restrictions for the Section 130 program. The development of prioritized grade crossing projects must meet the following criteria:

1. Funds may only be used on open, public, heavy rail (freight and passenger) crossings;
2. The crossing must be identified on the top 25% of the FRA Accident Prediction System statewide.
3. Crossing surface improvement (HTS) costs cannot exceed 20% of the total project costs.
4. Corridor projects must include one project that falls within the top 25% of the FRA Accident Prediction System statewide.
5. Warning device upgrades (from existing warning devices) must provide a safety benefit and not just reflect a replacement in kind.
6. Funds may be used where a crossing falls within the terminus of a highway or bridge project if the crossing meets the top 25% criteria above.

Statewide Concerns (Statewide Priority)

The projects selection criteria for these safety improvement projects shall give priority to passive crossings (those without active warning devices), crossing closures, and larger multiple crossing safety upgrade programs in conjunction with specific Railroads that include projects under the previous two categories (corridor projects).

Local Concerns (not on statewide priority list)

The projects selection criteria for these safety improvement projects shall take into consideration passive crossings not on the statewide priority list, but will also give priority to crossings with accident history (beyond what is shown in WBAPS), Railroad input regarding near miss experience and increased train traffic, District input on sight distance and other issues, as well as other local concerns expressed by the Planning Partners and other local officials. Other criteria used for these projects will include completion of corridor upgrades and warning signal upgrades (antiquated equipment, roundels, Constant Warning Time circuitry) deemed to be of local benefit but not on the statewide priority list.

PROGRAM DEVELOPMENT

The CO GCU will develop a prioritized list of approximately 20 projects of statewide concern utilizing the selection criteria outlined above. Each District will submit their top 10 prioritized projects to the CO GCU utilizing the selection criteria outlined for Local Concerns. The Central Office will then review each District's submission and conduct a preliminary prioritization of all the submissions based on a number of additional criteria, including:

- Adherence to selection criteria;
- Ability of Railroad to perform project within Program timeline;
- Contributions to project by Railroad, if any;
- Funding availability;
- A preliminary program of projects will be developed, and the statewide Grade Crossing Workgroup (consisting of CO GCU staff and a representative group from the DGCE/As) will convene to review the list of projects, prioritize this list, and finalize the draft program within the available funding.

The program is expected to consist of approximately 20-30 projects per year for an initial 2 year program. The program will be reviewed annually and refreshed during every two year program cycle. The finalized draft program will be reviewed with the Safety Engineer from the FHWA PA Division Office for approval prior to final program adoption.

PROGRAM TIMELINE AND EXECUTION

The timeline shown in Figure 1 outlines the milestone dates that should be met in order to develop each two year program. Project evaluation and selection should begin over a year before the Federal funds are available for obligation via the D-4232 process in October of each year. As outlined in Chapter 3 of Publication 371, the FHWA must approve the D-4232 before a PUC application can be filed and the project begun. Once the program has been approved and project implementation begun by the Districts, the progress of projects will be tracked by Central Office. Should projects fall behind during

implementation, other projects will be considered for advancement in order to ensure utilization of that year's available funding. Semi-annual reports will be generated and distributed to the Districts to aid in tracking project execution.

MODERN TRANSIT PARTNERSHIP
EXECUTIVE COMMITTEE
AGENDA

July 8, 2014 ** NOTE NEW DATE
8:00 A.M.
AT HIA

I. **Financials**

   a. **June Monthly Financial Reports**

   b. **July Invoices to be Approved – *action item***

II. **Committees**

   a. **Audit**

   b. **Government Relations & Advocacy**

   c. **Special Events**
      i. **Fireworks Express! '14 -recap**

   d. **Nominations**

   e. **Strategic Planning**
      i. **ULI TAP Panel**
      ii. **Multi-modal Grant Fund discussion**
      iii. **GRTP Grant Program Presentation**

   f. **Technical**
      i. **Transit Node Map**

   g. **Transit Oriented Development**

III. **Other Business**

   a. **Art in Transit Subcommittee – field trip (rescheduled)**

Meeting Call-in information – available for each MTP meeting (does not change)

Phone # *712-432-1500*
Access Code: *883076 #*