

# ***PENNSYLVANIA’S 2019 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.*

<b>Background .....</b>	<b>1</b>
<b>The Highway Program</b>	
Funding .....	3
Funding Distribution .....	3
Program Guidelines .....	7
Distribution of the “Spike” Funding .....	8
Best Practices .....	9
<b>The Transit Program</b>	
Funding .....	10
<b>Draft Program Submission .....</b>	<b>12</b>
<b>Appendices</b>	
Appendix 1: Available Funds - Highway and Bridge .....	13
Appendix 2: Highway and Bridge Base Funding Allocations for Each Region .....	14
Appendix 3: Projected State Transit Funding .....	31
Appendix 4: Projected Federal Transit Funding .....	36
Appendix 5: Transit Funding by Region .....	41
Appendix 6: 2019 Transportation Program Development Schedule .....	42

## **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 2019 Program update. The Financial Guidance Work Group is comprised of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA) and PennDOT staff. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

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

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

The Financial Guidance Work Group reached general agreement on draft financial guidance components at during their April 20, 2017 conference call. At the Spring Planning Partners Meeting, on May 2, 2017 with all Planning Partners and Districts represented, consensus to move forward with the proposed draft 2019 Financial Guidance and Transportation Investment Plan was recommended. The recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained and unchanged from the 2017 Financial Guidance.
- Anticipated available federal highway, bridge and transit funds reflect FAST Act apportionment tables in years 2019 and 2020 Beyond the expiration of the FAST Act and due to uncertainty with the viability of the Highway Trust Fund, zero percent revenue growth is assumed for the remainder of the Twelve Year Program (TYP).
- State Funds reflect an overall increase due to legislative action to cap Pennsylvania State Police expenditures from the Motor License Fund.
- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.

- A three percent annual inflation factor is to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- The Interstate Management Program will continue to be managed at a statewide level. The National Highway Freight Program (NFP) funding will be allocated to the Interstate Program.
- The Rapid Bridge Replacement (RBR) project will be funded on the statewide program. The Statewide program will cover 50% of the costs 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.
- Congestion Management and Air Quality (CMAQ) funds will be phased out for regions that are in attainment with air quality standards for years FFY 2021 and beyond.

# THE HIGHWAY PROGRAM

## FUNDING

Funding for the development of Pennsylvania's 2019 Transportation Program will include all Federal and State capital funding that is anticipated over the next twelve 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 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 twelve-year period covered by this program.

## FUNDING DISTRIBUTION

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

- **Transportation Infrastructure Investment Fund (TIIF)** – 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 \$41 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- **Interstate Management (IM) 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

The Interstate Steering Committee will prioritize projects using various 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 Surface Transportation Block Grant Program (STP) funding and 15% of available state highway (capital) and bridge funds (required by Act 89) will be held in reserve. The Secretary of Transportation in consultation with the State Transportation Commission (STC), will distribute the funding 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 National Highway System. Projects will be selected by the Secretary of Transportation in consultation with the State Transportation Commission, based on statewide priorities. Furthermore, an amount equal to the federal funds available to the IM Program in the 2017 Financial Guidance will again be reserved for use by the IM Program. The remaining funds will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on non-interstate federal aid routes on the enhanced NHS. The elements of the NHPP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
  - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
  - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.

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

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU)** – funding for this program is similar to the STP program in that 50% of the funds are sub-allocated by population and 50% are available to any area of the state. Part of the 50% sub-allocated by population is assigned, by federal formula, to regions with populations greater than 200,000 (TAU). The remaining funds sub-allocated by population and the 50% available to any area of the state are to be held in statewide reserve as mandated by regulations that prohibit the regional distribution of funds and require a statewide competitive process for selection of projects.
- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which consider each region’s air quality classification. These same factors will be used to distribute the funding to the planning regions. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by [the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation \(May, 2009\)](#).
- **Highway Safety Improvement Program (HSIP)** – \$35 million in funding for this program will be reserved statewide for various safety initiatives. An additional \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding. The remaining funding will be allocated to planning regions based on the following formula: 50% fatalities and major injuries and 50% reportable crashes. Projects funded with HSIP federal funds must be included as part of an overall Department and FHWA approved Safety Program.
- **National Highway Freight Program (NFP)** – funding for this program will be reserved for the Interstate Management 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 that were authorized by ISTEA, TEA-21, SAFETEA-LU and other federal legislation.
- **Appalachia Development Highway (APD/APL)** – dedicated funding was not continued by MAP-21 or the FAST Act. A balance of federal funds from SAFETEA-LU remain available and may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC). Further

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

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

## PROGRAM GUIDELINES

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

The program will be fiscally constrained by year for each MPO and RPO. The tables that comprise the Appendices establish a region’s annual funding constraint. PennDOT will work with MPOs and RPOs to assign projects and their associated funding to appropriate years based on 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 considered during the project cost estimating process. For project estimating purposes, a three percent inflation factor should be used in calculations for each year of the TYP. 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 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 2019 Program period (October 1, 2018), and which will require conversion funding during the 2019 Program period and beyond. All remaining project phases and costs must be included on a financially constrained TYP/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 TYP/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/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.

Each planning region will submit its draft program to the Department 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.

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

The ultimate decisions regarding 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.

## **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 Program update, a best practice is to limit the amount of line items in the first two years of a new STIP/TIP. Common sense planning tells us that we ought to be able to identify many of the projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2019 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 the costs that must 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 the FAST Act.

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

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

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

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

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

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

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

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

## **DRAFT PROGRAM SUBMISSION**

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft Highway and Bridge and Transit programs (TIPs) to PennDOT by December 29, 2017. 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**  
**2019 Financial Guidance**  
**Highway and Bridge Funds (\$000)**

<b>Federal Funds</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
National Highway Performance Program (NHPP)*	970,482	990,687	990,687	990,687	3,942,541
Surface Transportation Block Grant Program (STP)*	457,092	467,754	467,754	467,754	1,860,356
Highway Safety Improvement Program (HSIP)*	99,354	101,371	101,371	101,371	403,466
Congestion Mitigation and Air Quality (CMAQ)*	108,206	110,404	110,404	110,404	439,417
National Highway Freight Program*	54,989	61,099	61,099	61,099	238,286
Surface Transportation Block Grant Set Aside (TAP)	26,561	26,561	26,561	26,561	106,243
Railway-Highway Safety Crossings (RRX)	7,049	7,196	7,196	7,196	28,636
<b>Subtotal -- Federal Funds</b>	<b>1,723,732</b>	<b>1,765,071</b>	<b>1,765,071</b>	<b>1,765,071</b>	<b>7,018,945</b>

<b>State Funds</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
State Highway (Capital)	532,000	574,000	603,000	650,000	2,359,000
State Bridge	313,000	313,000	313,000	313,000	1,252,000
<b>Subtotal -- State Funds</b>	<b>845,000</b>	<b>887,000</b>	<b>916,000</b>	<b>963,000</b>	<b>3,611,000</b>
<b>Grand Total</b>	<b>2,568,732</b>	<b>2,652,071</b>	<b>2,681,071</b>	<b>2,728,071</b>	<b>10,629,945</b>

\*numbers reflect 2% set-aside for Statewide Planning and Research

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

<b>National Highway Performance Program</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
NHPP Apportionment	970,482	990,687	990,687	990,687	3,942,541
<b>20% Statewide Reserve</b>	<b>194,096</b>	<b>198,137</b>	<b>198,137</b>	<b>198,137</b>	<b>788,508</b>
Less Local Bridge Inspection	2,546	2,623	2,701	2,782	10,652
<b>Less Interstate Management Program</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
<b>NHPP Funds to Distribute</b>	<b>456,461</b>	<b>472,549</b>	<b>472,470</b>	<b>472,389</b>	<b>1,873,869</b>

<b>Surface Transportation Block Grant Program</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
STP Apportionment	457,092	467,754	467,754	467,754	1,860,356
<b>Less STP-Urban Mandatory Distribution</b>	<b>153,360</b>	<b>159,843</b>	<b>159,843</b>	<b>159,843</b>	<b>632,889</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>295,187</b>
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	4,946	5,023	5,101	5,182	20,252
Less Environmental Resource Agencies	2,761	2,842	2,842	2,842	11,285
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>218,484</i>	<i>222,506</i>	<i>222,427</i>	<i>222,346</i>	<i>885,764</i>
Less Spike (20% of Remaining STP)	43,697	44,501	44,485	44,469	177,153
<b>STP Funds to Distribute</b>	<b>174,788</b>	<b>178,005</b>	<b>177,942</b>	<b>177,877</b>	<b>708,611</b>

<b>Highway Safety Improvement Program</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
HSIP Apportionment	99,354	101,371	101,371	101,371	403,466
<b>Less Base of \$500K to each MPO/RPO</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>48,000</b>
<b>Less Statewide Reserve</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>140,000</b>
<b>HSIP Funds to Distribute</b>	<b>52,354</b>	<b>54,371</b>	<b>54,371</b>	<b>54,371</b>	<b>215,466</b>

<b>Congestion Mitigation and Air Quality</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
CMAQ Apportionment	108,206	110,404	110,404	110,404	439,417
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
<b>CMAQ funds to distribute</b>	<b>84,951</b>	<b>87,149</b>	<b>87,149</b>	<b>87,149</b>	<b>346,397</b>

<b>National Highway Freight Program</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
Interstate Program	54,989	61,099	61,099	61,099	238,286

<b>Surface Transportation Block Grant Set-Aside</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
TAP Apportionment	26,561	26,561	26,561	26,561	106,243
<b>TAP Mandatory Distribution for Urban Areas</b>	<b>8,251</b>	<b>8,251</b>	<b>8,251</b>	<b>8,251</b>	<b>33,005</b>
<b>TAP Funds -- Statewide Competitive Program</b>	<b>18,309</b>	<b>18,309</b>	<b>18,309</b>	<b>18,309</b>	<b>73,238</b>

<b>Railway-Highway Safety Crossings</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
Statewide Program	7,049	7,196	7,196	7,196	28,636

<b>State Funds</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
State Highway (Capital)	532,000	574,000	603,000	650,000	2,359,000
State Bridge	313,000	313,000	313,000	313,000	1,252,000
Total State Funds (for Discretionary Calculation)	845,000	887,000	916,000	963,000	3,611,000
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>126,750</b>	<b>133,050</b>	<b>137,400</b>	<b>144,450</b>	<b>541,650</b>

<b>State Highway (Capital)</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
Highway (Capital) After Discretionary Set-Aside	405,250	440,950	465,600	505,550	1,817,350
Less Environmental Resource Agencies	690	710	710	710	2,821
Less State Bridge Inspection	23,000	23,690	24,401	25,133	96,223
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
<b>State Highway (Capital) funds to Distribute</b>	<b>353,160</b>	<b>388,150</b>	<b>412,089</b>	<b>451,307</b>	<b>1,604,705</b>

<b>State Bridge</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
<b>State Bridge funds to Distribute</b>	<b>313,000</b>	<b>313,000</b>	<b>313,000</b>	<b>313,000</b>	<b>1,252,000</b>

<b>Total Distributed/Statewide Reserve</b>	<b>2,435,692</b>	<b>2,517,283</b>	<b>2,545,431</b>	<b>2,591,553</b>	<b>10,089,958</b>
--	------------------	------------------	------------------	------------------	-------------------

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	140,077	26,660	54,268	52,071	11,670	13,743	0	0	31,475	3,932	73,071	406,967
SPC	114,391	42,702	69,897	66,433	18,527	10,993	0	0	19,065	1,813	33,692	377,513
Harrisburg	21,876	6,436	11,147	10,155	2,707	3,010	0	0	4,314	465	8,637	68,747
Scranton/WB	23,959	7,463	11,381	13,169	3,351	2,888	0	0	3,503	399	7,413	73,527
Lehigh Valley	33,633	6,352	11,540	13,035	2,790	3,242	0	0	5,082	661	12,285	88,620
NEPA	9,974	9,733	13,167	11,148	4,287	2,878	0	0	1,538	0	0	52,725
SEDA-COG	13,011	7,056	14,440	8,167	2,721	2,248	0	0	0	0	0	47,642
Altoona	2,756	1,574	2,226	1,895	691	1,112	0	0	831	0	0	11,085
Johnstown	5,217	1,822	4,256	2,221	667	1,089	0	0	1,128	0	0	16,401
Centre County	4,623	1,538	2,793	1,966	583	1,047	0	0	1,007	0	0	13,559
Williamsport	3,111	2,305	4,648	2,101	827	1,068	0	0	0	0	0	14,060
Erie	3,575	3,780	5,744	4,400	1,681	1,709	0	0	1,836	0	0	22,726
Lancaster	9,624	6,372	9,107	7,434	2,854	2,653	0	0	4,078	420	7,812	50,354
York	4,739	4,095	8,940	3,952	1,434	2,331	0	0	3,415	243	4,509	33,658
Reading	23,789	6,324	7,902	12,819	3,225	2,434	0	0	3,230	278	5,174	65,176
Lebanon	1,457	1,429	2,427	1,557	591	1,129	0	0	1,049	0	0	9,638
Mercer	1,225	2,751	3,029	3,324	1,345	1,138	0	0	763	41	767	14,384
Adams	2,208	1,685	3,046	1,458	666	993	0	0	663	0	0	10,720
Franklin	1,956	1,836	3,717	1,827	669	1,194	0	0	979	0	0	12,178
<b>Total Urban</b>	<b>421,202</b>	<b>141,914</b>	<b>243,675</b>	<b>219,133</b>	<b>61,286</b>	<b>56,901</b>	<b>0</b>	<b>0</b>	<b>83,957</b>	<b>8,251</b>	<b>153,360</b>	<b>1,389,679</b>
Northwest	16,642	8,415	15,336	11,162	3,377	1,752	0	0	0	0	0	56,685
N. Central	7,684	8,060	15,143	8,183	3,068	1,757	0	0	534	0	0	44,430
N. Tier	5,576	7,677	17,379	6,607	2,694	1,590	0	0	460	0	0	41,983
S. Alleghenies	5,357	6,537	12,372	6,293	2,620	1,633	0	0	0	0	0	34,812
Wayne County	0	2,185	4,853	1,924	750	721	0	0	0	0	0	10,433
<b>Total Rural</b>	<b>35,259</b>	<b>32,875</b>	<b>65,083</b>	<b>34,169</b>	<b>12,510</b>	<b>7,453</b>	<b>0</b>	<b>0</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>188,343</b>
Interstate Program	317,378	0	29,019	44,316	0	0	54,989	0	0	0	0	445,702
Statewide Program	0	0	0	0	0	0	0	7,049	0	18,309	0	25,358
Statewide Reserve	194,096	0	126,750	0	0	35,000	0	0	0	0	0	355,846
RBR Regional Share	0	0	15,383	15,383	0	0	0	0	0	0	0	30,765
<b>GRAND TOTAL</b>	<b>967,935</b>	<b>174,789</b>	<b>479,910</b>	<b>313,000</b>	<b>73,797</b>	<b>99,354</b>	<b>54,989</b>	<b>7,049</b>	<b>84,951</b>	<b>26,561</b>	<b>153,360</b>	<b>2,435,694</b>

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	145,014	27,151	59,666	52,070	11,670	14,253	0	0	32,289	3,932	76,160	422,205
SPC	118,423	43,488	77,287	66,416	18,527	11,398	0	0	19,558	1,813	35,116	392,026
Harrisburg	22,647	6,554	12,311	10,153	2,707	3,107	0	0	4,426	465	9,002	71,371
Scranton/WB	24,803	7,600	12,531	13,168	3,351	2,980	0	0	3,593	399	7,727	76,154
Lehigh Valley	34,818	6,469	12,754	13,033	2,790	3,348	0	0	5,213	661	12,804	91,890
NEPA	10,325	9,912	14,590	11,144	4,287	2,970	0	0	1,578	0	0	54,806
SEDA-COG	13,470	7,186	15,921	8,165	2,721	2,315	0	0	0	0	0	49,778
Altoona	2,853	1,603	2,457	1,895	691	1,135	0	0	853	0	0	11,488
Johnstown	5,401	1,856	4,684	2,221	667	1,112	0	0	1,157	0	0	17,098
Centre County	4,786	1,567	3,098	1,965	583	1,068	0	0	1,034	0	0	14,101
Williamsport	3,220	2,347	5,128	2,101	827	1,090	0	0	0	0	0	14,713
Erie	3,701	3,850	6,317	4,400	1,681	1,756	0	0	1,883	0	0	23,588
Lancaster	9,963	6,489	10,086	7,431	2,854	2,736	0	0	4,184	420	8,142	52,305
York	4,906	4,171	9,860	3,951	1,434	2,401	0	0	3,503	243	4,700	35,168
Reading	24,628	6,440	8,699	12,818	3,225	2,509	0	0	3,314	278	5,393	67,304
Lebanon	1,508	1,455	2,671	1,557	591	1,153	0	0	1,076	0	0	10,010
Mercer	1,268	2,802	3,335	3,324	1,345	1,163	0	0	783	41	800	14,860
Adams	2,286	1,716	3,395	1,456	666	1,012	0	0	681	0	0	11,212
Franklin	2,025	1,870	4,100	1,827	669	1,220	0	0	1,004	0	0	12,716
<b>Total Urban</b>	<b>436,047</b>	<b>144,526</b>	<b>268,891</b>	<b>219,094</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>86,129</b>	<b>8,251</b>	<b>159,843</b>	<b>1,442,795</b>
Northwest	17,229	8,570	16,930	11,159	3,377	1,800	0	0	0	0	0	59,066
N. Central	7,955	8,209	16,757	8,179	3,068	1,806	0	0	548	0	0	46,521
N. Tier	5,773	7,819	19,197	6,603	2,694	1,632	0	0	472	0	0	44,190
S. Alleghenies	5,546	6,657	13,700	6,289	2,620	1,676	0	0	0	0	0	36,489
Wayne County	0	2,225	5,345	1,923	750	730	0	0	0	0	0	10,973
<b>Total Rural</b>	<b>36,502</b>	<b>33,480</b>	<b>71,930</b>	<b>34,154</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>1,020</b>	<b>0</b>	<b>0</b>	<b>197,240</b>
Interstate Program	317,378	0	31,894	44,316	0	0	61,099	0	0	0	0	454,687
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	133,050	0	0	35,000	0	0	0	0	0	366,187
RBR Regional Share	0	0	15,435	15,435	0	0	0	0	0	0	0	30,870
<b>GRAND TOTAL</b>	<b>988,064</b>	<b>178,006</b>	<b>521,200</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,517,284</b>

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



**Appendix 2: FFY 2021 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,990	27,141	63,359	52,070	11,670	14,253	0	0	36,881	3,932	76,160	430,457
SPC	118,403	43,473	82,347	66,409	18,527	11,398	0	0	22,340	1,813	35,116	399,825
Harrisburg	22,643	6,552	13,107	10,152	2,707	3,107	0	0	5,055	465	9,002	72,790
Scranton/WB	24,799	7,598	13,319	13,168	3,351	2,980	0	0	0	399	7,727	73,341
Lehigh Valley	34,812	6,467	13,585	13,032	2,790	3,348	0	0	5,954	661	12,804	93,453
NEPA	10,324	9,909	15,565	11,142	4,287	2,970	0	0	1,802	0	0	55,999
SEDA-COG	13,467	7,183	16,936	8,164	2,721	2,315	0	0	0	0	0	50,787
Altoona	2,853	1,602	2,616	1,895	691	1,135	0	0	0	0	0	10,792
Johnstown	5,400	1,855	4,977	2,221	667	1,112	0	0	1,322	0	0	17,554
Centre County	4,785	1,566	3,307	1,965	583	1,068	0	0	0	0	0	13,275
Williamsport	3,220	2,346	5,457	2,100	827	1,090	0	0	0	0	0	15,040
Erie	3,700	3,849	6,709	4,400	1,681	1,756	0	0	0	0	0	22,095
Lancaster	9,961	6,487	10,756	7,430	2,854	2,736	0	0	4,779	420	8,142	53,565
York	4,905	4,169	10,490	3,950	1,434	2,401	0	0	4,002	243	4,700	36,294
Reading	24,624	6,438	9,244	12,818	3,225	2,509	0	0	3,785	278	5,393	68,314
Lebanon	1,508	1,455	2,837	1,557	591	1,153	0	0	1,229	0	0	10,329
Mercer	1,268	2,801	3,544	3,324	1,345	1,163	0	0	0	41	800	14,285
Adams	2,286	1,715	3,635	1,456	666	1,012	0	0	0	0	0	10,769
Franklin	2,025	1,869	4,363	1,826	669	1,220	0	0	0	0	0	11,972
<b>Total Urban</b>	<b>435,974</b>	<b>144,475</b>	<b>286,152</b>	<b>219,078</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,460,936</b>
Northwest	17,226	8,567	18,022	11,158	3,377	1,800	0	0	0	0	0	60,151
N. Central	7,953	8,206	17,862	8,177	3,068	1,806	0	0	0	0	0	47,073
N. Tier	5,772	7,816	20,443	6,602	2,694	1,632	0	0	0	0	0	44,958
S. Alleghenies	5,545	6,655	14,609	6,288	2,620	1,676	0	0	0	0	0	37,394
Wayne County	0	2,224	5,682	1,923	750	730	0	0	0	0	0	11,309
<b>Total Rural</b>	<b>36,496</b>	<b>33,468</b>	<b>76,618</b>	<b>34,148</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,884</b>
Interstate Program	317,378	0	33,862	44,316	0	0	61,099	0	0	0	0	456,655
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	137,400	0	0	35,000	0	0	0	0	0	370,537
RBR Regional Share	0	0	15,458	15,458	0	0	0	0	0	0	0	30,915
<b>GRAND TOTAL</b>	<b>987,985</b>	<b>177,943</b>	<b>549,489</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,545,432</b>

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

## Appendix 2: FFY 2022 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,410	52,069	11,670	14,253	0	0	36,881	3,932	76,160	436,472
SPC	118,383	43,457	90,631	66,392	18,527	11,398	0	0	22,340	1,813	35,116	408,056
Harrisburg	22,639	6,549	14,411	10,150	2,707	3,107	0	0	5,055	465	9,002	74,085
Scranton/WB	24,795	7,595	14,608	13,167	3,351	2,980	0	0	0	399	7,727	74,623
Lehigh Valley	34,806	6,464	14,946	13,029	2,790	3,348	0	0	5,954	661	12,804	94,803
NEPA	10,322	9,905	17,162	11,137	4,287	2,970	0	0	1,802	0	0	57,585
SEDA-COG	13,465	7,180	18,597	8,162	2,721	2,315	0	0	0	0	0	52,441
Altoona	2,852	1,602	2,876	1,894	691	1,135	0	0	0	0	0	11,050
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,649	1,964	583	1,068	0	0	0	0	0	13,614
Williamsport	3,219	2,345	5,995	2,100	827	1,090	0	0	0	0	0	15,576
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,854	7,427	2,854	2,736	0	0	4,779	420	8,142	54,656
York	4,904	4,168	11,521	3,949	1,434	2,401	0	0	4,002	243	4,700	37,321
Reading	24,620	6,436	10,137	12,818	3,225	2,509	0	0	3,785	278	5,393	69,200
Lebanon	1,508	1,454	3,110	1,557	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,324	1,345	1,163	0	0	0	41	800	14,627
Adams	2,285	1,714	4,026	1,454	666	1,012	0	0	0	0	0	11,158
Franklin	2,024	1,869	4,792	1,826	669	1,220	0	0	0	0	0	12,400
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,418</b>	<b>219,038</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,489,034</b>
Northwest	17,223	8,564	19,809	11,155	3,377	1,800	0	0	0	0	0	61,929
N. Central	7,952	8,203	19,672	8,173	3,068	1,806	0	0	0	0	0	48,873
N. Tier	5,771	7,813	22,481	6,598	2,694	1,632	0	0	0	0	0	46,989
S. Alleghenies	5,544	6,652	16,097	6,284	2,620	1,676	0	0	0	0	0	38,875
Wayne County	0	2,224	6,233	1,923	750	730	0	0	0	0	0	11,859
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,292</b>	<b>34,133</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,526</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,513	15,513	0	0	0	0	0	0	0	31,025
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

**Appendix 2: Total FFY 2019-2022 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	575,046	108,085	246,703	208,280	46,680	56,502	0	0	137,527	15,726	301,552	1,696,100
SPC	469,600	173,121	320,161	265,649	74,106	45,187	0	0	83,303	7,251	139,041	1,577,419
Harrisburg	89,805	26,091	50,976	40,611	10,827	12,332	0	0	18,850	1,859	35,643	286,993
Scranton/WB	98,357	30,255	51,840	52,672	13,406	11,830	0	0	7,096	1,595	30,593	297,645
Lehigh Valley	138,069	25,752	52,826	52,128	11,161	13,285	0	0	22,203	2,644	50,698	368,766
NEPA	40,945	39,460	60,484	44,570	17,148	11,787	0	0	6,721	0	0	221,114
SEDA-COG	53,414	28,605	65,893	32,658	10,883	9,195	0	0	0	0	0	200,647
Altoona	11,315	6,381	10,175	7,579	2,763	4,518	0	0	1,685	0	0	44,415
Johnstown	21,419	7,387	19,373	8,883	2,669	4,425	0	0	4,929	0	0	69,084
Centre County	18,979	6,237	12,849	7,860	2,330	4,253	0	0	2,041	0	0	54,549
Williamsport	12,770	9,343	21,227	8,402	3,309	4,339	0	0	0	0	0	59,390
Erie	14,674	15,326	26,120	17,601	6,726	6,977	0	0	3,719	0	0	91,143
Lancaster	39,508	25,831	41,804	29,723	11,417	10,860	0	0	17,819	1,681	32,237	210,880
York	19,454	16,603	40,810	15,801	5,736	9,535	0	0	14,922	970	18,608	142,441
Reading	97,661	25,639	35,982	51,273	12,900	9,961	0	0	14,114	1,113	21,351	269,995
Lebanon	5,980	5,794	11,045	6,227	2,363	4,587	0	0	4,582	0	0	40,579
Mercer	5,030	11,154	13,794	13,295	5,378	4,628	0	0	1,546	165	3,166	58,156
Adams	9,066	6,830	14,102	5,824	2,666	4,028	0	0	1,344	0	0	43,859
Franklin	8,030	7,444	16,972	7,306	2,678	4,855	0	0	1,983	0	0	49,266
<b>Total Urban</b>	<b>1,729,122</b>	<b>575,337</b>	<b>1,113,136</b>	<b>876,343</b>	<b>245,146</b>	<b>233,082</b>	<b>0</b>	<b>0</b>	<b>344,383</b>	<b>33,005</b>	<b>632,889</b>	<b>5,782,443</b>
Northwest	68,321	34,116	70,097	44,635	13,509	7,154	0	0	0	0	0	237,832
N. Central	31,543	32,678	69,434	32,712	12,273	7,175	0	0	1,082	0	0	186,897
N. Tier	22,891	31,125	79,500	26,411	10,777	6,485	0	0	931	0	0	178,120
S. Alleghenies	21,992	26,501	56,779	25,154	10,482	6,662	0	0	0	0	0	147,570
Wayne County	0	8,858	22,113	7,694	3,000	2,910	0	0	0	0	0	44,574
<b>Total Rural</b>	<b>144,747</b>	<b>133,279</b>	<b>297,923</b>	<b>136,605</b>	<b>50,041</b>	<b>30,384</b>	<b>0</b>	<b>0</b>	<b>2,013</b>	<b>0</b>	<b>0</b>	<b>794,992</b>
Interstate Program	1,269,512	0	131,859	177,265	0	0	238,286	0	0	0	0	1,816,922
Statewide Program	0	0	0	0	0	0	0	28,636	0	73,238	0	101,874
Statewide Reserve	788,508	0	541,650	0	0	140,000	0	0	0	0	0	1,470,158
RBR Regional Share	0	0	61,788	61,788	0	0	0	0	0	0	0	123,575
<b>GRAND TOTAL</b>	<b>3,931,889</b>	<b>708,616</b>	<b>2,146,355</b>	<b>1,252,000</b>	<b>295,187</b>	<b>403,466</b>	<b>238,286</b>	<b>28,636</b>	<b>346,397</b>	<b>106,243</b>	<b>632,889</b>	<b>10,089,964</b>

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

## Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,409	52,068	11,670	14,253	0	0	36,881	3,932	76,160	436,470
SPC	118,383	43,457	90,617	66,377	18,527	11,398	0	0	22,340	1,813	35,116	408,027
Harrisburg	22,639	6,549	14,409	10,148	2,707	3,107	0	0	5,055	465	9,002	74,082
Scranton/WB	24,795	7,595	14,608	13,166	3,351	2,980	0	0	0	399	7,727	74,621
Lehigh Valley	34,806	6,464	14,944	13,027	2,790	3,348	0	0	5,954	661	12,804	94,799
NEPA	10,322	9,905	17,158	11,134	4,287	2,970	0	0	1,802	0	0	57,578
SEDA-COG	13,465	7,180	18,595	8,161	2,721	2,315	0	0	0	0	0	52,438
Altoona	2,852	1,602	2,875	1,894	691	1,135	0	0	0	0	0	11,049
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,649	1,963	583	1,068	0	0	0	0	0	13,613
Williamsport	3,219	2,345	5,994	2,099	827	1,090	0	0	0	0	0	15,575
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,851	7,425	2,854	2,736	0	0	4,779	420	8,142	54,651
York	4,904	4,168	11,520	3,948	1,434	2,401	0	0	4,002	243	4,700	37,319
Reading	24,620	6,436	10,137	12,817	3,225	2,509	0	0	3,785	278	5,393	69,199
Lebanon	1,508	1,454	3,110	1,557	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,627
Adams	2,285	1,714	4,024	1,452	666	1,012	0	0	0	0	0	11,155
Franklin	2,024	1,869	4,792	1,825	669	1,220	0	0	0	0	0	12,400
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,385</b>	<b>219,005</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,968</b>
Northwest	17,223	8,564	19,807	11,153	3,377	1,800	0	0	0	0	0	61,925
N. Central	7,952	8,203	19,668	8,169	3,068	1,806	0	0	0	0	0	48,866
N. Tier	5,771	7,813	22,478	6,595	2,694	1,632	0	0	0	0	0	46,983
S. Alleghenies	5,544	6,652	16,094	6,281	2,620	1,676	0	0	0	0	0	38,868
Wayne County	0	2,224	6,233	1,923	750	730	0	0	0	0	0	11,859
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,280</b>	<b>34,121</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,501</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	31,115
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

## Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,408	52,068	11,670	14,253	0	0	36,881	3,932	76,160	436,469
SPC	118,383	43,457	90,600	66,360	18,527	11,398	0	0	22,340	1,813	35,116	407,993
Harrisburg	22,639	6,549	14,407	10,146	2,707	3,107	0	0	5,055	465	9,002	74,077
Scranton/WB	24,795	7,595	14,607	13,165	3,351	2,980	0	0	0	399	7,727	74,620
Lehigh Valley	34,806	6,464	14,941	13,024	2,790	3,348	0	0	5,954	661	12,804	94,793
NEPA	10,322	9,905	17,154	11,129	4,287	2,970	0	0	1,802	0	0	57,569
SEDA-COG	13,465	7,180	18,593	8,159	2,721	2,315	0	0	0	0	0	52,434
Altoona	2,852	1,602	2,875	1,894	691	1,135	0	0	0	0	0	11,049
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,647	1,962	583	1,068	0	0	0	0	0	13,610
Williamsport	3,219	2,345	5,993	2,098	827	1,090	0	0	0	0	0	15,574
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,849	7,422	2,854	2,736	0	0	4,779	420	8,142	54,645
York	4,904	4,168	11,519	3,946	1,434	2,401	0	0	4,002	243	4,700	37,317
Reading	24,620	6,436	10,136	12,817	3,225	2,509	0	0	3,785	278	5,393	69,198
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,023	1,451	666	1,012	0	0	0	0	0	11,151
Franklin	2,024	1,869	4,791	1,825	669	1,220	0	0	0	0	0	12,398
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,345</b>	<b>218,965</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,888</b>
Northwest	17,223	8,564	19,804	11,150	3,377	1,800	0	0	0	0	0	61,919
N. Central	7,952	8,203	19,664	8,165	3,068	1,806	0	0	0	0	0	48,858
N. Tier	5,771	7,813	22,475	6,592	2,694	1,632	0	0	0	0	0	46,976
S. Alleghenies	5,544	6,652	16,090	6,277	2,620	1,676	0	0	0	0	0	38,861
Wayne County	0	2,224	6,232	1,922	750	730	0	0	0	0	0	11,858
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,265</b>	<b>34,106</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,471</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	31,225
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,408	52,067	11,670	14,253	0	0	36,881	3,932	76,160	436,468
SPC	118,383	43,457	90,591	66,351	18,527	11,398	0	0	22,340	1,813	35,116	407,975
Harrisburg	22,639	6,549	14,406	10,145	2,707	3,107	0	0	5,055	465	9,002	74,075
Scranton/WB	24,795	7,595	14,606	13,165	3,351	2,980	0	0	0	399	7,727	74,619
Lehigh Valley	34,806	6,464	14,940	13,023	2,790	3,348	0	0	5,954	661	12,804	94,791
NEPA	10,322	9,905	17,151	11,127	4,287	2,970	0	0	1,802	0	0	57,564
SEDA-COG	13,465	7,180	18,592	8,158	2,721	2,315	0	0	0	0	0	52,432
Altoona	2,852	1,602	2,875	1,893	691	1,135	0	0	0	0	0	11,048
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,030
Centre County	4,784	1,566	3,647	1,961	583	1,068	0	0	0	0	0	13,609
Williamsport	3,219	2,345	5,993	2,098	827	1,090	0	0	0	0	0	15,573
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,847	7,421	2,854	2,736	0	0	4,779	420	8,142	54,642
York	4,904	4,168	11,518	3,946	1,434	2,401	0	0	4,002	243	4,700	37,315
Reading	24,620	6,436	10,136	12,816	3,225	2,509	0	0	3,785	278	5,393	69,198
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,022	1,450	666	1,012	0	0	0	0	0	11,150
Franklin	2,024	1,869	4,791	1,824	669	1,220	0	0	0	0	0	12,398
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,325</b>	<b>218,945</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,848</b>
Northwest	17,223	8,564	19,803	11,149	3,377	1,800	0	0	0	0	0	61,916
N. Central	7,952	8,203	19,662	8,163	3,068	1,806	0	0	0	0	0	48,854
N. Tier	5,771	7,813	22,473	6,590	2,694	1,632	0	0	0	0	0	46,972
S. Alleghenies	5,544	6,652	16,089	6,275	2,620	1,676	0	0	0	0	0	38,857
Wayne County	0	2,224	6,232	1,922	750	730	0	0	0	0	0	11,857
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,258</b>	<b>34,099</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,456</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	31,280
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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



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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,407	52,066	11,670	14,253	0	0	36,881	3,932	76,160	436,466
SPC	118,383	43,457	90,572	66,332	18,527	11,398	0	0	22,340	1,813	35,116	407,937
Harrisburg	22,639	6,549	14,403	10,143	2,707	3,107	0	0	5,055	465	9,002	74,070
Scranton/WB	24,795	7,595	14,606	13,164	3,351	2,980	0	0	0	399	7,727	74,617
Lehigh Valley	34,806	6,464	14,937	13,020	2,790	3,348	0	0	5,954	661	12,804	94,785
NEPA	10,322	9,905	17,146	11,122	4,287	2,970	0	0	1,802	0	0	57,555
SEDA-COG	13,465	7,180	18,590	8,156	2,721	2,315	0	0	0	0	0	52,428
Altoona	2,852	1,602	2,874	1,893	691	1,135	0	0	0	0	0	11,047
Johnstown	5,399	1,854	5,455	2,220	667	1,112	0	0	1,322	0	0	18,030
Centre County	4,784	1,566	3,646	1,960	583	1,068	0	0	0	0	0	13,607
Williamsport	3,219	2,345	5,992	2,097	827	1,090	0	0	0	0	0	15,571
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,844	7,417	2,854	2,736	0	0	4,779	420	8,142	54,636
York	4,904	4,168	11,517	3,944	1,434	2,401	0	0	4,002	243	4,700	37,313
Reading	24,620	6,436	10,135	12,816	3,225	2,509	0	0	3,785	278	5,393	69,196
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,020	1,448	666	1,012	0	0	0	0	0	11,146
Franklin	2,024	1,869	4,790	1,824	669	1,220	0	0	0	0	0	12,397
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,281</b>	<b>218,901</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,760</b>
Northwest	17,223	8,564	19,799	11,146	3,377	1,800	0	0	0	0	0	61,910
N. Central	7,952	8,203	19,657	8,158	3,068	1,806	0	0	0	0	0	48,844
N. Tier	5,771	7,813	22,469	6,586	2,694	1,632	0	0	0	0	0	46,965
S. Alleghenies	5,544	6,652	16,084	6,271	2,620	1,676	0	0	0	0	0	38,849
Wayne County	0	2,224	6,232	1,921	750	730	0	0	0	0	0	11,856
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,242</b>	<b>34,083</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,424</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	31,400
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

**Appendix 2: Total FFY 2023-2026 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	579,860	108,526	277,633	208,270	46,680	57,012	0	0	147,525	15,726	304,641	1,745,873
SPC	473,532	173,828	362,379	265,421	74,106	45,591	0	0	89,359	7,251	140,465	1,631,933
Harrisburg	90,557	26,198	57,625	40,582	10,827	12,429	0	0	20,220	1,859	36,008	296,304
Scranton/WB	99,180	30,379	58,427	52,661	13,406	11,922	0	0	0	1,595	30,907	298,477
Lehigh Valley	139,225	25,857	59,763	52,093	11,161	13,390	0	0	23,817	2,644	51,217	379,168
NEPA	41,287	39,621	68,609	44,512	17,148	11,879	0	0	7,209	0	0	230,265
SEDA-COG	53,861	28,722	74,370	32,633	10,883	9,262	0	0	0	0	0	209,731
Altoona	11,410	6,407	11,499	7,574	2,763	4,541	0	0	0	0	0	44,193
Johnstown	21,598	7,417	21,823	8,879	2,669	4,448	0	0	5,287	0	0	72,122
Centre County	19,138	6,262	14,589	7,847	2,330	4,274	0	0	0	0	0	54,440
Williamsport	12,877	9,381	23,973	8,392	3,309	4,360	0	0	0	0	0	62,293
Erie	14,797	15,389	29,400	17,600	6,726	7,024	0	0	0	0	0	90,935
Lancaster	39,838	25,937	47,391	29,685	11,417	10,943	0	0	19,115	1,681	32,568	218,575
York	19,617	16,671	46,073	15,784	5,736	9,606	0	0	16,006	970	18,799	149,264
Reading	98,478	25,743	40,544	51,266	12,900	10,036	0	0	15,140	1,113	21,570	276,791
Lebanon	6,030	5,818	12,439	6,226	2,363	4,611	0	0	4,915	0	0	42,402
Mercer	5,072	11,200	15,547	13,292	5,378	4,652	0	0	0	165	3,198	58,505
Adams	9,142	6,858	16,089	5,801	2,666	4,047	0	0	0	0	0	44,602
Franklin	8,097	7,475	19,164	7,298	2,678	4,881	0	0	0	0	0	49,592
<b>Total Urban</b>	<b>1,743,597</b>	<b>577,689</b>	<b>1,257,336</b>	<b>875,816</b>	<b>245,146</b>	<b>234,908</b>	<b>0</b>	<b>0</b>	<b>348,594</b>	<b>33,005</b>	<b>639,372</b>	<b>5,955,464</b>
Northwest	68,893	34,256	79,213	44,598	13,509	7,202	0	0	0	0	0	247,670
N. Central	31,807	32,811	78,651	32,656	12,273	7,223	0	0	0	0	0	195,422
N. Tier	23,082	31,253	89,895	26,363	10,777	6,527	0	0	0	0	0	187,896
S. Alleghenies	22,176	26,610	64,358	25,104	10,482	6,705	0	0	0	0	0	155,435
Wayne County	0	8,894	24,929	7,688	3,000	2,918	0	0	0	0	0	47,430
<b>Total Rural</b>	<b>145,959</b>	<b>133,824</b>	<b>337,045</b>	<b>136,409</b>	<b>50,041</b>	<b>30,575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>833,853</b>
Interstate Program	1,269,512	0	148,336	177,265	0	0	244,396	0	0	0	0	1,839,509
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	792,549	0	577,800	0	0	140,000	0	0	0	0	0	1,510,349
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	125,020
<b>GRAND TOTAL</b>	<b>3,951,617</b>	<b>711,513</b>	<b>2,383,028</b>	<b>1,252,000</b>	<b>295,187</b>	<b>405,483</b>	<b>244,396</b>	<b>28,783</b>	<b>348,594</b>	<b>106,243</b>	<b>639,372</b>	<b>10,366,216</b>

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



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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,406	52,066	11,670	14,253	0	0	36,881	3,932	76,160	436,465
SPC	118,383	43,457	90,556	66,317	18,527	11,398	0	0	22,340	1,813	35,116	407,906
Harrisburg	22,639	6,549	14,401	10,141	2,707	3,107	0	0	5,055	465	9,002	74,066
Scranton/WB	24,795	7,595	14,605	13,163	3,351	2,980	0	0	0	399	7,727	74,615
Lehigh Valley	34,806	6,464	14,935	13,017	2,790	3,348	0	0	5,954	661	12,804	94,780
NEPA	10,322	9,905	17,142	11,118	4,287	2,970	0	0	1,802	0	0	57,546
SEDA-COG	13,465	7,180	18,588	8,154	2,721	2,315	0	0	0	0	0	52,424
Altoona	2,852	1,602	2,874	1,892	691	1,135	0	0	0	0	0	11,047
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,645	1,959	583	1,068	0	0	0	0	0	13,605
Williamsport	3,219	2,345	5,992	2,096	827	1,090	0	0	0	0	0	15,570
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,841	7,415	2,854	2,736	0	0	4,779	420	8,142	54,631
York	4,904	4,168	11,515	3,943	1,434	2,401	0	0	4,002	243	4,700	37,310
Reading	24,620	6,436	10,135	12,815	3,225	2,509	0	0	3,785	278	5,393	69,195
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,323	1,345	1,163	0	0	0	41	800	14,625
Adams	2,285	1,714	4,018	1,446	666	1,012	0	0	0	0	0	11,143
Franklin	2,024	1,869	4,790	1,823	669	1,220	0	0	0	0	0	12,396
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,245</b>	<b>218,865</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,687</b>
Northwest	17,223	8,564	19,797	11,143	3,377	1,800	0	0	0	0	0	61,905
N. Central	7,952	8,203	19,653	8,155	3,068	1,806	0	0	0	0	0	48,837
N. Tier	5,771	7,813	22,466	6,583	2,694	1,632	0	0	0	0	0	46,958
S. Alleghenies	5,544	6,652	16,081	6,267	2,620	1,676	0	0	0	0	0	38,842
Wayne County	0	2,224	6,231	1,921	750	730	0	0	0	0	0	11,856
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,228</b>	<b>34,069</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,397</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	31,500
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,406	52,065	11,670	14,253	0	0	36,881	3,932	76,160	436,463
SPC	118,383	43,457	90,537	66,298	18,527	11,398	0	0	22,340	1,813	35,116	407,868
Harrisburg	22,639	6,549	14,399	10,138	2,707	3,107	0	0	5,055	465	9,002	74,062
Scranton/WB	24,795	7,595	14,604	13,162	3,351	2,980	0	0	0	399	7,727	74,614
Lehigh Valley	34,806	6,464	14,932	13,015	2,790	3,348	0	0	5,954	661	12,804	94,775
NEPA	10,322	9,905	17,138	11,113	4,287	2,970	0	0	1,802	0	0	57,537
SEDA-COG	13,465	7,180	18,586	8,152	2,721	2,315	0	0	0	0	0	52,420
Altoona	2,852	1,602	2,873	1,892	691	1,135	0	0	0	0	0	11,046
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,644	1,958	583	1,068	0	0	0	0	0	13,603
Williamsport	3,219	2,345	5,991	2,096	827	1,090	0	0	0	0	0	15,568
Erie	3,699	3,847	7,350	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,838	7,412	2,854	2,736	0	0	4,779	420	8,142	54,625
York	4,904	4,168	11,514	3,942	1,434	2,401	0	0	4,002	243	4,700	37,307
Reading	24,620	6,436	10,134	12,815	3,225	2,509	0	0	3,785	278	5,393	69,194
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,625
Adams	2,285	1,714	4,016	1,444	666	1,012	0	0	0	0	0	11,139
Franklin	2,024	1,869	4,789	1,823	669	1,220	0	0	0	0	0	12,394
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,201</b>	<b>218,821</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,600</b>
Northwest	17,223	8,564	19,794	11,140	3,377	1,800	0	0	0	0	0	61,899
N. Central	7,952	8,203	19,649	8,150	3,068	1,806	0	0	0	0	0	48,827
N. Tier	5,771	7,813	22,462	6,579	2,694	1,632	0	0	0	0	0	46,950
S. Alleghenies	5,544	6,652	16,077	6,263	2,620	1,676	0	0	0	0	0	38,833
Wayne County	0	2,224	6,231	1,921	750	730	0	0	0	0	0	11,855
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,212</b>	<b>34,053</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,364</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	31,620
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,405	52,064	11,670	14,253	0	0	36,881	3,932	76,160	436,462
SPC	118,383	43,457	90,527	66,287	18,527	11,398	0	0	22,340	1,813	35,116	407,847
Harrisburg	22,639	6,549	14,398	10,137	2,707	3,107	0	0	5,055	465	9,002	74,059
Scranton/WB	24,795	7,595	14,603	13,162	3,351	2,980	0	0	0	399	7,727	74,613
Lehigh Valley	34,806	6,464	14,930	13,013	2,790	3,348	0	0	5,954	661	12,804	94,771
NEPA	10,322	9,905	17,135	11,111	4,287	2,970	0	0	1,802	0	0	57,531
SEDA-COG	13,465	7,180	18,585	8,151	2,721	2,315	0	0	0	0	0	52,418
Altoona	2,852	1,602	2,873	1,892	691	1,135	0	0	0	0	0	11,045
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,643	1,958	583	1,068	0	0	0	0	0	13,602
Williamsport	3,219	2,345	5,990	2,095	827	1,090	0	0	0	0	0	15,568
Erie	3,699	3,847	7,350	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,837	7,410	2,854	2,736	0	0	4,779	420	8,142	54,621
York	4,904	4,168	11,513	3,941	1,434	2,401	0	0	4,002	243	4,700	37,306
Reading	24,620	6,436	10,134	12,815	3,225	2,509	0	0	3,785	278	5,393	69,194
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,624
Adams	2,285	1,714	4,015	1,443	666	1,012	0	0	0	0	0	11,137
Franklin	2,024	1,869	4,789	1,822	669	1,220	0	0	0	0	0	12,394
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,177</b>	<b>218,797</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,552</b>
Northwest	17,223	8,564	19,792	11,139	3,377	1,800	0	0	0	0	0	61,896
N. Central	7,952	8,203	19,646	8,147	3,068	1,806	0	0	0	0	0	48,822
N. Tier	5,771	7,813	22,460	6,577	2,694	1,632	0	0	0	0	0	46,946
S. Alleghenies	5,544	6,652	16,075	6,261	2,620	1,676	0	0	0	0	0	38,829
Wayne County	0	2,224	6,231	1,920	750	730	0	0	0	0	0	11,854
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,203</b>	<b>34,044</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,347</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	31,685
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,404	52,063	11,670	14,253	0	0	36,881	3,932	76,160	436,460
SPC	118,383	43,457	90,507	66,268	18,527	11,398	0	0	22,340	1,813	35,116	407,808
Harrisburg	22,639	6,549	14,395	10,134	2,707	3,107	0	0	5,055	465	9,002	74,054
Scranton/WB	24,795	7,595	14,602	13,161	3,351	2,980	0	0	0	399	7,727	74,611
Lehigh Valley	34,806	6,464	14,927	13,010	2,790	3,348	0	0	5,954	661	12,804	94,765
NEPA	10,322	9,905	17,130	11,105	4,287	2,970	0	0	1,802	0	0	57,521
SEDA-COG	13,465	7,180	18,583	8,149	2,721	2,315	0	0	0	0	0	52,413
Altoona	2,852	1,602	2,873	1,891	691	1,135	0	0	0	0	0	11,044
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,028
Centre County	4,784	1,566	3,642	1,956	583	1,068	0	0	0	0	0	13,599
Williamsport	3,219	2,345	5,990	2,094	827	1,090	0	0	0	0	0	15,566
Erie	3,699	3,847	7,349	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,833	7,407	2,854	2,736	0	0	4,779	420	8,142	54,615
York	4,904	4,168	11,512	3,940	1,434	2,401	0	0	4,002	243	4,700	37,303
Reading	24,620	6,436	10,133	12,814	3,225	2,509	0	0	3,785	278	5,393	69,193
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,599
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,624
Adams	2,285	1,714	4,013	1,441	666	1,012	0	0	0	0	0	11,133
Franklin	2,024	1,869	4,788	1,822	669	1,220	0	0	0	0	0	12,392
<b>Total Urban</b>	<b>435,899</b>	<b>144,422</b>	<b>314,132</b>	<b>218,752</b>	<b>61,286</b>	<b>58,727</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,488,461</b>
Northwest	17,223	8,564	19,789	11,135	3,377	1,800	0	0	0	0	0	61,889
N. Central	7,952	8,203	19,641	8,143	3,068	1,806	0	0	0	0	0	48,813
N. Tier	5,771	7,813	22,455	6,573	2,694	1,632	0	0	0	0	0	46,938
S. Alleghenies	5,544	6,652	16,070	6,257	2,620	1,676	0	0	0	0	0	38,820
Wayne County	0	2,224	6,230	1,920	750	730	0	0	0	0	0	11,853
<b>Total Rural</b>	<b>36,490</b>	<b>33,456</b>	<b>84,186</b>	<b>34,027</b>	<b>12,510</b>	<b>7,644</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,313</b>
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	31,810
<b>GRAND TOTAL</b>	<b>987,904</b>	<b>177,878</b>	<b>595,757</b>	<b>313,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,591,554</b>

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

**Appendix 2: Total FFY 2027-2030 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	579,860	108,526	277,621	208,258	46,680	57,012	0	0	147,525	15,726	304,641	1,745,849
SPC	473,532	173,828	362,127	265,169	74,106	45,591	0	0	89,359	7,251	140,465	1,631,429
Harrisburg	90,557	26,198	57,593	40,550	10,827	12,429	0	0	20,220	1,859	36,008	296,241
Scranton/WB	99,180	30,379	58,414	52,649	13,406	11,922	0	0	0	1,595	30,907	298,452
Lehigh Valley	139,225	25,857	59,724	52,055	11,161	13,390	0	0	23,817	2,644	51,217	379,092
NEPA	41,287	39,621	68,545	44,447	17,148	11,879	0	0	7,209	0	0	230,136
SEDA-COG	53,861	28,722	74,343	32,606	10,883	9,262	0	0	0	0	0	209,675
Altoona	11,410	6,407	11,493	7,568	2,763	4,541	0	0	0	0	0	44,181
Johnstown	21,598	7,417	21,820	8,876	2,669	4,448	0	0	5,287	0	0	72,115
Centre County	19,138	6,262	14,573	7,831	2,330	4,274	0	0	0	0	0	54,409
Williamsport	12,877	9,381	23,962	8,381	3,309	4,360	0	0	0	0	0	62,272
Erie	14,797	15,389	29,398	17,598	6,726	7,024	0	0	0	0	0	90,932
Lancaster	39,838	25,937	47,350	29,644	11,417	10,943	0	0	19,115	1,681	32,568	218,492
York	19,617	16,671	46,055	15,766	5,736	9,606	0	0	16,006	970	18,799	149,227
Reading	98,478	25,743	40,536	51,259	12,900	10,036	0	0	15,140	1,113	21,570	276,776
Lebanon	6,030	5,818	12,437	6,224	2,363	4,611	0	0	4,915	0	0	42,399
Mercer	5,072	11,200	15,544	13,289	5,378	4,652	0	0	0	165	3,198	58,498
Adams	9,142	6,858	16,063	5,775	2,666	4,047	0	0	0	0	0	44,550
Franklin	8,097	7,475	19,156	7,290	2,678	4,881	0	0	0	0	0	49,576
<b>Total Urban</b>	<b>1,743,597</b>	<b>577,689</b>	<b>1,256,754</b>	<b>875,235</b>	<b>245,146</b>	<b>234,908</b>	<b>0</b>	<b>0</b>	<b>348,594</b>	<b>33,005</b>	<b>639,372</b>	<b>5,954,301</b>
Northwest	68,893	34,256	79,172	44,557	13,509	7,202	0	0	0	0	0	247,589
N. Central	31,807	32,811	78,590	32,594	12,273	7,223	0	0	0	0	0	195,299
N. Tier	23,082	31,253	89,842	26,311	10,777	6,527	0	0	0	0	0	187,791
S. Alleghenies	22,176	26,610	64,302	25,049	10,482	6,705	0	0	0	0	0	155,325
Wayne County	0	8,894	24,923	7,682	3,000	2,918	0	0	0	0	0	47,418
<b>Total Rural</b>	<b>145,959</b>	<b>133,824</b>	<b>336,829</b>	<b>136,193</b>	<b>50,041</b>	<b>30,575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>833,421</b>
Interstate Program	1,269,512	0	148,336	177,265	0	0	244,396	0	0	0	0	1,839,509
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	792,549	0	577,800	0	0	140,000	0	0	0	0	0	1,510,349
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	126,615
<b>GRAND TOTAL</b>	<b>3,951,617</b>	<b>711,513</b>	<b>2,383,028</b>	<b>1,252,000</b>	<b>295,187</b>	<b>405,483</b>	<b>244,396</b>	<b>28,783</b>	<b>348,594</b>	<b>106,243</b>	<b>639,372</b>	<b>10,366,216</b>

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



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

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	224.34	225.10	225.43	226.23	901.10	226.89	227.69	228.09	228.97	229.69	230.57	231.04	231.96	2,735.99
SPC	276,302.9	31.59%	4,859.43	4,876.01	4,883.12	4,900.49	19,519.05	4,914.71	4,932.09	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	59,265.58
Harrisburg	34,925.0	3.99%	614.24	616.33	617.23	619.43	2,467.23	621.23	623.42	624.52	626.92	628.91	631.31	632.61	635.10	7,491.24
Scranton/WB	13,629.0	1.56%	239.70	240.52	240.87	241.72	962.80	242.42	243.28	243.71	244.65	245.42	246.36	246.87	247.84	2,923.35
Lehigh Valley	41,874.0	4.79%	736.45	738.96	740.04	742.68	2,958.13	744.83	747.46	748.78	751.65	754.05	756.92	758.47	761.47	8,981.76
NEPA	70,903.5	8.11%	1,247.00	1,251.26	1,253.08	1,257.54	5,008.88	1,261.19	1,265.65	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	15,208.44
SEDA-COG	30,389.6	3.47%	534.47	536.30	537.08	538.99	2,146.83	540.55	542.46	543.42	545.50	547.24	549.33	550.45	552.63	6,518.42
Altoona	6,584.4	0.75%	115.80	116.20	116.37	116.78	465.15	117.12	117.53	117.74	118.19	118.57	119.02	119.26	119.74	1,412.32
Johnstown	3,702.1	0.42%	65.11	65.33	65.43	65.66	261.53	65.85	66.08	66.20	66.45	66.67	66.92	67.06	67.32	794.08
Centre County	16,835.4	1.92%	296.09	297.10	297.53	298.59	1,189.31	299.46	300.52	301.05	302.20	303.16	304.32	304.94	306.15	3,611.11
Williamsport	11,654.8	1.33%	204.98	205.68	205.98	206.71	823.34	207.31	208.04	208.41	209.21	209.87	210.67	211.11	211.94	2,499.90
Erie	2,079.0	0.24%	36.56	36.69	36.74	36.87	146.87	36.98	37.11	37.18	37.32	37.44	37.58	37.66	37.81	445.94
Lancaster	45,475.8	5.20%	799.80	802.53	803.70	806.56	3,212.58	808.90	811.76	813.19	816.31	818.91	822.02	823.71	826.96	9,754.33
York	20,394.8	2.33%	358.69	359.91	360.44	361.72	1,440.76	362.77	364.05	364.69	366.09	367.26	368.66	369.42	370.87	4,374.58
Reading	8,141.2	0.93%	143.18	143.67	143.88	144.39	575.12	144.81	145.32	145.58	146.14	146.60	147.16	147.46	148.05	1,746.25
Lebanon	1,655.0	0.19%	29.11	29.21	29.25	29.35	116.92	29.44	29.54	29.59	29.71	29.80	29.92	29.98	30.10	354.99
Mercer	3,586.9	0.41%	63.08	63.30	63.39	63.62	253.39	63.80	64.03	64.14	64.39	64.59	64.84	64.97	65.23	769.37
Adams	28,042.5	3.21%	493.19	494.88	495.60	497.36	1,981.03	498.80	500.57	501.45	503.37	504.98	506.90	507.94	509.94	6,014.98
Franklin	8,918.4	1.02%	156.85	157.39	157.62	158.18	630.03	158.64	159.20	159.48	160.09	160.60	161.21	161.54	162.18	1,912.95
Northwest	44,543.1	5.09%	783.39	786.07	787.21	790.01	3,146.69	792.31	795.11	796.51	799.56	802.11	805.17	806.82	810.00	9,554.27
N. Central	67,603.4	7.73%	1,188.96	1,193.02	1,194.76	1,199.01	4,775.75	1,202.49	1,206.74	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	14,500.59
N. Tier	57,527.4	6.58%	1,011.75	1,015.21	1,016.69	1,020.30	4,063.95	1,023.26	1,026.88	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	12,339.34
S. Alleghenies	60,493.3	6.92%	1,063.91	1,067.55	1,069.10	1,072.91	4,273.47	1,076.02	1,079.82	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	12,975.51
Wayne	6,618.9	0.76%	116.41	116.81	116.98	117.39	467.58	117.73	118.15	118.36	118.81	119.19	119.64	119.89	120.36	1,419.72
Total (No IM)	874,635.9	100.00%	15,382.50	15,435.00	15,457.50	15,512.50	61,787.50	15,557.50	15,612.50	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	187,605.00

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

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	224.34	225.10	225.43	226.23	901.10	226.89	227.69	228.09	228.97	229.69	230.57	231.04	231.96	2,735.99
SPC	276,302.9	31.59%	4,859.43	4,876.01	4,883.12	4,900.49	19,519.05	4,914.71	4,932.09	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	59,265.58
Harrisburg	34,925.0	3.99%	614.24	616.33	617.23	619.43	2,467.23	621.23	623.42	624.52	626.92	628.91	631.31	632.61	635.10	7,491.24
Scranton/WB	13,629.0	1.56%	239.70	240.52	240.87	241.72	962.80	242.42	243.28	243.71	244.65	245.42	246.36	246.87	247.84	2,923.35
Lehigh Valley	41,874.0	4.79%	736.45	738.96	740.04	742.68	2,958.13	744.83	747.46	748.78	751.65	754.05	756.92	758.47	761.47	8,981.76
NEPA	70,903.5	8.11%	1,247.00	1,251.26	1,253.08	1,257.54	5,008.88	1,261.19	1,265.65	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	15,208.44
SEDA-COG	30,389.6	3.47%	534.47	536.30	537.08	538.99	2,146.83	540.55	542.46	543.42	545.50	547.24	549.33	550.45	552.63	6,518.42
Altoona	6,584.4	0.75%	115.80	116.20	116.37	116.78	465.15	117.12	117.53	117.74	118.19	118.57	119.02	119.26	119.74	1,412.32
Johnstown	3,702.1	0.42%	65.11	65.33	65.43	65.66	261.53	65.85	66.08	66.20	66.45	66.67	66.92	67.06	67.32	794.08
Centre County	16,835.4	1.92%	296.09	297.10	297.53	298.59	1,189.31	299.46	300.52	301.05	302.20	303.16	304.32	304.94	306.15	3,611.11
Williamsport	11,654.8	1.33%	204.98	205.68	205.98	206.71	823.34	207.31	208.04	208.41	209.21	209.87	210.67	211.11	211.94	2,499.90
Erie	2,079.0	0.24%	36.56	36.69	36.74	36.87	146.87	36.98	37.11	37.18	37.32	37.44	37.58	37.66	37.81	445.94
Lancaster	45,475.8	5.20%	799.80	802.53	803.70	806.56	3,212.58	808.90	811.76	813.19	816.31	818.91	822.02	823.71	826.96	9,754.33
York	20,394.8	2.33%	358.69	359.91	360.44	361.72	1,440.76	362.77	364.05	364.69	366.09	367.26	368.66	369.42	370.87	4,374.58
Reading	8,141.2	0.93%	143.18	143.67	143.88	144.39	575.12	144.81	145.32	145.58	146.14	146.60	147.16	147.46	148.05	1,746.25
Lebanon	1,655.0	0.19%	29.11	29.21	29.25	29.35	116.92	29.44	29.54	29.59	29.71	29.80	29.92	29.98	30.10	354.99
Mercer	3,586.9	0.41%	63.08	63.30	63.39	63.62	253.39	63.80	64.03	64.14	64.39	64.59	64.84	64.97	65.23	769.37
Adams	28,042.5	3.21%	493.19	494.88	495.60	497.36	1,981.03	498.80	500.57	501.45	503.37	504.98	506.90	507.94	509.94	6,014.98
Franklin	8,918.4	1.02%	156.85	157.39	157.62	158.18	630.03	158.64	159.20	159.48	160.09	160.60	161.21	161.54	162.18	1,912.95
Northwest	44,543.1	5.09%	783.39	786.07	787.21	790.01	3,146.69	792.31	795.11	796.51	799.56	802.11	805.17	806.82	810.00	9,554.27
N. Central	67,603.4	7.73%	1,188.96	1,193.02	1,194.76	1,199.01	4,775.75	1,202.49	1,206.74	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	14,500.59
N. Tier	57,527.4	6.58%	1,011.75	1,015.21	1,016.69	1,020.30	4,063.95	1,023.26	1,026.88	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	12,339.34
S. Alleghenies	60,493.3	6.92%	1,063.91	1,067.55	1,069.10	1,072.91	4,273.47	1,076.02	1,079.82	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	12,975.51
Wayne	6,618.9	0.76%	116.41	116.81	116.98	117.39	467.58	117.73	118.15	118.36	118.81	119.19	119.64	119.89	120.36	1,419.72
Total (No IM)	874,635.9	100.00%	15,382.50	15,435.00	15,457.50	15,512.50	61,787.50	15,557.50	15,612.50	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	187,605.00

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

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	448.67	450.20	450.86	452.46	<b>1,802.19</b>	453.77	455.38	456.18	457.93	459.39	461.14	462.09	463.91	<b>5,471.98</b>
SPC	276,302.9	31.59%	9,718.85	9,752.02	9,766.24	9,800.99	<b>39,038.11</b>	9,829.42	9,864.17	9,881.55	9,919.45	9,951.05	9,988.95	10,009.49	10,048.98	<b>118,531.16</b>
Harrisburg	34,925.0	3.99%	1,228.47	1,232.67	1,234.46	1,238.86	<b>4,934.46</b>	1,242.45	1,246.84	1,249.04	1,253.83	1,257.82	1,262.62	1,265.21	1,270.20	<b>14,982.47</b>
Scranton/WB	13,629.0	1.56%	479.40	481.03	481.73	483.45	<b>1,925.61</b>	484.85	486.56	487.42	489.29	490.85	492.72	493.73	495.68	<b>5,846.70</b>
Lehigh Valley	41,874.0	4.79%	1,472.90	1,477.93	1,480.08	1,485.35	<b>5,916.27</b>	1,489.66	1,494.93	1,497.56	1,503.30	1,508.09	1,513.84	1,516.95	1,522.93	<b>17,963.52</b>
NEPA	70,903.5	8.11%	2,494.00	2,502.52	2,506.16	2,515.08	<b>10,017.77</b>	2,522.38	2,531.30	2,535.75	2,545.48	2,553.59	2,563.32	2,568.59	2,578.72	<b>30,416.89</b>
SEDA-COG	30,389.6	3.47%	1,068.94	1,072.59	1,074.15	1,077.98	<b>4,293.67</b>	1,081.10	1,084.93	1,086.84	1,091.01	1,094.48	1,098.65	1,100.91	1,105.25	<b>13,036.83</b>
Altoona	6,584.4	0.75%	231.60	232.39	232.73	233.56	<b>930.29</b>	234.24	235.07	235.48	236.38	237.14	238.04	238.53	239.47	<b>2,824.64</b>
Johnstown	3,702.1	0.42%	130.22	130.66	130.85	131.32	<b>523.06</b>	131.70	132.17	132.40	132.91	133.33	133.84	134.11	134.64	<b>1,588.16</b>
Centre County	16,835.4	1.92%	592.18	594.20	595.07	597.18	<b>2,378.63</b>	598.92	601.03	602.09	604.40	606.33	608.64	609.89	612.29	<b>7,222.22</b>
Williamsport	11,654.8	1.33%	409.95	411.35	411.95	413.42	<b>1,646.68</b>	414.62	416.08	416.82	418.41	419.75	421.35	422.21	423.88	<b>4,999.79</b>
Erie	2,079.0	0.24%	73.13	73.38	73.48	73.75	<b>293.74</b>	73.96	74.22	74.35	74.64	74.88	75.16	75.31	75.61	<b>891.87</b>
Lancaster	45,475.8	5.20%	1,599.59	1,605.05	1,607.39	1,613.11	<b>6,425.16</b>	1,617.79	1,623.51	1,626.37	1,632.61	1,637.81	1,644.05	1,647.43	1,653.93	<b>19,508.66</b>
York	20,394.8	2.33%	717.38	719.83	720.88	723.44	<b>2,881.53</b>	725.54	728.11	729.39	732.19	734.52	737.32	738.83	741.75	<b>8,749.16</b>
Reading	8,141.2	0.93%	286.36	287.34	287.76	288.78	<b>1,150.25</b>	289.62	290.65	291.16	292.27	293.21	294.32	294.93	296.09	<b>3,492.49</b>
Lebanon	1,655.0	0.19%	58.21	58.41	58.50	58.71	<b>233.83</b>	58.88	59.08	59.19	59.42	59.60	59.83	59.95	60.19	<b>709.98</b>
Mercer	3,586.9	0.41%	126.17	126.60	126.78	127.23	<b>506.78</b>	127.60	128.05	128.28	128.77	129.18	129.67	129.94	130.45	<b>1,538.74</b>
Adams	28,042.5	3.21%	986.38	989.75	991.19	994.72	<b>3,962.05</b>	997.61	1,001.13	1,002.90	1,006.74	1,009.95	1,013.80	1,015.88	1,019.89	<b>12,029.95</b>
Franklin	8,918.4	1.02%	313.70	314.77	315.23	316.35	<b>1,260.06</b>	317.27	318.39	318.95	320.18	321.20	322.42	323.08	324.36	<b>3,825.90</b>
Northwest	44,543.1	5.09%	1,566.79	1,572.13	1,574.43	1,580.03	<b>6,293.38</b>	1,584.61	1,590.21	1,593.02	1,599.13	1,604.22	1,610.33	1,613.64	1,620.01	<b>19,108.54</b>
N. Central	67,603.4	7.73%	2,377.93	2,386.04	2,389.52	2,398.02	<b>9,551.51</b>	2,404.98	2,413.48	2,417.73	2,427.01	2,434.74	2,444.01	2,449.03	2,458.70	<b>29,001.18</b>
N. Tier	57,527.4	6.58%	2,023.51	2,030.41	2,033.37	2,040.61	<b>8,127.89</b>	2,046.53	2,053.76	2,057.38	2,065.27	2,071.85	2,079.74	2,084.02	2,092.24	<b>24,678.68</b>
S. Alleghenies	60,493.3	6.92%	2,127.83	2,135.09	2,138.20	2,145.81	<b>8,546.94</b>	2,152.04	2,159.65	2,163.45	2,171.75	2,178.67	2,186.97	2,191.46	2,200.11	<b>25,951.02</b>
Wayne	6,618.9	0.76%	232.82	233.61	233.95	234.78	<b>935.17</b>	235.47	236.30	236.71	237.62	238.38	239.29	239.78	240.73	<b>2,839.44</b>
<b>Total (No IM)</b>	<b>874,635.9</b>	<b>100.00%</b>	<b>30,765.00</b>	<b>30,870.00</b>	<b>30,915.00</b>	<b>31,025.00</b>	<b>123,575.00</b>	<b>31,115.00</b>	<b>31,225.00</b>	<b>31,280.00</b>	<b>31,400.00</b>	<b>31,500.00</b>	<b>31,620.00</b>	<b>31,685.00</b>	<b>31,810.00</b>	<b>375,210.00</b>

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	652,325	17,145	1,021,190
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	114,540	229,808	15,231	359,579
	AMTRAN -- Blair	0	3,041	0	3,041
	BCTA -- Beaver	0	3,810	592	4,402
	CAT -- Dauphin	0	8,503	1,039	9,542
	CATA -- Centre	0	6,430	269	6,699
	CCTA -- Cambria	0	6,987	814	7,801
	COLTS -- Lackawanna	0	6,973	2,133	9,106
	EMTA -- Erie	0	9,723	1,141	10,864
	FACT -- Fayette	0	1,120	503	1,623
	HPT -- Hazleton	0	1,985	0	1,985
	LANTA -- Lehigh-Northampton	0	17,103	3,727	20,830
	LCTA -- Luzerne	0	5,807	646	6,453
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	1,940	597	2,537
	MMVTA -- Mid Mon Valley	0	2,886	0	2,886
	MCTA -- Monroe	0	2,011	1,090	3,101
	Pottstown -- Montgomery	0	1,269	0	1,269
	SCTA -- South Central	0	15,879	3,854	19,733
	SVSS -- Shenango Valley	0	792	804	1,596
	WCTA -- Washington	0	1,479	2,369	3,848
	WBT -- Williamsport	0	4,192	0	4,192
	WCTA -- Westmoreland	0	3,461	1,908	5,369
	YATA -- York/Adams	0	6,801	5,132	11,933
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>466,260</b>	<b>994,376</b>	<b>58,994</b>	<b>1,519,630</b>
RURAL	ATA	0	5,355	463	5,818
	BTA -- Butler	0	929	0	929
	Carbon	0	254	664	918
	CATA -- Crawford	0	1,323	1,001	2,324
	EMTA -- Endless Mtns.	0	995	1,135	2,130
	ICTA -- Indiana	0	1,652	433	2,085
	Mid-County -- Armstrong	0	607	490	1,097
	Mt. Carmel	0	309	0	309
	NCATA -- New Castle	0	4,376	0	4,376
	STS -- Schuylkill	0	1,602	982	2,584
	TAWC -- Warren	0	683	408	1,091
	<b>Rural Total</b>	<b>0</b>	<b>18,086</b>	<b>5,576</b>	<b>23,662</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>24,885</b>	<b>24,885</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Delaware County TMA	0	153	0	153
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	<b>Other Agency Total</b>	<b>0</b>	<b>4,519</b>	<b>0</b>	<b>4,519</b>
	PennDOT Discretion	26,670	0	0	26,670
	Other Unallocated (Urban/Rural)	40,540	20,340	3,020	63,900
	<b>GRAND TOTAL</b>	<b>533,470</b>	<b>1,037,321</b>	<b>92,475</b>	<b>1,663,266</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 17-18.

# Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY17-18 allocations. 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.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. 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	351,720	658,848	17,145	1,027,713
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	114,540	232,107	15,231	361,878
	AMTRAN -- Blair	0	3,071	0	3,071
	BCTA -- Beaver	0	3,848	592	4,440
	CAT -- Dauphin	0	8,588	1,039	9,627
	CATA -- Centre	0	6,495	269	6,764
	CCTA -- Cambria	0	7,057	814	7,871
	COLTS -- Lackawanna	0	7,043	2,133	9,176
	EMTA -- Erie	0	9,820	1,141	10,961
	FACT -- Fayette	0	1,131	503	1,634
	HPT -- Hazleton	0	2,004	0	2,004
	LANTA -- Lehigh-Northampton	0	17,274	3,727	21,001
	LCTA -- Luzerne	0	5,865	646	6,511
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,959	597	2,556
	MMVTA -- Mid Mon Valley	0	2,915	0	2,915
	MCTA -- Monroe	0	2,031	1,090	3,121
	Pottstown -- Montgomery	0	1,282	0	1,282
	SCTA -- South Central	0	16,038	3,854	19,892
	SVSS -- Shenango Valley	0	800	804	1,604
	WCTA -- Washington	0	1,494	2,369	3,863
	WBT -- Williamsport	0	4,234	0	4,234
	WCTA -- Westmoreland	0	3,495	1,908	5,403
	YATA -- York/Adams	0	6,869	5,132	12,001
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>466,260</b>	<b>1,004,320</b>	<b>58,994</b>	<b>1,529,574</b>
RURAL	ATA	0	5,409	463	5,872
	BTA -- Butler	0	938	0	938
	Carbon	0	257	664	921
	CATA -- Crawford	0	1,336	1,001	2,337
	EMTA -- Endless Mtns.	0	1,005	1,135	2,140
	ICTA -- Indiana	0	1,669	433	2,102
	Mid-County -- Armstrong	0	613	490	1,103
	Mt. Carmel	0	312	0	312
	NCATA -- New Castle	0	4,419	0	4,419
	STS -- Schuylkill	0	1,618	982	2,600
	TAWC -- Warren	0	690	408	1,098
	<b>Rural Total</b>	<b>0</b>	<b>18,267</b>	<b>5,576</b>	<b>23,843</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>24,885</b>	<b>24,885</b>
Other Agencies	Bucks County Transport	0	644	0	644
	Chester County TMA	0	896	0	896
	Delaware County TMA	0	155	0	155
	Philadelphia Unemployment Project	0	371	0	371
	Philly Phlash	0	927	0	927
	ACTA	0	675	0	675
	Heritage Health Foundation	0	896	0	896
	<b>Other Agency Total</b>	<b>0</b>	<b>4,564</b>	<b>0</b>	<b>4,564</b>
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,543	3,020	64,173
	<b>GRAND TOTAL</b>	<b>533,590</b>	<b>1,047,694</b>	<b>92,475</b>	<b>1,673,759</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 18-19.

# Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY18-19 allocations.

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.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

Appendix 3  
State Transit Funds  
Estimated Annual Funding 2021  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	665,437	17,145	1,034,302
	<i>Krapf's Coach - Chester</i>	0	19	0	19
	<i>Upper Merion</i>	0	20	0	20
	PAAC	114,540	234,428	15,231	364,199
	AMTRAN -- Blair	0	3,102	0	3,102
	BCTA -- Beaver	0	3,887	592	4,479
	CAT -- Dauphin	0	8,674	1,039	9,713
	CATA -- Centre	0	6,560	269	6,829
	CCTA -- Cambria	0	7,127	814	7,941
	COLTS -- Lackawanna	0	7,113	2,133	9,246
	EMTA -- Erie	0	9,919	1,141	11,060
	FACT -- Fayette	0	1,143	503	1,646
	HPT -- Hazleton	0	2,025	0	2,025
	LANTA -- Lehigh-Northampton	0	17,446	3,727	21,173
	LCTA -- Luzerne	0	5,923	646	6,569
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,979	597	2,576
	MMVTA -- Mid Mon Valley	0	2,944	0	2,944
	MCTA -- Monroe	0	2,051	1,090	3,141
	Pottstown -- Montgomery	0	1,295	0	1,295
	SCTA -- South Central	0	16,199	3,854	20,053
	SVSS -- Shenango Valley	0	808	804	1,612
	WCTA -- Washington	0	1,509	2,369	3,878
	WBT -- Williamsport	0	4,277	0	4,277
	WCTA -- Westmoreland	0	3,530	1,908	5,438
	YATA -- York/Adams	0	6,937	5,132	12,069
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>466,260</b>	<b>1,014,363</b>	<b>58,994</b>	<b>1,539,617</b>
RURAL	ATA	0	5,463	463	5,926
	BTA -- Butler	0	948	0	948
	Carbon	0	260	664	924
	CATA -- Crawford	0	1,350	1,001	2,351
	EMTA -- Endless Mtns.	0	1,016	1,135	2,151
	ICTA -- Indiana	0	1,685	433	2,118
	Mid-County -- Armstrong	0	619	490	1,109
	Mt. Carmel	0	315	0	315
	NCATA -- New Castle	0	4,463	0	4,463
	STS -- Schuylkill	0	1,634	982	2,616
	TAWC -- Warren	0	697	408	1,105
	<b>Rural Total</b>	<b>0</b>	<b>18,450</b>	<b>5,576</b>	<b>24,026</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>24,885</b>	<b>24,885</b>
Other Agencies	Bucks County Transport	0	650	0	650
	Chester County TMA	0	905	0	905
	Delaware County TMA	0	156	0	156
	Philadelphia Unemployment Project	0	375	0	375
	Philly Phlash	0	936	0	936
	ACTA	0	682	0	682
	Heritage Health Foundation	0	905	0	905
	<b>Other Agency Total</b>	<b>0</b>	<b>4,609</b>	<b>0</b>	<b>4,609</b>
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,748	3,020	64,378
	<b>GRAND TOTAL</b>	<b>533,590</b>	<b>1,058,171</b>	<b>92,475</b>	<b>1,684,236</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 19-20.

# Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY19-20 allocations. 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.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 3  
State Transit Funds  
Estimated Annual Funding 2022  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	672,091	17,145	1,040,956
	<i>Krapf's Coach - Chester</i>	0	19	0	19
	<i>Upper Merion</i>	0	20	0	20
	PAAC	114,540	236,772	15,231	366,543
	AMTRAN -- Blair	0	3,133	0	3,133
	BCTA -- Beaver	0	3,926	592	4,518
	CAT -- Dauphin	0	8,761	1,039	9,800
	CATA -- Centre	0	6,625	269	6,894
	CCTA -- Cambria	0	7,198	814	8,012
	COLTS -- Lackawanna	0	7,184	2,133	9,317
	EMTA -- Erie	0	10,018	1,141	11,159
	FACT -- Fayette	0	1,154	503	1,657
	HPT -- Hazleton	0	2,045	0	2,045
	LANTA -- Lehigh-Northampton	0	17,621	3,727	21,348
	LCTA -- Luzerne	0	5,982	646	6,628
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,998	597	2,595
	MMVTA -- Mid Mon Valley	0	2,974	0	2,974
	MCTA -- Monroe	0	2,072	1,090	3,162
	Pottstown -- Montgomery	0	1,308	0	1,308
	SCTA -- South Central	0	16,361	3,854	20,215
	SVSS -- Shenango Valley	0	816	804	1,620
	WCTA -- Washington	0	1,524	2,369	3,893
	WBT -- Williamsport	0	4,319	0	4,319
	WCTA -- Westmoreland	0	3,565	1,908	5,473
	YATA -- York/Adams	0	7,007	5,132	12,139
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>466,260</b>	<b>1,024,507</b>	<b>58,994</b>	<b>1,549,761</b>
RURAL	ATA	0	5,518	463	5,981
	BTA -- Butler	0	957	0	957
	Carbon	0	262	664	926
	CATA -- Crawford	0	1,363	1,001	2,364
	EMTA -- Endless Mtns.	0	1,026	1,135	2,161
	ICTA -- Indiana	0	1,702	433	2,135
	Mid-County -- Armstrong	0	625	490	1,115
	Mt. Carmel	0	319	0	319
	NCATA -- New Castle	0	4,508	0	4,508
	STS -- Schuylkill	0	1,650	982	2,632
	TAWC -- Warren	0	704	408	1,112
	<b>Rural Total</b>	<b>0</b>	<b>18,634</b>	<b>5,576</b>	<b>24,210</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>24,885</b>	<b>24,885</b>
Other Agencies	Bucks County Transport	0	657	0	657
	Chester County TMA	0	914	0	914
	Delaware County TMA	0	158	0	158
	Philadelphia Unemployment Project	0	378	0	378
	Philly Phlash	0	946	0	946
	ACTA	0	688	0	688
	Heritage Health Foundation	0	914	0	914
	<b>Other Agency Total</b>	<b>0</b>	<b>4,656</b>	<b>0</b>	<b>4,656</b>
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,956	3,020	64,586
	<b>GRAND TOTAL</b>	<b>533,590</b>	<b>1,068,753</b>	<b>92,475</b>	<b>1,694,818</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 20-21.

# Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY20-21 allocations.

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.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

Appendix 3  
State Transit Funds  
Estimated Annual Funding 2018-2022  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,406,880	2,648,702	68,580	4,124,162
	<i>Krapf's Coach - Chester</i>	0	74	0	74
	<i>Upper Merion</i>	0	78	0	78
	PAAC	458,160	933,115	60,924	1,452,199
	AMTRAN -- Blair	0	12,348	0	12,348
	BCTA -- Beaver	0	15,472	2,368	17,840
	CAT -- Dauphin	0	34,527	4,156	38,683
	CATA -- Centre	0	26,110	1,076	27,186
	CCTA -- Cambria	0	28,369	3,256	31,625
	COLTS -- Lackawanna	0	28,314	8,532	36,846
	EMTA -- Erie	0	39,480	4,564	44,044
	FACT -- Fayette	0	4,549	2,012	6,561
	HPT -- Hazleton	0	8,058	0	8,058
	LANTA -- Lehigh-Northampton	0	69,443	14,908	84,351
	LCTA -- Luzerne	0	23,577	2,584	26,161
	<i>Martz</i>	0	55	0	55
	LT -- Lebanon	0	7,875	2,388	10,263
	MMVTA -- Mid Mon Valley	0	11,719	0	11,719
	MCTA -- Monroe	0	8,164	4,360	12,524
	Pottstown -- Montgomery	0	5,154	0	5,154
	SCTA -- South Central	0	64,477	15,416	79,893
	SVSS -- Shenango Valley	0	3,215	3,216	6,431
	WCTA -- Washington	0	6,006	9,476	15,482
	WBT -- Williamsport	0	17,023	0	17,023
	WCTA -- Westmoreland	0	14,051	7,632	21,683
	YATA -- York/Adams	0	27,613	20,528	48,141
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>1,865,040</b>	<b>4,037,567</b>	<b>235,976</b>	<b>6,138,583</b>
RURAL	ATA	0	21,745	1,852	23,597
	BTA -- Butler	0	3,772	0	3,772
	Carbon	0	1,033	2,656	3,689
	CATA -- Crawford	0	5,372	4,004	9,376
	EMTA -- Endless Mtns.	0	4,042	4,540	8,582
	ICTA -- Indiana	0	6,708	1,732	8,440
	Mid-County -- Armstrong	0	2,464	1,960	4,424
	Mt. Carmel	0	1,256	0	1,256
	NCATA -- New Castle	0	17,766	0	17,766
	STS -- Schuylkill	0	6,504	3,928	10,432
	TAWC -- Warren	0	2,775	1,632	4,407
	<b>Rural Total</b>	<b>0</b>	<b>73,437</b>	<b>22,304</b>	<b>95,741</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,744	1,744
	BLAIR COUNTY SENIOR SERVICES	0	0	5,516	5,516
	BUCKS COUNTY TRANSPORT, INC.	0	0	16,472	16,472
	BUTLER COUNTY	0	0	2,716	2,716
	CENTRE COUNTY	0	0	2,528	2,528
	CLARION COUNTY	0	0	1,252	1,252
	COMMUNITY TRANS OF DELAWARE	0	0	12,772	12,772
	FOREST COUNTY	0	0	1,172	1,172
	GREENE COUNTY	0	0	1,664	1,664
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	5,504	5,504
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	12,384	12,384
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,688	1,688
	PERRY COUNTY	0	0	492	492
	PIKE COUNTY	0	0	1,576	1,576
	SOMERSET COUNTY	0	0	940	940
	STEP (Clinton/ Lycoming)	0	0	4,068	4,068
	SUBURBAN TRANS (Montgomery)	0	0	20,532	20,532
	Susquehanna Co.	0	0	2,716	2,716
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	3,804	3,804
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>99,540</b>	<b>99,540</b>
Other Agencies	Bucks County Transport	0	2,589	0	2,589
	Chester County TMA	0	3,603	0	3,603
	Delaware County TMA	0	621	0	621
	Philadelphia Unemployment Project	0	1,491	0	1,491
	Philly Phlash	0	3,727	0	3,727
	ACTA	0	2,713	0	2,713
	Heritage Health Foundation	0	3,603	0	3,603
	<b>Other Agency Total</b>	<b>0</b>	<b>18,347</b>	<b>0</b>	<b>18,347</b>
	PennDOT Discretion	106,830	0	0	106,830
	Other Unallocated (Urban/Rural)	162,370	82,587	12,080	257,037
	<b>GRAND TOTAL</b>	<b>2,134,240</b>	<b>4,211,939</b>	<b>369,900</b>	<b>6,716,079</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 20-21.

# Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY20-21 allocations.

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.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

**Appendix 4**  
**2019 Financial Guidance**  
**Federal Transit Funding 2019-2022 (\$000)**

<b>Federal Transit</b>	<b>FY 2019</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachia Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	8,209	0	663	0	0	917	9,789
Altoona*	1,295	0	0	0	0	0	1,295
East Stroudsburg*	827	0	0	0	0	0	827
Erie*	3,970	0	0	0	0	0	3,970
Harrisburg*	4,723	0	437	0	0	476	5,636
Hanover*	984	0	0	0	0	0	984
Hazleton*	870	0	0	0	0	0	870
Johnstown*	1,441	15	0	0	0	0	1,456
Lancaster*	4,768	0	410	0	0	461	5,638
Lebanon*	1,120	0	0	0	0	0	1,120
Monessen*	1,126	0	0	0	0	0	1,126
Philadelphia**	126,984	121,375	3,544	0	0	7,506	259,408
Pittsburgh**	40,885	21,891	1,921	0	0	2,909	67,606
Pottstown*	1,400	0	0	0	0	0	1,400
Reading*	3,757	0	278	0	0	385	4,419
Scranton/Wilkes-Barre*	4,934	0	459	0	0	502	5,894
Sharon*	432	0	54	0	0	0	486
State College*	2,911	0	0	0	0	0	2,911
Uniontown-Connellsville*	1,098	0	0	0	0	0	1,098
Williamsport*	2,118	0	0	0	0	0	2,118
York*	2,885	0	237	0	0	295	3,417
<b>Large Urban</b>	7,143	3,838	0	0	0	0	10,982
<b>Small Urban</b>	1,636	0	2,159	0	0	0	3,795
<b>Large or Small Urban</b>	1,818	11,558	0	0	0	3,551	16,927
<b>Non Urbanized</b>	0	0	2,437	20,544	0	0	22,982
<b>Intercity Bus</b>	0	0	0	3,626	0	0	3,626
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>227,334</b>	<b>158,677</b>	<b>12,599</b>	<b>24,170</b>	<b>4,788</b>	<b>17,001</b>	<b>444,568</b>

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

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

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



**Appendix 4**  
**2019 Financial Guidance**  
**Federal Transit Funding 2019-2022 (\$000)**

<b>Federal Transit</b>	<b>FY 2020</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
<b>Large Urban</b>	7,295	3,905	0	0	0	0	11,199
<b>Small Urban</b>	1,671	0	2,204	0	0	0	3,875
<b>Large or Small Urban</b>	1,857	11,756	0	0	0	3,645	17,259
<b>Non Urbanized</b>	0	0	2,489	21,021	0	0	23,510
<b>Intercity Bus</b>	0	0	0	3,710	0	0	3,710
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>232,153</b>	<b>161,406</b>	<b>12,866</b>	<b>24,731</b>	<b>4,788</b>	<b>17,451</b>	<b>453,395</b>

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

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

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

**Appendix 4**  
**2019 Financial Guidance**  
**Federal Transit Funding 2019-2022 (\$000)**

<b>Federal Transit</b>	<b>FFY 2021</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
<b>Large Urban</b>	7,295	3,905	0	0	0	0	11,199
<b>Small Urban</b>	1,671	0	2,204	0	0	0	3,875
<b>Large or Small Urban</b>	1,857	11,756	0	0	0	3,645	17,259
<b>Non Urbanized</b>	0	0	2,489	21,021	0	0	23,510
<b>Intercity Bus</b>	0	0	0	3,710	0	0	3,710
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>232,153</b>	<b>161,406</b>	<b>12,866</b>	<b>24,731</b>	<b>4,788</b>	<b>17,451</b>	<b>453,395</b>

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

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

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

**Appendix 4**  
**2019 Financial Guidance**  
**Federal Transit Funding 2019-2022 (\$000)**

<b>Federal Transit</b>	<b>FFY 2022</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
<b>Large Urban</b>	7,295	3,905	0	0	0	0	11,199
<b>Small Urban</b>	1,671	0	2,204	0	0	0	3,875
<b>Large or Small Urban</b>	1,857	11,756	0	0	0	3,645	17,259
<b>Non Urbanized</b>	0	0	2,489	21,021	0	0	23,510
<b>Intercity Bus</b>	0	0	0	3,710	0	0	3,710
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>232,153</b>	<b>161,406</b>	<b>12,866</b>	<b>24,731</b>	<b>4,788</b>	<b>17,451</b>	<b>453,395</b>

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

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

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



**Appendix 4**  
**2019 Financial Guidance**  
**Federal Transit Funding 2019-2022 (\$000)**

<b>Federal Transit</b>	<b>Total FFY 2019 - FFY 2022</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	33,360	0	2,696	0	0	3,739	39,794
Altoona*	5,261	0	0	0	0	0	5,261
East Stroudsburg*	3,360	0	0	0	0	0	3,360
Erie*	16,134	0	0	0	0	0	16,134
Harrisburg*	19,192	0	1,775	0	0	1,943	22,910
Hanover*	3,997	0	0	0	0	0	3,997
Hazleton*	3,533	0	0	0	0	0	3,533
Johnstown*	5,855	61	0	0	0	0	5,916
Lancaster*	19,376	0	1,665	0	0	1,879	22,920
Lebanon*	4,553	0	0	0	0	0	4,553
Monessen*	4,575	0	0	0	0	0	4,575
Philadelphia**	516,011	491,762	14,401	0	0	30,620	1,052,795
Pittsburgh**	166,141	88,692	7,806	0	0	11,868	274,506
Pottstown*	5,688	0	0	0	0	0	5,688
Reading*	15,265	0	1,129	0	0	1,570	17,964
Scranton/Wilkes-Barre*	20,049	0	1,865	0	0	2,046	23,959
Sharon*	1,755	0	220	0	0	0	1,975
State College*	11,831	0	0	0	0	0	11,831
Uniontown-Connellsville*	4,463	0	0	0	0	0	4,463
Williamsport*	8,606	0	0	0	0	0	8,606
York*	11,725	0	964	0	0	1,203	13,891
<b>Large Urban</b>	29,027	15,552	0	0	0	0	44,579
<b>Small Urban</b>	6,649	0	8,771	0	0	0	15,420
<b>Large or Small Urban</b>	7,389	46,827	0	0	0	14,488	68,704
<b>Non Urbanized</b>	0	0	9,904	83,607	0	0	93,511
<b>Intercity Bus</b>	0	0	0	14,756	0	0	14,756
<b>Appalachian Counties</b>	0	0	0	0	19,152	0	19,152
<b>TOTALS</b>	<b>923,794</b>	<b>642,894</b>	<b>51,196</b>	<b>98,363</b>	<b>19,152</b>	<b>69,355</b>	<b>1,804,754</b>

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

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

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

**Appendix 5**  
**2019-2022 Federal and State Transit Funding by Region**  
(\$000)

Region	2019			2020			2021			2022			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	260,808	1,041,000	1,301,808	265,892	1,047,566	1,313,458	265,892	1,054,198	1,320,089	265,892	1,060,896	1,326,787	1,058,483	4,203,659	5,262,142
SPC	69,830	389,281	459,111	71,238	391,798	463,036	71,238	394,340	465,578	71,238	396,907	468,145	283,544	1,572,326	1,855,870
Harrisburg	5,636	9,665	15,301	5,758	9,750	15,508	5,758	9,836	15,594	5,758	9,923	15,681	22,910	39,175	62,085
Scranton/WB	6,764	17,557	24,320	6,910	17,704	24,614	6,910	17,854	24,763	6,910	18,004	24,914	27,493	71,119	98,612
Lehigh Valley	9,789	20,830	30,619	10,002	21,001	31,002	10,002	21,173	31,175	10,002	21,348	31,350	39,794	84,351	124,146
NEPA	827	6,997	7,824	844	7,036	7,880	844	7,075	7,919	844	7,114	7,958	3,360	28,221	31,581
SEDA-COG	0	731	731	0	734	734	0	737	737	0	741	741	0	2,944	2,944
Altoona	1,295	4,420	5,715	1,322	4,450	5,773	1,322	4,481	5,803	1,322	4,512	5,834	5,261	17,864	23,125
Johnstown	1,456	7,801	9,257	1,487	7,871	9,357	1,487	7,941	9,428	1,487	8,012	9,499	5,916	31,625	37,541
Centre County	2,911	7,331	10,243	2,973	7,396	10,369	2,973	7,461	10,434	2,973	7,526	10,499	11,831	29,714	41,545
Williamsport	2,118	5,209	7,327	2,163	5,251	7,414	2,163	5,294	7,457	2,163	5,336	7,499	8,606	21,091	29,697
Erie	3,970	10,864	14,835	4,055	10,961	15,016	4,055	11,060	15,114	4,055	11,159	15,213	16,134	44,044	60,178
Lancaster	5,638	8,406	14,045	5,760	8,474	14,235	5,760	8,542	14,303	5,760	8,611	14,372	22,920	34,034	56,954
York	4,401	11,933	16,334	4,496	12,001	16,496	4,496	12,069	16,565	4,496	12,139	16,634	17,888	48,141	66,029
Reading	4,419	11,327	15,746	4,515	11,418	15,933	4,515	11,510	16,025	4,515	11,603	16,118	17,964	45,859	63,823
Lebanon	1,120	2,537	3,657	1,144	2,556	3,700	1,144	2,576	3,720	1,144	2,595	3,739	4,553	10,263	14,816
Mercer	486	1,596	2,082	496	1,604	2,100	496	1,612	2,108	496	1,620	2,116	1,975	6,431	8,406
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Urban</b>	<b>381,469</b>	<b>1,557,485</b>	<b>1,938,954</b>	<b>389,054</b>	<b>1,567,571</b>	<b>1,956,626</b>	<b>389,054</b>	<b>1,577,758</b>	<b>1,966,813</b>	<b>389,054</b>	<b>1,588,047</b>	<b>1,977,102</b>	<b>1,548,632</b>	<b>6,290,862</b>	<b>7,839,495</b>
Northwest	0	4,021	4,021	0	4,041	4,041	0	4,062	4,062	0	4,082	4,082	0	16,207	16,207
N. Central	0	5,818	5,818	0	5,872	5,872	0	5,926	5,926	0	5,981	5,981	0	23,597	23,597
N. Tier	0	2,809	2,809	0	2,819	2,819	0	2,830	2,830	0	2,840	2,840	0	11,298	11,298
S. Alleghenies	0	1,611	1,611	0	1,611	1,611	0	1,611	1,611	0	1,611	1,611	0	6,444	6,444
Wayne County	0	951	951	0	951	951	0	951	951	0	951	951	0	3,804	3,804
<b>Total Rural</b>	<b>0</b>	<b>15,211</b>	<b>15,211</b>	<b>0</b>	<b>15,295</b>	<b>15,295</b>	<b>0</b>	<b>15,379</b>	<b>15,379</b>	<b>0</b>	<b>15,464</b>	<b>15,464</b>	<b>0</b>	<b>61,349</b>	<b>61,349</b>
<b>Unallocated</b>	<b>0</b>	<b>63,900</b>	<b>63,900</b>	<b>0</b>	<b>64,173</b>	<b>64,173</b>	<b>0</b>	<b>64,378</b>	<b>64,378</b>	<b>0</b>	<b>64,586</b>	<b>64,586</b>	<b>0</b>	<b>257,037</b>	<b>257,037</b>
<b>Reserve/Other</b>	<b>63,099</b>	<b>26,670</b>	<b>89,769</b>	<b>64,341</b>	<b>26,720</b>	<b>91,061</b>	<b>64,341</b>	<b>26,720</b>	<b>91,061</b>	<b>64,341</b>	<b>26,720</b>	<b>91,061</b>	<b>256,122</b>	<b>106,830</b>	<b>362,952</b>
<b>Grand Total</b>	<b>444,568</b>	<b>1,663,266</b>	<b>2,107,834</b>	<b>453,395</b>	<b>1,673,759</b>	<b>2,127,154</b>	<b>453,395</b>	<b>1,684,236</b>	<b>2,137,631</b>	<b>453,395</b>	<b>1,694,818</b>	<b>2,148,213</b>	<b>1,804,754</b>	<b>6,716,079</b>	<b>8,520,833</b>

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

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

## **APPENDIX 6 - 2019 Transportation Program Development Schedule**

2/23/17	PennDOT Connects/Local Government Collaboration Initiative announced.
3/6/17 to 4/14/17	State Transportation Commission, PennDOT and Planning Partners conduct public outreach/public input to update the Twelve Year Program (TYP), as well as, analyze and prepare results to be shared with the public.
3/21/17	State Transportation Commission and PennDOT conduct Public Meeting Web Cast.
April - September	PennDOT Connects/Local Government Collaboration meetings take place for carry-over and new 2019 TIP projects.
5/1/17 to 5/2/17	Spring Planning Partners' meeting in the Harrisburg area.
By 5/26/17	Draft Financial Guidance is issued.
By 5/26/17	Draft General and Procedural Guidance and 2019 Transportation Program Development Schedule issued.
On 6/15/17	State Transportation Commission meets and is updated on development of the 2019 Program.
By 6/30/17	PennDOT will provide complete feedback from the Public Comment Period to Planning Partners.
By 6/30/17	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 6/30/17	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a list of the draft carryover Interstate Management Program projects.
By 7/14/17	WebEx/conference call to discuss the Investment Plan for the 2019 Program Update.
By 7/31/17	PennDOT issues final guidance documents to Planning Partners for the development of the 2019 Program.
By 7/28/17	Program Center provides the final "spike" decisions to Planning Partners and PennDOT Districts.
By 8/31/17	PennDOT reports HSIP targets to FHWA in HSIP Annual Report. 180 day clock for MPOs to decide to establish HSIP targets, or agree to support PennDOT targets begins.
By 9/29/17	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2019 Program. TIP/TYP negotiations begin. PennDOT will provide the MPOs/RPOs with a list of draft Interstate Management Program Projects.

By 10/31/17	MPO and RPO "Boards" meet to discuss the 2019 schedule and guidance; set their TIP approval meeting dates for the spring of 2018.
By 12/29/17	PennDOT Connects/Local Government Collaboration meetings completed for carry-over and new 2019 TIP projects.
By 12/29/17	MPOs decide to establish their own HSIP targets, or agree to support PennDOT targets.
By 12/29/17	MPOs and RPOs develop draft TIPs/TYPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. (MPMS attaching closed.) TIP/TYP negotiations continue.
By 1/15/18	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 2/1/18	Program Center completes initial review of preliminary draft TIPs/TYPs 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 2/16/18	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 2/16/18	MPOs, RPOs, and PennDOT reach agreement on the respective portions of the program. TIP/TYP negotiations are concluded.
By 2/27/18	Final day for MPOs to establish HSIP targets or agree to support PennDOT targets.
By 3/15/18	Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
By 4/19/18	MPO, RPO and PennDOT complete air quality conformity analyses.
After 5/27/17	STIP/TIP updates on or after 5/27/17 must include a description of how the STIP/TIP contributes to achieving safety performance targets.
After 5/27/17	LRTPs updated on or after 5/27/17 must include safety performance measures and targets.
By 6/15/18	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 6/29/18 MPOs and RPOs formally approve their individual TIPs and submit their portions of the program to the Program Center.
- By 8/9/18 State Transportation Commission approves the Twelve Year Program.
- By 8/16/18 Governor/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 9/30/18 PennDOT obtains joint approval from FHWA and FTA of the 2019 Program.