

Rendering of I-70 and Murtland Avenue (SR 19) Diverging Diamond Interchange (DDI) by Gannett Fleming

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

2015-2018

EXECUTIVE SUMMARY
AUGUST 14, 2014

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2015 STIP OVERVIEW

In compliance with all applicable State and Federal requirements, the Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA) and its planning partners at the county and regional levels, developed the Federal Fiscal Year (FFY) 2015-2018 Statewide Transportation Improvement Program (STIP).

The 2015 STIP includes \$20.5 billion (\$12.5 billion for Highway/Bridge and \$8.0 billion for Transit) in federal, state, local and private resources over the four year period. The STIP consists of a list of projects and/or project phases identified for funding, which are prioritized by year. The 2015 STIP submission includes air quality conformity determinations, public comment information and other supporting documentation.

The 2015 STIP is the ninth Program to be developed through Pennsylvania's "re-engineered" transportation planning and programming process. The emphasis on openness, participation and partnerships continues to be the focal point. General and Procedural as well as Financial Guidance were developed in a cooperative manner. PennDOT, FHWA and all planning partners involved in the development of the 2015 Program concurred with the guidance prior to final issuance. Throughout this report the term "planning partners" refers to Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) involved in the planning and programming process.

The 2015 STIP submission includes Transportation Improvement Programs (TIPs) and program supporting documentation as adopted by each planning partner.

Key aspects in the development of the STIP were:

- PennDOT and the planning partners reached consensus on the development schedule and the General and Procedural, as well as Financial Guidance for program development during 2013. Final Financial Guidance was issued on November 12, 2013 and subsequently revised to reflect passage of Act 89.
- The State Transportation Commission (STC), PennDOT and planning partners coordinated on a modernized public involvement process that included an online survey and the first ever statewide webcast public meeting on September 26, 2013.
- Planning partners, with input from PennDOT, the STC and transit providers produced draft Transportation Improvement Programs (TIPs) for their areas or regions and submitted them to PennDOT by February 28, 2014 for review and response.
- PennDOT responded on May 2, 2014 with proposed refinements to the TIPs along with the Secretary's "Spike" decisions. At this point, the process focused on issue identification and the negotiation of difference to ultimately achieve consensus.
- Air quality analyses were undertaken in ozone and PM2.5 non-attainment areas and draft conformity determinations were completed.

- Federal and state agencies utilized a formalized interagency consultation process to review and comment on the draft conformity determinations.
- Subsequently, the planning partners held public comment periods, addressed comments and adopted their respective TIP.
- Planning partner TIPs are incorporated directly into the STIP, without modification.
- The STC endorsed the STIP through their adoption of the Commonwealth's Twelve Year Program on August 14, 2014.
- The STIP is a financially responsible and fiscally constrained program. It reflects an estimate of federal, state, local, and private funds available over the next four years.
- The STIP is consistent with PennDOT's current long range plan: The Mobility Plan and takes into consideration the long range plan update (PA On Track). Also, the planning partner TIPs are consistent with their long range plans.
- The Highway and Bridge portion of the STIP continues the Commonwealth's maintenance first philosophy, improves safety, and continues improvement in the condition and performance of Pennsylvania's highway system. The capacity expansion and new facility projects are consistent with the Mobility Plan, Act 89 implementation and planning partner long range plans.
- The STIP for Public Transit is based on the projects and line items included on the planning partner TIPs as developed in cooperation with transit agencies.
- The STIP includes all statewide and regionally significant projects regardless of funding source.

The following sections of this document summarize the funding in both the highway and transit portions of the STIP. Additional information is provided on air quality conformity, public participation and other specifics related to TIP development and management. Planning partner submissions include regional TIP listings, air quality conformity reports, public comment documentation, TIP administrative procedures, and various resolutions where required.

FINANCIAL GUIDANCE

Financial Guidance provides the basis for the development of the 2015 STIP. PennDOT, FHWA and the planning partners jointly developed the Financial Guidance, first through a Financial Guidance Work Group, and later through agreement by all parties. This guidance was reviewed with all planning partners during the Fall 2013 Planning Partners' meeting on October 30, 2013, and concurrence was achieved. Final Financial Guidance was issued on November 12, 2013 and subsequently revised to reflect passage of Act 89.

The funding levels available for the development of the STIP reflect all anticipated federal and state funding over the 2015-2018 period. For highways and bridges, federal funding assumptions are based on MAP-21. State revenues are based on the latest budget estimates for highway and bridge capital appropriations and reflect the passage of Act 89 of 2013. Allocations are provided to each planning partner for highway and bridge funds based on jointly developed formulas. A portion of highway funding are reserved for distribution by the Secretary of Transportation to offset the impact of high cost projects, special initiatives, or program "spikes", which are beyond a region's allocation. The Financial Guidance Work Group recommended that an Interstate Management (IM) Program continue to be a separate, centrally managed program.

For transit, the Financial Guidance includes a combination of federal and state resources. Federal funding is based on MAP-21 levels. State funding is based on formulas established in Act 26 of 1991, Act 3 of 1997, Act 44 of 2007 and Act 89 of 2013. As part of an agreement between the Commonwealth and the transit agencies, a total of \$25 million per year in federal highway funding is reserved to be flexed to transit agencies.

Federal funding included in the Financial Guidance assumes no growth for federal highway and bridge funds in FFY 2015-2018. Each transit operator is responsible for determining specific amounts for capital improvements and operating assistance.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

Highway and Bridge Summary

Funding contained in the highway and bridge portion of the STIP includes all federal and state capital funds which are anticipated to be available over the next four years, 2015–2018. This funding has been assigned to projects consistent with an integrated and cooperative process between PennDOT and its planning partners. Local and other sources of revenue are included as identified for individual projects.

The FFY 2015–2018 STIP includes funding for capital improvements, restoration of the existing system, safety improvements, congestion reduction, operational improvements and preservation of bridges. While operations and maintenance is addressed, the STIP does not account for the state maintenance appropriation, except where maintenance funds are used to match federal funds, or other unique circumstances.

The following table shows a summary of funding contained in the highway and bridge portion of the STIP from all sources by federal fiscal year

STIP – Highway and Bridge Funding Summary (\$M)

Source	2015	2016	2017	2018	Total
Federal	\$1,696	\$1,744	\$1,685	\$1,640	\$6,765
State	\$1,436	\$1,139	\$1,351	\$1,381	\$5,307
Other	\$181	\$129	\$106	\$49	\$416
Totals	\$3,313	\$3,012	\$3,142	\$3,070	\$12,537

Assumptions

The following summarizes the funding assumptions for the highway and bridge portion of the STIP:

- Available funds are consistent with Financial Guidance with certain exceptions noted below.
- The 2015 STIP assumes zero percent funding growth for Federal highway and bridge funding.
- State funds are based on the latest budget estimates in the years covered by the STIP and include the increase generated by the passage of Act 89 of 2013.
- Most federal funding categories assume a 4-year apportionment. Although the Commonwealth has balances of various federal funding categories, these balances were not considered except to adjust for certain types of projects. Overall fiscal constraint is maintained.

- Financial Guidance did not assume any carry-over balance of State highway or bridge funds. However, the state fiscal year that ended June 30, 2014 contained cash balances in both categories. A portion of these cash balances are included in the 2015 STIP. This includes approximately \$ 25.0 million in highway funds and \$10.0 million in bridge funds, on average, per year.
- Certain federal funds are associated with specific projects and/or programs and are available as additional financial resources above and beyond the dollar amounts shown in Financial Guidance. This includes categories such as earmarked Special Federal Funds (SXF) and various federal discretionary program funds.
- Appropriation 916 funding (Act 44), which was derived from an agreement with the Pennsylvania Turnpike Commission, is no longer included in the highway and bridge portion of the STIP due to the passage of Act 89.

Interstate Management Program Summary

The Financial Guidance Work Group recommend that the IM Program continue to be a separate centrally managed program based on statewide needs.

From a programming standpoint, the Interstate Management Program (IM) is constrained to an annual funding level of approximately \$403.0 million a year; or, an overall four year program worth \$1.61 billion. Out of the annual allocation, an amount (\$8.7 million) is set aside as a line item to address programmatic contingencies.

Initial IM programming consideration is given to currently programmed projects that carry over from one STIP to another. Once the financial magnitude of the carry over projects has been determined, an estimate can be made on the amount of program funds available for candidate IM projects. In the 2015 STIP, there is no available funding to add new projects, and candidate projects were not solicited.

PennDOT's Center for Program Development and Management works with the Districts, the Bureau of Maintenance Operations, the Bureau of Project Delivery and planning partners to establish a relative project ranking based on field views and asset management principles.

Financial Constraint

The 2015 STIP available funds versus programmed funds table provides additional detail by category of all highway and bridge funding for each of the four years as well as a total of the four years. This funding is compared to available funding for each year.

The table is also divided by core funding categories and those categories which bring additional resources to the STIP. Funding category definitions are provided in Appendix 2.

Further detail of funds by federal category and sub-category is included in Appendix 3, as supporting material to the table. Appendix 4 reflects all federal, state and other funding included in the STIP.

The table demonstrates the financial capacity of the STIP. Projects are programmed based on asset management principles and state and local priorities. Specific funding categories are matched to the extent possible; however, some categories do not match expected four year apportionments. With the available balances in state and federal categories, coupled with the transferability provisions of the federal program, this is easily managed. Appendix 5 shows balances of various federal categories as of June 23, 2014. The STIP contains slightly more federal funds than potential apportionments in some years. This is managed throughout the implementation of the STIP in the following ways:

- The annual obligation limitation will ultimately control the level of federal dollars obligated in any particular year.
- Developing all projects based on federal procedures allows flexibility to make decisions to implement projects using either federal or state funds at a later time. Because project development based on state standards does not allow a switch to federal funding, this allows Pennsylvania to react to variations in annual obligation authority.
- Programmed projects reflect year of expenditure requirements (see General and Procedural Guidance).

**2015-2018 Statewide Transportation Improvement Program
Available Funds vs. Programmed Funds (\$000)**

	2015		2016		2017		2018		Totals	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Highway Funds										
National Highway System	897.3	897.8	897.3	897.8	897.3	897.8	897.3	897.8	3,589.2	3,591.2
Surface Transportation Program	211.3	207.2	211.3	207.6	211.3	207.7	211.3	207.7	845.2	830.2
Urban	128.5	128.5	128.5	127.0	128.5	128.5	128.5	128.5	514.0	512.5
State Highway	522.7	511.2	680.3	697.9	882.8	891.0	882.8	921.3	2,968.6	3,021.4
Highway Sub-Total	1,759.8	1,744.7	1,917.4	1,930.3	2,119.9	2,125.0	2,119.9	2,155.3	7,917.0	7,955.3
Bridge Funds										
Bride Off-System	73.8	73.8	73.8	73.8	73.8	73.8	73.8	73.8	295.2	295.2
State Bridge	276.7	282.7	286.5	281.6	300.3	295.9	300.3	295.5	1,163.8	1,155.7
Bridge Sub-Total	350.5	356.5	360.3	355.4	374.1	369.7	374.1	369.3	1,459.0	1,450.9
Other Funds										
Cong. Mitigation/Air Quality	100.5	100.2	100.5	100.2	100.5	100.2	100.5	100.2	402.0	400.8
Rail/Hwy Crossings	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	26.4	26.4
Safety	92.5	92.5	92.5	92.5	92.5	92.5	92.5	92.5	370.0	370.0
Transportation Alternatives/ Rec.	27.5	27.5	27.5	27.5	27.5	27.5	27.5	27.5	110.0	110.0
Other Sub-Total	227.1	226.8	227.1	226.8	227.1	226.8	227.1	226.8	908.4	907.2
Total	2,337.4	2,328.0	2,504.8	2,512.5	2,721.1	2,721.5	2,721.1	2,751.4	10,284.4	10,313.4

Additional Funding Included in STIP										
Appalachian Development		54.9		116.9		70.9		44.4	-	287.1
SPR/PL		50.9		50.9		50.9		50.9	-	203.6
Carryover State Highway		34.7		34.7		34.7		34.7	-	138.8
Carryover State Bridge		10.0		10.0		10.0		10.0	-	40.0
Act 89 Bonding Capacity		500.0		-		-		-	-	500.0
Multimodal (Appropriation - 411)		56.0		76.0		76.0		76.0	-	284.0
Other (582, Local, SXF, FSRTS, etc.)		278.4		211.7		177.7		102.5	-	-
Subtotal Additional Funding		984.9		500.2		420.2		318.5		1,453.5
Total	2,337.4	3,312.9	2,504.8	3,012.7	2,721.1	3,141.7	2,721.1	3,069.9	10,284.4	12,537.2

* Apportionments Reflect 2% set-aside for Statewide Planning

Transit Summary

Funding for transit improvements in Pennsylvania is a combination of federal, state and local monies. Federal funding is based on MAP-21. Federal funding includes various categories of funds, including those related to urban formula, non-urbanized, fixed guideway, new starts, elderly and persons with disabilities and bus and bus related facilities. State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013.

Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds from various sources—Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines—are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

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

Congressional projects and Capital Investment grant projects (such as New Start projects) are incorporated in the transit portion of the STIP. In addition, state capital budget funding is released annually for capital improvements. Categorical definitions are shown in Appendix 2.

The regional TIPs include Coordinated Public Transit-Human Services Transportation Plans as required by the Final Rule issued on February 14, 2007.

The following table provides a summary of funds included in the transit portion of the STIP.

STIP – Transit Funding Summary (\$M)

Source	2015	2016	2017	2018	Total
Federal	\$441	\$396	\$374	\$374	\$1,585
State	\$1,334	\$1,277	\$1,593	\$1,663	\$5,867
Other	\$125	\$117	\$108	\$115	\$465
Totals	\$1,900	\$1,790	\$2,075	\$2,152	\$7,917

Assumptions

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

- For federal funds, assumptions include estimated apportionments of federal categories based on levels in MAP-21 and annual appropriations bills.
- The 2015 STIP assumes zero percent funding growth for Federal transit funding.
- State funds are based on the latest budget estimates in the years covered by the STIP and include the increase generated by the passage of Act 89 of 2013.
- A total of \$25 million in federal highway funding per year will be flexed to transit.

Financial Constraint

The 2015 STIP available funds versus programmed funds table provides additional detail by category of all transit funding for each of the four years as well as a total of the four years. This funding is compared to available funding for each year.

The table is also divided by core funding categories and those categories which bring additional resources to the STIP. Funding category definitions are provided in Appendix 2.

Appendix 6 reflects all federal, state and other transit funding. Programmed projects reflect year of expenditure requirements.

Line items are included for Sections 5310 and 5311. Specific projects are determined early in the calendar year. Once approvals are obtained, actual projects will be programmed and the appropriate line item will be reduced. Please note that some agencies have programmed line items or actual projects which reflect an anticipation of funds or approved projects carried over from a previous STIP.

**2015-2018 Statewide Transportation Improvement Program
Transit Funding Summary Chart
Available Funds vs. Programmed Funds (\$M)**

Fund Type	2015		2016		2017		2018		Total	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
Fed Highway										
CAQ	1.0	1.0	1.0	1.0	1.3	1.3	1.3	1.3	4.6	4.6
FTAD	0.0	0.0	0.0	0.0	1.9	1.9	3.7	3.7	5.6	5.6
STP	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.6	0.6
STU	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	3.6	3.6
Sub-Total	2.2	2.2	2.2	2.2	4.1	4.1	5.9	5.9	14.4	14.4
Fed Transit										
5307	214.3	214.3	192.1	192.1	187.5	187.5	184.5	184.5	778.4	778.4
5309	33.0	33.0	16.6	16.6	5.1	5.1	10.5	10.5	65.2	65.2
5310	14.5	14.5	14.3	14.3	13.9	13.9	13.3	13.3	56.0	56.0
5311	44.7	44.7	37.0	37.0	29.5	29.5	26.6	26.6	137.8	137.8
5316	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	1.7	1.7
5317	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.6
5337	117.8	117.8	120.0	120.0	120.1	120.1	120.3	120.3	478.2	478.2
5339	14.1	14.1	12.7	12.7	12.7	12.7	12.2	12.2	51.7	51.7
OTHER - F	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.8
Sub-Total	439.4	439.4	393.4	393.4	369.5	369.5	368.1	368.1	1,570.4	1,570.4
Total Federal	441.6	441.6	395.6	395.6	373.6	373.6	374.0	374.0	1,584.8	1,584.8
State										
Act 3	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2
Act 83	1.4	1.4	0.3	0.3	0.2	0.2	0.0	0.0	1.9	1.9
CB	27.8	27.8	30.9	30.9	30.9	30.9	31.0	31.0	120.6	120.6
PTAF	34.9	34.9	33.8	33.8	33.3	33.3	33.6	33.6	135.6	135.6
164	1.6	1.6	2.0	2.0	0.7	0.7	0.6	0.6	4.9	4.9
338	804.8	804.8	815.3	815.3	1,136.8	1,136.8	1,168.9	1,168.9	3,925.8	3,925.8
339	431.4	431.4	385.5	385.5	386.7	386.7	426.2	426.2	1,629.8	1,629.8
340	3.8	3.8	3.3	3.3	2.1	2.1	1.6	1.6	10.8	10.8
341	28.7	28.7	5.9	5.9	1.9	1.9	1.1	1.1	37.6	37.6
Total State	1,334.4	1,334.4	1,277.0	1,277.0	1,592.7	1,592.7	1,663.1	1,663.1	5,867.2	5,867.2
Other										
Local	0.0	94.7	0.0	94.3	0.0	84.8	0.0	91.9	0.0	365.7
Other	0.0	30.7	0.0	22.9	0.0	23.4	0.0	22.5	0.0	99.5
Priv	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other	0.0	125.4	0.0	117.2	0.0	108.2	0.0	114.4	0.0	465.2
Grand Total	1,776.0	1,901.4	1,672.6	1,789.8	1,966.3	2,074.5	2,037.1	2,151.5	7,452.0	7,917.2

MANAGING STIP FUNDING

Funding included in the STIP and summarized in the earlier tables includes resources that can reasonably be assumed to be available over the four year period. Actual obligation of federal funds will be controlled by annual obligation limitations as determined through annual Federal Transportation Appropriation Acts.

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

Due to annual obligation limitations, Pennsylvania's balance of federal funds continues to increase. Therefore, balances of any particular category may be available and can be directed to projects in accordance with planning partner and PennDOT priorities. A summary of the federal highway balances as of June 23, 2014 is included in Appendix 5.

PennDOT, FHWA and the FTA have entered into an agreement establishing the procedures for STIP modifications. This agreement is included in Appendix 7. The STIP will be managed in each planning region based on agreed upon TIP modification procedures. Each planning partner has adopted specific procedures for their area. These TIP modification procedures define an amendment and an administrative modification. They define how the MPO or RPO will act upon these items and set thresholds for approval authority.

PennDOT provides planning partners with quarterly and year-end status reports that indicate federal funds obligated and state funds encumbered/spent for projects listed on each region's TIP.

As part of a Memorandum of Understanding (MOU) with FHWA and FTA, PennDOT has agreed to continue to provide a STIP/TIP financial report to each planning partner and FHWA on a quarterly basis. In addition the Department has agreed to establish targets for federal obligation and state encumbrance of funds within 90 days after the enactment of federal legislation.

Line Items

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

- Within specific TIPs, line items are used for certain types of projects, such as but not limited to Betterments, Bridge Preservation, and Low-Cost Safety Initiatives. Individual projects will be identified at a future date and will be drawn down from the line item.

- At the Statewide level, line items are used to reserve funding for specific purposes. Some examples include the Statewide Highway-Rail Grade Crossing (RRX) program, Statewide Highway Safety Improvement Program (HSIP) set-a-side, Statewide Rapid Bridge Replacement (RBR) program, Transportation Infrastructure Investment Fund (TIIF) (formally Economic Development) reserve, Statewide Transit Flex reserve, contracts with Environmental Review Agencies, and State and Local bridge inspection. This also applies to Transportation Alternatives Program (TAP) funds, which involves a statewide application, review and selection process.
- Transit statewide line items are used for Section 5310 and Section 5311 funds.

Cash Flow Programming

Cash flow programming continues to be employed as part of the programming process. The FFY 2015-2018 STIP lists funds required to complete a project or phases of a project. If federal funds were obligated or state funds previously encumbered, they do not appear in the Program. PennDOT will continue to use tools such as advance construct and partial conversions to manage federal funds required for each project or phase.

Project Cost Estimating and Scheduling

The Bureau of Project Delivery developed cost estimating guidance to update the processes and procedures found in the Estimating Manual, Publication 352. The cost estimating guidance covers planning through the Final Design Office Meeting.

The guidance emphasizes updates of construction cost estimates at the project milestones of TIP development, Engineering and Environmental Scoping, NEPA Approval, Design Field View, Final Design Office Meeting, and Final Estimate. The document highlights the need to carefully consider the cost estimate at the planning and programming phases.

This guidance also emphasizes the importance of documentation and review of estimates. Tools were developed to facilitate documentation with respect to analyzing the cost drivers that affect the project estimate and the Estimate Review Report. Training has been offered to all Engineering Districts.

AIR QUALITY

One of the comments received from USDOT in response to the 2009 STIP submission was the need to streamline the interagency consultation process used to review the conformity determinations. As a result, PennDOT (central office and districts) and the planning partners implemented a more formalized process. The process was developed in consultation with the Statewide Interagency Consultation Group (ICG) and was documented in a PennDOT publication. Acceptance of the new process was well received by all parties involved in the interagency review process. This process continued for the 2015 STIP and the ICG recognized that it went smoothly.

As part of this STIP submission, air quality conformity determinations were performed for Pennsylvania's metropolitan ozone non-attainment areas. These areas comprise 17 counties and include the following MPOs: Delaware Valley Regional Planning Commission (DVRPC), Lancaster, Lehigh Valley, Reading, and Southwestern Pennsylvania Commission (SPC). All of these MPO areas have travel demand models and perform their own conformity analyses. PennDOT, through a consultant contract, performs the conformity determination on behalf of Carbon County, part of the Northeastern Pennsylvania Alliance (NEPA) MPO.

Conformity determinations were also performed for Pennsylvania's PM 2.5 non-attainment areas. These areas involve all or parts of the following MPOs: DVRPC, Harrisburg, Johnstown, Lancaster, Lebanon, Lehigh Valley, Reading SPC, and York.

PUBLIC PARTICIPATION SUMMARY INFORMATION

PennDOT and its planning partners, along with the STC, jointly conducted public involvement for the development of the 2015 Transportation Program.

In 2013, the STC began an initiative to modernize their public outreach process and to extend the range of public involvement methods available to the public including modernized tools and techniques, public education; and strengthening the tie-in with planning partners. To achieve this, STC created a new website, www.talkpatransportation.com, and urged customers to complete a public survey on identifying transportation priorities; *Project Feedback* forms were also made available for detailed submissions. The STC held the first ever statewide webcast public meeting and STC representatives combined efforts with the planning partners by attending MPO/RPO meetings. The combined input was considered in the development of the 2015 Twelve Year Program (TYP). The 2015 TYP is featured on the STC website.

After draft TIPs were developed and air quality conformity determinations were completed, each planning partner conducted minimum 30-day public comment periods. Block advertisements were placed in area newspapers and, in some cases, public service announcements were aired on local radio or TV stations. The draft documents (TIP, air quality conformity determination, if appropriate, and the TIP Modification Procedures) were also placed in public buildings and other locations that are accessible to the general public. All planning partners placed the documents on their web sites and PennDOT provided links to each planning partner web site on its home page (see Appendix 11). Comments were emailed to their offices for consideration.

Long before the 30-day comment periods were opened, each planning partner agency and PennDOT began the environmental justice (EJ) outreach efforts by using Census Tract information and other data to determine the locations and concentrations of low income and minority populations within the study area. Outreach efforts were then initiated through local elected officials, community/civic leaders, religious organizations, housing projects, and others to obtain comments on the documents. Efforts will continue to refine and improve public outreach efforts to low income groups and minorities to gather more input early and often on long range plans and short range programs.

Additionally, each planning partner provided copies of their respective TIP documents to representatives of Native American tribes with interests within the planning partner's geographic areas of responsibility so that the tribal leaders could provide comment and feedback. The list of tribal contacts included the Absentee-Shawnee Tribe of Oklahoma, the Cayuga Nation, the Delaware Nation, the Eastern Shawnee Tribe of Oklahoma, the Oneida Indian Nation, the Oneida Nation of Wisconsin, the Onondaga Nation, the Seneca Nation of Indians, the Seneca-Cayuga Tribe of Oklahoma, the Shawnee Tribe, the St. Regis Mohawk Tribe, the Stockbridge-Munsee Band of Mohican Nation of Wisconsin, the Tonawanda Seneca Nation, and the Tuscarora Nation.

To address "Visualization in Planning" requirements, PennDOT provided the draft TIPs on a Commonwealth website with links between projects, location maps, video logs and the planning partner's websites. Upon approval of the FFY 2015-2018 STIP, PennDOT will utilize mapping tools to provide more detailed information for those projects that are able to be mapped.

All comments, concerns and questions were summarized after the close of 30-day comment period. The planning partner, transit authority/authorities and PennDOT then met to consider the comments and to prepare appropriate responses for consideration

In each metropolitan and rural area, these summaries are attached to the TIPs and are included as part of the 2015 STIP submission.

CONSULTATION WITH RURAL LOCAL OFFICIALS

Pennsylvania's planning and programming process has led PennDOT and its rural planning partners into many joint planning and programming ventures. As with the development of previous STIPs, the 2015 STIP was guided by a schedule and procedures developed by PennDOT, FHWA, FTA and planning partners.

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

STATE CERTIFICATION OF THE PLANNING PROCESS

As with the MPO self-certifications, the state certification has been updated and expanded to reflect any new requirements. Deputy Secretary of Planning, James D. Ritzman, P.E. has signed this certification, and it is included as Appendix 8 to this document.

LONG RANGE PLANNING

The Commonwealth's statewide long range plan is the Pennsylvania Mobility Plan. The Mobility Plan was issued in September 2007 and is currently being updated. The new plan, PA On Track is anticipated to be completed in the fall of 2014. The 2015 STIP has been coordinated with each area's long range plan.

The following table highlights the status of long range planning in the Commonwealth for the MPOs.

Status of Metropolitan Long Range Plans

Planning Partner	Latest Plan Completion Date	New Plan Due Date
Adams County	June 2012	June 2016
Altoona	June 2011	June 2016
Centre Region	September 2010	September 2015
Erie	March 2012	March 2016
Franklin County	May 2013	May 2017
Harrisburg	December 2010	December 2014
Johnstown	June 2011	June 2015
Lancaster	June 2012	June 2016
Lebanon	August 2014	June 2018
Lehigh Valley	October 2010	April 2015
NEPA	---	June 2016
Philadelphia	July 2013	July 2017
Pittsburgh	June 2011	June 2015
Reading	July 2014	July 2016
Scranton/Wilkes-Barre	July 2011	June 2016
SEDA-COG	July 2012	July 2016
Shenango Valley	November 2011	November 2015
Williamsport	December 2013	December 2018
York	April 2013	April 2018

The following table summarizes the status of long range plans by each rural planning partner. While not required by federal regulations, PennDOT continues to encourage each rural planning partner to maintain and update a long range plan.

Status of Rural Long Range Plans

Planning Partner	Latest Plan Completion Date	New Plan Due Date
North Central	October 2012	October 2017
Northern Tier	October 2008	December 2014
Northwest	July 2011	July 2015
Southern Alleghenies	November 2012	November 2017

SUMMARY OF RESPONSES TO THE 2013 FHWA STIP FINDINGS

The following areas of the statewide and metropolitan transportation planning processes have been identified for improvement by the next STIP update:

- Develop a methodology, schedule and begin conducting planning partner Compliance Reviews for all non-TMA MPOs and RPOs to ensure adequate oversight, administration, and coordination of the statewide, metropolitan, and non-metropolitan planning processes, including but not limited to, the review of regional long-range transportation plans and schedules, unified planning and work programs, transportation improvement programs, public participation plans, etc.
 - *PennDOT Response:* PennDOT has worked with FHWA to develop a systematic method to evaluate non-TMA MPOs and RPOs. The first planning partner Compliance Review was conducted on July 30, 2014 in coordination with the Centre County MPO. A second review is being scheduled with the Lebanon County MPO. The plan moving forward will be to conduct 2-3 review annually until we have worked through all non-TMA MPOs and RPOs.
- Identify the strengths and weaknesses in PennDOT's administration of the Federal CMAQ Program relative to the MPO and RPO selection of eligible projects that reduce transportation emissions. The CMAQ project selection process needs to be transparent, in writing, and publicly available. The selection process needs to identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body.
 - *PennDOT Response:* PennDOT worked with interested Partners to develop and submit a "Draft" CMAQ Administrative Process document in May of 2013. A copy of this document can be made available upon request.
- Develop an asset management approach to provide statewide guidance to the MPOs and RPOs on how to consistently account for the system-level cost estimates needed to adequately operate and maintain the Federal-aid highways and FTA-funded transit assets in the MPO and RPO TIPs and Regional LRTP financial plans. This approach should not limit asset management cost estimates to what can be done within existing funding limitations.
 - *PennDOT Response:* PennDOT has worked with CH2M HILL on three recent Transportation Asset Management (TAM) projects: I-95 Corridor (2012), Statewide Interstate TAM Tool Development (2013), and Enhanced-NHS TAM Tool Development. In 2013, CH2M HILL developed a framework and tools for the transportation asset management of the I-95 corridor for PennDOT. The TAM framework included technical analysis to directly link performance outcomes to investment level over both mid-range (10-20 years) and long-range (50 years) planning horizons. In the framework, advanced techniques, such as life-cycle cost analysis, performance modeling, prioritization/optimization, and risk analysis, were applied. Following the successful completion of the I-95 Corridor TAM project, PennDOT expressed interest in applying

the TAM framework and tools to the statewide Interstate System. CH2M HILL refined the Interstate TAM framework, which included the development/ integration of statewide goals, objectives, and performance measures for bridges and pavements. The Framework and tools were tailored to meet the needs of PennDOT for interstate planning and programming. Recognizing the statewide value on the Interstate system, a follow-on contract was requested to upgrade the tool to accommodate the entire statewide NHS. This is an on-going project that is expected to be finished by December 2014. The pavement and bridge TAM tools developed for PennDOT Interstate and Enhanced-NHS have advanced capabilities that enable PennDOT to conduct various analyses to support performance-based asset management and planning processes. Specifically, CH2M HILL has identified the following applications of the pavement and bridge TAM tools to support PennDOT business processes: support Statewide Transportation Improvement Plan (STIP) development, support Transportation Asset Management Plan (TAMP) development, support Long Range Transportation Plan (LRTP) development, support Interstate and other state-of-repair reporting and evaluate polices.

- Establish a tool to weigh the cost and benefit of a related project to the overall portfolio of projects based on an established asset management process. The tool should take into account appropriate treatment type, cost, overall benefit and provide a basis to allow comparison with other STIP/TIP projects.
 - *PennDOT Response:* The current update/development of Pennsylvania's Long Range Transportation Plan and Comprehensive Freight Movement Plan involves the creation of a statewide project prioritization tool which is based on development of a multimodal economic competitiveness network in Pennsylvania. The Multimodal Economic Competitiveness Network (to be defined in the prioritization process) will detail the integral core connections for moving people and freight across the state, linking businesses and residents to national and international destinations. This network will identify critical multimodal transportation facilities that support the state's economy and connect regions of the state. This effort currently assumes that MPOs and RPOs will continue to define their region's specific goals, needs, and resources using the evaluation criteria that best fit their needs to select projects for the STIP and that they will work together with PennDOT to implement, monitor and refine the proposed Multimodal Economic Competitiveness Network
- List the important regional projects from the previous STIP/TIPs that were implemented or identify any significant delays in the planned implementation of the important regional projects, if any, on an individual MPO and RPO basis.
 - *PennDOT Response:* The General and Procedural Guidance (Appendix 2) now includes specific language requesting each MPO and RPO to provide a list of major regional projects implemented from the previous TIP, as well as, those that have had significant delay. The information is also requested as part of the TIP checklist.

- Each STIP/TIP project or project phase shall identify the project sponsor responsible for administering and carrying out the implementation of the project or project phase.
 - *PennDOT Response:* PennDOT's Engineering and Construction Management System (ECMS) has the capability and is being utilized to let State and Federally funded TIP projects for both Department and Local Sponsors. A recent upgrade in February of 2014 allow Local Project Sponsors to advertise and select a design consultant (and/or other consultant services) using ECMS. PennDOT is working on an additional upgrade to handle Reimbursement Agreements electronically in a new system that is linked to ECMS. ECMS currently has a field that identifies the Project Team responsible for the project. PennDOT is working to include this information in Multi-modal Project Management System (MPMS) in a future system update from ECMS to reduce redundancy of entering the same information in multiple systems.

The following areas of the statewide and metropolitan transportation planning processes have been identified for enhancement by the next STIP update:

- Assist affected local governments and planning partners in the transitioning to and formation of new MPOs as is necessary to make the four new urbanized areas within the Commonwealth, as identified from the 2010 Census, compliant with Title 23 and Title 49. Assist the existing MPO that covers the new urbanized area over the 200,000 population threshold to ensure compliance with the additional TMA planning requirements.
 - *PennDOT Response:* PennDOT has worked closely with the four new urbanized areas to ensure compliance with Title 23 and Title 49. This included efforts for adjusting/smoothing of new urban boundaries where appropriate, ensuring proper representation on metropolitan committee boards and modifications to agreements, etc. Since these areas were previously RPOs, this transition has been somewhat seamless. The York MPO has been proactive in preparing for its new role as a TMA. PennDOT Central Office and FHWA Division office will continue efforts to prepare the York MPO for the 2016 TMA Planning Certification Review.
- Meet all MAP-21 planning and programming provisions, including the performance driven, outcome based planning process, as applicable. Continue your collaborative approach to develop transportation performance measures and set performance targets to ensure key statewide and metropolitan transportation issues or challenges - such as structurally deficient bridges, congestion, pavement condition, mobility options, freight demand, and a state of good repair for transit projects - are effectively addressed and accounted for in the development of the STIP.
 - *PennDOT Response:* PennDOT is using a new, performance-based approach for the update of its latest Long-Range Transportation Plan. This means we are applying performance metrics to the challenge of making tough decisions on critical transportation issues like how to improve the condition of bridges and pavement, reduce crashes, or address congestion and promote travel choices. Down the road, performance measures will also make PennDOT more accountable for the Plan's outcomes and help

Pennsylvania meet new Federal reporting requirements

- Work with the MPOs and RPOs to assist in the assessment and evaluation of the effectiveness of their public participation plans. Also, evaluate and modify the plans, as necessary, to ensure diversity (ethnic, gender, disability advocates and Limited English Proficient representatives) in the public participation process including the selection of participants to serve on committees, boards, and advisory groups. Ensure public notices include announcements of the availability of aids and services to provide effective communication for persons with disabilities and limited English proficiency.
 - *PennDOT Response:* In 2013, the STC began an initiative to modernize their public outreach process and to extend the range of public involvement methods available to the public including modernized tools and techniques, public education and strengthening the tie-in with planning partners. To achieve this, STC created a new website, www.talkpatransportation.com, and urged customers to complete a public survey on identifying transportation priorities; *Project Feedback* forms were also made available for detailed submissions. The STC held the first ever statewide webcast public meeting and STC representatives combined efforts with the planning partners by attending MPO/RPO meetings. The combined input was considered in the development of the 2015 TYP.

With the new public outreach process now in place, PennDOT will work with each MPO/RPO to assess their current public participation plans and make necessary modifications to modernize their individual processes.

An example of how one RPO has begun to modernize their public participation can be shown through the update of their Environmental Justice (EJ) analysis. For example, the Southern Alleghenies RPO worked with PennDOT and FHWA to revise their EJ analysis for the 2015 TIP update. In discussion with FHWA staff, several modifications were made to the process. As with the previous analysis, EJ communities were identified by evaluating populations in a specific Census geographic area against an established threshold. However, a more well-defined process was used to establish a low-income threshold by which the average poverty level for the region was used to establish a meaningful threshold. Another enhancement to the process was that specific TIP projects were analyzed with GIS to determine whether they fell within the identified EJ communities. Specific benefits and burdens were analyzed on non-asset management projects that were located within these communities. Finally, the updated EJ analysis includes additional mapping to show the distribution of projects throughout the region in relation to the EJ communities.

- Conduct an assessment of the implementation status associated with the new Linking Planning & NEPA (LPN) process to gauge the progress in implementing LPN with regard to the intent of the revised Design Manual procedures. Recommend that all planning partners, PennDOT District Planning & Programming staff, and PennDOT Central Office - Transportation Program Development Division staff attend the PennDOT Purpose & Need Training course. Evaluate the contracting methods of MPOs and RPOs to ensure systematic procedures for utilizing

Disadvantaged Business Enterprises (DBE) and small business firms.

- *PennDOT Response:* PennDOT has initiated an update of Design Manual Part 1, with the focus on the Linking Planning and NEPA process. To date, the team has conducted a round of interviews with all MPOs/RPOs and Districts to better understand what is working well, where challenges lie, and how Central Office can better support the LPN process. A key outcome will be the identification of best practices to be incorporated into DM-1. Currently, the Bureau of Equal Opportunity is evaluating the practices of the Planning and Contract Management Division in the Program Center. Any recommendations from that evaluation will be implemented.
- Emphasis should be placed on notification to DBEs of contracts to be awarded and active monitoring of the prime contractor/consultant to ensure nondiscrimination in subcontract and/or sub-consultant agreement awards. The PennDOT Bureau of Equal Opportunity (BEO) has developed a DBE Program Administration course and is currently conducting trainings with MPOs and RPOs. Recommend that all PennDOT District Planning & Programming staff and PennDOT Central Office - Transportation Program Development Division staff attend the BEO DBE Training with their planning partners. The following areas of the statewide and metropolitan transportation planning processes have been identified for improvement by the next STIP update:
 - *PennDOT Response:* PennDOT's Bureau of Equal Opportunity (BEO) has provided numerous DBE training and outreach sessions with MPOs and RPOs along with District Planning staff. Since October 1, 2012, BEO has conducted training with six MPO/RPOs; Four Districts have receive training with the MPOs and the others during winter schools or when requested. PennDOT's DBE Field Agent has completed twenty-three on-site DBE reviews and Contract Compliance has accomplished five federal reviews of projects. In August 2013, training was provided to members of the Program Center with seventeen individuals in attendance. In addition, Central Office staff has modified the Planning Priorities Actions and Procedures Document (pages 9-10) to provide guidance to MPOs/RPOs to help ensure requirements for Disadvantage Business Enterprises (DBE) are being addressed.

APPENDICES

APPENDIX 1

Dates for Public Comment Periods and Adoptions

2015 Program Update Public Comment Periods TIP Approval Dates

Planning Partner	Public Comment Period		Adoption Date
	Beginning Date	End Date	
DVRPC	5/30/14	7/1/14	7/24/14
SPC	6/18/14	7/28/14	7/28/14
Harrisburg	5/5/14	6/3/14	6/20/14
Scranton/ Wilkes-Barre	6/18/14	7/23/14	7/23/14
Lehigh Valley	5/22/14	6/20/14	7/16/14
Altoona	6/18/14	7/18/14	7/24/14
Johnstown	5/16/14	6/18/14	6/18/14
Centre	6/2/2014	7/2/2014	7/22/2014
Williamsport	5/30/2014	6/30/2014	7/15/2014
Erie	5/30/2014	6/30/2014	7/16/2014
Lancaster	5/1/14	5/31/14	6/23/14
York	4/28/14	6/5/14	6/26/14
Reading	6/10/14	7/11/14	7/17/14
Lebanon	5/8/14	6/13/14	6/19/14
Shenango Valley	6/2/2014	7/1/2014	7/15/2014
Northwest	5/14/2014	6/17/2014	6/24/2014
North Central	5/28/2014	6/30/2014	7/8/2014
Northern Tier	6/1/2014	7/1/2014	7/16/2014
Southern Alleghenies	6/1/2014	6/30/2014	7/9/2014
NEPA	6/12/14	7/15/2014	7/23/2014
SEDA-COG	5/9/2014	6/9/2014	7/18/2014
Adams	5/21/14	6/23/14	6/25/14
Franklin	5/27/14	6/27/14	7/16/14

APPENDIX 2

Categorical Funding Definitions

HIGHWAY/BRIDGE

FEDERAL FUNDING CATEGORIES:

Highway:

NHPP National Highway Performance Program
STP Surface Transportation Program; includes all of STP except for the Transportation Alternatives Program (TAP), Highway/Rail Crossing (RRX) and Urban set-asides (STU)—includes STP “look alike”, Donor State Bonus Minimum Allocation and Redistribution of Certain Authorized Funds

Sub-Categories of STP

STN STP in areas under 200,000 population
STR STP Rural in areas under 5,000 population
BOF Bridge Off-System
STU Surface Transportation Program (STP) Urban

Safety:

HSIP Highway Safety Improvement Program
RRX STP Highway/Rail Crossings

Air Quality:

CAQ Congestion Mitigation and Air Quality

Enhancements:

TAP Transportation Alternatives
Sub-Category of TAP
TAU Transportation Alternatives- Urban

Planning:

PL Federal Planning Funds
SPR State Planning and Research

Other:

APD Appalachian Development Highway
EB Equity Bonus
SR2S Federal Safe Routes to Schools

Special:

APL Appalachian Local Access funding
DBE Disadvantaged Business Enterprise
FFL Emergency Relief Funds
FHA Public Lands Highway
FLH Forest Highways
FRB Ferry Boat
HCB Historic Covered Bridge
REC Recreational Trails
SBY Scenic Byways

FEDERAL FUNDING CATEGORIES CONTINUED:

Special Continue:

- SXF Special Federal Funds; Includes high priority Congressional projects from ISTEA, TEA-21, SAFETEA-LU, Appropriations Acts, Scenic Byways, Innovative Bridge and Historic Covered Bridge
- TCS Transportation and Community System Preservation
- TIGER Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program

STATE FUNDING CATEGORIES:

Highway:

- 581 Highway Capital Construction (Formerly State Appropriation 185)

Bridge:

- 179 Act 26 Counties (Formerly Appropriation 232)
- 183 Local Bridge Construction (Formerly Appropriation 284)
- 185 State Bridge Construction (Formerly Appropriation 289)

Maintenance:

- 582 Highway Maintenance; funds used for highway maintenance and allocated to individual counties under a formula established by the State General Assembly (Formerly Appropriation 187)
- 409 Highway Maintenance; funds used for highway maintenance contracts and materials, allocated to individual counties under a formula established by the State General Assembly under Act 89.

LOCAL/OTHER FUNDING CATEGORIES:

- LOC Local government funds being contributed to projects
- OTH Other funding being contributed to projects
- OTH-F Other Federal funding being contributed to projects
- PRIV Private funding being contributed to projects
- TPK Pennsylvania Turnpike Commission funding

TRANSIT

FEDERAL FUNDING CATEGORIES:

- Section 5307 Urbanized Area Formula Program
- Section 5309 New Starts Capital Program
- Section 5310 Elderly and Persons with Disabilities Program
- Section 5311 Non-urbanized Area Formula Program
- Section 5316 Job Access and Reverse Commute Program
- Section 5317 New Freedom Program
- Section 5337 State of Good Repair
- Section 5339 Bus and Bus Facility Formula Grants

STATE FUNDING CATEGORIES:

- 338 Mass Transit Operating (Section 1513 of Act 44 as amended)
- 339 Capital Budget/Asset Improvement Discretionary (Section 1514 of Act 44 as amended)
- 340 Capital Improvements (Section 1517 of Act 44 as amended)
- 341 Programs of Statewide Significance (Section 1516 of Act 44 as amended)
- ACT3 Base Supplemental and Asset Maintenance Assistance Grants
- CB Capital Bond Non-Highway
- PTAF Act 26

LOCAL/OTHER FUNDING CATEGORIES:

- LOC Local government funds being contributed to projects
- OTH Other funding being contributed to projects; this includes funds provided from other state agencies such as funds provided from the Department of Public Health for the Medical Assistance Transportation Program
- OTH-F Other Federal funding being contributed to projects

APPENDIX 3

Supporting Categorical Summaries

Federal Highway Funds Summary (\$M)

Fund Type	2015	2016	2017	2018
NHPP	897.8	897.8	897.8	897.8
STP	205.6	207.6	207.6	207.7
STR	1.6	0.0	0.0	0.0
STU	128.5	127.0	128.5	128.5
Total	1,233.5	1,232.4	1,233.9	1,234.0

Federal Bridge Funds Summary (\$M)

Fund Type	2015	2016	2017	2018
BOF	72.9	73.8	73.8	73.8
Total	72.9	73.8	73.8	73.8

Federal APD Funds Summary (\$M)

Fund Type	2015	2016	2017	2018
APD	54.9	116.9	70.9	44.4
APL	0.4	0.3	0.0	0.0
Total	55.3	117.2	70.9	44.4

State Bridge Funds Summary (\$M)

Fund Type	2015	2016	2017	2018
A-179	5.9	3.8	2.4	2.1
A-183	29.3	32.7	29.8	33.4
A-185	257.5	255.1	273.8	270.0
Total	292.7	291.6	306.0	305.5

State Highway Capital Funds Summary (\$M)

Fund Type	2015	2016	2017	2018
A-581	1,045.9	732.6	925.7	956.0
Total	1,045.9	732.6	925.7	956.0

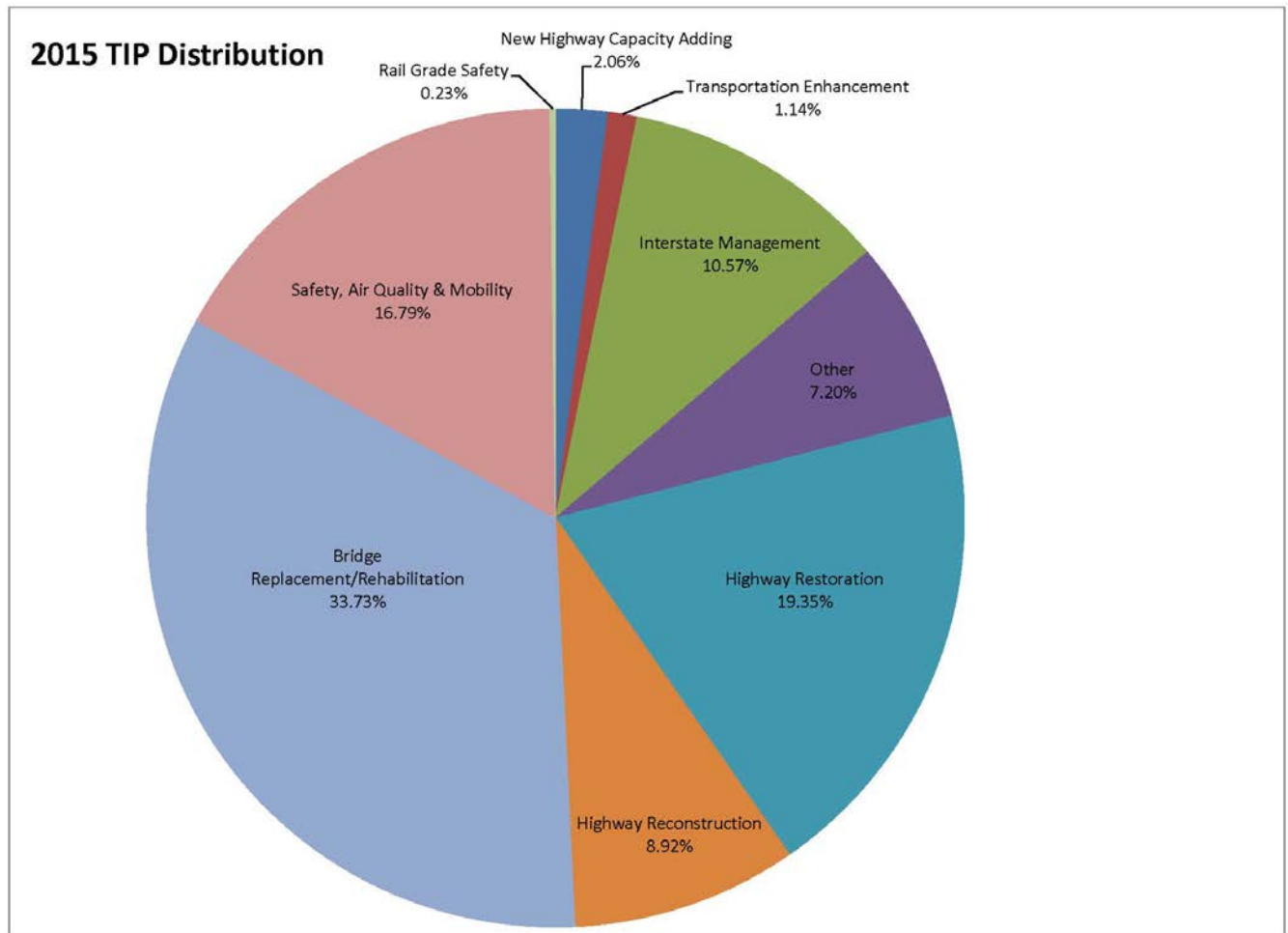
State Maintenance Funds Summary (\$M)

Fund Type	2015	2016	2017	2018
A-409	30.6	33.3	37.0	37.0
A-582	7.2	6.3	6.3	6.2
Total	37.8	39.6	43.3	43.2

APPENDIX 4

MPMS Highway STIP Summary

	Fund Category	First Period	Second Period	Third Period	Fourth Period	Fund Total
Federal	APD	\$54,883,871	\$116,919,353	\$70,919,353	\$44,419,353	\$287,141,930
	APL	\$427,271	\$250,000	\$0	\$0	\$677,271
	BOF	\$72,895,000	\$73,795,000	\$73,795,000	\$73,795,000	\$294,280,000
	BOF*	\$900,000	\$0	\$0	\$0	\$900,000
	CAQ	\$87,742,137	\$96,242,137	\$100,242,137	\$100,242,137	\$384,468,548
	CAQ*	\$12,500,000	\$4,000,000	\$0	\$0	\$16,500,000
	DBE	\$676,000	\$676,000	\$676,000	\$676,000	\$2,704,000
	FFL	\$3,400,000	\$0	\$0	\$0	\$3,400,000
	HCB	\$1,006,000	\$1,040,000	\$0	\$0	\$2,046,000
	HSIP	\$92,115,000	\$92,485,000	\$92,485,000	\$92,485,000	\$369,570,000
	HSIP*	\$370,000	\$0	\$0	\$0	\$370,000
	NHPP	\$826,844,972	\$841,910,000	\$867,800,000	\$875,670,371	\$3,412,225,343
	NHPP*	\$70,955,028	\$55,890,000	\$30,000,000	\$22,129,629	\$178,974,657
	OTH-F	\$510,212	\$512,826	\$515,465	\$518,131	\$2,056,634
	REC	\$1,991,000	\$1,991,000	\$1,991,000	\$1,991,000	\$7,964,000
	RRX	\$6,580,250	\$6,580,250	\$6,580,250	\$6,580,250	\$26,321,000
	SPR	\$50,860,000	\$50,860,000	\$50,860,000	\$50,860,000	\$203,440,000
	SRTSF	\$7,592,145	\$1,230,185	\$0	\$0	\$8,822,330
	STP	\$195,278,009	\$200,082,277	\$204,427,656	\$207,730,508	\$807,518,450
	STP*	\$10,304,000	\$7,500,000	\$3,228,681	\$0	\$21,032,681
	STR	\$1,620,000	\$0	\$0	\$0	\$1,620,000
	STU	\$124,138,998	\$122,638,999	\$128,494,999	\$128,494,999	\$503,767,995
	STU*	\$4,356,000	\$4,356,000	\$0	\$0	\$8,712,000
	SXF	\$42,152,338	\$39,809,040	\$27,576,451	\$8,948,000	\$118,485,829
	TAP	\$17,593,000	\$17,593,000	\$17,593,000	\$17,593,000	\$70,372,000
	TAU	\$7,938,369	\$7,938,369	\$7,938,369	\$7,938,369	\$31,753,476
	Total Federal	\$1,695,629,600	\$1,744,299,436	\$1,685,123,361	\$1,640,071,747	\$6,765,124,144
State	179	\$5,961,999	\$3,794,111	\$2,350,873	\$2,115,989	\$14,222,972
	183	\$29,306,307	\$32,678,454	\$29,780,812	\$33,386,962	\$125,152,535
	185	\$257,474,194	\$255,112,096	\$273,842,953	\$269,992,378	\$1,056,421,621
	244	\$3,390,000	\$0	\$0	\$0	\$3,390,000
	409	\$30,654,000	\$33,278,000	\$37,037,000	\$37,037,000	\$138,006,000
	411	\$56,000,000	\$76,000,000	\$76,000,000	\$76,000,000	\$284,000,000
	581	\$1,045,894,252	\$730,310,645	\$925,704,756	\$956,009,595	\$3,657,919,248
	581*	\$0	\$2,310,000	\$0	\$0	\$2,310,000
	582	\$7,166,000	\$6,278,562	\$6,301,500	\$6,186,833	\$25,932,895
	Total State	\$1,435,846,752	\$1,139,761,868	\$1,351,017,894	\$1,380,728,757	\$5,307,355,271
Local/Other	ACT13	\$302,131	\$0	\$0	\$0	\$302,131
	LOC	\$122,064,680	\$43,645,205	\$25,966,942	\$24,836,571	\$216,513,398
	OTH	\$750,000	\$2,231,250	\$3,895,959	\$3,221,250	\$10,098,459
	PRIV	\$22,775,000	\$225,000	\$250,000	\$1,075,000	\$24,325,000
	TPK	\$35,550,000	\$82,500,000	\$75,500,000	\$20,000,000	\$213,550,000
	Total Local/Other	\$181,441,812	\$128,601,455	\$105,612,901	\$49,132,821	\$464,788,989
	Overall Totals	\$3,312,918,164	\$3,012,662,759	\$3,141,754,156	\$3,069,933,325	\$12,537,268,404



APPENDIX 5

Federal Fund Balances

BALANCE OF FUNDS (as of 6/23/14)
(\$ M)

FUND CATEGORY	BALANCE
IM	\$13.7
NHPP	\$557.2
CMAQ	\$81.9
STP	\$125.4
STP – BRIDGE OFF SYSTEM	\$53.7
HSIP	\$89.7
SR2S	\$25.6
PLAN/RESEARCH	\$72.0
BRIDGE	\$21.4
ENHANCEMENTS/TAP	\$46.0
URBAN	\$132.2
RAIL/HWY	\$22.2
APD	\$471.8
HPP TEA-21	\$71.2
HPP SAFETEA-LU	\$166.8
ISTEA Earmarks	\$8.0
EQUITY BONUS	\$112.0
TOTAL	\$2,071.1

APPENDIX 6

MPMS Transit STIP Summary

	Fund Category	First Period	Second Period	Third Period	Fourth Period	Fund Total
Federal	CAQ	\$960,000	\$960,000	\$1,360,000	\$1,360,000	\$4,640,000
	FTAD	\$0	\$0	\$1,933,000	\$3,718,000	\$5,651,000
	OTH-F	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
	STP	\$295,000	\$275,000	\$0	\$0	\$570,000
	STU	\$867,000	\$867,000	\$867,000	\$867,000	\$3,468,000
	5307	\$214,352,436	\$192,145,633	\$187,530,643	\$184,546,515	\$778,575,227
	5309	\$32,994,714	\$16,635,039	\$5,147,600	\$10,496,800	\$65,274,153
	5310	\$14,452,390	\$14,337,712	\$13,901,083	\$13,300,809	\$55,991,994
	5311	\$44,678,202	\$37,034,165	\$29,457,903	\$26,564,991	\$137,735,261
	5316	\$499,669	\$373,500	\$373,500	\$373,500	\$1,620,169
	5317	\$344,774	\$54,000	\$56,000	\$58,000	\$512,774
	5337	\$117,771,000	\$119,996,000	\$120,123,000	\$120,294,000	\$478,184,000
	5339	\$14,072,025	\$12,702,400	\$12,702,400	\$12,164,400	\$51,641,225
Total Federal		\$441,487,210	\$395,580,449	\$373,652,129	\$373,944,015	\$1,584,663,803
State	ACT3	\$15,280	\$0	\$83,350	\$83,350	\$181,980
	ACT83	\$1,436,784	\$344,519	\$204,438	\$0	\$1,985,741
	CB	\$27,822,897	\$30,931,825	\$30,943,448	\$30,958,295	\$120,656,465
	PTAF	\$34,908,710	\$33,762,500	\$33,314,700	\$33,602,000	\$135,587,910
	164	\$1,583,712	\$2,048,500	\$716,500	\$575,000	\$4,923,712
	338	\$804,750,412	\$815,340,816	\$1,136,781,405	\$1,168,966,916	\$3,925,839,549
	339	\$431,414,834	\$385,452,573	\$386,650,803	\$426,184,422	\$1,629,702,632
	340	\$3,801,093	\$3,346,965	\$2,086,885	\$1,628,300	\$10,863,243
	341	\$28,677,431	\$5,851,273	\$1,871,061	\$1,098,782	\$37,498,547
Total State		\$1,334,411,153	\$1,277,078,971	\$1,592,652,590	\$1,663,097,065	\$5,867,239,779
Local/Other	LOC	\$94,666,179	\$94,309,832	\$84,773,599	\$91,888,265	\$365,637,875
	OTH	\$30,729,782	\$22,890,647	\$23,428,325	\$22,513,688	\$99,562,442
	PRIV	\$9,000	\$44,000	\$9,000	\$9,000	\$71,000
Total Local/Other		\$125,404,961	\$117,244,479	\$108,210,924	\$114,410,953	\$465,271,317
Overall Totals		\$1,901,303,324	\$1,789,903,899	\$2,074,515,643	\$2,151,452,033	\$7,917,174,899

APPENDIX 7

FHWA – FTA – PENNDOT MOU Procedures for STIP and TIP Modifications

Includes:

General and Procedural Guidance and TIP Checklist

MEMORANDUM OF UNDERSTANDING

Pennsylvania Department of Transportation's Statewide Procedures for 2015-2018 STIP and TIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2015-2018 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Planning Partners' Transportation Improvement Programs (TIPs), including the Statewide Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

Definitions

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).
- **Amendment** is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP.
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- **Fiscal Constraint Chart** is an Excel spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds from one source of funding to a donee project or projects and that nets to zero.
- **Interstate Management (IM) Program** is PennDOT's four year listing of statewide interstate maintenance (non-capacity adding) projects.
- **Keystone Corridor (Pennsylvania portion)** is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia, PA and Harrisburg, PA.
- **New Project** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- **Planning Partner** is one of the following: MPOs, or RPOs, or the independent County of Wayne.
- **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- **Rapid Bridge Replacement (RBR)** Initiative (developed via a Public Private Partnership – P3) will follow the *Statewide Managed Program* guidance in the administration of the

program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on regional TIPs will be considered as an administrative action for each MPO/RPO.

- **Reserve Line Item** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- **Revision** is either an Amendment or an Administrative Modification to the STIP/TIP.
- **Statewide Managed Program (Statewide Program)** includes those transportation improvements or projects that are managed on the STIP including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to HSIP, RRX, TAP, and Keystone Corridor projects. The Interstate Management Program will remain its own individual program.

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP constitutes a list of projects to be implemented over a four-year period. It is comprised of regional TIPs developed by the Planning Partners and Statewide Programs developed by PennDOT. The STIP is the official transportation improvement program document mandated by Federal statute and recognized by FHWA and FTA. The Commonwealth's Twelve Year Program which incorporates the TIPs and STIP is updated every two years as required by state law.

How and When is a STIP/TIP Developed?

See General and Procedural Guidance dated November 8, 2013 (attached).

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a Planning Partner, Transit Agency, or PennDOT wishes to proceed with a project not programmed on the TIP, a revision must be made.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs, related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this Federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal Transportation Planning Regulations 23 CFR § 450.324 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. The Federal Transportation Planning Regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the TIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR § 450.324 (e), (h) & (i)] for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure, and maintain the estimated total cost of the project or project phase within the time period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond

the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Planning Partner's Long Range Transportation Plan (LRTP), and must correspond to the adopted provisions of the Planning Partner's Public Participation Plan (PPP). A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the Interagency Air Quality Consultation Group. If a new conformity determination is deemed necessary, an amendment to the region's LRTP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP shall be required.

If August Redistribution of Federal Highway Funds adds, advances, or adjusts Federal funding for a project, Planning Partners will be notified of the Administrative Modification by PennDOT.

Revisions – Amendments and Administrative Modifications

An **Amendment** is a STIP/TIP revision that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project or deletes a project that utilizes Federal funds from a statewide line item that exceed the thresholds listed below and exclude those Federally-funded Statewide Program projects;
- Adds a new project phase(s) or increases a current project phase or deletes a project phase (s) or decreases a current project phase that utilizes Federal funds where the revision exceeds the following thresholds:
 - \$5 million for the Interstate Management (IM) Program
 - \$1 million for other Federally-funded Statewide Programs
 - \$5 million for MPOs with 2010 US Census population > 1,000,000
 - \$3 million for MPOs with 2010 US Census population > 200,000 but < 1,000,000
 - \$2 million for the remaining Planning Partners
- Involves a Change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation,
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed any Federally-funded threshold contained in this MOU),
 - Results in a Change in the Scope of Work on any Federally-funded project that is significant enough to essentially constitute a New Project.

The initial submission and approval process of the Federally-funded Statewide Program will be considered an amendment (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative action).

Approval by the MPO/RPO is required for Amendments. The MPO/RPO must then request PennDOT Central Office approval using the e-STIP process. An FCC must be provided

(in Excel format) which summarizes the before, requested adjustments, and after changes along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate Federal agency for review and approval, with a courtesy copy to the other Federal agency.

In the case of the IM Program and other Federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An *Administrative Modification* is a STIP/TIP revision that:

- Adds a project from a funding initiative or line item that utilizes 100 percent State or non-Federal funding; or regional TIP placement of the Federally-funded Statewide Program or Federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/TIP Reserve Line Item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner;
- Adds Federal or state capital funds from low bid savings, deobligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a Change in Scope on any Federally-funded project that is significant enough to essentially constitute a New Project.

Administrative Modifications do not require Federal approval. PennDOT and the Planning Partner will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with Federal regulations or with this MOU where Federal funds are being utilized.

All revisions shall be identified and grouped as one action on a Fiscal Constraint Chart (FCC) demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire Amendment action) will require approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase on the second period of the respective Planning Partners' Long Range Transportation Plan.

Programming of Keystone Corridor Funding

The Keystone Corridor (Pennsylvania portion) rail line extends from Philadelphia, PA to Harrisburg, PA. Keystone Corridor projects are funded within the three contiguous large UZAs – Harrisburg, Lancaster, and Philadelphia. The entire amount of Federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located in a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a

“Keystone Corridor Project”, the particular use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is located in order to avoid the double counting of programmed funds within the two TIPs. For instance, if Federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the Federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DCRPC) TIP as “Keystone Corridor Station Restoration” along with notations per-above and the Federal funding amount will be listed as \$0.

Programming Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA takes place through a summary of recent Administrative Modifications and proposed Amendments. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's MPMS.

STIP/TIP Financial Reporting

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial report of actual Federal obligations and state encumbrances for highway/bridge and transit programs in their region. At the end of the Federal Fiscal Year, the PennDOT report card can be used by the Planning Partners as the basis for compiling information in order to meet the Federal Annual Listing of Obligated Project requirement. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a Federal Fiscal Year.

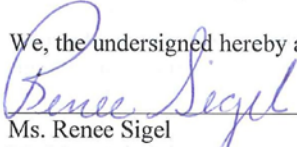
TIP Revision Procedures

As each Planning Partner's TIP is adopted, their respective MOU will be included with the TIP documentation. The MOU will clarify how the Planning Partner will address all TIP revisions. **In all cases, individual Planning Partner revision procedures will be developed under the guidance umbrella of this document.** If a Planning Partner elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing Federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2014, and remain in effect until September 30, 2016, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.


We, the undersigned hereby agree to the above procedures and principles.



Ms. Renee Sigel
Division Administrator
Federal Highway Administrator

6/11/2014

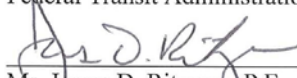
Date



Ms. Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration

6/12/14

Date



Mr. James D. Ritzman, P.E.
Deputy Secretary for Planning
Pennsylvania Department of Transportation

6/10/14

Date

November 8, 2013

**PENNSYLVANIA'S 2015
TRANSPORTATION PROGRAM
GENERAL & PROCEDURAL GUIDANCE**

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

**GENERAL AND PROCEDURAL GUIDANCE
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PENNSYLVANIA'S 2015 TRANSPORTATION PROGRAM GENERAL AND PROCEDURAL GUIDANCE

Introduction

This Guidance describes the 2015 Transportation Program development process within the context of multiple inter-related, intergovernmental planning functions. Separate processes for the development, adoption, and administration of the Twelve Year Plan (TYP) and Statewide Transportation Improvement Program (STIP) have been coordinated and streamlined over the years. This Guidance informs and directs a unified planning process covering both documents. The first section, [General Guidance](#), identifies policies, requirements or guidance related to the general planning environment or the transportation-specific planning context within which the program development activities take place. The second section, [Program Development and Administration](#), presents policies, requirements or guidance directly related to program development activities. This section also relates guidance for modifying and monitoring the program after adoption. The Guidance includes six Appendices with one optional Appendix to streamline the document and provide additional resources: [Transportation Program Development Process Diagram](#); [TIP Submission Documentation List](#); [Sample Transportation Self-Certification Resolution](#); [Schedule for Adoption](#); [References](#); and an optional [Regional References](#).

The Transportation Program Development Process Diagram depicts the phases of the process from the introduction of transportation problems into the process, to the inclusion of the proposals and the projects on a TIP. The *TIP Submission Documentation List* encompasses the varied documentation that makes up a completed Transportation Improvement Program (TIP) and STIP, including a list of requirements and additional documentation instructions. The *Sample Certification Resolution* provides an example of one of the major TIP requirements for the Metropolitan Planning Organization (MPO). It is also helpful for identifying the comprehensive range of regulatory requirements that must be addressed in the transportation planning process. A *Schedule for Adoption* presents the timing and milestones for completing the complex series of tasks resulting in adoption of a transportation program. *References* include clickable links that can be used with an internet connection to access selected references. Finally, *Regional References* is included as an optional appendix for use by individual planning partners if they choose.

The resulting transportation program meets the varied requirements of State and Federal law, but more importantly, ensures that public investment in the Commonwealth's transportation system is effectively managed and produces an effective and practical set of transportation projects and services.

Once finalized, all 2015 Program guidance and the 2015 Program development schedule will be placed on the PennDOT website, www.dot.state.pa.us, available for program development use by the partners and general access by other interested parties. The draft and final programs will be placed on PennDOT and MPO/RPO websites as they are completed.

Roles and Responsibilities

- MPOs are responsible for developing and approving metropolitan TIPs.
- PennDOT and the Rural Planning Organization's (RPOs), as well as one independent county, are jointly responsible for developing and approving rural TIPs.
- PennDOT, through its District Offices and Central Offices in Harrisburg, functions as the lead planning agency for the Interstate Highway System, identifying projects in cooperation with the MPOs and RPOs.
- The Governor or his designee (currently the Secretary of the Pennsylvania Department of Transportation) approves the metropolitan and rural TIPs and the Interstate Program, and submits the entire STIP to the US Department of Transportation for their approval.
- The TYP, STIP, and MPO/RPO TIPs are updated every two years. The federal programming documents (STIP and TIPs) will cover a four year time frame to remain consistent with the first four years of the TYP and the first four years of MPO/RPO long range transportation plans.

Definitions

The following terms are used throughout this document.

- The terms "2015 Transportation Program" and "2015 Program" refer to both of the following transportation project listings:
 - 2015-2018 Statewide Transportation Improvement Program and
 - 2015-2026 Twelve Year Transportation Program
- The Statewide Transportation Improvement Program (STIP) is the official federal document mandated under current federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) of 2012.
- The Twelve Year Transportation Program (TYP) is the official state document implemented under PA Act 120 of 1970.
- PA Act 120 established the State Transportation Commission (STC) and its related duties and responsibilities, and authorizes the TYP and its adoption by the STC.
- Metropolitan Planning Organizations (MPOs) are established under MAP-21 as planning bodies responsible for developing and approving transportation programs. MPOs cover all urbanized areas over 50,000 in population excepting small pieces of urbanized areas that extend into Pennsylvania (for example, Hagerstown, MD or Binghamton, NY). The Commonwealth has nineteen MPOs.

- Rural Planning Organizations (RPOs) are under contract to PennDOT to provide transportation planning and programming for rural areas of the Commonwealth (including urban areas with populations less than 50,000). For transportation planning and programming purposes, the RPOs are presently functioning as MPOs. The Commonwealth has four RPOs and one independent county. PennDOT is responsible for the development of the independent county TIP.
- The MPO/RPO Transportation Improvement Programs (TIPs) identify the projects in these areas that are included in the STIP. These terms are interchangeable with metropolitan and rural TIPs. All interstate projects are programmed on a separate TIP.
- “Partners” include the State Transportation Commission, the Pennsylvania Department of Transportation on behalf of the Governor, the Metropolitan Planning Organizations and Rural Planning Organizations, one independent county, public transportation properties across the Commonwealth, the Pennsylvania Turnpike Commission, the Pennsylvania Department of Environmental Protection, the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the U.S. Environmental Protection Agency (EPA).
- “Interested parties” mean citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the physically challenged, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C., Chapter 53, tribal governments, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

General Guidance

This Guidance document is intentionally brief. References or examples are included in the text as support tools that users may find useful for developing a broader (or deeper) understanding of the program development process or for professional development. The referenced materials are not intended to be comprehensive. The planning context for program development includes multiple elements:

Federal and State Planning and Programming Rules and Regulations (23 C.F.R. 450, 49 USC 5303-5304, PA Act 120, PennDOT DM1A (Design Manual Part 1A: Pre-TIP and TIP Program Development Procedures))

State and Regional Transportation Plans (Pennsylvania Mobility Plan, PA and Regional ITS Architectures, Region Long Range Transportation Plans, Region Operations Plans, Freight Plans, Bicycle and Pedestrian Plans, Congestion Management Processes)

Other Programs (Economic Development District Plans; County, Regional and Municipal Comprehensive Plans)

Existing PennDOT Data Systems for Asset Management, Environmental Assessment, Contracting, and Performance Review (PennDOT Multi-Modal Management System (MPMS), ECMS, CE Expert System, LPN System)

Corridor studies, Project Development Screening Forms developed from the Department's Linking Planning and NEPA, needs and feasibility studies and environmental clearance documents are also useful as decision-support tools in the development of long range transportation plans and short range programs.

General Planning Requirements

- Satisfy all Federal and State planning and programming rules and regulations. Federal transportation planning requirements are documented in 23 CFR. 450. Title VI and environmental justice requirements as well as other required planning certifications are identified in the Sample Transportation Planning Certification Resolution and Referenced appendices. Other state tenets, principles, and goals that guide transportation program development are identified in PA Act 120, and the Pennsylvania Mobility Plan.
 - Each project or project phase included in the TIP shall be consistent with the region's approved long range transportation plan.
 - Candidate major capital projects and/or air quality non-exempt projects included in the TIP should be consistent with regional long range transportation plans.All PennDOT, regional or local plans, programs, studies, management systems, etc., as identified above are part of the planning context and also factor into program development.
- Develop the STIP and MPO/RPO TIPs among all partners and interested parties through a continuing, cooperative and comprehensive process, based upon mutual trust, data sharing (including project technical evaluation input needs), open communication and cooperation at each program development step, leading toward consensus between all planning partners regarding the most effective use of the limited transportation financial resources. Ensure

effective coordination with the providers of all modes of transportation.

- As necessary, partners will respond to new State and Federal initiatives and other changing circumstances as quickly as possible to make necessary adjustments to the joint PennDOT/MPO/RPO planning and programming process.
- Partners will program strategically; establish priorities; select transportation improvements with the greatest benefit to the Commonwealth and individual counties/regions; and give all partners the flexibility to more effectively choose and approve the best mix of projects that meet their own regional needs.
- The management and monitoring systems, corridor studies, Project Development Screening Forms developed from the Department's Linking Planning and NEPA, needs and feasibility studies and environmental clearance documentation will be used as decision-support tools in the development of long range transportation plans and short range programs.
- Transportation system preservation and management continues to be the highest priority in Pennsylvania and the individual MPO/RPO programs should emphasize system preservation and management. System preservation involves extending the life of existing facilities and their associated equipment and hardware or the repair of damage that impedes mobility or compromises safety; while, system management involves improving reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware.
- Strengthen the linkage between land use and transportation decision-making during the development of the 2015 Transportation Program and continue to work to improve this integration process in future years.
- MPOs and RPOs are encouraged to track major changes to county and municipal comprehensive plans and zoning ordinances to determine their effects on transportation planning and programming decision-making.
- Include metropolitan and rural TIPs in the STIP that have been approved by the MPO or RPO and the Governor (or designee) and after verification of consistency with financial guidance on fiscal constraint, project funding eligibility and, completed air quality testing and analysis that demonstrates that conformity has been met, where necessary. All appropriate parties will be notified of individual projects or programs included in the STIP. Close coordination must occur with PennDOT and the STC to insure that approved TIPs are consistent with the approved first four years of the TYP.
- MPOs and RPOs should schedule their TIP approval meeting dates so that air quality conformity analyses by PennDOT's consultants can be scheduled appropriately and the TIPs can be sent to PennDOT according to the attached schedule.

Public Involvement

- Conduct meaningful public outreach and involvement activities as documented in the individual planning partner's public participation plan and PennDOT's Statewide Public Participation Plan.
 - Establish joint MPO/RPO TIP, PennDOT STIP and STC public comment periods when possible to avoid overlap, maximize return from joint outreach, avoid confusion to the public, and result in a more effective program with the most efficient use of labor across all planning partners. Seek early and coordinated input into the programming process by reviewing current programmed and candidate projects.
 - Conduct STC public involvement by the new guidance issued in the fall of 2013. Direct public involvement to utilize the website survey at www.talkpatransportation.com.
 - TIP documentation must be made available for public comment. A formal public comment time period (minimum 30 days) must be established, and a public meeting or hearing must be held by each MPO/RPO/independent county to gather all comments/concerns on the TIP and related documents.
 - The TIP Submission Documentation List in Appendix 2 identifies the documentation required for public review.
- Provide easy and complete access to all public documentation, including the draft and final TIPs, STIP and Twelve Year Program project listings, taking advantage of the Internet.

Financial Planning

- As an early part of the program development process, Pennsylvania's transportation planning partners jointly develop and approve a [Transportation Program Financial Guidance](#) document. The guidance provides sufficient information for partners and interested parties to start identifying projects, perform a project technical evaluation, negotiate, and reach consensus on their portion of the Program within fiscal constraint. The guidance:
 - Establishes funding targets for each MPO, RPO, independent county, public transportation operator, and PennDOT. The identified revenues are those that are reasonably anticipated to be available to adequately operate and maintain Federal-aid highways and public transportation in accordance with 23 C.F.R. 450.324(h).
 - Provides estimated revenue growth rates and a methodology for determining an inflation rate (for use in Year of Expenditure (YOE) calculations).
- The TIP financial plans are consolidated statewide within the STIP. Documentation shall contain system-level estimates of cost and revenue sources.
 - Cost estimates must use "year of expenditure (YOE) dollars" to reflect their cost.
 - Constrains the projects and phases of projects in the STIP by year, by available funding and within the bounds of the financial guidance.
 - Identify at a systems-level any funding gaps that may exist.
- Recognize that programs are developed around available transportation funding authorization levels and that annual obligation authority levels will restrict program/project implementation.
- Projects or phases of projects should be programmed in the Federal fiscal year in which the project is anticipated to be obligated.

- Flexing of funds between highway and public transportation will be a collaborative decision involving local officials, the MPO/RPO, the public transportation agency or agencies, PennDOT, STC and USDOT (FHWA and FTA).

Management Systems, Program Performance and Information Sharing

- In order to adequately maintain, operate and preserve existing transportation facilities, the Department and its partners shall undertake the following activities as part of an asset management-based program development process: inventory the system; determine existing conditions; develop strategies/priorities to continue to improve the system; include projects on transportation plans and programs; and implement projects as part of annual budgets. Implementation of improved asset management practices will begin with the interstate system, then progress to the NHPP, and other state-owned and local networks.
- Continue to improve the management systems including environmental planning and analysis, maintenance planning and support, the Department's Linking Planning and NEPA data tools, programming processes and systems, local network management support, and performance measurement and reporting.
 - Continue to standardize programming products (highway and public transportation project listings); develop uniform submissions to simplify reviews; and automate/computerize the programming process over time.
 - Share project and program data bases among all parties including project technical evaluation input needs. Continue to share project-specific data, especially as it relates to candidate projects that surface through individual partner activities including their public participation plans/outreach that are not included on current long range plans or programs.
 - Utilize MPMS Maps IQ mapping capabilities to better describe project/program details. Upon request, PennDOT will provide the GIS location data for projects to the MPO/RPO for its GIS use.
- Work toward more effective program and project monitoring to be done in "real time" through project database information sharing as a part of PennDOT's Multimodal Project Management System (MPMS).
- MAP-21's emphasis on performance-based transportation system management will require new or revised national performance measures in multiple program areas. Partners will have to update existing measures as needed to standards that meet or exceed the new federal requirements. PennDOT, MPOs and RPOs are encouraged to evaluate their planning efforts and introduce new or improved performance measures where appropriate.

Program Development and Administration

Development Procedures

In all cases, projects to be included in the 2015 Transportation Program, including the Interstate Management Program, will be selected cooperatively and collaboratively by the Metropolitan Planning Organizations, Rural Planning Organizations, PennDOT and State Transportation Commission with input from other involved interested parties (transit operators, etc.), primarily with regard to projects in the TIPs/first four years of the Twelve Year Program.

- The Districts will develop a list of priority needs for the operation and preservation of the interstates and expressways, betterments, bridge replacements, rehabilitation and preservation projects, and safety and congestion reduction projects, and will share that information with the appropriate MPOs and RPOs according to the attached schedule, including sufficient detail for each project needed for technical project evaluation for both air quality conformity analysis and for public review and comment. At a minimum this includes detailed project scope and limits. Together with local priorities, this information will serve as the basis to begin the 2015 Program development.
- Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects for the remaining eight years of the Twelve Year Program. Planning partners may identify and propose projects or phases of projects from their fiscally constrained long range transportation plans to PennDOT/State Transportation Commission for possible inclusion in the remaining eight years of the Twelve Year Program. On a case by case basis, the Secretary of Transportation will recommend to the State Transportation Commission additional projects or phases of projects to be listed in the remaining eight years of the Twelve Year Program. These additional projects should be on or consistent with the MPO/RPO adopted Long Range Transportation Plan.
- As planning partners and PennDOT staff continue to refine and finalize the 2015 Program, special attention must be placed on projects or phases of projects that may be or will be carried over from the 2013 Program; this matter needs to be carefully considered during the October through December 2013 time frame. Set aside funding (line item reserves) in the 2015 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs, unforeseen advance construct authorizations, updated cost estimates, and other actions which might occur between program drafting and initiation.
- Address cash flow procedures, like highway advance construction and public transportation letters of no prejudice or full funding grant approvals in the program development process. Address projects with accrued unbilled costs (work on a project has been started/completed and all or a portion paid for with state or local funds, but may be eligible for Federal funds and will be submitted to FTA or FHWA during program development for Federal funding on /or after the program is approved) as appropriate. When projects in accrued unbilled status are being converted, the projects must appear on the Planning Partner's Program.
- The TIPs and STIP shall include a project or a phase of a project only if full funding can

reasonably be anticipated to be available within the time period contemplated for completion of the project based on the project phase begin and end dates. This shall also include the estimated total cost of the project's construction which may extend beyond the four years of the TIP and STIP and within the 2nd or 3rd period of the Twelve Year Transportation Program and the Long Range Transportation Program in accordance with 23 C.F.R. 450.324(i) & (e)(2).

- Utilize the Project Development Screening Forms developed from the Department's Linking Planning and NEPA effort to initiate all new projects being considered for the region TIPs and LRTPs.
- MPOs and RPOs will assist the Department and the STC in the following ways regarding the remaining eight years in the Twelve Year Program. Phases of projects that are not fully funded in the four years of the TIP will be carried over and shown in the last eight years of the Twelve Year Program. The vast majority of the funds in the remaining eight years will be covered by line items. To illustrate the linkage between planning partner long range transportation plans and the 2015 Program, each planning partner will assist PennDOT staff and the STC in preparing a narrative to be included in the Twelve Year Program document that illustrates a few of the major projects being advanced in that county or region over the next eight years and beyond. All air quality significant projects to be advanced in the last eight years must be listed and fiscal constraint maintained.

Project Requirements

Share project information and program data bases with all partners including project technical evaluation input needs.

- Include all types and categories of projects on the TIP and TYP (federal, state, local, public and private partners, special Federal, turnpike, airport, rail, and infrastructure bank, etc., but excluding county maintenance and PA Turnpike maintenance funds).
- Include all regionally significant transportation projects being advanced (project that is on a facility which serves regional transportation needs and would normally be included in the air quality modeling of the metropolitan area's transportation network) as defined in 23 C.F.R. Section 450.104.
- Public transportation operators will coordinate and cooperate with the MPO/RPO and the Department in the development of the public transportation portion of the 2015 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft Transportation Program consistent with available resources.
- Provide the following information for programmed projects, including the Highway-Bridge Program, the Transit Program, and the Interstate Management Program:
 - Sufficient descriptive (detailed) material to clarify the design concept and scope as well as location of the improvement. The MPO/RPO and District Office must collaborate on the detailed descriptive information and the District must ensure the information is input in the Public Narrative field in MPMS.
 - Assign projects or phases of projects in the STIP and in the MPO/RPO TIPs by year (e.g., 2015, 2016, 2017, and 2018) based upon the latest project schedules and consistent with 23 C.F.R. 450.324(i).

- Detailed project and project phase costs should delineate between federal, state, and local shares. Each project and project phase costs should depict the amount to be obligated/encumbered for each funding category.
- Estimated phase and total costs within the TIP period reflect Year-of-Expenditure (YOE) as noted in the financial guidance.
- Identification of the agency or agencies responsible for implementing the project or phase (i.e. specific Transit Agencies, PennDOT District; MPOs/RPOs; Local Government and private partners).
- Work with all project sponsors to provide any additional information that needs to be included with each project as it is listed in the program.

Line Items

- The use of Reserve Line items programmed on the draft 2015-2018 TIP should be kept to a minimum. Every effort should be made to identify Transportation Alternatives Program (TAP), CMAQ, Safety, Bridge and Local projects in the first 2 years of the TIP.
- Selected project categories that are air quality exempt - betterment, rail/highway grade crossing, and Section 5310 - may be grouped into line items for inclusion in the program, with project specific listings to be developed at a later time by project sponsors and provided to all partners.
- Contingency line items may be used in the first year of the TIP to address uncertainties in cost estimates for carryover projects or cash flow issues such as accrued unbilled costs, advance construct, etc.

Program-specific and Other Requirements

- The Interstate Management Program for the 2015 Transportation Program will be updated by PennDOT and its planning partners.
 - Partners and the District Offices will help to identify and comment on the interstate projects.
 - Adding capacity to an interstate can be considered by coordinating a cost-sharing arrangement between the MPO/RPO TIP and the interstate program on a case-by-case basis.
 - PennDOT will manage the interstate system on a statewide basis, but will notify MPO/RPOs of Interstate Management Program amendments and modifications even when formal approval is not required.
- Proposed Highway Safety Improvement Program (HSIP) projects will be coordinated with the individual MPO/RPO, PennDOT District, Program Center, and Highway Safety and Traffic Operations Division (HSTOD) and be consistent with Strike Off Letter 470-11-02 dated January 21, 2011, the District Safety Plan, and PennDOT's Strategic Highway Safety Plan. However, other Federal funding categories can be used to program, implement and construct projects that address a documented safety need.
- Intelligent Transportation System (ITS)-type projects will be consistent with the national, state

and individual MPO/RPO ITS architectures. Work to advance transportation safety and operations initiatives that are consistent with the individual MPO/RPO Regional Operations Plans (ROP) and the Statewide Transportation Systems Operations Plan (TSOP).

- The limited number of capacity adding projects to be considered for advancement in nonattainment transportation management areas (TMAs) must be consistent with the Region's Congestion Management Process (CMP).
- The Department will request a list of turnpike projects from the Turnpike Commission and distribute the list to all planning partners, in advance of Air Quality Conformity time line requirements, so the projects can be included in appropriate Transportation Improvement Programs. Turnpike projects requesting Federal funding that are selected for inclusion on a TIP will be assigned MPMS numbers; those that have no Federal funding will need to be identified another way on the TIP.

Requirements for TIP Documentation

A [TIP Submission Documentation List](#) is included as Appendix 4. After each TIP is approved by an MPO/RPO, all documentation indicated on the list must be submitted to PennDOT. To ensure completion, a checklist is included as part of this Appendix.

- If possible utilize the Center for Program Development and Management's Share Point Website for the submission Regional TIPS. Five copies of the completed TIP must be provided to the Program Center in PennDOT according to the schedule in Appendix 4. Program Center staff will complete the remaining portions of the checklist and forward it to FHWA/FTA with the STIP.
- The Program Center will complete a statewide checklist similar to the metropolitan checklist and forward it to FHWA/FTA with the STIP. Specific requirements or additional explanations for selected items are provided in the appendix.

Program Administration

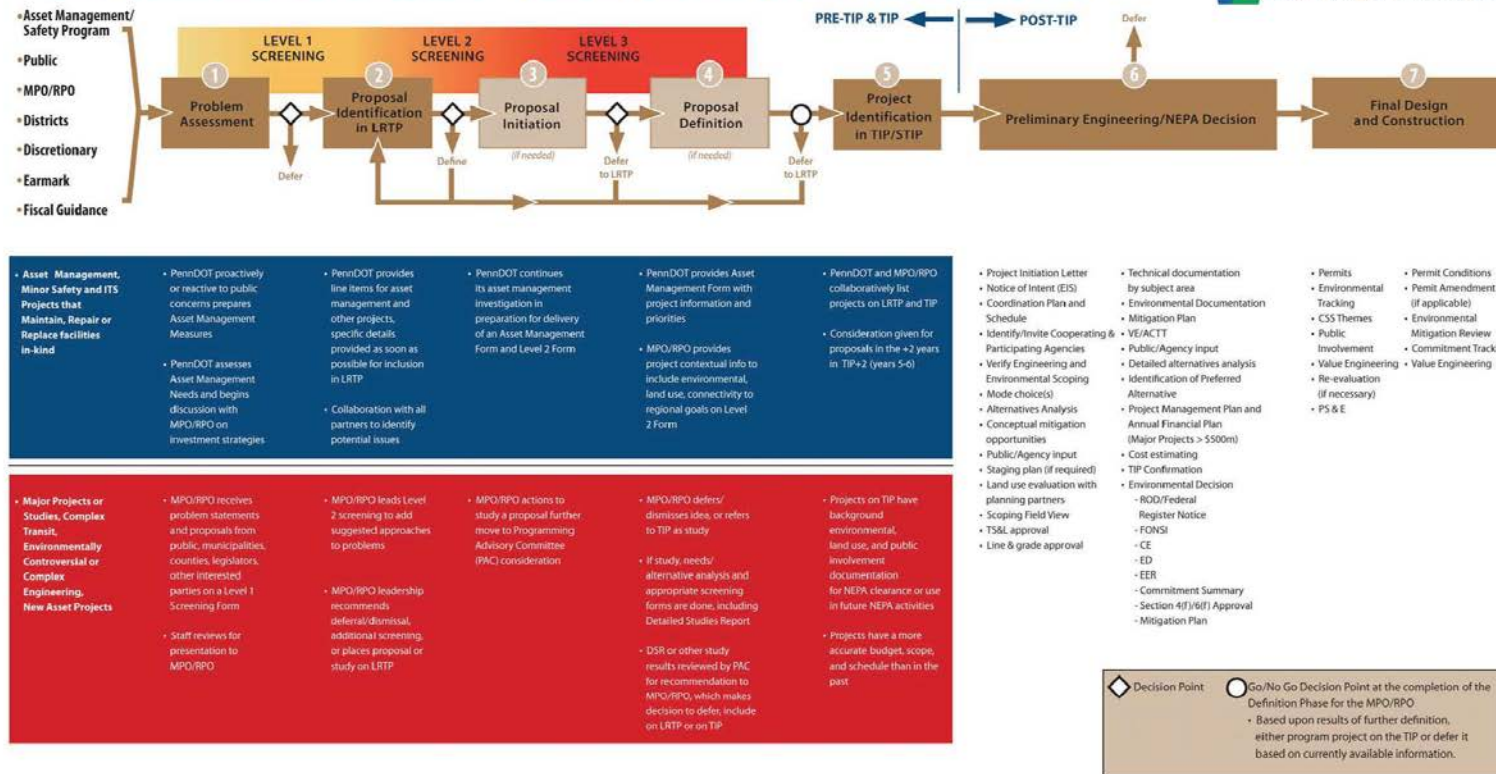
The 2015 Transportation Program must continue to be responsive to necessary programming changes after adoption. Changes to the TIP and STIP are enacted through TIP Modification Procedures adopted at both the region and state levels. Changes to the TIPs and delivery of completed projects are monitored by the planning partners and the subject of various program status reports.

- Projects in the first year of the program shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. Expedited selection procedures may be used if agreed to under each MPO/RPOs modification procedures. The modification procedures that were approved by each MPO and RPO for the 2013 Program should be used as a starting point for the development of their 2015 Program modification procedures. The 2015 program modification procedures must also be part of the public comment period on the recommended 2015 Program.
- It is recommended that project selection requirements and program modification procedures

permit the movement of projects or phases of projects anywhere within the first four years of the STIP/TIP while maintaining year by year financial constraints.

- Coordinate program modifications, including those for the Interstate Management Program, with all partners to insure that the metropolitan and rural Transportation Improvement Programs and the Statewide Transportation Improvement Program are consistent with the Twelve Year Program and county/regional long range plans and vice versa and work toward the development and implementation on a streamlined amendment approval processes.
- Track progress of program and project implementation and share the findings with the planning partners and the public. This is the MPO/RPO Progress Report detailing obligations that is sent by PennDOT to the MPOs/RPOs quarterly. (As listed on Appendix 2 items 13 and 14. This is a MAP-21 requirement for state DOTs, MPOs and public transportation properties.) An additional report detailing project completion and total cost will be developed by PennDOT and shared with Planning Partners on a quarterly basis.

Transportation Program Development and Project Delivery Process



Prepared by: McCormick Taylor, Inc. on 8-19-10

Figure 1.1

Appendix 2 TIP Submission Documentation List

After each TIP is approved by an MPO/RPO, documentation must be submitted to PennDOT that includes the following information: Appendix 2 is a guide for TIP submission – The actual TIP checklist is listed separately in the Document.

- (1) Cover Letter which documents the organization and date of MPO/RPO TIP adoption;
- (2*) Highway-Bridge Program Project Listing (public version with long narrative);
- (3*) Public Transportation Program Project Listing (public version with long narrative);
- (4*) Public Transportation Financial Capacity Analysis (for appropriate operators as determined by the provisions of FTA Circular 7008.1A.)
- (5*) Air Quality Conformity Determination Report (in non-attainment areas only);
- (6) Air Quality Resolution (in nonattainment areas only);
- (7) Self-Certification Resolution;
- (8*) TIP Modification Procedures;
- (9*) MPO/RPO Public Participation Plans;
- (10) Document TIP Public Comment;
- (11*) Environmental Justice Summary;
- (12) Document the project prioritization and selection process;
- (13) List major regional projects from the previous TIP(s) (implemented);
- (14) List major regional projects from the previous TIP (with significant delays); and,
- (15) TIP checklist

Items identified with an asterisk (*) must be available for review during the required public comment period.

TIP Submission Documentation List

Specific requirements or additional explanations are provided below for selected TIP items.

Project Lists (items 2 and 3)

Projects included on the Highway – Bridge Project List and the Public Transportation Project List must meet requirements identified in ‘Projects’ in the Project Development section. Projects identified in the adopted TIPs and on the PennDOT Interstate Program are also included in the STIP by signature of the Governor or his representative and in the TYP upon adoption by the STC.

Financial Plan (item 4)

TIP Financial Plans are produced at the statewide level by the Financial Guidance Work Group and documented by the Program Center and the STIP executive summary. No additional MPO/RPO documentation is needed. Financial planning requirements are noted in the General Guidance section and under ‘Project Requirements’ in the Program Development and Administration section.

A Public Transportation Financial Capacity Analysis will be included by appropriate operators as determined by the provisions of FTA Circular 7008.1A.

Air Quality Conformity (item 5 and 6)

Perform air quality conformity analyses consistent with the U.S. Environmental Protection Agency’s Transportation Conformity Rule, recent Federal court rulings and the Pennsylvania Transportation Conformity State Implementation Plan (SIP) in non-attainment and maintenance areas.

Include an Air Quality Report and an Air Quality Resolution in nonattainment areas.

MPO Self Certification Resolution (item 7)

Prepared only by MPOs to certify that the transportation planning process is being carried out in accordance with all applicable federal requirements. A sample resolution that identifies the various requirements is attached. Non-TMA MPOs must include documentation to ensure compliance.

TIP Modification Procedures (item 8)

TIP Modification requirements are identified under Program Administration in the Program Development and Administration section.

Public Involvement (items 9 and 10)

Public involvement in the development of the transportation program is carried out in accordance with the procedures identified in existing Planning Partner public participation plans and the general guidance provisions of this document. A copy of the MPO/RPO Public Participation Plan, the advertisement of the required 30-day public comment period, and documentation of the agency’s

response to public comment are required in the MPO/RPO TIP submission.

Environmental Justice (EJ) Summary (item 11)

Summarizes the regional transportation program's impacts on minority and low-income populations as required by Executive Order 12898. MPOs/RPOs develop the EJ summaries, which must include the community profiles and methodology used in the assessment.

Project Prioritization Process (item 12)

Provide written documentation of the Partner's project prioritizing process utilized for TIP development and the Department's prioritizing process utilized for the Interstate Management Program. The MPO/RPO submission should include a summary of how it relates to the LRTP vision, goals and objectives.

List of Major Projects from the previous TIP (items 13 and 14)

Two lists will be provided: one list identifies major projects that were completed during the previous TIP. The second list identifies major projects that experienced significant delay during the previous TIP period. The lists will be developed by the MPO/RPO with information provided by the PennDOT Districts.

TIP Checklist

This is the official documentation to ensure that the key components of the final TIP submission are complete. The checklist is included in this document.

**Metropolitan and Rural Planning Organizations
2015-2018 Transportation Improvement Program
Checklist**

Planning Partner: _____
 Non-attainment Area: Yes ___ No ___
 Identify the Pollutant(s): _____
 Maintenance Area: Yes ___ No ___
 Transportation Management Area: Yes ___ No ___

	Information Items	Response Type	Shaded Stakeholder to Provide Response Others Check to Indicate Response Verified			
			MPO/RPO	Program Center	FHWA	FTA
1. Public Participation Documentation:	Public comment period:	Date Range				
	Public meeting(s)-Date/Time/Location:	Date/Time/Location				
	Public meeting notice contains info about special needs/ADA Compliance?	Yes / No				
	Does the TIP Documentation contain a summary that provides a general overview of the transportation planning and TIP development process?	Yes / No				
	Does the summary explain the project selection process and/or project evaluation criteria procedures?	Yes / No				
	Environmental Justice documentation?	Yes / No				
	Public involvement outreach activities consistent with Public Participation Plan?	Yes / No				
	Were any public comments (written or verbal) received and addressed?	Yes / No				
	If Yes, were they provided in the TIP Documentation submitted to PennDOT?	Yes / No				
2. TIP Adoption:	Date TIP adopted by Planning Partner:	Meeting Date				
	Was the TIP included in the STIP without modification?	Yes / No				
3. TIP Consistency with Long Range Transportation Plan (if applicable):	Is the Long Range Transportation Plan (L RTP) MAP-21 compliant?	Yes / No				
	Is the TIP consistent with L RTP?	Yes / No				
	Years covered by the L RTP:	Date Range				
	Date L RTP Adopted by Planning Partner:	Meeting Date				
4. Air Quality Non-attainment and Maintenance Areas:	Anticipated date for new L RTP:	Date				
	Is the area in an AQ non-attainment or maintenance area? If yes, then answer the following questions:	Yes / No				
	Have all projects been screened through an interagency consultation process?	Yes / No				
	Conformity date for the L RTP:	Yes / No				
5. Financial Constraint:	In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No				
	Is the TIP financially constrained, by year, according to Financial Guidance Work Group (FGWG) allocations?	Yes / No				
	Any additional funds programmed above FGWG allocations (i.e. Spike funds, Earmarks, etc)? If YES, identify the TOTAL amount and TYPES of additional funds by Year:	Yes / No				
	2015	Total \$ Amt by Fund Type				
	2016	Total \$ Amt by Fund Type				
	2017	Total \$ Amt by Fund Type				
	2018	Total \$ Amt by Fund Type				
	Comments					
	Was the TIP projects screened against the individual funding program eligibility requirements?	Yes / No				
	Does the STIP Financial information contain system level estimates of cost and revenue sources?	Yes / No				
Estimated total cost, which may extend beyond the TIP years?	Yes / No					
Compare the amount of Federal Funds to be obligated during each program year of the TIP against Financial Guidance by Year:	FFY 2013	TIP (\$)	Financial Guidance			
	FFY 2014					
	FFY 2015					
	FFY 2016					
	Explain any differences:					

**Metropolitan and Rural Planning Organizations
2015-2018 Transportation Improvement Program
Checklist**

	Information Items	Response Type	Shaded Stakeholder to Provide Response Others Check to Indicate Response Verified			
			MPO/RPO	Program Center	FHWA	FTA
6. MPO Self Certification:	Does the TIP submittal contain the MPO Self Certification resolution?	Yes / No				
	For the Non-TMA MPO's does the self certification contain documentation to indicate compliancy?	Yes / No				
7. Transit Fiscal Disclosure:	Financial capacity Document	Yes / No				
	Cover Letter	Yes / No				
8. Required Submission materials as documented in General and Procedural Guidance:	* Highway and Bridge Listing with public narrative	Yes / No				
	* Public Transportation Listing with public narrative	Yes / No				
	* Public Transportation Financial Capacity Analysis	Yes / No				
	* Air Quality Conformity Determination Report	Yes / No				
	Air Quality Resolution	Yes / No				
	Self certification resolution	Yes / No				
	* TIP Modification Procedures	Yes / No				
	30-day Public Comment Advertisement	Yes / No				
	* Public Participation Plan	Yes / No				
	* Environmental Justice Summary	Yes / No				
	* Documented Public Comments received	Yes / No				
	Project Selection Process Documentation					
	List major projects from the previous TIP that were implemented and any significant delays in the planned implementation of major projects?	Yes / No				
	Any noteworthy practices that deserve statewide recognition?					
	Any issues that need improvements?	Yes / No				
	If Yes, explain:					
	Were the required information, as documented in the General & Procedural Guidance submitted?	Yes / No				
Any issues to be incorporated into the Planning Finding?	Yes / No					
9. Completed or Reviewed by:	Planning Partner: _____		Date: _____			
	PennDOT Program Center: _____		Date: _____			
	FHWA: _____		Date: _____			
	FTA: _____		Date: _____			

Appendix 3

Sample MPO Self-Certification Resolution

The resolution on the following page is prepared only by MPOs to certify that the transportation planning process is being carried out in accordance with all applicable federal requirements.

CERTIFYING ORGANIZATION

RESOLUTION NUMBER

RESOLUTION OF THE [ORGANIZATION] to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program and the LRTP.

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with submittal of the proposed TIP to the FHWA and the FTA as part of the STIP approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.324 and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity ; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 28, and 29, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

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

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

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the [Organization], the Metropolitan Planning Organization (MPO) for the [Name] Transportation Management Area (TMA) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY [enter FFY range] Transportation Improvement Program (TIP).

I, [Name of Certifying Officer], HEREBY CERTIFY that I am [Name of Office] of the [ORGANIZATION]; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the xxth day of month 20yy, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as [Name of Office].

[Name of Office]

Appendix 4

Schedule for developing and approving the 2015 Transportation Program

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

the 2015 Program.

- By 2/28/14 MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.
- By 3/1/14 Program Center completes initial review of preliminary draft TIPs to ensure that Department priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 3/10/14 Program Center conducts individual conference calls with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues.
- By 3/10/14 Interagency (FHWA, FTA, EPA, DEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by planning partners or PennDOT. TIP negotiations continue.
- By 3/15/14 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/15/14 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 5/15/14 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/18/14 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/25/14 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
- By 8/14/14 State Transportation Commission approves the Twelve Year Program.
- By 8/15/14 Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
- By 9/30/14 PennDOT obtains joint approval from FHWA and FTA on the 2015 Program.

Appendix 5: References

([html links](#) in blue)

Transportation Program Documents

[Twelve Year Program](#) (current)

[State Transportation Improvement Program](#) (current)

Pennsylvania's 2015 Transportation Program Financial Guidance

Pennsylvania's 2015 Transportation Program General and Procedural Guidance

Federal References

Name of Legislation	Citation / Regulations	Comment
MAP-21 of 2012	23 USC Sections 134-135 49 USC 5303-5304 23 CFR Part 450 23 CFR Part 230 49 CFR Parts 20 49 CFR Parts 26 49 CFR Parts 27, 28, 29	Statewide Transportation Planning Metropolitan Transp. Planning equal employment prohibits lobbying Disadvantaged Business Enterprises individuals with disabilities
Clean Air Act, as amended		
Title VI of Civil Rights Act of 1964, as amended	42 USC 200d-1 49 USC 5332 49 USC Part 21 (superceded)	discrimination
Older Americans Act as amended	42 USC 6101	age discrimination
[---]	23 USC Section 324	gender discrimination
Rehabilitation Act of 1973, as amended	29 USC 701 29 USC 794	individuals with disabilities
American Disabilities Act of 1990	42 USC 1210	individuals with disabilities
[---]	Executive Order 12898	environmental justice

State References

[PA Act 120 of 1970](#)

[Transportation Funding and Advisory Committee](#)

[State Environmental Justice Work](#)

- [Center for Program Development EJ Website](#)
- [PUB 737 EVC EJ Moving Forward](#)
- [PUB 746 Project Level EJ Guidance](#)

[PA On Track](#)

[Pennsylvania Mobility Plan](#)

PennDOT Design Manual Part 1A:

[Pre-TIP and TIP Program Development Procedures \(Sep 2010\)](#)

STIP Modification Procedures (appendix to STIP)

[Public Participation Plan for Statewide Planning](#)

[PA ITS Architecture](#)

Appendix 6: Regional References
(optional)

Region References (references edited for each planning region)

Suggest that MPOs/RPOs edit this section, keeping what is applicable and provide a hyperlink where sources are available on the internet. References that aren't applicable can be deleted.

Region Long Range Transportation Plan

Region Transportation Improvement Program

Region Public Participation Plan

Region ITS Architecture

Region Operations Plan

Region Congestion Management Process

Region Freight Plan

Region Bicycle and Pedestrian Plan

Economic Development District Plans (as applicable, determined by MPO/RPO)

County and Municipal Comprehensive Plans (as applicable, determined by MPO/RPO)

APPENDIX 8

State Certification of the Planning Process

SELF-CERTIFICATION RESOLUTION FOR
THE COMMONWEALTH OF PENNSYLVANIA

WHEREAS Title 23 CFR 450.218 legislation requires a State to certify that the transportation planning process is addressing the major issues in the state and is being conducted in accordance with all applicable requirements; and,

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

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

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

WHEREAS the requirements of Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects; and,

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

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

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

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

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

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

WHEREAS the requirements of Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and,

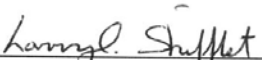
NOW, THEREFORE, BE IT RESOLVED THAT the Commonwealth of Pennsylvania certifies that the Statewide transportation planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the statewide process to enhance the participation of the general public,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

SELF-CERTIFICATION RESOLUTION FOR
THE COMMONWEALTH OF PENNSYLVANIA

followed in developing all plans and programs, including the FFY 2015-2018 Statewide Transportation Improvement Program (STIP).

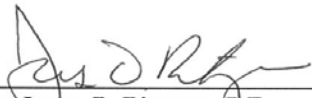
I hereby certify that the conditions of this resolution have been carried out by the Pennsylvania Department of Transportation.

ATTEST:



Mr. Larry S. Shifflet, Director
Center for Program Development
and Management
Pennsylvania Department of Transportation

By



Mr. James D. Ritzman, P.E.,
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date August 5, 2014

APPENDIX 9

Secretary's "Spike" Decisions Project Listing

2015 - 2018 Program - Spike Projects (STP) By Planning Partner (\$000)									
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	Total
SPC									
SR 217, Derry Borough Bridge +	C	Westmoreland	74251	12,463	0	2,000	4,000	6,463	12,463
SPC Subtotal									12,463
York									
US 30 Safety Study	S	York	100239	400	400	0	0	0	400
York Subtotal									400
Reading MPO:									
SR 662, Fleetwood Roadway Restortation	C	Berks	88385	5,700	2,950	2,750	0	0	5,700
SR 3422, Penn Street Bridge+	C	Berks	10740	10,000	0	0	5,000	5,000	10,000
Reading MPO Subtotal									15,700
Lehigh Valley MPO:									
SR 1002, Tilghman St. o/Lehigh & RR+	C	Lehigh	11565	5,688	5,688	0	0	0	5,688
Lehigh Valley MPO Subtotal									5,688
Altoona MPO:									
Yellow Spring Bridge +	C	Blair	22102	1,000	750	250	0	0	1,000
Trib to Big Fill Run Brdg +	C	Blair	22081	1,200	0	600	600	0	1,200
Newry Bridge over Poplar +	P/F/U/R/C	Blair	22022	1,800	250	150	400	1,000	1,800
Altoona MPO Subtotal									4,000
Centre County MPO									
Eastern Interch & Access Rd (PMG)	F/R/C	Centre	96819	2,500	250	750	750	750	2,500
Western Interch & Mainline (PMG)	R	Centre	96820	500	500	0	0	0	500
SR 144, Bald Eagle Creek Bridge	C	Centre	69434	1,500	1,500	0	0	0	1,500
Waddle Road	C	Centre	83541	2,000	2,000	0	0	0	2,000
Centre County MPO Subtotal									6,500
Johnstown MPO:									
SR 3037, Prospect Viaduct Preservation	C	Cambria	91685	3,000	1,000	2,000			3,000
Cambria Bridge Pres #3 (SR 2009)	C	Cambria	94497	1,500	500	1,000			1,500
PA53 Lilly-Cassandra Culv	P/F/U/R/C	Cambria	88695	900	250		300	350	900
Lilly-Cassandra PA 53 Cul	P/F/U/R/C	Cambria	74358	900	250		300	350	900
Eisenhower Blvd Culvert	U/R/C	Cambria	96505	700			400	300	700
Johnstown MPO Subtotal									7,000

6/20/2014

2015 - 2018 Program - Spike Projects (STP) By Planning Partner (\$000)									
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	Total
Erie MPO:									
SR 4016, Millfair Road	C	Erie	88716	11,000	1,000	6,000	4,000	0	11,000
Erie MPO Subtotal									11,000
Shenango Valley MPO:									
SR 718, Broadway Ave., Phase II +	C	Mercer	69966	8,025	3,425	3,675	925	0	8,025
Shenango Valley MPO Subtotal									8,025
Northwest RPO:									
PA 62, Hunter's Station Bridge +	C	Forest	1343	10,000	0	0	5,000	5,000	10,000
Northwest RPO Subtotal									10,000
NEPA MPO									
SR 2001, Milford - Bushkill #2	C	Pike	9397	5,284	0	0	5,284	0	5,284
Jim Thorpe Bridge +	C	Carbon	11129	9,000	5,000	4,000	0	0	9,000
SR 1011 Pond Eddy Crossing +	C	Pike	9329	3,000	0	1,500	1,500	0	3,000
NEPA MPO Subtotal									17,284
North Central RPO									
Margiotti Bridge +	C	Jefferson	74336	5,845		3,000	2,845	0	5,845
SR 44, Bridge over Oswayo Creek	C	Potter	69466	2,525	2,525	0	0	0	2,525
North Central RPO Subtotal									8,370
SEDA-COG MPO									
SR 64, Fishing Creek Bridge III	C	Clinton	81393	2,200	2,200	0	0	0	2,200
2015 SEDA-COG Bridge Pres (District 2-0) +	C	Various	69514	1,000	1,000	0	0	0	1,000
2016 SEDA-COG Bridge Pres (District 2-0) +	C	Various	78596	1,000	0	1,000	0	0	1,000
2017 SEDA-COG Bridge Pres (District 2-0) +	C	Various	4585	1,000	0	0	1,000	0	1,000
2018 SEDA-COG Bridge Pres (District 2-0) +	C	Various	4601	1,000	0	0	0	1,000	1,000
SEDA-COG MPO Subtotal									6,200
Southern Alleghenies RPO:									
SD Bridge Group Project +	C	Various	72234	4,000	1,000	1,000	1,000	1,000	4,000
Southern Alleghenies RPO Subtotal									4,000
Statewide Programs									
Local Bridge Bundling Program		Statewide	102619	31,542	4,605	7,368	3,739	15,830	31,542
SubTotal									31,542

6/20/2014

2015 - 2018 Program - Spike Projects (STP) By Planning Partner (\$000)									
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	Total
GRAND TOTAL									
					FFY 2015	FFY 2016	FFY 2017	FFY 2018	
2015 Financial Guidance STP					37,043	37,043	37,043	37,043	148,172
Proposed				148,172	37,043	37,043	37,043	37,043	148,172
Balance					0	0	0	0	0
+ = projects with carryover spike funds									

2015 - 2018 Program - NHPP Statewide Reserve By Planning Partner (\$000)										
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	2nd 4 Years	Total
SPC										
SR 3069, Liberty Bridge & Ramps Painting	C	Allegheny	28500	56,000	26,000	15,000	15,000	0	0	56,000
SPC Subtotal										56,000
DVRPC:										
I-95 Turnpike Connector +	C	Bucks	95439	70,000	30,000	20,000	20,000	0		70,000
I-95 Turnpike Connector +	C	Bucks	95444	41,500	0	0	10,000	31,500		41,500
US 30, Coatesville Downingtown Bypass (CWR-Western Section)	C	Chester	84884	100,000	0	0	0	0	100,000	100,000
US 422, Reconstruction (M2B)	C	Chester	14698	50,000	0	0	0	0	50,000	50,000
US 1 Expressway Reconstruction (Northern Section)	FD	Chester	14581	6,000	0	0	0	0	6,000	6,000
US 1, Expressway Reconstruction (Northern Section)	C	Chester	14581	24,000	0	0	0	0	24,000	24,000
DVRPC Subtotal										291,500
Lackawanna/Luzerne MPO										
SR 6011, Harrison Ave. Bridge +	C	Lackawanna	7838	12,875	8,240	4,635	0	0	0	12,875
Lackawanna/Luzerne MPO Subtotal										12,875
York MPO:										
US 15, Resurface +	C	York	94950	9,500	0	0	4,500	5,000	0	9,500
York MPO Subtotal:										9,500
Williamsport MPO:										
SR 2014, SR 2014 over Lycoming Creek	C	Lycoming	5678	2,900	2,900	0	0	0	0	2,900
Williamsport MPO Subtotal										2,900
Southern Alleghenies RPO										
US 220, Evitts Breck Bridge to Springs Drive Resurfacing	C	Bedford	96520	1,700	1,700	0	0	0	0	1,700
Souther Alleghenies RPO Subtotal										1,700
Northern Tier RPO:										
Sugar Crk to Tomjack Crk	C	Bradford	87984	4,500	4,500					4,500
Chemung River BR Paint	C	Bradford	86839	1,249	1,249					1,249
SR15 Brg Preservation	C	Tioga	102016	501	501					501
Northern Tier RPO Subtotal										6,250
North Central RPO										
SR 219, Elk Creek Bridge	C	Elk	82030	1,750	500	1,250	0	0	0	1,750
North Central RPO Subtotal										1,750

2015 - 2018 Program - NHPP Statewide Reserve By Planning Partner (\$000)										
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	2nd 4 Years	Total
Interstate Program										
I-180, I-180 over Lycoming Valley RR	C	Lycoming	96579	6,000	0	3,000	3,000	0	0	6,000
I-80, Gray Hill Rd. to SR 1011	C	Union	87572	1,601	1,601	0	0	0	0	1,601
I-80, White Deer Pike to SR 1011	C	Union	87574	1,766	1,766	0	0	0	0	1,766
I-84 I4R E34 - MP 40	C	Pike	76860	81,000	27,000	47,000	7,000	0	0	81,000
I-81, Northern Tier Interstate 4R	C	Susquehanna	75917	117,000	0	0	50,000	67,000	0	117,000
I-78, Interstate 78, Section 12 M	C	Berks	10466	138,800	0	34,288	34,700	40,230	29,582	138,800
I-95, Betsy Ross Bridge Ramps	C	Philadelphia	79903	160,000	50,000	50,000	30,000	30,000	0	160,000
I-81, I-81/I-83 Northbound Merge Lane	C	Dauphin	90204	11,000	0	0	5,265	5,735	0	11,000
I-70, I-70 @ PA 481 Interchange	C	Washington	47022	27,800	23,508	4,292	0	0	0	27,800
I-84, I-84 E&W I-4R E26-E34	C	Pike	87795	112,000	0	0	0	0	112,000	112,000
Interstate Program SubTotal										656,967
Statewide Programs										
Reserve Line Item	C	Statewide	102466	396,278	0	0	0	0	396,278	792,556
Statewide Program SubTotal										1,899,123
GRAND TOTAL										
					FFY 2015	FFY 2016	FFY 2017	FFY 2018	2nd 4 Years	
2015 Financial Guidance NHPP Reserve					179,465	179,465	179,465	179,465	717,860	1,435,720
Proposed				1,435,720	179,465	179,465	179,465	179,465	717,860	1,435,720
Balance					0	0	0	0	0	0
+ = projects with carryover spike funds										

2015 - 2018 Program - Spike Projects (State Funds) By Planning Partner (\$000)												
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	2nd Four Years	3rd Four Years	Beyond TYP	Total
Interstate Program												
I-83, I-83 Newberrytown	C	York	92230	3,000	3,000	0	0	0	0	0	0	3,000
I-83, North York Widening	P/F/U/R/C	York	92924	264,000	3,000	3,000	11,600	11,600	73,200	161,600	0	264,000
I-84, I-84 E&W Mill/Fill 2014	C	Lackawanna	91538	5,000	5,000	0	0	0	0	0	0	5,000
I-81 & I-84, Interstate Preservation	C	Lackawanna/Pike	96309	2,000	2,000	0	0	0	0	0	0	2,000
I-84, I-84 WB Mill Fill	C	Pike	98237	6,000	6,000	0	0	0	0	0	0	6,000
I-83, East Shore (Section 1) Pre-construction	U/R	Dauphin	70024	11,000	5,500	5,500	0	0	0	0	0	11,000
I-83, East Shore (Section 1) - Contract 1	C	Dauphin	82356	30,500	0	15,000	15,500	0	0	0	0	30,500
I-83, East Shore (Section 1) - Contract 2	C	Dauphin	70024	112,900	0	0	0	30,000	82,900	0	0	112,900
I-83 East Shore (Section 3)	P/F/U/R/C	Dauphin	97828	455,000	0	0	0	2,000	26,000	127,000	300,000	455,000
I-83 Eisenhower Interchange	P/F/U/R/C	Dauphin	92931	313,600	0	4,000	4,000	15,000	70,600	100,000	120,000	313,600
I-81, Fountain - Highridge Road (Resurfacing)*	C	Schuylkill	89230	1,575	1,575	0	0	0	0	0	0	1,575
I-80, Clarion County PM (Resurfacing)*	C	Clarion	98244	11,982	5,991	5,991	0	0	0	0	0	11,982
I-376, Fort Pitt Tunnel Repairs*	C	Allegheny	97908	13,743	6,871	6,872	0	0	0	0	0	13,743
I-76, I-76 Ramp Resurfacing*	C	Philadelphia	102389	750	750	0	0	0	0	0	0	750
Interstate Program Subtotal:												1,231,050
SPC MPO												
SR 2004, Freedom Road Phase A	C	Beaver	82615	40,000	10,000	30,000	0	0	0	0	0	40,000
SR 2004, Freedom Road Phase B	F/R/C	Beaver	82616	25,500	0	4,500	21,000	0	0	0	0	25,500
SR 2004, Freedom Road Phase C	F/R/C	Beaver	67016	16,000	0	0	4,000	12,000	0	0	0	16,000
Laurel Valley	P/F/U/R/C	Westmoreland	31828	58,200	0	0	0	0	0	0	58,200	58,200
US 19, US 19/Pine Creek Road	C	Allegheny	102210	1,400	1,400	0	0	0	0	0	0	1,400
Kittanning Resurfacing	C	Armstrong	102640	1,000	300	700	0	0	0	0	0	1,000
US 422, Shelocta to Whitesburg PM (Resurfacing)*	C	Armstrong	102366	1,700	1,700	0	0	0	0	0	0	1,700
SPC MPO Subtotal												143,800
DVRPC MPO												
US 1, Roosevelt Boulevard (Resurfacing)*	C	Philadelphia	102388	4,500	4,500	0	0	0	0	0	0	4,500
US 30, Resurfacing*	C	Chester	102379	1,800	1,800	0	0	0	0	0	0	1,800
DVRPC MPO Subtotal												6,300
North Central RPO												
Local Retroactive Bridge Program (Dist. 2-0) +	C	Various	88691	3,000	750	750	750	750	0	0	0	3,000
North Central RPO Subtotal												3,000
Centre County MPO												
Potters Mills Gap Study (PMG)	P	Centre	96706	650	360	290						650
Overhead Bridge (PMG)	F/U/C	Centre	96370	3,700	3,700							3,700
Eastern Interch & Access Rd (PMG)	F/U/C	Centre	96819	4,550		550	2,000	2,000				4,550
Western Interch & Mainline (PMG)	F/U/R/C	Centre	96820	126,900	2,590	7,810	52,650	28,150	35,700			126,900
Waddle Road Interchange	C	Centre	83541	10,000	10,000	0	0	0	0	0	0	10,000
Centre County MPO Subtotal												145,800

2015 - 2018 Program - Spike Projects (State Funds) By Planning Partner (\$000)												
Planning Partner & Project	Phase	County	MPMS	Spike	2015	2016	2017	2018	2nd Four Years	3rd Four Years	Beyond TYP	Total
SEDA-COG MPO												
CSVT Pre Con Phases	U/R	Northumberland/Snyder	7588	30,600	9,850	7,050	6,050	5,050	2,600			30,600
CSVT- River Bridge Con #1	C	Northumberland/Snyder	76397	28,577					28,577			28,577
CSVT- Earthwork/Structures, North Section Con # 2	C	Northumberland/Snyder	76398	109,512		2,750	22,850	17,804	66,108			109,512
CSVT Paving-North Section Con # 3	C	Snyder	76400	25,314					25,314			25,314
CSVT SS Earthwork-Southern Section Con # 1	FD/R/U/C	Snyder	76401	71,524	0	0	0	16,046	55,478			71,524
CSVT SS Structures-Southern Section Con # 2	C	Snyder	76402	62,970					41,014	21,956		62,970
CSVT SS Paving-Southern Section Con # 3	C	Snyder	76403	24,106					24,106			24,106
CSVT SS - PA 61 Connector-Section Con # 4	C	Snyder	76404	38,003					38,003			38,003
US 22, Corridor Resurfacing*	C	Juniata	91065	9,500	9,500	0	0	0	0	0	0	9,500
SEDA-COG MPO Subtotal												400,106
Harrisburg MPO:												
City of Harrisburg Reserve		Dauphin		8,000	2,000	2,000	2,000	2,000	0	0	0	8,000
Harrisburg MPO Subtotal												8,000
Statewide Programs												
RBR Reserve (P3)	C	Statewide (P3)	102623	560,000	21,763	48,237	35,000	35,000	140,000	140,000	140,000	560,000
Reserve Line Item	C	Statewide	84337	250,444	0	0	0	0	0	159,044	91,400	250,444
Statewide Program SubTotal												810,444
GRAND TOTAL												
					FFY 2015	FFY 2016	FFY 2017	FFY 2018	2nd 4 Yrs	3rd 4 Yrs	Beyond TYP	
2015 Financial Guidance					119,900	145,000	177,400	177,400	709,600	709,600	709,600	2,748,500
Proposed				2,748,500	119,900	145,000	177,400	177,400	709,600	709,600	709,600	2,748,500
Balance					0	0	0	0	0	0	0	0

* Projects are split funded between 2014 (current TIP) and 2015/16 (current/draft TIP) as part of the Resurfacing Program

APPENDIX 10

Financial Guidance

April 3, 2014

PENNSYLVANIA’S 2015 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

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

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BACKGROUND

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

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

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

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

Draft financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that can support a 2015 Program update. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

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

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

- Needs based formulas have been revised to reflect the new provisions in MAP-21.
- Act 44 funds continue at a reduced level as prescribed by Act 44 of 2007.
- A zero percent revenue growth assumption in federal highway and bridge funds for the entire 2015-2018 Program is recommended by the Financial Guidance Workgroup.
- State Motor License Funds reflect a decrease due to declining revenues, discontinuation of the bridge bonding program, and debt service on existing bonds.
- State highway and bridge funding is also decreased based on revenue estimates and debt service on bonds.
- A zero percent revenue growth assumption for the federal transit program mirrors the assumptions on the federal highway side of the equation.
- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- A 3 percent annual inflation factor is to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- The Interstate Program will continue to be managed at a statewide level.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2015 Transportation Program will include all Federal and state capital funding that is anticipated over the next four years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 183, and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

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

The tables that are included in the appendices of this document include all federal funding (Except earmarks and other discretionary programs) anticipated for the four-year period covered by this program. Federal funding levels reflect zero growth. State funding levels reflect expected revenue increases generated with the passage of Act 89 in November 2013.

FUNDING DISTRIBUTION

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

- **Transportation Infrastructure Investment** (formerly Economic Development) – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
- **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.
- **Statewide Line Items** – reserve an average of \$40 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, DCNR Bridges, and other related statewide line items.
- **Interstate Management Program** – the Interstate system will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. The priority for these funds will be to maintain the existing system. Any capacity adding and non-capital (standalone ITS) projects will be advanced in coordination with the MPO/RPO and regional funds. A preliminary draft Interstate Management program will be provided to MPOs/RPOs and other stakeholders for information and consultation purposes in accordance with the attached schedule (Appendix 6). The following data will comprise the criteria by which the projects are evaluated:
 - Pavement Condition Assessment
 - Pavement Structure Age
 - Pavement Surface Age
 - Number of Resurfacings
 - International Roughness Index (IRI)
 - Overall Pavement Index
 - Traffic volume
 - Truck volume
 - Remaining Service Life
 - Bridge Condition Assessment
 - Bridge Risk Assessment
 - SD Status
 - Vertical Clearance Issues

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

- **Discretionary Funding (Spike)** – twenty percent of the balance of Surface Transportation Program funding will be reserved for distribution by the Secretary of Transportation in consultation with the State Transportation Commission, to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
- **National Highway Performance Program Formula (NHPP)** – twenty percent of the balance of NHPP funds will be held in a statewide reserve to advance projects on the enhanced NHPP. Projects will be selected utilizing the same criteria and prioritization tools as referenced for the Interstate Management Program above. Furthermore, an amount equal to the federal funds available to the Interstate Program in the 2013 Financial Guidance will be reserved for use by the Interstate Management Program. The remaining funds will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on non-interstate federal aid routes on the enhanced NHS. The elements of the NHPP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
 - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
 - 35% Highway: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
- **Surface Transportation Program Formula (STP, STN, STR)** – after the 20% discretionary funding set-aside, the remaining 80 percent will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on federal aid routes not on the enhanced NHS. The elements of the STP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
 - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
 - 35% Highway: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
- **Bridge Funding Formula (State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for state bridge funds distribution is based upon the following formula: 20% (square foot deck area of state owned bridges > 8' and locally owned bridges > 20') and 80% (square foot deck area of state owned structurally deficient bridges > 8' and locally owned structurally deficient bridges > 20'). Aside from dedicated funding for off-system bridges, federal funding for bridges was not continued in MAP-21. Federally funded bridge projects will now utilize NHPP and STP funds which is reflective in the addition of bridge factors to the distribution formulas for those categories. Bridge rehabilitation, replacement, and preservation remain a Department priority.

- **Highway (Capital) Funding (State)** – Act 89 mandated 15% of available funds for both highway and bridge programs be held in reserve for highway capital projects. Remaining Highway funds will be distributed based upon each region's share of highway needs. The factors for state highway funds distribution is based upon the following formula: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
- **Off System Bridges (BOF)** – off system bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for off system bridge funds distribution is based upon the following formula: 20% (square foot deck area of state and locally owned bridges > 20') and 80% (square foot deck area of state and locally owned structurally deficient bridges > 20'). Minor collector and local functional class bridges are eligible for this category of funding.
- **Surface Transportation Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula suballocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population. The suballocation formula is currently based on the 2010 Federal Census.
- **Transportation Alternatives Program (TAP, TAU)** – funding for this program is similar to the STP program in that 50% of the funds are sub-allocated by population and 50% are available to any area of the state. Part of the 50% sub-allocated by population is assigned, by federal formula, to regions with populations greater than 200,000. The remaining funds sub-allocated by population and the 50% available to any area of the state are to be held in statewide reserve as mandated by regulations that prohibit the regional distribution of funds and require a statewide competitive process for selection of projects.
- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which take into account each region's air quality classification. These same factors will be used to distribute the funding to the planning regions. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation (May, 2009)
<ftp://ftp.dot.state.pa.us/public/pdf/STCTAC/TAC/Reports/Congestion%20Mitigation%20and%20Smart%20Transportation%20-%20May%202009%20-%20Final%20Report.pdf>.

- **Highway Safety Improvement Program (HSIP)** – \$35 million in funding for this program will be reserved statewide for various safety initiatives. An additional \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding. The remaining funding will be allocated to planning regions based on the following formula: 50% fatalities and major injuries and 50% reportable crashes. Projects funded with HSIP federal funds must be included as part of an overall Department and FHWA approved Safety Program.
- **Highway-Rail Grade Crossing Safety (RRX)** – funding for this program will be held in a statewide line item. Centralizing management of this program will allow for a formalized project selection process and promote higher utilization of funding and the ability to initiate higher costs projects (see Appendix 7 for Section 130 Highway-Rail Grade Crossing Guidance).

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

- **Special Federal Funding (SXF)** – which is earmarked for specific projects in ISTEA, TEA-21, SAFETEA-LU and other federal legislation.
- **Appalachia Development Highway (APD)** – dedicated funding was not continued in MAP-21. A balance of federal funds from SAFETEA-LU remain available and may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Further information on the ADHS including reports on the Cost to Complete Estimate can be found at: <http://www.arc.gov/adhs>
- **All Discretionary Federal Funding** – Most discretionary programs were not continued in MAP-21. Carryover funds exist in some categories which can be used for the specific awarded projects as long as funds remain available for obligation.
- **Appropriation 179** – State revenue was established under Act 26 of 1991. The funds were provided to PennDOT for distribution. Policy was established to provide the funds to underprivileged counties to cover the local match on county owned bridges. Act 89 of 2013 changed the distribution of these funds. Funds will go directly to the Counties through liquid fuels payments under a new Appropriation code beginning in Calendar Year (CY) 2014. The governor's budget office has allowed PennDOT to lapse remaining balance of Appropriation 179 funds to be utilized on existing projects with agreements already in place until the balance is exhausted.
- **Local and Private Funding** – Local and private funding is not included in the tables, and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be made available. Specific guidance related to programming local, private and other sources of funding is provided in the Program Guidelines section of this guidance.

PROGRAM GUIDELINES

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

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

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

Low cost, short duration project phases should generally have all of their costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will require programming the advance construct costs for projects that are initiated prior to the beginning of the 2015 Program period (October 1, 2014), and which will require conversion funding during the 2015 Program period and beyond. All remaining project phases and costs must be included on a financially constrained long range plan.

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

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

Note that the Final Rule on Statewide Transportation Planning and Metropolitan Transportation Planning, issued February 14, 2007, also requires that in air quality non-attainment and maintenance areas, projects included in the first two years of the STIP and TIP must be limited to those for which funds are "available" (dedicated state and federal) or "committed". Funds which

are listed on a STIP or TIP from sources that are not historically used for transportation purposes (including local and private funds) require a commitment in writing (letter of intent) by the responsible official or body having control of the funds.

DISTRIBUTION OF THE "SPIKE" FUNDING

The ultimate decisions with regard to the distribution of "spike" funding will be made by the Secretary of Transportation. Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations.

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

BEST PRACTICES

Line items provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. However, with the continual "roll-over" of two years of projects each TIP update, a best practice is to limit the amount of line items in the first two years of a new TIP. Common sense planning tells us that we ought to be able to identify the vast majority of projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2015 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all of the costs that will have to be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for these purposes is a local decision to be made by the respective planning partners in each region.

THE TRANSIT PROGRAM

FUNDING

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on year 2013 via MAP-21 and its anticipated successor. Federal revenue assumes no growth.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding which is available for public transit

programming is included in Appendices 3 through 5. Federal funding is based on guaranteed authorizations only, and includes a mix of urban formula, fixed guideway, new starts, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 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—are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

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

Operating Program – Operating funds are allocated among public transportation providers based on:

1. The operating assistance received in the prior fiscal year plus funding growth.
2. Funding growth over the prior year is distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles and
 - d. Revenue vehicle hours.

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

Asset Improvement Program – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds other fees and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.

New Initiatives Program – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program.

Capital Improvement Program – While still included as a capital program in the public transportation legislation, no new funding is deposited in this program after December 31, 2013.

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

Programs of Statewide Significance - Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTF. 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, curbside transportation services.

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

DRAFT PROGRAM SUBMISSION

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft highway and bridge and transit programs to PennDOT by February 28, 2014. It is expected that all draft programs will be fiscally constrained at the time of submission. A separate document indicating additional priority projects that will not be able to advance due to fiscal constraint should accompany the draft program submission. The Secretary of Transportation will review the additional priority projects and determine the allocation of so-called "spike funds".

Appendix 1
Available Funds
2015 Financial Guidance
Highway and Bridge Funds (\$000)

Federal Funds	2015	2016	2017	2018	Total
National Highway Performance Program (NHPP)	897,323	897,323	897,323	897,323	3,589,294
Surface Transportation Program (STP)	413,623	413,623	413,623	413,623	1,654,493
Highway Safety Improvement Program (HSIP)	92,484	92,484	92,484	92,484	369,936
Congestion Mitigation and Air Quality (CMAQ)	100,491	100,491	100,491	100,491	401,964
Transportation Alternatives Program (TAP)	27,521	27,521	27,521	27,521	110,084
Railway-Highway Safety Crossings (RRX)	6,580	6,580	6,580	6,580	26,321
Subtotal -- Federal Funds	1,538,023	1,538,023	1,538,023	1,538,023	6,152,093
State Funds	2015	2016	2017	2018	Total
State Highway (Capital)	522,687	680,285	882,765	882,765	2,968,502
State Bridge	276,682	286,497	300,303	300,303	1,163,785
Subtotal -- State Funds	799,369	966,782	1,183,068	1,183,068	4,132,287
Grand Total	2,337,392	2,504,805	2,721,091	2,721,091	10,284,380

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

National Highway Performance Program	2015	2016	2017	2018	Total
NHPP Apportionment	897,323	897,323	897,323	897,323	3,589,294
20% Statewide Reserve	179,465	179,465	179,465	179,465	717,859
Less Interstate Management Program	317,378	317,378	317,378	317,378	1,269,512
Less Bridge Inspection	12,000	12,000	12,000	12,000	48,000
NHPP Funds to Distribute	388,481	388,481	388,481	388,481	1,553,923

Surface Transportation Program	2015	2016	2017	2018	Total
STP Apportionment	413,623	413,623	413,623	413,623	1,654,493
Less STP-Urban Mandatory Distribution	128,496	128,496	128,496	128,496	513,982
Less Set-Aside for Off-System Bridges	73,797	73,797	73,797	73,797	295,187
Less Transit Flex	7,917	7,917	7,917	7,917	31,668
Less Bridge Inspection	12,000	12,000	12,000	12,000	48,000
Less Environmental Resource Agencies	6,200	6,200	6,200	6,200	24,800
<i>Remaining STP</i>	<i>185,214</i>	<i>185,214</i>	<i>185,214</i>	<i>185,214</i>	<i>740,856</i>
Less Spike (20% of Remaining STP)	37,043	37,043	37,043	37,043	148,171
STP Funds to Distribute	148,171	148,171	148,171	148,171	592,685

Highway Safety Improvement Program	2015	2016	2017	2018	Total
HSIP Apportionment	92,484	92,484	92,484	92,484	369,936
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	35,000	35,000	35,000	35,000	140,000
HSIP Funds to Distribute	45,484	45,484	45,484	45,484	181,936

Congestion Mitigation and Air Quality	2015	2016	2017	2018	Total
CMAQ Apportionment	100,491	100,491	100,491	100,491	401,964
Less Transit Flex	17,083	17,083	17,083	17,083	68,332
CMAQ funds to distribute	83,408	83,408	83,408	83,408	333,632

Transportation Alternatives Program	2015	2016	2017	2018	Total
TAP Apportionment	27,521	27,521	27,521	27,521	110,084
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
TAP Mandatory Distribution for Urban Areas	7,937	7,937	7,937	7,937	31,749
TAP Funds -- Statewide Competitive Program	17,593	17,593	17,593	17,593	70,370

Railway-Highway Safety Crossings	2015	2016	2017	2018	Total
Statewide Program	6,580	6,580	6,580	6,580	26,321

State Funds	2015	2016	2017	2018	Total
State Highway (Capital)	522,687	680,285	882,765	882,765	2,968,502
State Bridge	276,682	286,497	300,303	300,303	1,163,785
Total State Funds (for Discretionary Calculation)	799,369	966,782	1,183,068	1,183,068	4,132,287
Mandatory 15% Discretionary (Highway Funds)	119,905	145,017	177,460	177,460	619,843

State Highway (Capital)	2015	2016	2017	2018	Total
Highway (Capital) After Discretionary Set-Aside	402,782	535,268	705,305	705,305	2,348,659
Less Environmental Resource Agencies	1,550	1,550	1,550	1,550	6,200
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) funds to Distribute	376,232	508,718	678,755	678,755	2,242,459

State Bridge	2015	2016	2017	2018	Total
State Bridge	276,682	286,497	300,303	300,303	1,163,785
Less Bridge Inspection	6,000	6,000	6,000	6,000	24,000
State Bridge funds to Distribute	270,682	280,497	294,303	294,303	1,139,785

Total Distributed/Statewide Reserve	2015	2016	2017	2018	Total
	2,210,608	2,378,021	2,594,307	2,594,307	9,777,243

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

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	58,031	40,880	10,074	11,858	0	30,904	3,782	61,224	358,521
SPC	103,097	41,065	79,603	66,358	22,158	9,506	0	18,719	1,744	28,229	370,479
Harrisburg	13,604	4,219	12,914	6,789	1,719	2,622	0	4,236	447	7,237	53,786
Scranton/WB	17,886	6,133	12,200	9,942	3,152	2,375	0	3,439	384	6,211	61,722
Lehigh Valley	21,922	4,267	13,133	10,885	1,884	2,843	0	4,989	636	10,293	70,853
NEPA	7,889	8,060	15,630	10,606	4,146	2,638	0	1,510	0	0	50,479
SEDA-COG	15,986	6,484	16,208	9,924	3,159	2,039	0	0	0	0	53,800
Altoona	2,719	1,249	2,648	2,199	603	992	0	816	0	0	11,226
Johnstown	7,480	1,568	4,528	2,951	677	1,026	0	1,108	0	0	19,337
Centre County	4,129	1,404	3,172	2,065	676	991	0	989	0	0	13,427
Williamsport	2,404	2,056	5,381	2,042	899	988	0	0	0	0	13,771
Erie	3,422	2,795	6,172	2,874	1,343	1,474	0	1,802	0	0	19,883
Lancaster	8,745	5,699	10,927	7,101	3,104	2,503	0	4,004	404	6,545	49,034
York	3,689	2,928	10,414	3,151	1,002	2,111	0	3,353	233	3,778	30,658
Reading	20,312	4,809	9,079	11,835	2,755	2,221	0	3,172	268	4,335	58,786
Lebanon	2,059	1,107	2,574	1,562	542	1,088	0	1,030	0	0	9,963
Mercer	2,167	2,591	3,375	3,291	1,545	1,057	0	749	40	643	15,457
Adams	1,664	1,264	3,605	1,670	585	1,005	0	651	0	0	10,445
Franklin	1,808	1,495	4,367	1,475	611	1,122	0	961	0	0	11,840
Total Urban	362,049	119,897	273,962	197,600	60,635	50,458	0	82,432	7,937	128,496	1,283,465
Northwest	9,940	6,834	16,637	8,316	3,255	1,704	0	0	0	0	46,686
N. Central	7,602	7,225	16,951	8,798	3,480	1,600	0	524	0	0	46,180
N. Tier	4,305	6,679	20,267	6,712	2,929	1,438	0	451	0	0	42,782
S. Alleghenies	4,583	5,731	14,405	6,638	2,801	1,575	0	0	0	0	35,733
Wayne County	1	1,805	5,575	1,565	697	709	0	0	0	0	10,353
Total Rural	26,432	28,274	73,836	32,029	13,162	7,027	0	976	0	0	181,734
Interstate Program	317,378	0	28,434	41,054	0	0	0	0	0	0	386,865
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	119,905	0	0	35,000	0	0	0	0	334,370
GRAND TOTAL	895,323	148,171	496,137	270,682	73,797	92,484	6,580	83,408	25,530	128,496	2,210,608

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	78,467	42,362	10,074	11,858	0	30,904	3,762	61,224	380,439
SPC	103,097	41,065	107,635	68,764	22,158	9,506	0	18,719	1,744	28,229	400,917
Harrisburg	13,604	4,219	17,461	7,035	1,719	2,622	0	4,236	447	7,237	58,579
Scranton/WB	17,886	6,133	16,496	10,302	3,152	2,375	0	3,439	384	6,211	66,379
Lehigh Valley	21,922	4,267	17,758	11,280	1,884	2,843	0	4,989	636	10,293	75,872
NEPA	7,889	8,060	21,134	10,991	4,146	2,638	0	1,510	0	0	56,367
SEDA-COG	15,986	6,484	21,916	10,284	3,159	2,039	0	0	0	0	59,867
Altoona	2,719	1,249	3,580	2,279	603	992	0	616	0	0	12,238
Johnstown	7,480	1,568	6,122	3,058	677	1,026	0	1,108	0	0	21,038
Centre County	4,129	1,404	4,269	2,140	676	991	0	989	0	0	14,619
Williamsport	2,404	2,056	7,276	2,116	899	988	0	0	0	0	15,740
Erie	3,422	2,795	8,346	2,978	1,343	1,474	0	1,802	0	0	22,161
Lancaster	8,745	5,699	14,775	7,359	3,104	2,503	0	4,004	404	6,545	53,140
York	3,689	2,928	14,061	3,265	1,002	2,111	0	3,353	233	3,776	34,440
Reading	20,312	4,809	12,276	12,265	2,755	2,221	0	3,172	268	4,335	62,412
Lebanon	2,059	1,107	3,461	1,619	542	1,088	0	1,030	0	0	10,926
Mercer	2,167	2,591	4,564	3,410	1,545	1,057	0	749	40	643	16,765
Adams	1,664	1,264	4,875	1,730	585	1,005	0	651	0	0	11,775
Franklin	1,808	1,495	5,905	1,528	611	1,122	0	961	0	0	13,431
Total Urban	362,049	119,897	370,435	204,765	60,635	50,458	0	82,432	7,937	128,496	1,387,103
Northwest	9,940	6,834	22,496	8,618	3,255	1,704	0	0	0	0	52,847
N. Central	7,602	7,225	22,920	9,117	3,480	1,600	0	524	0	0	52,468
N. Tier	4,305	6,679	27,404	6,955	2,929	1,438	0	451	0	0	50,162
S. Alleghenies	4,583	5,731	19,478	6,879	2,801	1,575	0	0	0	0	41,046
Wayne County	1	1,805	7,538	1,622	697	709	0	0	0	0	12,373
Total Rural	26,432	28,274	99,836	33,190	13,162	7,027	0	976	0	0	208,896
Interstate Program	317,378	0	38,446	42,542	0	0	0	0	0	0	398,367
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	145,017	0	0	35,000	0	0	0	0	359,482
GRAND TOTAL	885,323	148,171	653,735	280,497	73,797	92,484	6,580	83,408	25,530	128,496	2,378,021

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	104,694	44,447	10,074	11,858	0	30,904	3,782	61,224	408,751
SPC	103,097	41,065	143,611	72,149	22,158	9,506	0	18,719	1,744	28,229	440,278
Harrisburg	13,604	4,219	23,297	7,381	1,719	2,622	0	4,236	447	7,237	64,762
Scranton/WB	17,886	6,133	22,010	10,809	3,152	2,375	0	3,439	384	6,211	72,400
Lehigh Valley	21,922	4,267	23,693	11,835	1,884	2,843	0	4,989	636	10,293	82,363
NEPA	7,889	8,060	28,198	11,532	4,146	2,638	0	1,510	0	0	63,972
SEDA-COG	15,986	6,484	29,241	10,790	3,159	2,039	0	0	0	0	67,699
Altoona	2,719	1,249	4,777	2,391	603	992	0	816	0	0	13,547
Johnstown	7,480	1,568	8,168	3,208	677	1,026	0	1,108	0	0	23,235
Centre County	4,129	1,404	5,722	2,245	676	991	0	989	0	0	16,158
Williamsport	2,404	2,056	9,708	2,220	899	988	0	0	0	0	18,276
Erie	3,422	2,795	11,135	3,125	1,343	1,474	0	1,802	0	0	25,097
Lancaster	8,745	5,699	19,714	7,721	3,104	2,503	0	4,004	404	6,545	58,440
York	3,689	2,928	16,788	3,426	1,002	2,111	0	3,353	233	3,778	39,307
Reading	20,312	4,809	16,380	12,868	2,755	2,221	0	3,172	268	4,335	67,119
Lebanon	2,059	1,107	4,645	1,699	542	1,088	0	1,030	0	0	12,169
Mercer	2,167	2,591	6,089	3,578	1,545	1,057	0	749	40	643	18,459
Adams	1,664	1,264	6,504	1,815	585	1,005	0	651	0	0	13,489
Franklin	1,808	1,495	7,878	1,604	611	1,122	0	961	0	0	15,480
Total Urban	362,049	119,897	494,252	214,843	60,635	50,458	0	82,432	7,937	128,496	1,520,999
Northwest	9,940	6,834	30,015	9,042	3,255	1,704	0	0	0	0	60,790
N. Central	7,602	7,225	30,581	9,565	3,480	1,600	0	524	0	0	60,578
N. Tier	4,305	6,679	36,564	7,298	2,929	1,438	0	451	0	0	59,864
S. Alleghenies	4,583	5,731	25,988	7,217	2,801	1,575	0	0	0	0	47,895
Wayne County	1	1,805	10,058	1,701	697	709	0	0	0	0	14,973
Total Rural	26,432	28,274	133,206	34,823	13,162	7,027	0	976	0	0	243,900
Interstate Program	317,378	0	51,297	44,636	0	0	0	0	0	0	413,311
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	177,460	0	0	35,000	0	0	0	0	391,925
GRAND TOTAL	885,323	148,171	856,215	294,303	73,797	92,484	6,580	83,408	25,530	128,496	2,594,307

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	104,694	44,447	10,074	11,858	0	30,904	3,782	61,224	408,751
SPC	103,097	41,065	143,611	72,149	22,158	9,506	0	18,719	1,744	28,229	440,278
Harrisburg	13,604	4,219	23,297	7,381	1,719	2,622	0	4,236	447	7,237	64,762
Scranton/WB	17,886	6,133	22,010	10,809	3,152	2,375	0	3,439	384	6,211	72,400
Lehigh Valley	21,922	4,267	23,693	11,835	1,884	2,843	0	4,989	636	10,293	82,363
NEPA	7,889	8,060	28,198	11,532	4,146	2,638	0	1,510	0	0	63,972
SEDA-COG	15,986	6,484	29,241	10,790	3,159	2,039	0	0	0	0	67,699
Altoona	2,719	1,249	4,777	2,391	603	992	0	616	0	0	13,547
Johnstown	7,480	1,568	8,168	3,208	677	1,026	0	1,108	0	0	23,235
Centre County	4,129	1,404	5,722	2,245	676	991	0	989	0	0	16,158
Williamsport	2,404	2,056	9,708	2,220	899	988	0	0	0	0	18,276
Erie	3,422	2,795	11,135	3,125	1,343	1,474	0	1,802	0	0	25,097
Lancaster	8,745	5,699	19,714	7,721	3,104	2,503	0	4,004	404	6,545	58,440
York	3,689	2,928	18,788	3,426	1,002	2,111	0	3,353	233	3,778	39,307
Reading	20,312	4,809	16,380	12,868	2,755	2,221	0	3,172	268	4,335	67,119
Lebanon	2,059	1,107	4,645	1,699	542	1,088	0	1,030	0	0	12,169
Mercer	2,167	2,591	6,089	3,578	1,545	1,057	0	749	40	643	18,458
Adams	1,664	1,264	6,504	1,815	585	1,005	0	651	0	0	13,489
Franklin	1,808	1,495	7,878	1,604	611	1,122	0	961	0	0	15,480
Total Urban	362,049	119,897	494,252	214,843	60,635	50,458	0	82,432	7,937	128,496	1,520,999
Northwest	9,940	6,834	30,015	9,042	3,255	1,704	0	0	0	0	60,790
N. Central	7,602	7,225	30,581	9,565	3,480	1,600	0	524	0	0	60,578
N. Tier	4,305	6,679	36,564	7,298	2,929	1,438	0	451	0	0	59,664
S. Alleghenies	4,583	5,731	25,988	7,217	2,801	1,575	0	0	0	0	47,895
Wayne County	1	1,805	10,058	1,701	697	709	0	0	0	0	14,973
Total Rural	26,432	28,274	133,206	34,823	13,162	7,027	0	976	0	0	243,900
Interstate Program	317,378	0	51,297	44,636	0	0	0	0	0	0	413,311
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	177,460	0	0	35,000	0	0	0	0	391,925
GRAND TOTAL	885,323	148,171	856,215	294,303	73,797	92,484	6,580	83,408	25,530	128,496	2,594,307

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	484,261	82,813	345,886	172,136	40,295	47,432	0	123,614	15,127	244,896	1,556,461
SPC	412,387	164,260	474,460	279,420	88,632	38,024	0	74,876	6,975	112,918	1,651,952
Harrisburg	54,416	16,876	76,969	28,586	6,876	10,488	0	16,943	1,788	28,947	241,888
Scranton/WB	71,545	24,533	72,716	41,862	12,609	9,499	0	13,756	1,535	24,845	272,900
Lehigh Valley	87,687	17,068	78,278	45,835	7,536	11,373	0	19,957	2,543	41,173	311,450
NEPA	31,554	32,239	93,159	44,661	16,585	10,551	0	6,041	0	0	234,790
SEDA-COG	63,945	25,936	96,606	41,788	12,636	8,154	0	0	0	0	249,065
Altoona	10,877	4,998	15,782	9,259	2,410	3,968	0	3,266	0	0	50,559
Johnstown	29,921	6,272	26,986	12,424	2,709	4,102	0	4,430	0	0	86,845
Centre County	16,518	5,817	18,905	8,698	2,705	3,964	0	3,957	0	0	60,361
Williamsport	9,618	8,223	32,072	8,599	3,597	3,954	0	0	0	0	66,063
Erie	13,689	11,181	36,789	12,101	5,372	5,895	0	7,209	0	0	92,237
Lancaster	34,982	22,796	65,129	29,902	12,417	10,013	0	16,017	1,617	26,181	219,054
York	14,755	11,712	62,072	13,267	4,006	8,443	0	13,412	933	15,112	143,713
Reading	81,246	19,237	54,115	49,837	11,019	8,883	0	12,686	1,071	17,340	255,435
Lebanon	8,237	4,429	15,345	6,579	2,167	4,353	0	4,116	0	0	45,227
Mercer	8,668	10,362	20,117	13,857	6,181	4,226	0	2,997	159	2,571	69,138
Adams	6,656	5,056	21,489	7,031	2,341	4,020	0	2,606	0	0	49,198
Franklin	7,234	5,981	26,028	6,210	2,445	4,490	0	3,844	0	0	56,232
Total Urban	1,448,196	479,588	1,632,902	832,051	242,539	201,830	0	329,729	31,749	513,982	5,712,586
Northwest	39,761	27,337	99,164	35,017	13,019	6,816	0	0	0	0	221,113
N. Central	30,407	28,898	101,033	37,045	13,921	6,401	0	2,098	0	0	219,803
N. Tier	17,221	26,718	120,798	28,262	11,717	5,751	0	1,805	0	0	212,272
S. Alleghenies	18,333	22,922	85,859	27,951	11,202	6,301	0	0	0	0	172,569
Wayne County	5	7,222	33,230	6,590	2,788	2,838	0	0	0	0	52,673
Total Rural	105,727	113,097	440,084	134,865	52,648	28,106	0	3,903	0	0	878,430
Interstate Program	1,269,512	0	169,473	172,869	0	0	0	0	0	0	1,611,854
Statewide Program	0	0	0	0	0	0	26,321	0	70,370	0	96,692
Statewide Reserve	717,859	0	619,843	0	0	140,000	0	0	0	0	1,477,702
GRAND TOTAL	3,541,294	592,685	2,862,302	1,139,785	295,187	369,936	26,321	333,632	102,119	513,982	9,777,243

Appendix 3
State Transit Funds
Estimated Annual Funding 2015
\$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
URBAN	SEPTA	316,090	0	550,899	16,042	0	883,031
	PAAC	102,930	0	204,458	13,023	871	321,282
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	<i>Blair Senior Services</i>	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	<i>Suburban Transit, Inc.</i>	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	<i>WCTA -- Washington</i>	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	<i>STEP, Inc.</i>	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
	Unallocated Other Urban Systems	0	0	0	0	1,733	1,733
		Urban Total	419,020	0	845,405	52,988	2,604
RURAL	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	<i>Butler County</i>	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	<i>Northumberland County</i>	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	<i>ACTS -- Lawrence</i>	0	0	0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358	0	919
	VCTO -- Venango	0	0	351	200	0	551
		Rural Total	0	0	14,592	5,818	0
	Total Other ^	0	0	4,515	15,093	0	19,608
	PennDOT Discretion	23,970	0	0	0	0	23,970
	Other Unallocated (Urban/Rural)	36,440	0	49,012	6,540	1,124	93,116
	GRAND TOTAL	479,430	0	913,524	80,439	3,728	1,477,121

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

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

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

Appendix 3
State Transit Funds
Estimated Annual Funding 2016
\$000

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

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

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

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

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

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

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

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

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

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

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

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

Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

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

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

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

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total	
URBAN	SEPTA	1,361,540	0	2,203,596	64,168	0	3,629,304	
	PAAC	443,360	0	817,832	52,092	3,484	1,316,788	
	AMTRAN -- Blair	0	0	10,212	0	0	10,212	
	<i>Blair Senior Services</i>	0	0	0	4,704	0	4,704	
	BARTA -- Berks	0	0	29,472	3,160	0	32,632	
	BCTA -- Beaver	0	0	12,464	0	0	12,464	
	CAT -- Dauphin	0	0	27,612	2,844	0	30,456	
	CATA -- Centre	0	0	17,844	1,128	0	18,972	
	CCTA -- Cambria	0	0	24,024	3,088	0	27,112	
	COLTS -- Lackawanna	0	0	25,344	4,668	0	30,012	
	EMTA -- Erie	0	0	31,020	3,980	0	35,000	
	Fayette County	0	0	3,076	1,508	0	4,584	
	HPT -- Hazleton	0	0	6,552	0	0	6,552	
	LANTA -- Lehigh-Northampton	0	0	53,964	10,272	0	64,236	
	LCTA -- Luzerne	0	0	20,184	2,608	0	22,792	
	COLT -- Lebanon	0	0	6,280	1,952	0	8,232	
	MMVTA -- Mid Mon Valley	0	0	9,404	0	0	9,404	
	MCTA -- Monroe	0	0	6,604	2,488	0	9,072	
	Pottstown	0	0	4,132	0	0	4,132	
	<i>Suburban Transit, Inc.</i>	0	0	0	18,032	0	18,032	
	RRTA -- Lancaster	0	0	21,440	6,088	0	27,528	
	SVSS -- Shenango Valley	0	0	2,644	3,092	0	5,736	
	Washington	0	0	4,128	0	0	4,128	
	WCTA -- Washington	0	0	0	7,536	0	7,536	
	WBT -- Williamsport	0	0	13,736	11,920	0	25,656	
	<i>STEP, Inc.</i>	0	0	0	2,644	0	2,644	
	WCTA -- Westmoreland	0	0	11,068	0	0	11,068	
	YATA -- York/Adams	0	0	18,988	4,000	0	22,988	
	Unallocated Other Urban Systems	0	0	0	0	6,932	6,932	
		Urban Total	1,804,920	0	3,381,620	211,952	10,416	5,408,908
RURAL	ATA	0	0	14,924	1,168	0	16,092	
	BTA -- Butler	0	0	2,960	0	0	2,960	
	<i>Butler County</i>	0	0	0	2,304	0	2,304	
	Carbon	0	0	900	2,300	0	3,200	
	CATA -- Crawford	0	0	2,644	1,716	0	4,360	
	DUFAST	0	0	1,932	0	0	1,932	
	EMTA -- Endless Mtns	0	0	2,920	3,300	0	6,220	
	ICTA -- Indiana	0	0	5,180	1,668	0	6,848	
	Mid-County -- Armstrong	0	0	2,052	1,428	0	3,480	
	Mt. Carmel	0	0	1,136	0	0	1,136	
	Northumberland County	0	0	0	2,556	0	2,556	
	NCATA -- New Castle	0	0	14,660	0	0	14,660	
	<i>ACTS -- Lawrence</i>	0	0	0	1,544	0	1,544	
	STS -- Schuylkill	0	0	5,412	3,056	0	8,468	
	TAWC -- Warren	0	0	2,244	1,432	0	3,676	
	VCTO -- Venango	0	0	1,404	800	0	2,204	
		Rural Total	0	0	58,368	23,272	0	81,640
		Total Other ^	0	0	18,060	60,372	0	78,432
	PennDOT Discretion	103,250	0	0	0	0	103,250	
	Other Unallocated (Urban/Rural)	156,950	0	441,719	26,160	4,496	629,325	
	GRAND TOTAL	2,065,120	0	3,899,767	321,756	14,912	6,301,555	

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

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

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

+These funds can be used for operating, capital or technical assistance
 ** Systems that can use a portion of their federal 5307 funds for operating assistance
 ** Systems are not able to use their federal section 5307 funds for operating assistance

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

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

+These funds can be used for operating, capital or technical assistance
 * Systems that can use a portion of their federal 5307 funds for operating assistance
 ** Systems are not able to use their federal section 5307 funds for operating assistance

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

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

+These funds can be used for operating, capital or technical assistance
 * Systems that can use a portion of their federal 5307 funds for operating assistance
 ** Systems are not able to use their federal section 5307 funds for operating assistance

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

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

+These funds can be used for operating, capital or technical assistance
 * Systems that can use a portion of their federal 5307 funds for operating assistance
 ** Systems are not able to use their federal section 5307 funds for operating assistance

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

Federal Transit		Total FFY 2015 - FFY 2018					
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	31,100	0	2,472	0	0	3,540	37,112
Altoona*	4,744	0	0	0	0	0	4,744
East Stroudsburg*	6,684	0	0	0	0	0	6,684
Erie*	14,508	0	0	0	0	0	14,508
Harrisburg*	23,868	0	1,528	0	0	2,000	27,396
Hazleton*	3,188	0	0	0	0	0	3,188
Johnstown*	6,004	52	0	0	0	0	6,056
Lancaster*	34,240	0	1,396	0	0	2,152	37,788
Lebanon*	5,540	0	0	0	0	0	5,540
Monessen*	5,500	0	0	0	0	0	5,500
Philadelphia**	403,928	398,444	13,904	0	0	32,936	849,212
Pittsburgh**	125,600	78,040	7,744	0	0	11,480	222,864
Pottstown*	5,088	0	0	0	0	0	5,088
Reading*	14,112	0	1,136	0	0	1,560	16,808
Scranton/Wilkes-Barre*	15,892	0	1,908	0	0	1,696	19,496
Sharon*	2,536	0	208	0	0	0	2,744
State College*	10,512	0	0	0	0	0	10,512
Uniontown-Connellsville*	4,064	0	0	0	0	0	4,064
Williamsport*	7,716	0	0	0	0	0	7,716
York*	13,756	0	916	0	0	1,116	15,788
Large Urban	0	38,624	0	0	0	0	38,624
Small Urban	5,928	0	8,416	0	0	6,536	20,880
Non Urbanized	0	0	9,564	76,000	0	4,992	90,556
Intercity Bus	0	0	0	12,000	0	0	12,000
Appalachian Counties	0	0	0	0	20,000	0	20,000
TOTALS	744,508	515,160	49,192	88,000	20,000	68,008	1,484,868

+These funds can be used for operating, capital or technical assistance
 * Systems that can use a portion of their federal 5307 funds for operating assistance
 ** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 5
2015-2018 Federal and State Transit Funding by Region
 (\$000)

Region	2015			2016			2017			2018			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
Delaware Valley	213,575	888,572	1,102,147	213,575	910,612	1,124,187	213,575	911,272	1,124,847	213,575	941,012	1,154,587	854,300	3,651,468	4,505,768
Southwest Penna	58,107	344,507	402,614	58,107	351,687	409,794	58,107	351,907	410,014	58,107	361,587	419,694	232,428	1,409,688	1,642,116
Harrisburg	6,849	7,614	14,463	6,849	7,614	14,463	6,849	7,614	14,463	6,849	7,614	14,463	27,396	30,456	57,852
Scranton/WB	5,671	14,839	20,510	5,671	14,839	20,510	5,671	14,839	20,510	5,671	14,839	20,510	22,684	59,356	82,040
Lehigh Valley	9,278	16,059	25,337	9,278	16,059	25,337	9,278	16,059	25,337	9,278	16,059	25,337	37,112	64,236	101,348
NEPA	1,671	5,185	6,856	1,671	5,185	6,856	1,671	5,185	6,856	1,671	5,185	6,856	6,684	20,740	27,424
SEDA-COG	0	923	923	0	923	923	0	923	923	0	923	923	0	3,692	3,692
Altoona	1,186	3,729	4,915	1,186	3,729	4,915	1,186	3,729	4,915	1,186	3,729	4,915	4,744	14,916	19,660
Johnstown	1,514	6,778	8,292	1,514	6,778	8,292	1,514	6,778	8,292	1,514	6,778	8,292	6,056	27,112	33,168
Centre County	2,628	4,743	7,371	2,628	4,743	7,371	2,628	4,743	7,371	2,628	4,743	7,371	10,512	18,972	29,484
Williamsport	1,929	4,095	6,024	1,929	4,095	6,024	1,929	4,095	6,024	1,929	4,095	6,024	7,716	16,380	24,096
Erie	3,627	8,750	12,377	3,627	8,750	12,377	3,627	8,750	12,377	3,627	8,750	12,377	14,508	35,000	49,508
Lancaster	9,447	6,882	16,329	9,447	6,882	16,329	9,447	6,882	16,329	9,447	6,882	16,329	37,788	27,528	65,316
York	3,947	5,747	9,694	3,947	5,747	9,694	3,947	5,747	9,694	3,947	5,747	9,694	15,788	22,988	38,776
Reading	4,202	8,158	12,360	4,202	8,158	12,360	4,202	8,158	12,360	4,202	8,158	12,360	16,808	32,632	49,440
Lebanon	1,385	2,058	3,443	1,385	2,058	3,443	1,385	2,058	3,443	1,385	2,058	3,443	5,540	8,232	13,772
SVATS	686	1,434	2,120	686	1,434	2,120	686	1,434	2,120	686	1,434	2,120	2,744	5,736	8,480
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	325,702	1,330,073	1,655,775	325,702	1,359,293	1,684,995	325,702	1,360,173	1,685,875	325,702	1,399,593	1,725,295	1,302,808	5,449,132	6,751,940
Northwest	0	2,560	2,560	0	2,560	2,560	0	2,560	2,560	0	2,560	2,560	0	10,240	10,240
Northcentral	0	4,506	4,506	0	4,506	4,506	0	4,506	4,506	0	4,506	4,506	0	18,024	18,024
Northern Tier	0	1,555	1,555	0	1,555	1,555	0	1,555	1,555	0	1,555	1,555	0	6,220	6,220
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wayne County	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Rural	0	8,621	8,621	0	8,621	8,621	0	8,621	8,621	0	8,621	8,621	0	34,484	34,484
Unallocated	37,515	94,849	132,364	37,515	158,289	195,804	37,515	176,321	213,836	37,515	206,798	244,313	150,060	636,257	786,317
Reserve/Other	8,000	43,578	51,578	8,000	45,248	53,248	8,000	45,298	53,298	8,000	47,558	55,558	32,000	181,682	213,682
Grand Total	371,217	1,477,121	1,709,911	371,217	1,571,451	1,942,868	371,217	1,590,413	1,961,630	371,217	1,662,570	2,033,787	1,484,868	6,301,555	7,786,423

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

Appendix 6

Schedule for developing and approving the 2015 Transportation Program

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

the 2015 Program.

- By 2/28/14 MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.
- By 3/1/14 Program Center completes initial review of preliminary draft TIPs to ensure that Department priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 3/10/14 Program Center conducts individual conference calls with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues.
- By 3/10/14 Interagency (FHWA, FTA, EPA, DEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by planning partners or PennDOT. TIP negotiations continue.
- By 3/15/14 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/15/14 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 5/15/14 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/18/14 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/25/14 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
- By 8/14/14 State Transportation Commission approves the Twelve Year Program.
- By 8/15/14 Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
- By 9/30/14 PennDOT obtains joint approval from FHWA and FTA on the 2015 Program.

Appendix 7

Section 130 Highway-Rail Grade Crossing

Safety Program Guidance

BACKGROUND

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

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

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

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

FUNDING ALLOCATION

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

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

Appendix 7

Section 130 Highway-Rail Grade Crossing

Safety Program Guidance

PROGRAM GUIDELINES

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

PROJECT SELECTION CRITERIA

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

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

Statewide Concerns (Statewide Priority)

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

Appendix 7

Section 130 Highway-Rail Grade Crossing

Safety Program Guidance

Local Concerns (not on statewide priority list)

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

PROGRAM DEVELOPMENT

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

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

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

PROGRAM TIMELINE AND EXECUTION

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

Appendix 7
Section 130 Highway-Rail Grade Crossing
Safety Program Guidance

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

APPENDIX 11

Public Participation/STIP Visualization

PennDOT Website: <http://www.dot.state.pa.us/>

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State Transportation Commission

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Welcome to the Pennsylvania State Transportation Commission...

The Pennsylvania State Transportation Commission (STC) is a 15-member body, chaired by the Secretary of the Pennsylvania Department of Transportation (PennDOT), Mr. Barry J. Schoch, P.E. The STC serves as the Board of Directors to PennDOT. The STC is charged with the high-level evaluation of Pennsylvania's transportation system and provides policy driven direction with respect to the development of the Twelve Year Transportation Program.

Message from the PennDOT Secretary/STC Chair

Barry J. Schoch
PennDOT Secretary & STC Chairman

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State Transportation Commission

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Public Meetings

- STC Quarterly Meetings
- TYP Public Meetings
- Planning Partners

Public Meetings

Members of the public and interested stakeholders have multiple opportunities to participate in meetings to share their thoughts on transportation in Pennsylvania. Help us to prioritize transportation projects in Pennsylvania by participating through any of the public meeting opportunities listed below.

STC Quarterly Meetings

The State Transportation Commission meets quarterly to discuss transportation issues, share reports and presentations, and provide updates. Every meeting includes an opportunity for the public to provide comments and share opinions on transportation issues.

[See more](#)

Twelve Year Program Public Meetings

The [Twelve Year Program \(TYP\)](#) is updated every two years. PennDOT holds a bi-annual Webcast Public Meeting to share updates, discuss areas of investment, priorities, answer questions, and gather feedback from the public on their transportation priorities. The next Webcast Public Meeting will be in the spring of 2015.

[See more](#)

Planning Partners

Pennsylvania is divided into 23 planning regions with Metropolitan and Rural Planning Organizations (MPOs or RPOs) responsible for managing local transportation priorities and decision-making. Most MPOs and RPOs hold periodic meetings where the public can share their input.

[See more](#)

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State Transportation Commission Website – Public Meetings – Planning partners
 Website: <http://www.talkpatransportation.com/planningpartner.html>



Public Meetings
STC Quarterly Meeting
TYP Public Meeting
Planning Partners

Planning Partners

Metropolitan and Rural Planning Organizations (MPOs or RPOs) work with individuals and community members representing transportation and business interests, and local and state governments to plan transportation projects that address the community's mobility needs for the future.

Public Meetings

Most MPOs and RPOs hold public meetings to collect input on Pennsylvania's Twelve-Year Program, which identifies the state's transportation priorities. The STC is partnering with the planning regions to participate in their public meetings and hear public feedback first hand. All input provided to the planning regions is shared with the STC. Use the map below to check with your local MPO/RPO for meeting dates and to learn more about your planning region. You can also [download a PDF](#) of MPO/RPO contact information.



Southwestern Pennsylvania Commission
Website: <http://www.spcregion.org/>

The screenshot shows the homepage of the Southwestern Pennsylvania Commission website. At the top, the title "SOUTHWESTERN PENNSYLVANIA COMMISSION" is displayed in large, bold, blue letters. Below the title is a navigation menu with links for "About Us", "Publications", "Data Services", "Planning & Development", "Transportation", "Our Region", and "Visitor Info". A secondary navigation bar includes "Home", "Employment", "RFPs/RFQs", "SPC Staff Directory", "Contact SPC", "Site Index", "Glossary", "Links", and "Search".

The main content area is divided into several sections:

- Welcome!**: A blue box on the left containing text about the commission and a 2014 award recipient, Richard Hadley.
- More Hot Links**: A blue box on the right listing various events and documents, such as "SPC Mobile Site", "Flooding, Damage Assessment, and Floodplain Management Workshop in August", and "3rd Annual SPC Regional Freight Conference Presentations".
- Central Image**: A photograph of a group of people walking on a sidewalk. Below it is the caption: "Pedestrians, Armstrong County. Click to read about our Hometown Streets/Safe Routes to School program."
- Feature Tiles**: Three tiles below the image: "Our Region's Plan" (with a map), "4 Awards for Project Region" (with a building), and "SPC 2012 Annual Report" (with a collage of images).
- Navigation**: A blue bar with "<< Previous 3" and "Next 3 >>" buttons.
- Region Navigation**: A row of 11 small images representing different counties: Region, Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Pittsburgh, Washington, and Westmoreland.

At the bottom of the page, there is a footer with copyright information: "Copyright © 2014 Southwestern Pennsylvania Commission. All Rights Reserved. General Disclaimer" and contact details for the commission's office in Pittsburgh, PA.

Southwestern Pennsylvania Commission – Transportation: Public Participation
 Website: http://www.spcregion.org/trans_ppp.shtml

SOUTHWESTERN PENNSYLVANIA COMMISSION

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Transportation

Long-Range Transportation & Development Plan

Transportation Improvement Program (TIP)

Air Quality Report

Alliance for Transportation Working in Communities

Airport Planning

CommuteInfo

Freight Forum

Highway Performance Monitoring System

On The Move—A Basic Guide To Transportation Planning

Operations & Safety

Pedestrian/Bike Committee

Public Participation

Public Transportation

Regional Transit Operators Committee

The Report On Environmental Justice

Traffic Signals

Transportation Enhancements & HomeTown Streets/Safe Routes To School

Transit Operators Committee

Transportation Studies

Transportation Technical Committee

Contact Transportation

Department Director:
 Chuck DiPietro
 (412) 381-6550 x310

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comments@spcregion.org
www.spcregion.org

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TRANSLATE PAGE

Transportation: Public Participation

Visit The Public Participation Portal!



Download a PDF version of SPC's Public Participation Plan.

Public Participation is the cornerstone of an effective transportation planning process. SPC conducts an open process that actively involves individuals, groups and communities from the earliest stages, including identifying needs and resources, developing alternatives, and deciding to implement solutions.

Citizens can take an active role in the process by attending public meetings, and reviewing documents, maps and related materials to the proposed subject matter. These meetings offer the public the opportunity to ask questions of SPC staff and its partner agencies, providing the opportunity to deliver informed public comment.

When public meetings are scheduled, they are advertised in regional newspapers and recognized in local publications. In addition, SPC will prominently place information on this website. Information is also made available in hard copy through the Document Review Network, SPC's network of more than 60 libraries in its 10 county service area. At these locations, public meeting information can be reviewed in hard copy or online.

Public comment periods last for 30 days (note: the SPC Public Participation Plan requires a 45 day review). During that time, the public will have an opportunity to provide comments using the following methods:

- In person, at scheduled public meetings
- Written comments will be accepted using the following:
 - Online at comments@spcregion.org
 - Via fax (412) 381-8160
- Comments can also be submitted by mail to:

SPC Comments
 Two Chatham Center, Suite 500
 112 Washington Place
 Pittsburgh, PA 15219

For questions regarding Public Involvement, contact Matt Pavlovsky at (412) 381-6550 x361 or e-mail mpavlsky@spcregion.org.

[top]

SPC Title VI Notice To Public

The Southwestern Pennsylvania Commission (SPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI and other related statutes require that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by SPC under Title VI has a right to file a formal complaint with the Commission. Any such complaint must be in writing and filed with SPC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please download the complaint form in PDF [here](#) or call 412-381-6550.

[top]

Draft Documents:

- [Download The DRAFT 2015-2018 TIP](#)
- [DRAFT Air Quality Determination](#)
- [DRAFT Environmental Justice Report](#)
- [Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania](#)

SPC welcomes your comments anytime: comments@spcregion.org

More About Public Participation

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State Transportation Commission Website – Tell Us What You Think
Website: <http://www.talkpatransportation.com/tellusnew.html>



- Tell Us What You Think**
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Tell Us What You Think

Are you tired of sitting in traffic? Do you want better bike lanes or sidewalks in your community? Need another option to commute to work? It is important that you share your opinion on how Pennsylvania should invest its transportation dollars and plan for future projects. The STC will consider your priorities in their review of the TYP.



Tell us what you think by [taking our survey](#) or [viewing survey results](#) of what we've heard so far.



PennDOT Website: <http://www.dot.state.pa.us/>

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PA's Comprehensive Transportation Plan

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2013-2016 Transportation Improvement Program

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Governor
Barry J. Schoch, P.E.
Secretary

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TIP Visualization Website: http://www.dot7.state.pa.us/tip_visualization/

TRANSPORTATION IMPROVEMENT PROGRAM



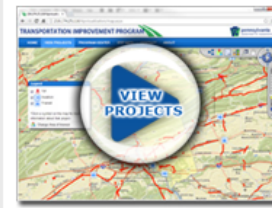
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The Transportation Improvement Program (TIP) is part of Pennsylvania's Statewide Transportation Improvement Program (STIP) which is a federally required program that addresses all modes of transportation, including highways and bridges, public transit, aviation, and rail freight projects that intend to use federal and/or state matching funds excluding specified maintenance funds. PennDOT's planning partners, both Metropolitan and Rural Planning Organizations (MPO/RPO), develop a TIP and solicit public involvement per each MPO/RPO Public Participation Plan.

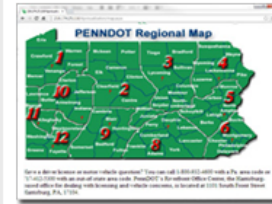
This plan provides the public with an active role in the development of transportation plans, programs, and projects beginning in the early stages of plan development and continuing throughout the planning process. As needs and priorities change, the TIP may be modified or amended. The State Transportation Commission (STC) reviews and approves the Twelve Year Program every two years and when finalized, the STC adopts the program. It is then forwarded to the Governor, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) for their approval prior to the start of the federal fiscal year which is October 1 of each year.

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Program Center

The Center for Program Development and Management is responsible for developing and managing the Commonwealth's Twelve Year Program.





pennsylvania

DEPARTMENT OF TRANSPORTATION

Center for Program Development and Management

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