

Setting concrete I-beams on the Interstate 84 eastbound bridge over Route 6, photo by John Pupalitis.

# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

## FFY 2017-2020

EXECUTIVE SUMMARY  
AUGUST 11, 2016



## CONTENTS

<b><u>Section</u></b>	<b><u>Page</u></b>
Overview .....	1
Financial Guidance .....	3
State Transportation Improvement Program:	
Highway and Bridge Summary .....	4
Transit Summary .....	8
Managing STIP Funding .....	11
Air Quality .....	13
Public Participation Summary Information .....	14
Consultation with Rural Local Officials .....	16
State Certification of the Planning Process .....	16
Long Range Planning .....	16
Summary of Responses to the 2015 FHWA STIP Findings .....	17
Appendices:	
Appendix 1: Planning TIP and LRTP Dates .....	26
Appendix 2: Categorical Funding Definitions .....	29
Appendix 3: Supporting Categorical Summaries .....	33
Appendix 4: MPMS Highway STIP Summary .....	35
Appendix 5: Federal Fund Balances .....	38
Appendix 6: MPMS Transit STIP Summary .....	40
Appendix 7: FHWA-FTA-PENNDOT MOU for STIP/TIP Modifications (Includes: General and Procedural Guidance and TIP Checklist) .....	42
Appendix 8: State Certification of the Planning Process .....	77
Appendix 9: Secretary’s “Spike” Decisions Project Listing .....	80
Appendix 10: Financial Guidance .....	84
Appendix 11: Public Participation/STIP Visualization .....	119

## 2017 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) 2017-2020 Statewide Transportation Improvement Program (STIP).

The 2017 STIP includes \$20.2 billion (\$11.6 billion for Highway/Bridge and \$8.6 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 2017 STIP submission includes air quality conformity determinations, public comment information and other supporting documentation.

The 2017 STIP was developed utilizing Pennsylvania's comprehensive 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 2017 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 2017 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 2015. Final Financial Guidance was issued on November 20, 2015 and subsequently revised to reflect passage of Fixing America's Surface Transportation (FAST) Act on December 18, 2015.
- The State Transportation Commission (STC), PennDOT and planning partners coordinated on a public involvement process that featured an online survey and webcast public meeting hosted by Secretary of the Pennsylvania Department of Transportation, Leslie S. Richards on April 16, 2015.
- Planning partners, with input from PennDOT, the STC and transit providers produced draft TIPs for their areas or regions and submitted them to PennDOT by January 22, 2016 for review and response.
- For the first time the Secretary's "Spike" funding recommendations were provided toward the front end of the program development process. We believe this assisted the regions in their overall planning efforts for the 2017 Program update. The recommended "Spike" funded projects for the 2017 Program (Appendix 9) continued previous "Spike" funded project commitments, aligned with the Department's investment plan goals and provided a significant investment in the Interstate System, including a proactive statewide line item for Interstate Preservation.



- 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.
- With the adoption of the Commonwealth's Twelve Year Program (TYP) on August 11, 2016 the STC thereby endorsed the STIP (First Four Years of the TYP).
- The STIP is a financially responsible and fiscally constrained program. It reflects an estimate of federal, state, local, and private funds expected to be available over the next four years.
- The STIP is consistent with PennDOT's statewide long range transportation plan (LRTP) and planning partner LRTPs.
- The Highway and Bridge portion of the STIP continues the Commonwealth's asset management philosophy, provides funding to advance safety improvements, and continues to promote improvement in the condition and performance of Pennsylvania's highway system. The capacity expansion and new facility projects are consistent with the statewide LRTP and planning partner LRTPs.
- 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 (Appendix 10) provides the basis for the development of the 2017 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 a conference call on October 15, 2015, and concurrence was achieved. Final Financial Guidance was issued on November 20, 2015 and subsequently revised to reflect passage of the FAST Act on December 18, 2015.

The funding levels available for the development of the STIP reflect all anticipated federal and state funding over the 2017-2020 period. For highways and bridges, federal funding assumptions are based on the FAST Act, which provides for modest growth. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each planning partner for highway and bridge funds based on jointly developed formulas. A portion of highway funding is 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 FAST Act 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.

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, 2017–2020. 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 2017–2020 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	2017	2018	2019	2020	Total
Federal	\$1,748	\$1,761	\$1,794	\$1,853	\$7,156
State	\$1,057	\$1,099	\$1,022	\$947	\$4,125
Other	\$179	\$73	\$33	\$37	\$322
<b>Totals</b>	<b>\$2,984</b>	<b>\$2,933</b>	<b>\$2,849</b>	<b>\$2,837</b>	<b>\$11,603</b>

### 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 2017 STIP assumes modest funding growth for Federal highway and bridge funding as legislated in the FAST Act.
- State funds are based on the latest budget estimates in the years covered by the STIP.
- 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, 2016, contained cash balances in both categories. A portion of these cash balances are included in the 2017 STIP. This includes approximately \$ 15.0 million in highway funds and \$15.0 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.

## Interstate Management Program Summary

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

From a programming standpoint, the IM Program is constrained to an annual funding level of approximately \$388.5 million per year; or, an overall four year program worth \$1.55 billion. Out of the annual allocation, approximately \$13.3 million is set aside as a line item to address programmatic contingencies.

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

Initial 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 2017 STIP, there is no available funding to add new projects, and candidate projects were not solicited.

As part of the recommended "Spike" funded projects for the 2017 Program (Appendix 9), several major Interstate Projects were included that otherwise would not have been able to advance and are vitally important to maintaining and improving our Interstate infrastructure. There was also a line item included that is dedicated for Interstate Preservation. Candidate interstate preservation projects were reviewed and recommendations were made to PennDOT executive management. We anticipate projects will be added and the line item drawn down upon STIP approval.

## Financial Constraint

The 2017-2020 STIP Available Funds Versus Programmed Funds table shown below provides additional detail of all highway and bridge funding.

The table is 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 below demonstrates the financial capacity of the STIP. The Financial Guidance amounts and the Programmed amount do not match exactly in some of the categories. 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 July 18, 2016. 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).

Pennsylvania's Statewide Transportation Improvement Program 2017-2020

2017-2020 Statewide Transportation Improvement Program  
Available Funds vs. Programmed

	2017		2018	
	Financial Guidance	Programmed	Financial Guidance	Programmed
<b>Highway Funds</b>				
National Highway System	933.1	933.1	950.9	950.9
Surface Transportation Program	223.5	225.4	227.0	229.0
Urban	141.9	141.9	147.7	147.7
State Highway	677.6	674.0	715.6	714.8
<b>Highway Sub-Total</b>	<b>1,976.1</b>	<b>1,974.4</b>	<b>2,041.2</b>	<b>2,042.4</b>
<b>Bridge Funds</b>				
Bride Off-System	73.8	73.8	73.8	73.8
State Bridge	230.5	234.9	243.4	244.9
<b>Bridge Sub-Total</b>	<b>304.3</b>	<b>308.7</b>	<b>317.2</b>	<b>318.7</b>
<b>Other Funds</b>				
Cong. Mitigation/Air Quality	104.3	104.3	106.3	106.3
National Highway Freight Prog.	44.8	44.8	48.9	48.9
Rail/Hwy Crossings	6.8	10.3	6.9	6.9
Safety	95.8	92.3	97.6	97.6
Surface Transportation Block Gra	26.0	26.0	26.6	26.6
<b>Other Sub-Total</b>	<b>277.7</b>	<b>277.7</b>	<b>286.3</b>	<b>286.3</b>
<b>Total</b>	<b>2,558.1</b>	<b>2,560.8</b>	<b>2,644.7</b>	<b>2,647.4</b>

<b>Additional Funding Included in STIP</b>				
Appalachian Development		8.6		-
SPR/PL		50.9		50.9
Carryover State Highway		24.7		24.7
Carryover State Bridge		15.0		15.0
Expanded Maintenance (A-409)		25.8		13.1
Multimodal (Appropriation - 411)		76.1		76.0
Other (582, Local, SXF, FSRTS, etc.)		222.6		105.6
<b>Subtotal Additional Funding</b>		<b>423.7</b>	<b>-</b>	<b>285.3</b>
<b>Total</b>	<b>2,558.1</b>	<b>2,984.5</b>	<b>2,644.7</b>	<b>2,932.7</b>

\* Apportionments Reflect 2% set-aside for Statewide Planning

**Transportation Improvement Program  
Programmed Funds (\$000)**

2019		2020		Totals	
Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
970.5	970.5	990.7	990.7	<b>3,845.2</b>	<b>3,845.2</b>
229.9	231.9	234.1	236.2	<b>914.5</b>	<b>922.5</b>
153.4	153.4	159.8	159.8	<b>602.8</b>	<b>602.8</b>
664.9	649.2	610.4	595.1	<b>2,668.5</b>	<b>2,633.1</b>
<b>2,018.7</b>	<b>2,005.0</b>	<b>1,995.0</b>	<b>1,981.8</b>	<b>8,031.0</b>	<b>8,003.6</b>
73.8	73.8	73.8	73.8	<b>295.2</b>	<b>295.2</b>
226.1	241.9	207.6	223.0	<b>907.6</b>	<b>944.7</b>
<b>299.9</b>	<b>315.7</b>	<b>281.4</b>	<b>296.8</b>	<b>1,202.8</b>	<b>1,239.9</b>
108.2	108.2	110.4	110.4	<b>429.2</b>	<b>429.2</b>
54.9	54.9	61.1	61.1	<b>209.7</b>	<b>209.7</b>
7.0	7.0	7.2	7.2	<b>27.9</b>	<b>31.4</b>
99.3	99.3	101.4	101.4	<b>394.1</b>	<b>390.6</b>
26.6	26.6	26.5	26.5	<b>105.7</b>	<b>105.7</b>
<b>296.0</b>	<b>296.0</b>	<b>306.6</b>	<b>306.6</b>	<b>1,166.6</b>	<b>1,166.6</b>
<b>2,614.6</b>	<b>2,616.7</b>	<b>2,583.0</b>	<b>2,585.2</b>	<b>10,400.4</b>	<b>10,410.1</b>

	-		-	-	<b>8.6</b>
	50.9		50.9	-	<b>203.6</b>
	24.7		24.7	-	<b>98.8</b>
	15.0		15.0	-	<b>60.0</b>
	-		-	-	<b>38.9</b>
	76.8		76.0		<b>304.9</b>
	64.7		85.7	-	<b>478.6</b>
-	<b>232.1</b>	-	<b>252.3</b>	-	<b>1,193.4</b>
<b>2,614.6</b>	<b>2,848.8</b>	<b>2,583.0</b>	<b>2,837.5</b>	<b>10,400.4</b>	<b>11,603.5</b>



## Transit Summary

Funding for transit improvements in Pennsylvania is a combination of federal, state and local monies. Federal funding is based on the FAST Act. 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	2017	2018	2019	2020	Total
Federal	\$514	\$433	\$469	\$425	\$1,841
State	\$1,555	\$1,612	\$1,632	\$1,652	\$6,451
Other	\$84	\$77	\$79	\$76	\$316
<b>Totals</b>	<b>\$2,153</b>	<b>\$2,122</b>	<b>\$2,180</b>	<b>\$2,153</b>	<b>\$8,608</b>

## 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 the FAST Act and annual appropriations bills.
- The 2017 STIP assumes modest funding growth for Federal transit funding as legislated in the FAST Act.
- State funds are based on the latest budget estimates in the years covered by the STIP and include increased revenues 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 2017-2020 STIP Available Funds Versus Programmed Funds table shown below provides additional detail of all transit funding.

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.

Specific projects for included line items 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 line items or actual projects are programmed for some agencies. This reflects an anticipation of funds or approved projects carried over from a previous STIP.

Pennsylvania's Statewide Transportation Improvement Program 2017-2020

2017-2020 Statewide Transportation  
Transit Funding  
Available Funds vs. Programmed

Fund Type	2017		2018		Financial Guidance
	Financial Guidance	Programmed	Financial Guidance	Programmed	
<b>Fed Highway</b>					
CAQ	1.3	1.3	1.3	1.3	
STP	0.0	0.0	0.0	0.0	
STU	0.0	0.0	0.0	0.0	
<b>Sub-Total</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	
<b>Fed Transit</b>					
5307	232.8	232.8	204.2	204.2	
5309	22.1	22.1	9.4	9.4	
5310	1.0	1.0	0.4	0.4	
5311	19.3	19.3	8.1	8.1	
5316	0.0	0.0	0.0	0.0	
5317	0.1	0.1	0.0	0.0	
5337	136.0	136.0	138.2	138.2	
5339	20.3	20.3	13.1	13.1	
FTAD	55.3	55.3	56.3	56.3	
TIGGR	0.0	0.0	0.8	0.8	
OTHER - F	25.2	25.2	1.1	1.1	
<b>Sub-Total</b>	<b>512.1</b>	<b>512.1</b>	<b>431.6</b>	<b>431.6</b>	
<b>Total Federal</b>	<b>513.4</b>	<b>513.4</b>	<b>432.9</b>	<b>432.9</b>	
<b>State</b>					
Act 3	0.3	0.3	0.0	0.0	
CB	17.6	17.6	17.5	17.5	
Other	101.9	101.9	214.8	214.8	
PTAF	34.6	34.6	33.9	33.9	
164	24.8	24.8	23.4	23.4	
338	641.5	641.5	600.6	600.6	
339	715.7	715.7	704.8	704.8	
340	9.6	9.6	9.9	9.9	
341	9.3	9.3	7.2	7.2	
<b>Total State</b>	<b>1,555.3</b>	<b>1,555.3</b>	<b>1,612.1</b>	<b>1,612.1</b>	
<b>Other</b>					
Local	0.0	84.6	0.0	76.9	
Other	0.0	0.0	0.0	0.0	
Priv	0.0	0.0	0.0	0.0	
<b>Total Other</b>	<b>0.0</b>	<b>84.6</b>	<b>0.0</b>	<b>76.9</b>	
<b>Grand Total</b>	<b>2,068.7</b>	<b>2,153.3</b>	<b>2,045.0</b>	<b>2,121.9</b>	

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Transportation Improvement Program  
 Summary Chart  
 Programmed Funds (\$M)

Financial Balance	2019		2020		Total	
	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Programmed
0.9	0.9	0.9	0.9	4.4	4.4	
0.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	0.0	0.0	
<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>4.4</b>	<b>4.4</b>	
212.8	212.8	198.4	198.4	848.2	848.2	
1.7	1.7	1.2	1.2	34.4	34.4	
0.5	0.5	0.4	0.4	2.3	2.3	
13.4	13.4	7.8	7.8	48.6	48.6	
0.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	0.1	0.1	
166.2	166.2	142.3	142.3	582.7	582.7	
13.7	13.7	13.4	13.4	60.5	60.5	
59.2	59.2	58.4	58.4	229.2	229.2	
0.0	0.0	0.0	0.0	0.8	0.8	
0.9	0.9	2.6	2.6	29.8	29.8	
<b>468.4</b>	<b>468.4</b>	<b>424.5</b>	<b>424.5</b>	<b>1,836.6</b>	<b>1,836.6</b>	
<b>469.3</b>	<b>469.3</b>	<b>425.4</b>	<b>425.4</b>	<b>1,841.0</b>	<b>1,841.0</b>	
0.0	0.0	0.0	0.0	0.3	0.3	
17.5	17.5	17.5	17.5	70.1	70.1	
170.4	170.4	117.0	117.0	604.1	604.1	
33.2	33.2	26.2	26.2	127.9	127.9	
22.0	22.0	21.9	21.9	92.1	92.1	
631.9	631.9	673.9	673.9	2,547.9	2,547.9	
743.1	743.1	785.0	785.0	2,948.6	2,948.6	
1.7	1.7	9.9	9.9	31.1	31.1	
12.1	12.1	0.8	0.8	29.4	29.4	
<b>1,631.9</b>	<b>1,631.9</b>	<b>1,652.2</b>	<b>1,652.2</b>	<b>6,451.5</b>	<b>6,451.5</b>	
0.0	78.7	0.0	75.8	0.0	316.0	
0.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	0.0	0.0	
<b>0.0</b>	<b>78.7</b>	<b>0.0</b>	<b>75.8</b>	<b>0.0</b>	<b>316.0</b>	
<b>2,101.2</b>	<b>2,179.9</b>	<b>2,077.6</b>	<b>2,153.4</b>	<b>8,292.5</b>	<b>8,608.5</b>	

## 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 July 18, 2016 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.

As part of a Memorandum of Understanding (MOU) with FHWA and FTA, PennDOT has agreed to provide each planning partner and FHWA 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.

## 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 Surface Transportation Block Grant Program Set-aside, former Transportation Alternatives Program (TAP) funds, which involves a statewide application, review and selection process.
- Transit statewide line items are used for unallocated and reserved transit funding.

## Cash Flow Programming

Cash flow programming continues to be employed as part of the programming process. The FFY 2017-2020 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 have 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 2017 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 and maintenance 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) and the Northeastern Pennsylvania Alliance (NEPA). All of these MPO areas except NEPA 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 and maintenance 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 2017 Transportation Program.

In preparation for the 2017 TYP update, the STC evaluated the performance of Pennsylvania's transportation system and released its findings in the '2015 Transportation Performance Report'. The report showcases progress and identifies needs and opportunities in the areas of safety, mobility, preservation, accountability and funding. The public was asked to consider the report findings and offer feedback for consideration in the 2017 TYP Update.

The STC accepted public comments for six weeks from April 16, 2015 to May 29, 2015. The STC used three primary tools to provide the public with accessible opportunities to provide feedback:

- A statewide online public meeting hosted by PennDOT Secretary, Leslie S. Richards.
- A Transportation Priorities Survey featured online (also available via writing/phone)
- A solicitation for individuals to identify their project suggestions offered via project specific feedback forms.

These public feedback tools were promoted and made available on the STC's website, [www.talkpatransportation.com](http://www.talkpatransportation.com). The STC along with PennDOT and planning partners across the Commonwealth promoted the 2017 TYP Open Comment Period through a series of email blasts, social media (Facebook and Twitter) and traditional press releases. It is through this cooperative effort that an unprecedented 5,300 customers completed surveys identifying 15,634 transportation issues across the Commonwealth (more than double the previous survey).

The STC posted the results of the Open Comment Period on the website so the planning partners could utilize the data for their regional TIPs and, in some regions, LTRPs.

The 2017 TYP is available 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. Planning partners placed draft documents on their web sites and PennDOT provides links to each planning partner web site through the STC website.

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 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 2017-2020 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 2017 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 2017 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 LRTPs.

## **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**

PennDOT completed the update to the Statewide Long Range Transportation Plan (LRTP) in 2016. Titled PA on Track, the LRTP is a multimodal plan completed through extensive collaboration with our planning partners and other multimodal transportation stakeholders. A key focus of the updated LRTP was the development of a Comprehensive Freight Movement Plan (CFMP). The CFMP includes freight-related tools to support planning for PennDOT and our planning partners. Tools include a web-based Commodity Information Management System and a Commodity Flow Tool; each provide data related to commodities moving into, within, and out of Pennsylvania. PA on Track, updated to address requirements of both MAP-21 and the FAST Act, goes beyond policy-based planning and includes specific project listings to address freight bottlenecks and other freight-related needs.

The 2017 STIP supports the Statewide LRTP as well as the regional LRTPs.

The table included in Appendix 1 highlights the status of long range planning in the Commonwealth for the MPOs and RPOs. While long range plans are not required by federal regulations for RPOs, PennDOT continues to encourage each rural planning partner to maintain and update a long range plan.

## SUMMARY OF RESPONSES TO THE 2015 FHWA STIP FINDINGS

The following areas of the statewide and metropolitan transportation planning processes have been identified for improvement by the 2017 STIP update:

- PennDOT needs to provide more oversight to ensure that all MPOs and RPOs are meeting the major milestones for reviewing and updating LRTPs at least once every four years in air quality nonattainment and maintenance areas and at least once every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends.
  - *PennDOT Response:* PennDOT has worked with FHWA to develop a Status of Metropolitan Long Range Plans table to track planning partner efforts. The table includes dates for: TMA Planning Certification Review Reports, Planning Process Reviews, Long Range Plans, Air Quality Conformity and Public Participation Plans. This table (Appendix 1) will be reviewed quarterly to ensure major milestones are completed on schedule and that key transportation and land use trends are considered.
- PennDOT needs to develop a multi-year schedule to continue conducting PennDOT-led Planning Process Reviews (i.e., MPO/RPO 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. These processes include, but are not limited to, the review of regional LRTPs and schedules, unified planning and work programs, TIPs, and public participation plans, in order to increase the effectiveness of the transportation planning processes.
  - *PennDOT Response:* PennDOT continues to work with the FHWA to develop a multi-year schedule 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 and the final report was issued November 24, 2015. The second review was held with the Lebanon County MPO on September 9, 2015 with the final report issued on October 27, 2015. Both reviews were very successful and well received by the planning partners. However, based on the level of effort required for the non-TMA MPOs and RPOs Planning Process Reviews, is apparent that the time needed to coordinate and complete, we will schedule 2-3 reviews opposite the TIP adoption years until we have worked through all non-TMA MPOs and RPOs. SEDA-COG MPO will be our next non-TMA review and will likely occur later in calendar year 2016 or early 2017 (currently working on coordinating a specific date).

- PennDOT needs to continue to collaboratively develop and begin to implement a consistent asset management approach for providing statewide guidance to the MPOs and RPOs regarding how to account for system-level cost estimates required to adequately operate and maintain Federal-aid highways and FTA-funded transit assets in the MPO and RPO L RTPs and TIPs . For L RTPs, this approach should not be limited by existing federal and state funding limitations, but involve a comprehensive evaluation using asset management principles in order to establish the overall costs to operate and maintain existing highway and transit systems .
  - *PennDOT Response:* PennDOT has initiated efforts to develop and implement asset management approaches for pavements and bridges. The Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are being developed to provide a planning tool to PennDOT personnel that will predict the most optimized pavement and bridge maintenance strategies based on budget scenarios and condition data given to the systems. PennDOT has also developed, and is in the process of implementing an Interstate Transportation Asset Management (TAM) tool. The TAM tool uses several analytical techniques, such as life-cycle cost analysis, performance modeling, prioritization/optimization, and risk analysis to recommend maintenance funding allocation to achieve best performance outcomes for Interstate pavements and bridges. In addition, PennDOT's Capital Planning Tool has been developed and implemented to provide a needs-driven capital planning process that creates and maintains an accurate and up-to-date statewide capital inventory of transit assets, assists users with managing available and projected federal and state funding, and provides detailed reporting for PennDOT personnel, planning partners, and member organizations.
- As a management tool for monitoring the progress in implementing MPO and RPO TIPs and L RTPs, PennDOT and the planning partners need to consistently list the important regional projects implemented from the previous STIP/TIPs and/or identify significant delays in implementation of important regional projects, if any, on an individual MPO and RPO basis.
  - *PennDOT Response:* The General and Procedural Guidance (Appendix 7) continues to include 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.

- As required, 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. If the project sponsor is an entity other than PennDOT, specifically identify the Local Public Agency in the Public Narrative field within MPMS and/or document the information in a format that is accessible to the public.
  - *PennDOT Response:* PennDOT has several options in which Local Public Agencies or Local Project Sponsors can be identified within both the Multi-Modal Project Management System (MPMS) and the Engineering and Construction Management System (ECMS). Within MPMS there are two data entry locations in which local project sponsor information can be entered. First in the Public Narrative Description. This would require business direction to data entry personnel to key in the local project sponsor information into the Public Narrative. Second, on the Project Description Screen there is currently a Project Sponsor field in which local project sponsor information can be entered. Additional work would be required here to make the data available on various public reports. If appropriate and agreed upon with FHWA, PennDOT will plan to incorporate the project sponsor field on the TIP Public narrative report. In ECMS, Local Project Sponsors have the ability to advertise and select contractors for services. A new module being added to ECMS in 2017 will allow for a more automated local project invoicing process. Reporting on available local project data will be made available as requested.
  
- PennDOT's Center for Program Development and the Bureau of Equal Opportunity shall work with the MPOs and RPOs to assist in the assessment of, and fully participate in, an evaluation of the effectiveness of the planning partners' Public Participation Plans (PPP). Most of the existing planning partners' PPPs commit to conduct either: 1) a periodic review, or 2) a biennial review of the plan's outreach techniques to determine if modifications are needed to effectively engage the public. Any modification shall ensure that procedures and strategies identified in the PPP allow for a full and open participation process. Evaluate and modify PPPs, as necessary, to ensure diversity, to include ethnic, gender, disability, environmental justice communities and those with Limited English Proficiency, 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 those persons with disabilities and limited English proficiency.
  - *PennDOT Response:* PennDOT's Center for Program Development and Management will continue to work with the Bureau of Equal Opportunity to ensure the PPP's are properly updated and evaluated for effectiveness. PennDOT will also look towards the FHWA Division office to provide guidance and direction of national "best practices" that can be implemented and applied to Pennsylvania's Public Participation Process.

- PennDOT and the planning partners need to cooperatively evaluate the level to which PennDOT's ADA transition plan and its identified needs are integrated into the STIP and MPO/RPO TIPs. Emphasis should be placed on ensuring that programmed construction projects meet accessibility requirements when built; that accessibility improvements identified in the transition plan but are not within the scope of an alteration project are incorporated into the transportation planning process, and that ADA compliance needs identified during maintenance activities are incorporated into the transportation planning process.
  - *PennDOT Response:* The Americans with Disabilities Act (ADA) of 1990 is a federal civil rights statute that prohibits discrimination against people with disabilities. ADA implementing regulations for Title II prohibit discrimination in the provision of services, programs, and activities by state and local governments. Designing and constructing pedestrian facilities in the public right-of-way that are not usable by people with disabilities may constitute discrimination. Section 504 of the Rehabilitation Act of 1973 (504) includes similar prohibitions in the conduct of federally-funded programs. In order to meet the intent of the American with Disabilities Act, the Pennsylvania Department of Transportation has established a process in our Design Manual II, Chapter 6 (<http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%2013M.pdf>) to ensure ADA accessibility provisions apply to the entire transportation project development process including planning, design, construction and maintenance activities. Chapter 6 of DM II provides the designer with the general guidance and direction to the Department's design procedures and requirements for the design of pedestrian facilities.

The following areas of the statewide and metropolitan transportation planning processes have been identified for enhancement by the 2017 STIP update:

- PennDOT, planning partners, and Transit Operators need to meet all MAP-21 planning and programming provisions, including the performance-driven, outcome-based planning process, as applicable. Continue the collaborative approach to develop transportation performance measures and set performance targets to ensure key statewide and metropolitan transportation issues or challenges are effectively addressed and accounted for in the development of the STIP and the statewide LRTP. This includes measures and targets for structurally deficient bridges, safety, congestion, pavement condition, mobility options, freight demand, a state of good repair for transit projects, etc.
  - *PennDOT Response:* PennDOT continues to review and comment on FHWA Notices of Proposed Rulemaking as they are published in the Federal Register. Comments on NPRMs are coordinated with the planning partners in a collaborative approach. Measures will continue to be implemented as Final Rules are published in the Federal Register.



- PennDOT, planning partners, and Transit Operators need to review and update their cooperative Planning Agreements (23 CFR 450.314) to accurately document their collaborative planning process and determine their respective and mutual roles, responsibilities, and procedures governing their cooperative efforts in carrying out the federal and state required transportation planning processes. To the extent possible, a single written agreement between all responsible parties should be developed and adopted. The agreement shall include specific provisions for cooperatively developing and sharing information related to all federal and state planning requirements, including but not limited to LRTPs, TIPs, air quality conformity, public involvement activities, linking planning & NEPA, performance-based planning, data collection, etc. Official written agreements help to ensure that the 3-C process is executed as intended and that it can be readily understood by the participants in the planning process and the public.
  - *PennDOT Response:* In 2013, at the urging of FTA, transit authorities across the commonwealth, their respective MPO policy boards, and the Pennsylvania Department of Transportation signed planning Memorandum of understandings to strengthen the relationship between these authorities, the MPO and PennDOT. This enhanced relationship has ensured that the transit authorities have an opportunity to be more involved with all tenets of the Transportation Planning and Programming process at the MPO level, including UPWP development, policy goal setting and LRTP Updates.
- The functional classification of roadways defines the role each element of the roadway network plays in serving travel needs. Over the years, functional classification has come to assume additional significance beyond its purpose as a framework for identifying the particular role of a roadway in moving vehicles through a network of highways. Functional classification carries with it expectations about a roadway's design, including its speed, capacity, and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety. With MAP-21's fundamental shift of focusing a significant portion of FHWA funding to the higher order NHPP roadways which include the Interstate, National Highway System, and principal arterials, the FHWA PA Division has concerns that many of the Pennsylvania planning partners have not reviewed, analyzed, or updated their overall functional classification and Intermodal connectors since the 2000 Census, or earlier. Therefore, FHWA highly recommends and encourages PennDOT and the planning partners to complete a comprehensive and coordinated review of the functional classification systems to include a systematic review of their current NHS intermodal connectors.

- *PennDOT Response:* PennDOT Bureau of Planning and Research (BPR) is available to assist with functional classification revisions and available for reviews throughout the process. The planning partners are familiar with their areas, how the roads function, and future development, as a result it is recommended the planning partners initiate the functional classification review. Planning partners are encouraged to review their intermodal connectors as part of the functional classification and NHS review. A statewide intermodal connector update was completed in 2012.

Guidance, tools, and data were presented to the planning partners at the most recent planning partners meeting with information available on BPR's SharePoint site; <https://sportal.dot.pa.gov/Planning/PlanningandResearch/TransportationPlanningDivision/Functional%20Classification/default.aspx> .

To date the following agencies have shown interest, are in progress, or have completed their functional classification review:

- Adams MPO – review completed and approved by FHWA
- Berks MPO – review completed and approved by FHWA
- Lancaster MPO – review completed and approved by FHWA
- DVRPC – submittal package with FHWA for review
- SPC – submittal package with PennDOT for review
- York MPO – PennDOT completed several reviews, package back with MPO
- Franklin MPO – PennDOT completed initial review, package back with MPO
- Lebanon MPO – PennDOT complete initial review, package back with MPO
- District 9-0 – Initial review completed March 2015. Revised package received from District 9-0 8-4-16 for review
- Harrisburg MPO – meeting in December 2015, information provided
- Lackawanna/Luzerne MPO – meeting September 2015.
- SEDA-COG – provided information to Rob Watts, McCormick Taylor Sept. 2015
- North Central RPO – meeting April 2014, PennDOT data provided May 2014

- FHWA and FTA strongly encourages PennDOT and all planning partners to enroll and complete the National Highway Institute (NHI) web-based training (WBT) series designed as an introduction to FHWA planning and research grant administration. The series includes four independent courses that cover the history of FHWA planning and research grants, the Common Grant Rule, Cost Principles, and Audits:
  - FHWA-NHI-151046--FHWA Planning and Research Grants: History, Sources, and Regulations;
  - FHWA-NHI-151047--FHWA Planning and Research Grants: Common Grant Rule;
  - FHWA-NHI-151048--FHWA Planning and Research Grants: Cost Principles; and
  - FHWA-NHI-151049--FHWA Planning and Research Grants: Audits.

These NHI web-based training courses are free, self-paced, and are not led by an instructor. They are designed for individual training and reference.

- *PennDOT Response:* PennDOT will notify the planning partners, as well as, members of the Center for Program Development and Management about the availability of the National Highway Institute (NHI) web-based training (WBT) series designed as an introduction to FHWA planning and research grant administration information and have it accessible on our SharePoint website.
- PennDOT and the planning partners need to evaluate the methods utilized by MPOs and RPOs to track and report Disadvantaged Business Enterprises (DBE) and small business utilization and participation on federally-funded planning contracts. Emphasis should be placed on tracking commitment data and accurately reporting actual payments made to DBEs from PennDOT. PennDOT, Bureau of Equal Opportunity (BEO) is currently updating the Department's DBE program document, by developing a mechanism to provide for consistency in reporting, and providing training on the appropriate content for reporting. It is recommended that PennDOT District and Central Office Planning & Programming staff participate in these trainings with their planning partners.
  - *PennDOT Response:* All master planning open-end agreements with Metropolitan Planning Organizations/Rural Planning Organizations (MPOs/RPOs) contain language stating that the MPO/RPO must submit a status report on the Disadvantaged Business Enterprises (DBE) goal(s) to PennDOT on a quarterly basis. To ensure each MPO/RPO submit these reports, a teleconference was held by the Bureau of Equal Opportunity (BEO) to communicate the quarterly reporting requirements including the regulatory basis for doing so. The MPOs/RPOs submit quarterly reports via email to BEO, and BEO provides feedback as needed. Additionally, BEO works with individual MPOs and RPOs to review the proposed contract language and makes sure all of the DBE requirements, including reporting requirements, are being addressed. Please note that the nature of our open-end planning agreements is such that we reimburse the planning partners only for supplemental studies conducted by sub-consultants; PennDOT does not pay planning partner sub-consultants directly (regardless of whether they are DBE or not) for supplemental planning studies.
- FHWA is committed to continue working with Penn DOT and the planning partners in order to be proactive, forwarding leaning, and continue being on the cutting edge of nationally recognized best practices. Therefore, FHWA recommends that FHWA, PennDOT, and the planning partners cooperatively develop a course of action describing how the above-identified improvements will be considered and/or achieved. The course of action should be developed and agreed upon within four months from the date of the STIP approval letter. At a minimum, FHWA and PennDOT should meet on a biannual basis to mutually address the issues identified in this Federal Planning Finding.

- *PennDOT Response:* PennDOT continues to collaborate with our planning partners on a routine basis on a variety of initiatives to enhance the planning and programming processes and products. Many of these activities are presented and discussed at statewide planning partner meetings attended by planning partners, PennDOT Districts and Central Office, and FHWA. In addition, PennDOT led the creation of a Planning Catalyst Team to enhance collaboration on specific planning issues. The Planning Catalyst Team serves as an advisory and sounding board on various initiatives, providing feedback on recommended enhancements to planning and also advising the prioritization of new initiatives to improve planning processes and products. The Planning Catalyst Team includes representatives from planning partners, PennDOT Districts and Central Office, FHWA, and PA's Department of Community and Economic Development.



# APPENDICES

## **APPENDIX 1**

### **Planning TIP and LRTP Dates**



## 2017 Program Update Public Comment Periods and TIP Approval Dates

Planning Partner	Public Comment Period		Adoption Date
	Beginning Date	End Date	
DVRPC	5/27/2016	6/28/2016	7/28/2016
SPC	5/04/2016	6/03/2016	6/27/2016
Harrisburg	5/10/2016	6/10/2016	6/24/2016
Scranton/ Wilkes-Barre	6/25/2016	7/25/2016	7/20/2016
Lehigh Valley	6/14/2016	7/14/2016	7/25/2016
Altoona	5/20/2016	6/24/2016	7/06/2016
Johnstown	5/20/2016	6/21/2016	6/22/2016
Centre	4/27/2016	5/27/2016	6/28/2016
Williamsport	5/23/2016	6/24/2016	7/18/2016
Erie	6/08/2016	7/08/2016	7/13/2016
Lancaster	5/01/2016	5/31/2016	6/27/2016
York	5/15/2016	6/15/2016	6/23/2016
Reading	6/06/2016	7/11/2016	7/21/2016
Lebanon	5/02/2016	6/10/2016	6/16/2016
Shenango Valley	6/10/2016	7/10/2016	7/12/2016
Northwest	5/09/2016	6/20/2016	6/21/2016
North Central	5/25/2016	6/30/2016	7/12/2016
Northern Tier	5/22/2016	6/23/2016	7/11/2016
Southern Alleghenies	6/03/2016	7/02/2016	7/20/2016
NEPA	5/19/2016	6/21/2016	7/06/2016
SEDA-COG	5/11/2016	6/10/2016	7/15/2016
Adams	5/16/2016	6/17/2016	6/22/2016
Franklin	4/15/2016	5/30/2016	7/13/2016
Wayne Count	5/23/2016	6/23/2016	8/11/2016

## Planning Elements

Planning Partner	TMA Planning Certification Review Reports		Planning Process Review	Approval Date
	Approval Date	Due Date	Report Date	
Adams			N/A	06-15-2015
Altoona			N/A	02-28-2015
Centre			11-24-2015	09-15-2015
DVRPC	04-24-2015	04-24-2019		07-15-2015
Erie			N/A	03-15-2015
Franklin			N/A	05-15-2015
Harrisburg	09-27-2013	09-27-2017		12-15-2015
Johnstown			N/A	09-15-2015
Lackawanna/Luzerne	02-22-2013	09-30-2016		02-15-2016
Lancaster	03-20-2015	03-20-2019		09-15-2015
Lebanon			10-27-2015	06-15-2015
Lehigh Valley	07-07-2016	07-07-2020		10-15-2015
NEPA MPO			N/A	03-15-2015
North Central RPO			N/A	10-15-2015
Northern Tier RPO			N/A	04-15-2015
Northwest RPO			N/A	06-15-2015
Reading	03-15-2013	03-15-2017		07-15-2015
SEDA-COG			N/A	07-15-2015
Shenango Valley	01-28-2013	01-28-2017		11-15-2015
Southern Alleghenies			N/A	11-15-2015
SPC	06-17-2014	01-28-2018		06-15-2015
Williamsport			N/A	12-15-2015
York	01-22-2016	01-22-2020		04-15-2016

## ent – Due Dates

Long Range Transportation Plan		Air Quality Conformity		Public Participation Plan
Approval Date	MPO/RPO Adoption Date	Approval Date	Due Date	Adoption Date
06-27-2012	06-27-2017			04-22-2015
02-10-2016	02-10-2021			02-10-2016
09-22-2015	09-22-2020			11-2015
07-25-2013	07-25-2017	06-22-2016	12-22-2019	05-2014
03-16-2012	03-16-2017			05-16-2007
05-16-2013	05-16-2018			02-20-2013
12-19-2014	12-19-2018	06-24-2016	06-08-2019	03-2014
08-11-2014	08-11-2016	07-08-2016	07-08-2016	07-2016
02-17-2016	02-17-2021			04-20-2016
09-29-2012	09-29-2016	09-30-2014	09-30-2018	08-2014
06-20-2014	06-20-2018	04-07-2016	04-07-2020	06-19-2014
10-13-2015	10-13-2018	10-13-2015	12-22-2018	02-2014
03-15-2016	03-15-2020	07-06-2016	07-06-2019	11-2015
10-24-2012	10-24-2017			07-12-16
04-17-2015	04-17-2020			11-10-2014
06-23-2015	06-23-2020			03-22-2016
07-30-2016	07-30-2019	07-21-2016	07-21-2019	03-20-2014
07-15-2016	07-15-2020			12-2014
11-15-2011	11-15-2016			07-12-2016
11-29-2012	11-29-2017			03-02-2016
06-29-2015	06-29-2019	11-04-2015	11-04-2019	10-2015
12-19-2013	12-19-2018			12-19-2013
04-25-2013	04-25-2017	06-23-2016	06-23-2020	02-22-2007

## **APPENDIX 2**

# **Categorical Funding Definitions**

## HIGHWAY/BRIDGE

### FEDERAL FUNDING CATEGORIES:

#### Highway:

NHPP	National Highway Performance Program
STP	Surface Transportation Block Grant Program; includes all of STP except for the Surface Transportation Block Grant Program Set-Aside (TAP, TAU) and Urban (STU)—includes STP “look alikes”, Donor State Bonus Minimum Allocation and Redistribution of Certain Authorized Funds
	<u>Sub-Categories of STP</u>
STN	STP in areas under 200,000 population
STR	STP Rural in areas under 5,000 population
BOF	Bridge Off-System
STU	Surface Transportation Block Grant Program-Urban

#### Safety:

HSIP	Highway Safety Improvement Program
RRX	Highway-Rail Crossing Safety

#### Air Quality:

CAQ	Congestion Mitigation and Air Quality
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#### Transportation Alternatives:

TAP	Surface Transportation Block Grant Program Set-Aside
	<u>Sub-Category of TAP</u>
TAU	Surface Transportation Block Grant Program Set-Aside- Urban

#### Freight:

NFP	National Freight Program
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#### Planning:

PL	Federal Planning Funds
SPR	State Planning and Research

#### Other:

APD	Appalachian Development Highway
EB	Equity Bonus
SRTSF	Federal Safe Routes to Schools
FLAP	Federal Lands Access Program

**Special:**

APL	Appalachian Local Access funding
DBE	Disadvantaged Business Enterprise
D4R	Interstate Maintenance Discretionary
FFL	Emergency Relief Funds
FRB	Ferry Boat
HCB	Historic Covered Bridge
REC	Recreational Trails
SXF	Special Federal Funds; Includes high priority Congressional projects from ISTEA, TEA-21, SAFETEA-LU, Appropriations Acts
TIGER	Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program

**STATE FUNDING CATEGORIES:**

**Highway:**

581	Highway Capital Construction (Formerly State Appropriation 185)
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**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

**Multimodal:**

403	Aviation Grants
404	Rail Freight Grants
406	Port and Waterways Grants
407	Bicycle & Pedestrian Facilities Grant
408	Multimodal Admin and Oversight
411	Statewide Program Grants – Non Highway

**Other:**

073	Green Light-Go Grant
244	Automated Red Light Enforcement (ARLE) Grant
OTH-S	Other State funding being contributed to projects

**LOCAL/OTHER FUNDING CATEGORIES:**

LOC	Local government funds 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
TIGGR	Transit Investment for Greenhouse Gas Energy Reduction
FTAD	FTA Discretionary Funds

**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/164 Act 26	PA Transportation Assist Fund
OTH-S	Other State funding being contributed to projects

**LOCAL/OTHER FUNDING CATEGORIES:**

LOC	Local government funds being contributed to projects
OTH-F	Other Federal funding being contributed to projects

## **APPENDIX 3**

### **Supporting Categorical Summaries**



**Federal Highway Funds Summary (\$M)**

Fund Type	2017	2018	2019	2020
NHPP	933.1	950.9	970.5	990.7
STP	225.4	229.0	231.9	236.2
NFP	44.8	48.9	54.9	61.1
STU	141.8	147.7	153.4	159.8
<b>Total</b>	<b>1,345.1</b>	<b>1,376.5</b>	<b>1,410.7</b>	<b>1,447.8</b>

**Federal Bridge Funds Summary (\$M)**

Fund Type	2017	2018	2019	2020
BOF	73.8	73.8	73.8	73.8
<b>Total</b>	<b>73.8</b>	<b>73.8</b>	<b>73.8</b>	<b>73.8</b>

**Federal APD Funds Summary (\$M)**

Fund Type	2017	2018	2019	2020
APD	8.6	0.0	0.0	0.0
APL	0.0	0.0	0.0	0.0
<b>Total</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**State Bridge Funds Summary (\$M)**

Fund Type	2017	2018	2019	2020
A-179	3.7	0.8	0.3	0.0
A-183	23.1	25.5	34.6	26.7
A-185	223.1	233.6	221.9	211.3
<b>Total</b>	<b>249.9</b>	<b>259.9</b>	<b>256.8</b>	<b>238.0</b>

**State Highway Capital Funds Summary (\$M)**

Fund Type	2017	2018	2019	2020
A-581	696.5	736.6	673.9	619.9
<b>Total</b>	<b>696.5</b>	<b>736.6</b>	<b>673.9</b>	<b>619.9</b>

**State Maintenance Funds Summary (\$M)**

Fund Type	2017	2018	2019	2020
A-409	25.9	13.1	0.0	0.0
A-582	1.8	0.6	0.9	0.5
<b>Total</b>	<b>27.7</b>	<b>13.7</b>	<b>0.9</b>	<b>0.5</b>

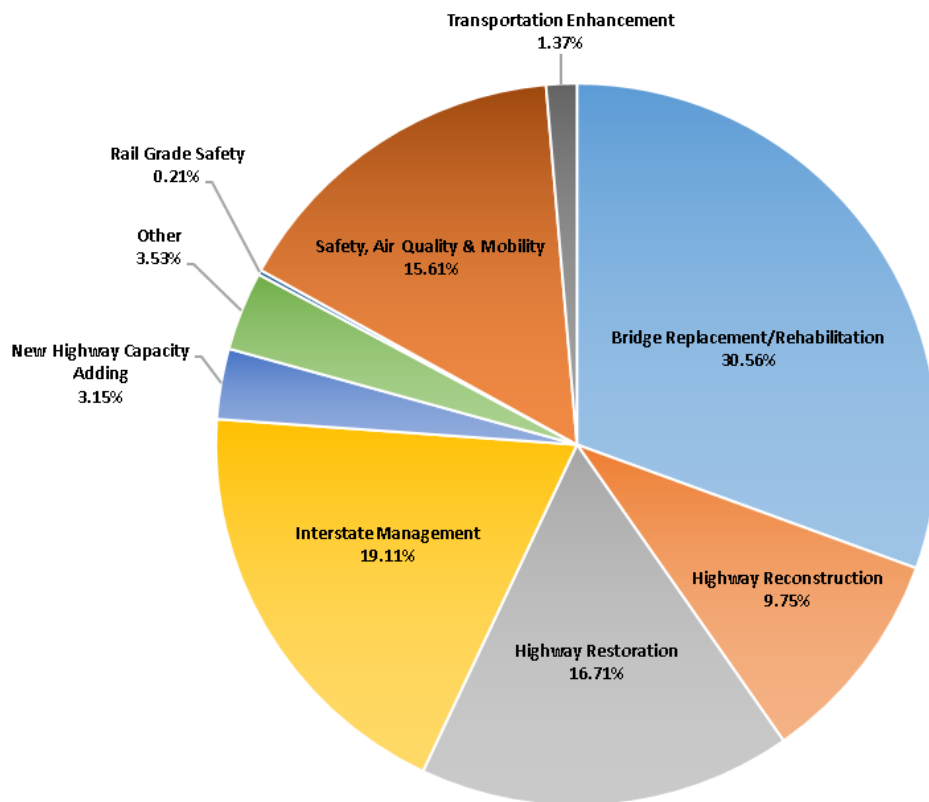
## **APPENDIX 4**

### **MPMS Highway STIP Summary**

	Fund Category	First Period	Second Period	Third Period	Fourth Period	Fund Total
Federal	APD	\$8,587,720	\$0	\$0	\$0	\$8,587,720
	BOF	\$72,548,000	\$73,798,000	\$73,798,000	\$73,798,000	\$293,942,000
	BOF*	\$1,250,000	\$0	\$0	\$0	\$1,250,000
	CAQ	\$98,030,200	\$105,259,200	\$108,205,200	\$110,404,200	\$421,898,801
	CAQ*	\$6,250,000	\$1,000,000	\$0	\$0	\$7,250,000
	DBE	\$676,000	\$676,000	\$676,000	\$676,000	\$2,704,000
	D4R	\$557,542	\$0	\$0	\$0	\$557,542
	HCB	\$1,040,000	\$64,000	\$1,288,000	\$0	\$2,392,000
	HSIP	\$92,255,343	\$97,582,000	\$99,355,000	\$101,370,000	\$390,562,343
	NFP	\$44,806,000	\$48,879,000	\$54,989,000	\$61,099,000	\$209,773,000
	NHPP	\$892,526,000	\$929,674,000	\$952,483,160	\$990,685,545	\$3,765,368,705
	NHPP*	\$40,604,000	\$21,200,000	\$18,000,000	\$0	\$79,804,000
	REC	\$1,991,226	\$1,991,226	\$1,991,226	\$1,991,226	\$7,964,904
	RRX	\$7,024,140	\$5,755,044	\$6,725,092	\$7,011,000	\$26,515,276
	RRX*	\$3,255,499	\$1,146,956	\$323,908	\$185,000	\$4,911,363
	SPR	\$50,860,000	\$50,860,000	\$50,860,000	\$50,860,000	\$203,440,000
	SRTSF	\$3,706,939	\$3,000,000	\$2,000,000	\$0	\$8,706,939
	STP	\$225,365,308	\$229,033,272	\$231,973,556	\$236,214,426	\$922,586,562
	STU	\$121,637,335	\$147,712,000	\$153,360,000	\$159,844,000	\$582,553,335
	STU*	\$20,233,665	\$0	\$0	\$0	\$20,233,665
	SXF	\$27,198,503	\$6,761,310	\$11,276,000	\$32,743,000	\$77,978,813
	SXF*	\$1,874,000	\$0	\$0	\$0	\$1,874,000
	TAP	\$17,962,000	\$18,309,000	\$18,309,000	\$18,309,000	\$72,889,000
	TAU	\$8,093,018	\$8,252,000	\$8,252,000	\$8,252,000	\$32,849,018
	TIGER	\$0	\$10,265,000	\$0	\$0	\$10,265,000
<b>Total Federal</b>		<b>\$1,748,332,438</b>	<b>\$1,761,218,008</b>	<b>\$1,793,865,142</b>	<b>\$1,853,442,397</b>	<b>\$7,156,857,985</b>
State	OTH-S	\$4,170,135	\$9,455,332	\$13,388,904	\$12,595,956	\$39,610,327
	179	\$3,693,725	\$766,675	\$342,505	\$0	\$4,802,905
	183	\$23,083,940	\$25,521,066	\$34,623,611	\$26,704,693	\$109,933,310
	185	\$223,090,810	\$233,623,934	\$221,896,889	\$211,338,307	\$889,949,940
	244	\$3,201,000	\$0	\$0	\$0	\$3,201,000
	409	\$25,857,000	\$13,107,000	\$0	\$0	\$38,964,000
	411	\$76,147,000	\$76,000,000	\$76,750,000	\$76,000,000	\$304,897,000
	581	\$693,853,890	\$739,507,469	\$673,969,593	\$619,855,664	\$2,727,186,616
	581*	\$2,643,750	\$100,000	\$0	\$0	\$2,743,750
	582	\$1,800,487	\$663,150	\$940,732	\$544,509	\$3,948,878
<b>Total State</b>		<b>\$1,057,541,737</b>	<b>\$1,098,744,626</b>	<b>\$1,021,912,234</b>	<b>\$947,039,129</b>	<b>\$4,125,237,725</b>
Local/Other	ACT13	\$2,513,000	\$1,150,000	\$0	\$0	\$3,663,000
	LOC	\$82,942,558	\$38,289,683	\$33,018,158	\$30,509,246	\$184,759,645
	PRIV	\$525,000	\$1,343,750	\$0	\$6,500,000	\$8,368,750
	TPK	\$92,696,000	\$31,908,000	\$0	\$0	\$124,604,000
<b>Total Local/Other</b>		<b>\$178,676,558</b>	<b>\$72,691,433</b>	<b>\$33,018,158</b>	<b>\$37,009,246</b>	<b>\$321,395,395</b>
<b>Overall Totals</b>		<b>\$2,984,550,733</b>	<b>\$2,932,654,067</b>	<b>\$2,848,795,534</b>	<b>\$2,837,490,772</b>	<b>\$11,603,491,105</b>

\* Conversion Amount

## 2017 STIP Distribution



Distribution summary categories are based on a combination of individual STIP projects program area and primary improvement types. STIP projects often have multiple improvement types.

## **APPENDIX 5**

### **Federal Fund Balances**

**BALANCE OF FUNDS (as of 7/18/16)  
(\$M)**

<b>FUND CATEGORY</b>	<b>BALANCE</b>
NFP	\$0.0
NHPP	\$341.8
CMAQ	\$117.8
STP	\$269.8
STP – BOF	\$75.2
HSIP	\$107.4
SRTSF	\$21.3
PL/SPR	\$72.9
TAP/TAU	\$84.1
STU	\$172.4
RRX	\$27.9
APD	\$152.3
HPP TEA-21 (SXF)	\$58.4
HPP SAFETEA-LU (SXF)	\$126.9
ISTEA Earmarks (SXF)	\$1.6
EQUITY BONUS (EB)	\$20.4
<b>TOTAL</b>	<b>\$1,650.2</b>

## **APPENDIX 6**

### **MPMS Transit STIP Summary**

Jul 26, 2016 9:11 AM  
Rpt# TIP210b

Public Transit  
2017 STIP

Page 1 of 1

	Fund Category	First Period	Second Period	Third Period	Fourth Period	Fund Total
Federal	CAQ	\$1,300,000	\$1,300,000	\$900,000	\$900,000	\$4,400,000
	FTAD	\$55,329,000	\$56,320,000	\$59,195,980	\$58,375,000	\$229,219,980
	OTH-F	\$25,173,413	\$1,148,936	\$859,936	\$2,559,936	\$29,742,221
	TIGGR	\$0	\$800,000	\$0	\$0	\$800,000
	5307	\$232,834,818	\$204,231,520	\$212,783,273	\$198,408,930	\$848,258,541
	5309	\$22,087,362	\$9,443,439	\$1,668,000	\$1,192,500	\$34,391,301
	5310	\$1,050,007	\$396,320	\$456,320	\$396,320	\$2,298,967
	5311	\$19,316,898	\$8,100,170	\$13,425,045	\$7,832,565	\$48,674,678
	5317	\$160,000	\$0	\$0	\$0	\$160,000
	5337	\$136,071,000	\$138,207,000	\$166,154,000	\$142,252,000	\$582,684,000
	5339	\$20,293,606	\$13,144,000	\$13,702,000	\$13,368,000	\$60,507,606
<b>Total Federal</b>		<b>\$513,616,104</b>	<b>\$433,091,385</b>	<b>\$469,144,554</b>	<b>\$425,285,251</b>	<b>\$1,841,137,294</b>
State	ACT3	\$308,081	\$0	\$0	\$0	\$308,081
	CB	\$17,560,692	\$17,489,757	\$17,502,624	\$17,515,958	\$70,069,031
	OTH-S	\$101,983,690	\$214,789,232	\$170,399,787	\$116,954,738	\$604,127,447
	PTAF	\$34,638,538	\$33,944,500	\$33,157,700	\$26,126,000	\$127,866,738
	164	\$24,752,369	\$23,409,344	\$22,025,889	\$21,924,389	\$92,111,991
	338	\$641,455,646	\$600,601,422	\$631,885,501	\$673,915,178	\$2,547,857,747
	339	\$715,696,335	\$704,819,111	\$743,115,597	\$784,955,838	\$2,948,586,881
	340	\$9,601,631	\$9,962,574	\$1,707,885	\$9,865,060	\$31,137,150
	341	\$9,291,018	\$7,173,060	\$12,143,018	\$824,840	\$29,431,936
<b>Total State</b>		<b>\$1,555,288,000</b>	<b>\$1,612,189,000</b>	<b>\$1,631,938,001</b>	<b>\$1,652,082,001</b>	<b>\$6,451,497,002</b>
Local/Other	LOC	\$84,564,748	\$76,918,797	\$78,657,553	\$75,746,028	\$315,887,126
<b>Total Local/Other</b>		<b>\$84,564,748</b>	<b>\$76,918,797</b>	<b>\$78,657,553</b>	<b>\$75,746,028</b>	<b>\$315,887,126</b>
<b>Overall Totals</b>		<b>\$2,153,468,852</b>	<b>\$2,122,199,182</b>	<b>\$2,179,740,108</b>	<b>\$2,153,113,280</b>	<b>\$8,608,521,422</b>



## **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 2017-2020 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 2017-2020 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 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 projects.
- **Invest Plan** is PennDOT's ongoing assessments and re-evaluation of data associated with the Transportation Investment decisions ensuring that each dollar invested is being directed to meet the strategic decisions and that enhances the overall performance of the Commonwealth's Transportation system. The regional targets were set with a continued focus on maintaining assets with the following priorities: Bridges on the NHS, Roadway conditions on the NHS, Bridges on the balance of the system; and Roadway conditions on the balance of the system.
- **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.
- **Long Range Transportation Plan (LRTP) Lapse** is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.322 (c)].

- **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”, Green Light Go, ARLE, Multi-modal, Recreational Trails 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 January 5, 2016 (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

2

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, STIP/TIP revisions must be consistent with PennDOT's Investment Plan priorities, 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 PennDOT Air Quality Interagency 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 a Planning Partner's LRTP lapses due to the fact that the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that Planning Partner. During a LRTP lapse, all STIP/TIP revisions within that planning region, where the LRTP lapse occurred, will be treated as amendments and require Federal approval. There will be no administrative modifications for that Planning Partner until the LRTP is in compliance with the federal planning cycle.

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 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

3



- \$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.
- During a Planning Partner LRTP lapse, all STIP/TIP revisions within that planning region will be treated as amendments and the below administrative modifications will not be utilized (or in effect).

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. A Fiscal Constraint Chart (FCC) must be provided (in Excel format) which summarizes the before, requested adjustments, after changes, and comments explaining the reason for the adjustment(s) 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 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 (DVRPC) 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.

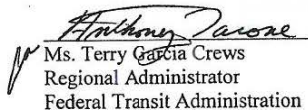
This Memorandum of Understanding will begin October 1, 2016, and remain in effect until September 30, 2018, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

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



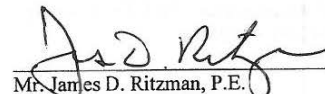
Ms. Renee Sigel  
Division Administrator  
Federal Highway Administrator

3/17/16  
Date



Ms. Terry Garcia Crews  
Regional Administrator  
Federal Transit Administration

3-16-16  
Date



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

3/29/16  
Date

January 5, 2016

**PENNSYLVANIA'S 2017  
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  
TABLE OF CONTENTS**

**Introduction**

[Purpose](#)..... 1

[Definitions](#)..... 2

[Roles and Responsibilities](#)..... 3

**General Guidance**

[General Planning Requirements](#) ..... 4

[Public Involvement](#)..... 6

[Financial Planning](#) ..... 6

[Management Systems, Program Performance and Information Sharing](#)..... 7

**Program Development and Administration**

[Development Procedures](#) ..... 8

[Project Requirements](#)..... 9

[Line Items](#) ..... 10

[Program-Specific and Other Requirements](#)..... 11

[TIP Submission Requirements](#)..... 11

[Program Administration](#)..... 12

**Appendices**

[Appendix 1 - Transportation Program Development Process Diagram](#) ..... 13

[Appendix 2 - TIP Submission Requirements](#)..... 14

- Documentation ..... 14
- Descriptions..... 15
- 2017 Check List ..... 17

[Appendix 3 - Sample MPO Self-Certification Resolution](#) ..... 19

[Appendix 4 - 2017 Transportation Program Development Schedule](#)..... 22

[Appendix 5 - References](#)..... 24

[Appendix 6 - Acronyms](#)..... 27

## Introduction

### Purpose

The purpose of this document is to provide guidance for the 2017 Transportation Program development process within the context of multiple inter-related, intergovernmental planning functions. Separate processes for the development, adoption, and administration of the Statewide Transportation Improvement Program (STIP) and the Twelve Year Transportation Program (TYP) have been coordinated and streamlined over the years. This guidance informs and directs a unified planning process covering both Programs.

Here you will find information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration. One of the milestones in the Transportation Program development process is adoption of the Program by October 1, 2016. This guidance describes the schedule, procedures and documentation necessary to complete this task. The resulting Transportation Program meets the varied requirements of state and federal law, and ensures that public investment in the Commonwealth of Pennsylvania's transportation system is effectively managed to produce a practical set of transportation projects and services.

The Transportation Program development process is by its very nature fluid and subject to change. This guidance can change due to state or federal legislation, regulatory change or policy action. The PennDOT Investment Plan currently under development will guide changes to our planning process and to this document.

Once finalized, all 2017 Transportation Program guidance and the 2017 Transportation Program development schedule will be placed on the Pennsylvania Department of Transportation (PennDOT) website, [www.penndot.gov](http://www.penndot.gov) available for Program development use by the Planning Partners and other interested parties. The draft and final Programs will also be placed on PennDOT and Planning Partner websites as they are completed.

Definitions

- *2017 Transportation Program* or *2017 Program* – terms referring to both the 2017-2020 STIP and the 2017-2028 TYP.
- *Transportation Improvement Program (TIP)* - Four-year listing of transportation projects within the geographic boundary of each planning region in Pennsylvania. Interstate Highway System projects are managed in a separate Interstate Management TIP, but are included in regional TIPs for public review and comment. Fund reserves for statewide programs as well as line items for ongoing planning and administration projects are managed in a separate Statewide Items TIP.
- *Statewide Transportation Improvement Program (STIP)* - Pennsylvania's official four-year listing of transportation projects mandated under federal law. The STIP is comprised of all of the TIPs.
- *Twelve Year Transportation Program (TYP)* - Pennsylvania's official 12-year listing of transportation projects mandated under state law, the first four years of which is the STIP.
- *Moving Ahead for Progress in the 21<sup>st</sup> Century Act of 2012 (MAP-21)* - federal authorization legislation that is currently under extension. This extension provides funding from the Highway Trust Fund for Federal-aid highway, highway safety, motor carrier safety, transit, and other programs.
- *Fixing America's Surface Transportation Act (FAST Act)* – federal transportation legislation signed by President Obama on December 4, 2015. No new policies or guidance have been issued as a result of passage of the FAST Act.
- *PA Act 120 of 1970 (Act 120)* – state legislation which established the State Transportation Commission (STC) and its related duties and responsibilities, and created the Pennsylvania Department of Transportation (PennDOT). Act 120 requires PennDOT to prepare and update Pennsylvania's TYP every two years, and submit it to the STC.
- *Metropolitan Planning Organization (MPO)* – regional planning body established under federal law and responsible for developing and approving a TIP. An MPO covers an urbanized area over 50,000 in population with the exception of small pieces of urbanized area that extend into Pennsylvania (eg. Hagerstown, MD). The Commonwealth has nineteen MPOs.
- *Rural Planning Organization (RPO)* – regional planning body under contract to PennDOT to provide transportation planning services for rural areas and urban areas less than 50,000 in population. RPOs function similarly to MPOs in the Transportation Program development process. The Commonwealth has four RPOs.
- *Independent County* – A regional planning body that is not an MPO or an RPO. Pennsylvania has one Independent County, Wayne County.
- *Planning Partners (Partners)* – generally referring to PennDOT on behalf of the Governor, the MPOs, RPOs, Wayne County, and the U.S. Department of Transportation (USDOT), which includes the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). However, the term also includes the STC, the Pennsylvania Turnpike Commission (PTC), other public transportation agencies throughout the Commonwealth, the Pennsylvania Department of

Environmental Protection (PADEP), the U.S. Environmental Protection Agency (USEPA).

- *Interested parties* – citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; advocacy groups representing users of public transportation, pedestrian walkways and bicycle transportation facilities, or representing 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 of the United States Code (49 USC) Chapter 53, tribal governments, and other interested parties with reasonable opportunities to be involved in the planning process.

Roles and Responsibilities

- MPOs are responsible for developing and approving metropolitan TIPs.
- PennDOT and the RPOs are jointly responsible for developing and approving rural TIPs.
- PennDOT is responsible for the development of the Wayne County TIP.
- PennDOT, through its District and Central Offices, functions as the lead planning agency for the Interstate Management TIP, identifying projects in cooperation with the Planning Partners.
- The Governor or his designee (currently Pennsylvania's Secretary of Transportation) approves MPO, RPO and Independent County TIPs, the Interstate Management TIP, and the Statewide Items TIP, and submits the entire STIP to the US DOT for approval.
- MPO, RPO and Independent County TIPs, the STIP and the TYP are updated every two years. The federal programming documents (TIPs and STIP) cover a four year time frame to remain consistent with the first four years of the TYP and the first four years of an MPO/RPO Long Range Transportation Plan (LRTP).



## 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. The referenced materials are not intended to be comprehensive. It should be understood that the planning context for program development involves multiple elements including, but not limited to:

**State and Federal Planning and Programming Rules and Regulations:** Title 23 - Code of Federal Regulations (23 CFR) 450, 49 USC 5303-5304, Pennsylvania Act 120, Pennsylvania Consolidated Statutes Title 74 (74 Pa. C.S.), Pennsylvania Code Title 67 (67 Pa. Code), and PennDOT Design Manual Part 1A (DM1A): Pre-TIP and TIP Program Development Procedures

**State and Regional Transportation Plans:** PA on Track, PA and Regional Intelligent Transportation Systems (ITS) Architectures, PennDOT District Business Plans, MPO/RPO LRTPs, Regional Operations Plans (ROPs), Freight Plans, Bicycle and Pedestrian Plans, Congestion Management Processes (CMPs)

**PennDOT Data Systems for Asset Management, Environmental Assessment, Contracting, and Performance Review:** Multimodal Project Management System (MPMS), Multimodal Project Management System Interactive Query (MPMS IQ), Engineering and Contract Management System (ECMS), Categorical Exclusion (CE) Expert System, Linking Planning and NEPA (LPN) System, TIP Visualization.

**Other Programs:** Economic Development District Plans; County, Regional and Municipal Comprehensive Plans; corridor studies; project development screening forms developed from PennDOT's LPN System; needs and feasibility studies; and environmental clearance documents are also useful as decision-support tools in the development of TIPs and LRTPs.

### General Planning Requirements

- Satisfy state and federal transportation planning and programming rules and regulations.
  - Federal requirements are documented in 23 CFR 450.
  - Title VI, Environmental Justice, and other required planning certifications are identified in Appendix 3 - Sample Transportation Planning Certification Resolution, and Appendix 5 - References.
  - Projects and project phases on a TIP; including candidate major capital projects and air quality exempt projects, shall be consistent with a region's approved LRTP.
  - State requirements are documented in 74 Pa. C.S. and 67 Pa. Code.
  - Other state tenets, principles, and goals that help guide Transportation Program development are identified in PA Act 120, and PA On Track.
  - All PennDOT, regional or local plans, programs, studies, management systems, etc., as identified above are part of the planning context and factor into Program development.
- Develop the STIP and MPO/RPO TIPs with 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 limited transportation financial resources. Ensure coordination with 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 Program development process. Consideration will be given to the observations and suggested improvements to the planning process noted in the STIP Planning Finding issued by FHWA/FTA with approval of the 2015-18 STIP. A link is provided in Appendix 5 – References.
- Partners will program strategically; establish priorities; select transportation improvements with the greatest benefit to the Commonwealth and individual counties/regions; and maintain the flexibility to more effectively select and approve the best mix of projects that meet their own regional needs.
- The management and monitoring systems, corridor studies, project development screening forms from PennDOT's LPN System, needs and feasibility studies, and environmental clearance documentation will be used as decision-support tools in the development of LRTPs and TIPs.
- Transportation system preservation and asset management continues to be the highest priority in Pennsylvania. MPO/RPO TIPs should emphasize system preservation and asset 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.
  - System asset management involves improving reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware.
- Strengthen the linkage between land use, transportation, and economic development decision-making during the development of the 2017 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 approved TIPs in the STIP after verification for consistency with financial guidance fiscal constraint, project funding eligibility and completion of air quality testing and analysis that demonstrates that air quality conformity has been met in maintenance and non-attainment areas. 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 ensure 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 Appendix 4 – 2017 Transportation Program Development Schedule.

### Public Involvement

- Conduct meaningful public outreach/involvement documented in a Planning Partner's public participation plan and found on the STC website [www.talkpatransportation.com](http://www.talkpatransportation.com).
  - Public involvement activities should be consistent with the 2017 TYP Public Participation Plan, and should direct the public to utilize the 2017 TYP Survey. The survey results are also available at the above web site. MPO/RPOs should consider the results of the survey.
  - TIP documentation must be made available for public comment for a minimum of 30 days. A formal public comment time period must be established, and public meetings or hearings must be held by each MPO/RPO/Independent County to gather all comments and concerns on the TIP and related documents. Documents required for public review are found in Appendix 2 - TIP Submission Requirements.
  - When scheduling TIP, STIP and STC public comment periods, be clear what document the public is commenting on in order to avoid confusion, and maximize return from joint outreach resulting 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.
- Provide easy and complete access to all public documentation, including the draft and final TIPs, STIP and TYP project listings, taking advantage of the Internet.

### Financial Planning

- An early part of the Program development process is for the Planning Partners to jointly develop and approve a Transportation Program Financial Guidance document. This guidance should provide sufficient information for Partners and other interested parties to begin 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.
  - Project cost estimates must use YOE dollars.
  - Constrain 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 TIPs are developed around available transportation funding authorization levels and that annual obligation authority levels may restrict Program and 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, PennDOT and the Planning 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 Highway System, then progress to the National Highway System (NHS), and other state-owned and local networks.
- Continue to improve the management systems including environmental planning and analysis, maintenance planning and support, the PennDOT's LPN 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 LRTPs or TIPs.
  - Utilize MPMS IQ, PennShare, and TIP Visualization mapping capabilities to better describe project/Program details. Upon request, PennDOT will provide the Geographic Information System (GIS) location data for projects to the MPO/RPO for their use.
- Work toward more effective Program and project monitoring in "real time" through project database information sharing as a part of PennDOT's MPMS.
- The FAST Act will continue MAP-21's emphasis on performance-based transportation system management requiring 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 2017 Transportation Program, including the Interstate Management Program, will be selected cooperatively and collaboratively by the MPOs, RPOs, PennDOT and the STC with input from other involved interested parties (transit operators, etc.), primarily with regard to projects in the first four years of the TYP.

- 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, locally owned federal-aid roads, locally owned bridges greater than 20 feet, 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 and regional priorities, this information will serve as the basis to begin the 2017 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 TYP. Planning Partners may identify and propose projects or phases of projects from their fiscally constrained LRTPs to PennDOT or STC for possible inclusion in the remaining eight years of the TYP. On a case by case basis, the Secretary of Transportation will recommend to the STC additional projects or phases of projects to be listed in the remaining eight years of the TYP. These additional projects should be on or consistent with the MPO/RPO adopted LRTP.
- As Planning Partners and PennDOT staff continue to refine and finalize the 2017 Program, special attention must be placed on projects, or phases of projects, that may be or will be carried over from the 2015 Program; this matter needs to be carefully considered during the October through December 2015 time frame. Set aside funding (line item reserves) in the 2017 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs (AUC), unforeseen advance construction (AC) obligations, updated cost estimates, and other actions which might occur between Program drafting and project initiation.
- Address cash flow procedures such as highway AC obligation, and public transportation letters of no prejudice or full funding grant approvals in the Program development process. Address projects with AUC. AUC occurs when work has been started on a project and paid for with state or local funds, but may be eligible for federal funds. AUC will be submitted to FTA or FHWA during Program development for funding before or after the Program is approved, as appropriate. When an AUC project is being converted, the projects must appear on a TIP.
- 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 project construction which may extend beyond the TIP and into the TYP or LRTP, in accordance with 23 C.F.R. 450.324 (e) (2) & (i).

- Working with our Planning Partners, PennDOT is placing a renewed focus on the collaborative approach to the LPN process. The process encourages collaboration among stakeholders to clarify specific details unique to candidate project locations. The focus of this collaboration involves leveraging the expertise of various disciplines with varying roles and responsibilities within local government, the Planning Regions, and Districts.

Specific areas for collaboration should include; but are not necessarily limited to:

- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multi-modal considerations
- Presence of/impacts from (current/future) freight-generating land uses
- Planned development
- Consistency with current and/or proposed zoning
- Existence of regional planning studies
- Other proposed transportation improvements
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area

The LPN System is intended to document collaboration including the transportation problem, environmental resources, land use and other contextual issues early in the planning process to support future project phases. The intended outcomes include clearer scopes of work and more accurate schedules and budgets when projects are programmed. The information documented in the LPN System is carried forward into the scoping and environmental review processes.

As in the past, any new projects proposed to be added to the 2017 STIP/TIPs must follow the LPN collaborative approach, and must be documented through the LPN System screening forms process. Based on the 2017 TIP development schedule, we suggest that LPN collaboration, including completion of screening forms, be completed by December 31, 2015.

- MPOs and RPOs will assist PennDOT and the STC in the following ways regarding the last eight years in the TYP. Phases of projects that are not fully funded in the TIP will be carried over and shown in the last eight years of the TYP. To illustrate the linkage between planning partner LRTPs and the 2017 Program, each Planning Partner will assist PennDOT staff and the STC in preparing a narrative to be included in the TYP that illustrates a few of the major projects being advanced in that region over the last eight years and beyond. All air quality significant projects to be advanced in the last eight years of the TYP must be listed and fiscally constrained.

#### 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 PTC 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/rural area's transportation network) as defined in 23 CFR 450.104.
- Public transportation operators will coordinate and cooperate with the MPO/RPO and PennDOT in the development of the public transportation portion of the 2017 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft Transportation Program consistent with available resources as identified in Appendix 4 Transportation Program Development Schedule.
- 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 PennDOT 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., 2017, 2018, 2019, and 2020) 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 YOY 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 2017-2020 TIP should be kept to a minimum. Every effort should be made to identify Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ), Highway Safety Improvement Program (HSIP), Bridge and Local projects in the first 2 years of the TIP.
- Selected project categories that are air quality exempt - betterment, 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 AC, AUC, etc.



Program-Specific and Other Requirements

- The Interstate Management TIP for the 2017 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 TIP on a case-by-case basis.
  - PennDOT will manage the Interstate Management TIP on a statewide basis, but will notify MPO/RPOs of Interstate Management TIP amendments and modifications even when formal MPO/RPO approval is not required.
  
- Proposed HSIP projects will be coordinated with the individual MPO/RPO, PennDOT District, Center for Program Development and Management (Program Center), and Highway Safety and Traffic Operations Division (HSTOD) and be consistent with Strike Off Letter 470-11-02 dated January 21, 2011, and also be consistent with PennDOT's Strategic Highway Safety Plan, District Safety Plans, and the Highway Safety Guidance Report issued for District and MPO/RPO use. However, other federal funding categories can be used to program, implement and construct projects that address a documented safety need.
  
- ITS and traffic operations projects should be consistent with national and state Planning for Operations guidance, as well as ROPs and ITS Architectures.
  
- 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 CMP.
  
- PennDOT will request a list of turnpike projects from the PTC 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 TIPs. PTC projects requesting federal funding and that are selected for inclusion on a TIP will be assigned an MPMS number; PTC projects having no federal funding will need to be identified another way on the TIP.

TIP Submission Requirements

TIP submission Documentation, Descriptions, and 2017 Check List are found in Appendix 2. All required Documentation indicated must be submitted to PennDOT after individual TIPs are approved by the MPO/RPO. To ensure completion, the 2017 Check List is included as part of Appendix 2.

- If possible utilize the Program Center's SharePoint website for the submission of regional TIPS. Five copies of the completed TIP must be provided to the PennDOT Program Center according to the schedule in Appendix 4. Program Center staff will complete the remaining portions of the 2017 Check List and forward it to FHWA/FTA with the STIP.
  
- The Program Center will complete a statewide Check List similar to the 2017 Check List and forward it to FHWA/FTA with the STIP. Specific requirements or additional explanations are provided in Appendix 2.

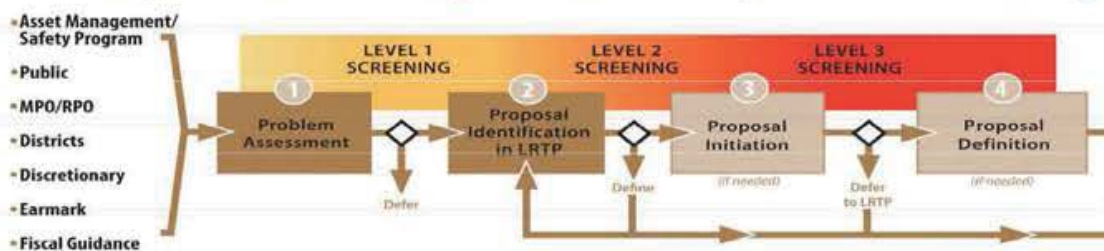
Program Administration

The 2017 Transportation Program must continue to be responsive to necessary programming changes after adoption. Changes to the TIP and STIP are enacted through procedures for STIP and TIP revisions adopted at both the MPO/RPO 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. If a project in the second or third period of the Program is to be advanced, expedited selection procedures may be used if agreed to under each MPO/RPO's procedures for TIP revision. The procedures that were approved by each MPO/RPO for the 2015 Program should be used as a starting point for the development of the procedures for the 2017 Program. The new procedures for TIP revision must be part of the public comment period on the recommended 2017 Program.
- It is recommended that project selection requirements and procedures for TIP revision permit the movement of projects or phases of projects within the first four years of the STIP/TIP while maintaining year-by-year financial constraints.
- Coordinate Program revisions, including those for the Interstate Management Program, with all Partners to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and county/regional LRTPs, and vice versa, and work toward the development and implementation of a streamlined revision processes.
- Track progress of Program and project implementation and share the findings with the Planning Partners and the public. The MPO/RPO progress reports detail obligations and are sent by PennDOT to the MPOs/RPOs quarterly as shown in Appendix 2, items 13 and 14. This is a MAP-21 requirement for state DOTs, MPOs and public transportation properties.

Appendix 1 - Transportation Program

Transportation Program Development and Project

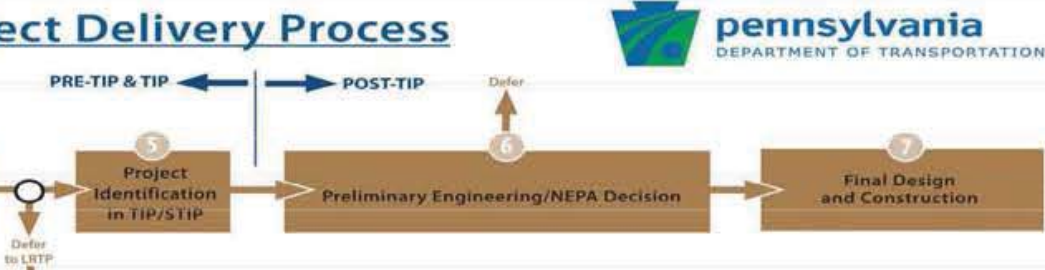


<ul style="list-style-type: none"> <li>Asset Management, Minor Safety and ITS Projects that Maintain, Repair or Replace facilities in-kind</li> </ul>	<ul style="list-style-type: none"> <li>PennDOT proactively or reactive to public concerns prepares Asset Management Measures</li> <li>PennDOT assesses Asset Management Needs and begins discussion with MPO/RPO on investment strategies</li> </ul>	<ul style="list-style-type: none"> <li>PennDOT provides line items for asset management and other projects, specific details provided as soon as possible for inclusion in LRTP</li> <li>Collaboration with all partners to identify potential issues</li> </ul>	<ul style="list-style-type: none"> <li>PennDOT continues its asset management investigation in preparation for delivery of an Asset Management Form and Level 2 Form</li> </ul>	<ul style="list-style-type: none"> <li>PennDOT provides Asset Management Form with project information and priorities</li> <li>MPO/RPO provides project contextual info to include environmental, land use, connectivity to regional goals on Level 2 Form</li> </ul>
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<ul style="list-style-type: none"> <li>Major Projects or Studies, Complex Transit, Environmentally Controversial or Complex Engineering, New Asset Projects</li> </ul>	<ul style="list-style-type: none"> <li>MPO/RPO receives problem statements and proposals from public, municipalities, counties, legislators, other interested parties on a Level 1 Screening Form</li> <li>Staff reviews for presentation to MPO/RPO</li> </ul>	<ul style="list-style-type: none"> <li>MPO/RPO leads Level 2 screening to add suggested approaches to problems</li> <li>MPO/RPO leadership recommends deferral/dismissal, additional screening, or places proposal or study on LRTP</li> </ul>	<ul style="list-style-type: none"> <li>MPO/RPO actions to study a proposal further move to Programming Advisory Committee (PAC) consideration</li> </ul>	<ul style="list-style-type: none"> <li>MPO/RPO defers/dismisses idea, or refers to TIP as study</li> <li>If study, needs/alternative analysis and appropriate screening forms are done, including Detailed Studies Report</li> <li>DSR or other study results reviewed by PAC for recommendation to MPO/RPO, which makes decision to defer, include on LRTP or on TIP</li> </ul>
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Prepared by: McCormick Taylor, Inc. on 8-19-10

# Project Development Process Diagram



- PennDOT and MPO/RPO collaboratively list projects on LRTP and TIP
- Consideration given for proposals in the +2 years in TIP +2 (years 5-6)
- Projects on TIP have background environmental, land use, and public involvement documentation for NEPA clearance or use in future NEPA activities
- Projects have a more accurate budget, scope, and schedule than in the past

- Project Initiation Letter
- Notice of Intent (EIS)
- Coordination Plan and Schedule
- Identify/Invite Cooperating & Participating Agencies
- Verify Engineering and Environmental Scoping
- Mode choice(s)
- Alternatives Analysis
- Conceptual mitigation opportunities
- Public/Agency input
- Staging plan (if required)
- Land use evaluation with planning partners
- Scoping Field View
- TS&L approval
- Line & grade approval
- Technical documentation by subject area
- Environmental Documentation
- Mitigation Plan
- VE/ACTT
- Public/Agency input
- Detailed alternatives analysis
- Identification of Preferred Alternative
- Project Management Plan and Annual Financial Plan (Major Projects > \$500m)
- Cost estimating
- TIP Confirmation
- Environmental Decision
  - ROD/Federal Register Notice
  - FONSI
  - CE
  - ED
  - EER
  - Commitment Summary
  - Section 4(f)/6(f) Approval
  - Mitigation Plan
- Permits
- Environmental Tracking
- CSS Themes
- Public Involvement
- Value Engineering
- Re-evaluation (if necessary)
- PS & E
- Permit Conditions
- Permit Amendment (if applicable)
- Environmental Mitigation Review
- Commitment Tracking
- Value Engineering

◇ Decision Point      ○ Go/No Go Decision Point at the completion of the Definition Phase for the MPO/RPO

- Based upon results of further definition, either program project on the TIP or defer it based on currently available information.

Figure 1.1

Publication 10A (DM-1A)



## Appendix 2 - TIP Submission Requirements - Documentation

Documentation required to be submitted with an approved MPO/RPO TIP to PennDOT.

- (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 and maintenance areas only);
- (6) Air Quality Resolution (in nonattainment and maintenance areas only);
- (7) MPO Self-Certification Resolution;
- (8) \* Procedures for TIP Revision;
- (9) \* MPO/RPO Public Participation Plans;
- (10) Documented 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) 2017 Check List

\* Must be available for review during the required public comment period.

A detailed description of the above items is provided on the following pages.



## Appendix 2 - TIP Submission Requirements - Descriptions

Descriptions of each required TIP Submission document are provided below.

### 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 USEPA’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 as Appendix 3. Non-TMA MPOs must include documentation to ensure compliance.

### Procedures for TIP Revision (item 8)

Procedures for TIP Revision are identified in the Program Administration section under Program Development and Administration.

### 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 PennDOT's prioritizing process utilized for the Interstate Management TIP. 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.

2017 Check List (item 15)

This is the official documentation to ensure that the key components of the final TIP submission are complete. The 2017 Check List is included in this document.

A Title VI review of the Transportation Program Development Division completed July 21, 2015 recommended that a 'Title VI' program block be included in the 2017 TIP Check List. This is included in the Check List, and Yes/No responses can be selected for whether your agency has: 1.) Title VI Coordinator; 2.) Title VI Policy; 3.) Title VI Complaint Process & Form; and 4.) Title VI Complaint Log.

### Appendix 2 - TIP Submission Requirements – 2017 Check List

Planning Partner:		Directions:					
Non-attainment Area:	Yes ___ No ___			• Please use the provided responses in the drop down box given for the majority of the cells. To get to the drop down box, click a cell in your respective column. Then click the down arrow on the right hand side of the cell you just clicked.			
Maintenance Area:	Yes ___ No ___			• Note: To select a date, there are three drop down boxes that represent Month, Day, and Year, respectively.			
Identify the AQ Pollutant(s) (Ozone, PM2.5, CO, etc.):				• Cells that ask for a monetary figure or an explanation do not have a drop box, and therefore are not restricted to specific answers.			
Transportation Management Area:	Yes ___ No ___						
		Shaded Stakeholder to Provide the Response Others Check to Indicate Response Verified					
Information Items		Response Type	MPO/RPO	Program Center	FHWA	FTA	
<b>1. Public Participation Documentation:</b>	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					
<b>2. TIP Adoption:</b>	If Yes, were they provided in the TIP Documentation submitted to PennDOT?	Yes / No/NA					
	Date TIP adopted by Planning Partner: Was TIP included in STIP without modification?	Meeting Date Yes / No					
<b>3. TIP Consistency with Long Range Transportation Plan (if applicable):</b>	Is the Long Range Transportation Plan (L RTP) MAP-21 compliant?	Yes / No					
	Is the TIP consistent with LRTP?	Yes / No					
	Years covered by the LRTP:	Date Range					
	Date LRTP Adopted by Planning Partner: Anticipated date for new LRTP:	Meeting Date Date					
<b>4. Air Quality Non-attainment and Maintenance Areas:</b>	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 / NA					
	Conformity date for the LRTP:	Yes / No / NA					
<b>5. Financial Constraint:</b>	In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No / NA					
	Is the TIP financially constrained, by year by allocations?	Yes / No					
	Compare the amount of Federal Funds programmed in each year of the TIP against Financial Guidance Work Group (FGWG) allocation:	Adopted TIP (\$)	Financial Guidance (\$)				
	FFY 2017						
	FFY 2018						
	FFY 2019						
	FFY 2020						
	Explain any differences:						
	Were the TIP projects screened against the federal/state funding programs eligibility requirements?	Yes / No					
	Does the STIP/TIP Financial information contain system level estimates of cost and revenue sources?	Yes / No					
	Are the estimated total costs to complete a project, that extend beyond the TIP years, shown in the TIP?	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 / NA						
FFY 2017	Total \$ Amt by Fund Type						
FFY 2018	Total \$ Amt by Fund Type						
FFY 2019	Total \$ Amt by Fund Type						
FFY 2020	Total \$ Amt by Fund Type						
Comments:							

	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 compliance?	Yes / No				
7. Title VI:	Does your agency have a Title VI Coordinator?	Yes / No				
	Does your agency include a Title VI Policy?	Yes / No				
	Does your agency possess a Title VI Complaint Process and Complaint Form?	Yes / No				
	Does your agency have a Title VI Complaint Log?	Yes / No				
8. Transit Fiscal Disclosure:	Financial Capacity Document (MPO only)	Yes / No				
9. Required Submission materials as documented in General and Procedural Guidance:  See Appendix 2  Items identified with an asterisk (*) must be available for review during the public comment period.	Cover Letter	Yes / No				
	* 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 Revision Procedures	Yes / No				
	Public Comment Period 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				
	Are there any noteworthy practices that deserve statewide recognition or replicated in the next TIP update?					
	Are there any issues or improvements that should be addressed by the next TIP update?	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				
10. Completed or Reviewed by:	Planning Partner:					Date:
	PennDOT Program Center:					Date:
	FHWA:					Date:
	FTA:					Date:

### Appendix 3 - Sample MPO Self-Certification Resolution

The resolution 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 (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (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 TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the 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, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of FAST Act (Public Law 114-94) 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 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 plans and programs, including the FFY 2017-2020 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 - 2017 Transportation Program Development Schedule

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

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



Appendix 5 – References

**Federal References**

<u>Name of Legislation</u>	<u>Citation / Regulations</u>	<u>Comment</u>
<a href="#"><u>FAST Act</u></a>		Legislation passed Dec. 4, 2015 Policies and guidance pending
<a href="#"><u>MAP-21 of 2012</u></a>	<a href="#"><u>23 USC Sections 134-135</u></a> <a href="#"><u>49 USC 5303-5304</u></a> <a href="#"><u>23 CFR Part 450</u></a>  <a href="#"><u>23 CFR Part 230</u></a> <a href="#"><u>49 CFR Parts 20</u></a> <a href="#"><u>49 CFR Parts 26</u></a> <a href="#"><u>49 CFR Parts 27, 37, 38</u></a>	Statewide Transportation Planning Metropolitan Transp. Planning equal employment prohibits lobbying Disadvantaged Business Enterprises individuals with disabilities
<a href="#"><u>Highway and Transportation Funding Act (extended)</u></a>		
<a href="#"><u>Clean Air Act, as amended</u></a>		
Title VI of Civil Rights Act of 1964, as amended	<a href="#"><u>42 USC 200d-1</u></a> <a href="#"><u>49 USC 5332</u></a>	discrimination
Older Americans Act as amended	<a href="#"><u>42 USC 6101</u></a>	age discrimination
[---]	<a href="#"><u>23 USC Section 324</u></a>	gender discrimination
Rehabilitation Act of 1973, as amended	<a href="#"><u>29 USC 701</u></a> <a href="#"><u>29 USC 794</u></a>	individuals with disabilities
American Disabilities Act of 1990	<a href="#"><u>42 USC 1210</u></a>	individuals with disabilities
[---]	<a href="#"><u>Executive Order 12898</u></a>	Environmental Justice

## Appendix 5 – References (cont.)

### **State References**

[2015-18 STIP Executive Summary](#)

[2015-2018 STIP Joint Approval Letter and Planning Finding](#)

[Appendix 2 – TIP Submission Requirements – Check List](#)

[Linking Planning and NEPA](#)

[MPMS IQ](#)

[PA Act 120 of 1970](#)

[PA's Long Range Transportation & Comprehensive Freight Movement Plan](#)

[PA ITS Architecture](#)

PennDOT DM1A: [Pre-TIP and TIP Program Development Procedures \(Sep 2010\)](#)

[PennShare](#)

[Planning Deputate SharePoint site](#)

[Public Participation Plan for Statewide Planning](#)

State Environmental Justice Work

- [Center for Program Development EJ Website](#)
- [Title VI Review Transportation Program Development Division – July 21, 2015](#)
- [PUB 737 EVC EJ Moving Forward](#)
- [PUB 746 Project Level EJ Guidance](#)

[State Transportation Commission](#)

[Statewide Procedures for 2015-18 STIP and TIP Revisions](#)

[TIP Visualization](#)

[Transportation Funding and Advisory Committee](#)

## Appendix 5 – References (cont.)

It is suggested that MPOs/RPOs edit this section for use as public information, keeping what is applicable and providing a hyperlink where sources are available on the internet.

### **Regional References**

Long Range Transportation Plan

Transportation Improvement Program

Public Participation Plan

ITS Architecture

Operations Plan

Congestion Management Process

Freight Plan

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 6 – Acronyms

Act 120	PA Act 120 of 1970
AC	Advance Construction
AUC	Accrued Unbilled Costs
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
DM1A	PennDOT Design Manual Part 1A
ECMS	Engineering and Contract Management System
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HSTOD	Highway Safety and Traffic Operations Division
ICG	Interagency Consultation Group
ITS	Intelligent Transportation Systems
LPN	Linking Planning and NEPA
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act of 2012
MPMS	Multimodal Project Management System
MPMS IQ	Multimodal Project Management System Interactive Query
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System
Pa Code	Pennsylvania Code
Pa CS	Pennsylvania Consolidated Statutes
PADEP	Pennsylvania Department of Environmental Protection
PTC	Pennsylvania Turnpike Commission
PennDOT	Pennsylvania Department of Transportation
ROP	Regional Operations Plans
RPO	Rural Planning Organization
SIP	State Implementation Plan
STC	State Transportation Commission
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TYP	Twelve Year Transportation Program
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
YOE	Year of Expenditure

## **APPENDIX 8**

### **State Certification of the Planning Process**

SELF-CERTIFICATION RESOLUTION FOR  
THE COMMONWEALTH OF PENNSYLVANIA'S  
PLANNING PROCESS

WHEREAS Title 23 CFR 450.220 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 subparts A, B and C; 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 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 Fast Act (Pub. L. 114-357) 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 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 the provisions of The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; and,

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

WHEREAS the requirements of Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and,

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

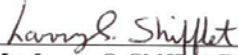
WHEREAS the provisions of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met.

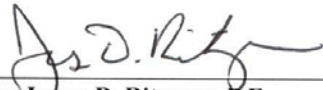
SELF-CERTIFICATION RESOLUTION FOR  
THE COMMONWEALTH OF PENNSYLVANIA'S  
PLANNING PROCESS

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 followed in developing all plans and programs, including the FFY 2017-2020 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 July 26, 2016





## APPENDIX 9

### Secretary's "Spike" Decisions Project Listing

Pennsylvania's Statewide Transportation Improvement Program 2017-2020

2017 - 2020 Program - N						
By Planning						
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	2017
102333	Adams	Adams	US 15 Safety Improvements	CON	2,000,000	2,000,000
63586	Altoona	Blair	Canoe Creek Intersection	CON	10,000,000	10,000,000
14698	DVRPC	Chester	US 422, Reconstruction (M2B)	CON	56,000,000	0
14581	DVRPC	Chester	US 1 Expressway Reconstruction	CON	24,000,000	0
84884	DVRPC	Chester	US 30, Coatesville Downingtown Bypass	CON	100,000,000	0
90839	Franklin	Franklin	US 30, Rocky Mountain Creek Bridge	CON	3,400,000	0
22630	Johnstown	Cambria	Moxham Stonycreek Bridge	CON	7,500,000	7,500,000
97013	Lancaster	Lancaster	US 222 Reconstruction	CON	20,000,000	0
78735	Lebanon	Lebanon	PA 72 over Snitz Creek	CON	2,700,000	2,700,000
87471	Lebanon	Lebanon	US 422, Cumberland Street Bridge	CON	1,300,000	1,300,000
94682	Lehigh Valley	Lehigh	PA 145, Wire Mill Bridge	CON	7,900,000	0
87984	Northern Tier	Bradford	Sugar Creek to Tomjack Creek	CON	8,800,000	8,800,000
9128	Scranton W/B	Luzerne	PA 115 over I-81	CON	25,000,000	0
91440	Southern Alleghenies	Bedford	PA 915, Hopewell Bride Replacement	CON	4,500,000	0
96562	SFC	Allegheny	US 19: West End Bypass - Parkway West	CON	7,500,000	7,500,000
93735	Williamsport	Lycoming	US 220: Williamsport to Jersey Shore	CON	20,000,000	0
94950	York	York	US 15 Resurface	CON	4,000,000	0
89917	York	York	I-83, Exit 4	CON	6,000,000	0
96579	Interstate	Lycoming	I-180, I-180 over Lycoming Valley RR	CON	3,400,000	3,400,000
87795	Interstate	Pike	I-84, I-84 E&W I-4R E26-E34	CON	112,000,000	0
75917	Interstate	Susquehanna	I-81, Northern Tier Interstate 4R	CON	120,000,000	0
10466	Interstate	Berks	I-78, Interstate 78, Section 12 M	CON	140,000,000	0
90204	Interstate	Dauphin	I-81, I-81 / I-83 Northbound Merge Lane	CON	11,000,000	11,000,000
70024	Interstate	Dauphin	I-83, East Shore (Section 1) Contract 2	CON	112,900,000	0
82356	Interstate	Dauphin	I-83, East Shore (Section 1) Contract 1	CON	15,500,000	15,500,000
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	CON	245,000,000	0
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	ROW	30,600,000	0
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	CON	400,000,000	0
92924	Interstate	York	I-83, North York Widening	ROW	25,000,000	0
92924	Interstate	York	I-83, North York Widening	CON	200,000,000	0
	Interstate	Various	Interstate Preservation Line Item	CON	435,696,000	105,648,000
106682	Interstate	Lackawanna	Scranton Beltway/Turnpike	CON	40,000,000	0
106662	Interstate	Montgomery	I-76 Integrated Corridor Management	P/F/U/R/C	125,000,000	4,500,000
102466	STWD Items	Central Office	Reserve Line Item	CON	277,434,000	6,778,000
<b>Proposed</b>					<b>\$2,604,130,000</b>	<b>186,626,000</b>
					2017 Financial Guidance	186,626,000
					Balance	

<b>IHPP Statewide Reserve</b>										
<b>ing Partner</b>										
	2018	2019	2020	2021	2022	2023	2024	2025-2028	LRTP	Total
00	0	0	0	0	0	0	0	0	0	2,000,000
00	0	0	0	0	0	0	0	0	0	10,000,000
	0	0	21,000,000	20,000,000	15,000,000	0	0	0	0	56,000,000
	0	0	0	0	24,000,000	0	0	0	0	24,000,000
	0	0	0	0	10,000,000	50,000,000	40,000,000	0	0	100,000,000
	3,400,000	0	0	0	0	0	0	0	0	3,400,000
00	0	0	0	0	0	0	0	0	0	7,500,000
	0	0	0	0	2,900,000	17,100,000	0	0	0	20,000,000
00	0	0	0	0	0	0	0	0	0	2,700,000
00	0	0	0	0	0	0	0	0	0	1,300,000
	7,900,000	0	0	0	0	0	0	0	0	7,900,000
00	0	0	0	0	0	0	0	0	0	8,800,000
	25,000,000	0	0	0	0	0	0	0	0	25,000,000
	2,000,000	2,500,000	0	0	0	0	0	0	0	4,500,000
00	0	0	0	0	0	0	0	0	0	7,500,000
	20,000,000	0	0	0	0	0	0	0	0	20,000,000
	4,000,000	0	0	0	0	0	0	0	0	4,000,000
	6,000,000	0	0	0	0	0	0	0	0	6,000,000
00	0	0	0	0	0	0	0	0	0	3,400,000
	0	2,000,000	28,000,000	37,000,000	45,000,000	0	0	0	0	112,000,000
	0	30,000,000	30,000,000	30,000,000	30,000,000	0	0	0	0	120,000,000
	75,000,000	55,000,000	10,000,000	0	0	0	0	0	0	140,000,000
00	0	0	0	0	0	0	0	0	0	11,000,000
	0	30,000,000	30,000,000	30,000,000	22,900,000	0	0	0	0	112,900,000
00	0	0	0	0	0	0	0	0	0	15,500,000
	0	0	0	0	0	35,000,000	50,000,000	160,000,000	0	245,000,000
	0	17,000,000	5,752,000	7,848,000	0	0	0	0	0	30,600,000
	0	0	0	0	0	0	0	150,000,000	250,000,000	400,000,000
	0	15,000,000	5,000,000	5,000,000	0	0	0	0	0	25,000,000
	0	0	0	0	0	40,000,000	40,000,000	120,000,000	0	200,000,000
000	30,048,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	120,000,000	0	435,696,000
	0	0	20,000,000	20,000,000	0	0	0	0	0	40,000,000
00	8,500,000	0	0	18,289,000	18,337,000	26,037,000	38,137,000	11,200,000	0	125,000,000
00	8,327,000	12,596,000	18,385,000	0	0	0	0	231,348,000	0	277,434,000
<b>0000</b>	<b>190,175,000</b>	<b>194,096,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>792,548,000</b>	<b>250,000,000</b>	<b>2,604,130,000</b>
<b>0000</b>	<b>190,175,000</b>	<b>194,096,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>198,137,000</b>	<b>792,548,000</b>		
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

Pennsylvania's Statewide Transportation Improvement Program 2017-2020

2017 - 2020 Program -					
By Planning					
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount
96819	Centre	Centre	Eastern Interch & Access Rd	CON	4,000,000
96820	Centre	Centre	Western Interch & Mainline	FD	2,900,000
96820	Centre	Centre	Western Interch & Mainline	UTL	2,400,000
96820	Centre	Centre	Western Interch & Mainline	ROW	4,500,000
96820	Centre	Centre	Western Interch & Mainline	CON	106,700,000
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	PE	8,000,000
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	FD	18,000,000
92931	Interstate	Dauphin	I-83 Eisenhower Interchange	UTL	12,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	PE	8,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	FD	20,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	UTL	7,000,000
97828	Interstate	Dauphin	I-83 East Shore (Section 3)	ROW	20,000,000
92924	Interstate	York	I-83, North York Widening	PE	6,000,000
92924	Interstate	York	I-83, North York Widening	FD	15,000,000
92924	Interstate	York	I-83, North York Widening	UTL	18,000,000
88619	North Central	Various	Local Retroactive Bridge Program (D-2)	CON	1,500,000
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	FD	20,980,000
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	UTL	16,760,000
7588	SEDA-COG	Snyder	CSVT Pre Con Phases	ROW	4,225,000
7588	SEDA-COG	Snyder	Environmental Monitoring	CON	4,375,000
76401	SEDA-COG	Snyder	CSVT SS Earthwork-Southern Section Con #1	CON	135,061,058
76403	SEDA-COG	Snyder	CSVT SS Paving-Southern Section Con #3	CON	29,851,308
76404	SEDA-COG	Snyder	CSVT SS - PA 61 Connector-Section Con #4	CON	44,275,460
102810	SEDA-COG	Snyder	CSVT - Ridge Road Improvements	CON	15,070,562
102811	SEDA-COG	Snyder	CSVT ITS	CON	16,603,297
76398	SEDA-COG	Union	CSVT - Earthwork/Structures, North Section on #2	CON	20,000,000
76400	SEDA-COG	Union	CSVT Paving-North Section Con #3	CON	27,012,211
105930	SEDA-COG	Northumberland	CSVT Paving-North Section Con #2.5	CON	43,709,080
67016	SPC	Beaver	SR 2004, Freedom Road Phase C	PE	2,000,000
67016	SPC	Beaver	SR 2004, Freedom Road Phase C	FD	1,000,000
67016	SPC	Beaver	SR 2004, Freedom Road Phase C	UTL	3,500,000
67016	SPC	Beaver	SR 2004, Freedom Road Phase C	ROW	2,500,000
106136	STWD Items	Central Office	P3 RBR Paymets	CON	232,457,500
105813	STWD Items	Central Office	HNTB P3 Support	PE	4,000,000
98968	STWD Items	Central Office	P3 Bridge Initiative	UTL	3,200,000
98968	STWD Items	Central Office	P3 Bridge Initiative	ROW	3,000,000
Various	STWD Items	Various	P3 ROW phases	ROW	3,000,000
Various	STWD Items	Various	P3 Rail projects	PE/CON	4,000,000
106671	SEDA-COG	Various	SEDA-COG Redundant Bridge Removal Bundle	P/F/U/R/C	2,300,000
84337	STWD Items	Central Office	Reserve Line Item	CON	469,272,024
<b>Proposed</b>					<b>\$1,518,000,000</b>

Financial Guidance  
Balance

**Spike Projects (State)**

ing Partner

Approp	2017	2018	2019	2020	2021	2022	2023	2024	2025-28	Total
581	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
581	2,900,000	0	0	0	0	0	0	0	0	2,900,000
581	2,400,000	0	0	0	0	0	0	0	0	2,400,000
581	4,500,000	0	0	0	0	0	0	0	0	4,500,000
581	24,500,000	35,000,000	36,700,000	10,500,000	0	0	0	0	0	106,700,000
581	4,000,000	4,000,000	0	0	0	0	0	0	0	8,000,000
581	0	6,000,000	6,000,000	6,000,000	0	0	0	0	0	18,000,000
581	0	0	0	3,000,000	3,000,000	3,000,000	3,000,000	0	0	12,000,000
581	0	0	3,000,000	3,000,000	2,000,000	0	0	0	0	8,000,000
581	0	0	0	0	5,000,000	5,000,000	5,000,000	5,000,000	0	20,000,000
581	0	0	0	0	0	0	3,500,000	3,500,000	0	7,000,000
581	0	0	0	0	0	0	10,000,000	10,000,000	0	20,000,000
581	3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
581	0	5,000,000	5,000,000	5,000,000	0	0	0	0	0	15,000,000
581	0	0	0	4,500,000	4,500,000	4,500,000	4,500,000	0	0	18,000,000
183	750,000	750,000	0	0	0	0	0	0	0	1,500,000
581	6,160,000	3,619,239	4,560,000	3,420,000	3,220,761	0	0	0	0	20,980,000
581	5,750,000	3,750,000	5,000,000	2,250,000	0	0	0	0	0	16,750,000
581	1,625,000	1,625,000	975,000	0	0	0	0	0	0	4,225,000
581	500,000	750,000	1,125,000	875,000	750,000	375,000	0	0	0	4,375,000
581	0	0	15,000,000	25,000,000	25,000,000	41,000,000	29,061,058	0	0	135,061,058
581	0	0	0	2,000,000	15,000,000	12,851,308	0	0	0	29,851,308
581	0	0	0	0	15,496,411	13,282,638	15,496,411	0	0	44,275,460
581	0	0	1,507,056	6,781,753	6,781,753	0	0	0	0	15,070,562
581	0	0	0	0	5,811,154	5,811,154	4,980,989	0	0	16,603,297
581	20,000,000	0	0	0	0	0	0	0	0	20,000,000
581	0	2,701,221	12,155,495	12,155,495	0	0	0	0	0	27,012,211
581	13,112,724	19,854,540	10,741,816	0	0	0	0	0	0	43,709,080
581	2,000,000	0	0	0	0	0	0	0	0	2,000,000
581	1,000,000	0	0	0	0	0	0	0	0	1,000,000
581	3,500,000	0	0	0	0	0	0	0	0	3,500,000
581	2,500,000	0	0	0	0	0	0	0	0	2,500,000
581	21,800,000	54,800,000	15,382,500	15,435,000	15,457,500	15,512,500	15,557,500	15,612,500	62,900,000	232,457,500
185	0	0	15,382,500	15,435,000	15,457,500	15,512,500	15,557,500	15,612,500	62,900,000	155,857,500
581	1,000,000	1,000,000	1,000,000	1,000,000	0	0	0	0	0	4,000,000
581	3,200,000	0	0	0	0	0	0	0	0	3,200,000
581	3,000,000	0	0	0	0	0	0	0	0	3,000,000
581	3,000,000	0	0	0	0	0	0	0	0	3,000,000
581	4,000,000	0	0	0	0	0	0	0	0	4,000,000
581	2,276	0	120,633	1,347,752	224,921	604,418	0	0	0	2,300,000
581	0	0	0	5,000,000	5,000,000	5,250,482	16,046,542	72,975,000	365,000,000	469,272,024
	<b>136,200,000</b>	<b>143,850,000</b>	<b>133,650,000</b>	<b>122,700,000</b>	<b>122,700,000</b>	<b>122,700,000</b>	<b>122,700,000</b>	<b>122,700,000</b>	<b>490,800,000</b>	<b>1,518,000,000</b>
	136,200,000	143,850,000	133,650,000	122,700,000	122,700,000	122,700,000	122,700,000	122,700,000	490,800,000	1,518,000,000
	0	0	0	0	0	0	0	0	0	0



Pennsylvania's Statewide Transportation Improvement Program 2017-2020

2017 - 2020 Program						
By Planning						
MPMS	Planning Partner	County	Project Title	Phase	Recommended Amount	
22022	Altoona	Blair	Newry Bridge over Poplar	FD	100,000	1
22022	Altoona	Blair	Newry Bridge over Poplar	ROW	25,000	2
22022	Altoona	Blair	Newry Bridge over Poplar	CON	1,250,000	2
22022	Altoona	Blair	Newry Bridge over Poplar	UTL	25,000	2
96819	Centre	Centre	Eastern interch & Access Rd (PMG)	CON	1,500,000	7
88716	Erie	Erie	SR 4016, MillFair Road	CON	11,000,000	7,
74358	Johnstown	Cambria	Lilly-Cassandra PA 53 Cul	FD	200,000	2
74358	Johnstown	Cambria	Lilly-Cassandra PA 53 Cul	ROW	50,000	5
74358	Johnstown	Cambria	Lilly-Cassandra PA 53 Cul	CON	350,000	
74358	Johnstown	Cambria	Lilly-Cassandra PA 53 Cul	UTL	50,000	5
88695	Johnstown	Cambria	PA53 Lilly-Cassandra Culv	FD	200,000	2
88695	Johnstown	Cambria	PA53 Lilly-Cassandra Culv	ROW	50,000	5
88695	Johnstown	Cambria	PA53 Lilly-Cassandra Culv	CON	350,000	
88695	Johnstown	Cambria	PA53 Lilly-Cassandra Culv	UTL	50,000	5
96505	Johnstown	Cambria	Eisenhower Blvd Culvert	ROW	50,000	5
96505	Johnstown	Cambria	Eisenhower Blvd Culvert	CON	600,000	3
96505	Johnstown	Cambria	Eisenhower Blvd Culvert	UTL	50,000	5
9329	NEPA	Pike	SR 1011 Pond Eddy Crossing	CON	1,500,000	1,
74336	North Central	Jefferson	Margiotti Bridge	CON	5,845,000	3,
1343	Northwest	Forest	PA 62, Hunter's Station Bridge	CON	5,000,000	2,
10740	Reading	Berks	SR 3422, Penn Street Bridge	CON	10,000,000	5,
4585	SEDA-COG	Various	2017 SEDA-COG Bridge Pres (D-02)	CON	1,000,000	1,
4601	SEDA-COG	Various	2018 SEDA-COG Bridge Pres (D-02)	CON	1,000,000	
104111	Shenango Valley	Mercer	SR 718, Broadway Ave., Phase III	CON	4,641,000	1,
56680	Southern Alleghenies	Huntingdon	Greenwood Furnace Trib	CON	500,000	5
98776	Southern Alleghenies	Fulton	US 522 Hoke Run Bridge	CON	1,000,000	
67016	SPC	Beaver	SR 2004, Freedom Road Phase C	CON	30,000,000	
82615	SPC	Beaver	SR 2004, Freedom Road Phase A	CON	30,000,000	10,
83052	Wayne County	Wayne	SR 652, Over Delaware, Narrowsburg	CON	2,500,000	
102619	STWD Items	Statewide	Local Bridge Bundling Program	CON	12,000,000	3,
TBD	STWD Items	Statewide	LSR Initiative	CON	20,000,000	5,
102620	STWD Items	Statewide	STP Reserve	CON	393,532,000	
<b>Proposed</b>					<b>\$534,418,000</b>	<b>42</b>

Financial Guidance Balance 42



**- Spike Projects (STP)**

**ing Partner**

2017	2018	2019	2020	2021	2022	2023	2024	2025-28	Total
00,000	0	0	0	0	0	0	0	0	100,000
25,000	0	0	0	0	0	0	0	0	25,000
50,000	1,000,000	0	0	0	0	0	0	0	1,250,000
25,000	0	0	0	0	0	0	0	0	25,000
50,000	750,000	0	0	0	0	0	0	0	1,500,000
000,000	4,000,000	0	0	0	0	0	0	0	11,000,000
00,000	0	0	0	0	0	0	0	0	200,000
50,000	0	0	0	0	0	0	0	0	50,000
0	350,000	0	0	0	0	0	0	0	350,000
50,000	0	0	0	0	0	0	0	0	50,000
00,000	0	0	0	0	0	0	0	0	200,000
50,000	0	0	0	0	0	0	0	0	50,000
0	350,000	0	0	0	0	0	0	0	350,000
50,000	0	0	0	0	0	0	0	0	50,000
50,000	0	0	0	0	0	0	0	0	50,000
00,000	300,000	0	0	0	0	0	0	0	600,000
50,000	0	0	0	0	0	0	0	0	50,000
500,000	0	0	0	0	0	0	0	0	1,500,000
000,000	2,845,000	0	0	0	0	0	0	0	5,845,000
336,000	2,164,000	0	0	0	0	0	0	0	5,000,000
000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
000,000	0	0	0	0	0	0	0	0	1,000,000
0	1,000,000	0	0	0	0	0	0	0	1,000,000
358,000	1,858,000	925,000	0	0	0	0	0	0	4,641,000
00,000	0	0	0	0	0	0	0	0	500,000
0	1,000,000	0	0	0	0	0	0	0	1,000,000
0	0	15,000,000	15,000,000	0	0	0	0	0	30,000,000
000,000	10,000,000	10,000,000	0	0	0	0	0	0	30,000,000
0	2,500,000	0	0	0	0	0	0	0	2,500,000
000,000	3,000,000	3,000,000	3,000,000	0	0	0	0	0	12,000,000
000,000	5,000,000	5,000,000	5,000,000	0	0	0	0	0	20,000,000
0	2,420,000	10,156,000	21,884,000	44,884,000	44,884,000	44,884,000	44,884,000	179,536,000	393,532,000
<b>1,844,000</b>	<b>43,537,000</b>	<b>44,081,000</b>	<b>44,884,000</b>	<b>44,884,000</b>	<b>44,884,000</b>	<b>44,884,000</b>	<b>44,884,000</b>	<b>179,536,000</b>	<b>534,418,000</b>
1,844,000	43,537,000	44,081,000	44,884,000	44,884,000	44,884,000	44,884,000	44,884,000	179,536,000	534,418,000
0	0	0	0	0	0	0	0	0	0



## **APPENDIX 10**

### **Financial Guidance**

November 20, 2015  
Revised December 18, 2015 to reflect FAST Act

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

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

<b>Background</b> .....	1
<b>The Highway Program</b> .....	3
Funding .....	3
Funding Distribution .....	3
Program Guidelines .....	7
Distribution of the “Spike” Funding .....	8
Best Practices .....	9
<b>The Transit Program</b> .....	10
Funding .....	10
<b>Draft Program Submission</b> .....	12
<b>Appendices</b>	
Appendix 1: Available Funds - Highway and Bridge .....	13
Appendix 2: Highway/Bridge Base Funding Allocations for Each Region .....	14
Appendix 3: Projected State Transit Funding .....	21
Appendix 4: Projected Federal Transit Funding .....	26
Appendix 5: Transit Funding By Region .....	31
Appendix 6: TIP Update Schedule .....	32

## BACKGROUND

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

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

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

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

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

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

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



## THE HIGHWAY PROGRAM

### FUNDING

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

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

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

### FUNDING DISTRIBUTION

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

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

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

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

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

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



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

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

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

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

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

#### PROGRAM GUIDELINES

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

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

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

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

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

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

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

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

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

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



**BEST PRACTICES**

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

## THE TRANSIT PROGRAM

### FUNDING

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

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

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

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

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

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

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

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

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

**DRAFT PROGRAM SUBMISSION**

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

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

Federal Funds	2017	2018	2019	2020	Total
National Highway Performance Program (NHPP)*	933,132	950,874	970,482	990,687	3,845,174
Surface Transportation Block Grant Program (STP)*	439,113	448,566	457,092	467,754	1,812,525
Highway Safety Improvement Program (HSIP)*	95,779	97,585	99,354	101,371	394,088
Congestion Mitigation and Air Quality (CMAQ)*	104,278	106,261	108,206	110,404	429,149
National Highway Freight Program*	44,806	48,879	54,989	61,099	209,773
Surface Transportation Block Grant Set Aside (TAP)	26,057	26,561	26,561	26,561	105,740
Railway-Highway Safety Crossings (RRX)	6,755	6,902	7,049	7,196	27,902
<b>Subtotal -- Federal Funds</b>	<b>1,649,920</b>	<b>1,685,827</b>	<b>1,723,732</b>	<b>1,765,071</b>	<b>6,824,350</b>
State Funds	2017	2018	2019	2020	Total
State Highway (Capital)	677,550	715,606	664,864	610,392	2,668,411
State Bridge	230,450	243,394	226,136	207,608	907,589
<b>Subtotal -- State Funds</b>	<b>908,000</b>	<b>959,000</b>	<b>891,000</b>	<b>818,000</b>	<b>3,576,000</b>
<b>Grand Total</b>	<b>2,557,920</b>	<b>2,644,827</b>	<b>2,614,732</b>	<b>2,583,071</b>	<b>10,400,350</b>

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

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

National Highway Performance Program	2017	2018	2019	2020	Total
NHPP Apportionment	933,132	950,874	970,482	990,687	3,845,174
<b>20% Statewide Reserve</b>	<b>186,826</b>	<b>190,176</b>	<b>194,096</b>	<b>198,137</b>	<b>769,035</b>
Less Local Bridge Inspection	2,400	2,472	2,546	2,623	10,041
<b>Less Interstate Management Program</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
<b>NHPP Funds to Distribute</b>	<b>426,727</b>	<b>440,850</b>	<b>466,461</b>	<b>472,549</b>	<b>1,796,587</b>

Surface Transportation Block Grant Program	2017	2018	2019	2020	Total
STP Apportionment	439,113	448,566	457,092	467,754	1,812,525
<b>Less STP-Urban Mandatory Distribution</b>	<b>141,871</b>	<b>147,712</b>	<b>153,360</b>	<b>159,843</b>	<b>602,786</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>295,187</b>
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Less Local Bridge Inspection/Training	2,880	2,952	3,026	3,103	11,961
Less Environmental Resource Agencies	2,601	2,677	2,761	2,847	10,885
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>214,220</i>	<i>217,683</i>	<i>220,404</i>	<i>224,420</i>	<i>876,729</i>
Less Spike (20% of Remaining STP)	42,844	43,537	44,081	44,884	175,346
<b>STP Funds to Distribute</b>	<b>171,376</b>	<b>174,147</b>	<b>176,324</b>	<b>179,536</b>	<b>701,383</b>

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

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

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

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

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

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

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

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

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

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



Pennsylvania's Statewide Transportation Improvement Program 2017-2020

Appendix 2: FFY 2017 -- Highway/Br

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges
DVRPC	125,595	26,964	76,501	35,934	12,244
SPC	123,351	41,659	104,441	53,459	18,349
Harrisburg	13,541	6,153	16,492	6,400	2,617
Scranton/WB	16,135	7,559	15,975	8,810	3,523
Lehigh Valley	17,528	6,983	17,057	8,285	3,319
NEPA	11,233	9,829	20,143	10,373	4,477
SEDA-COG	15,932	6,887	20,924	7,026	2,705
Altoona	1,589	1,553	3,297	1,398	704
Johnstown	3,803	2,054	5,976	1,928	849
Centre County	3,368	1,655	4,320	1,670	689
Williamsport	3,175	2,214	6,794	1,774	781
Erie	3,302	3,112	8,116	2,705	1,280
Lancaster	9,527	5,686	13,894	5,826	2,513
York	3,654	3,864	13,225	2,913	1,337
Reading	20,843	7,650	11,759	10,856	4,166
Lebanon	2,875	1,234	3,449	1,259	471
Mercer	3,290	2,487	4,384	2,786	1,212
Adams	2,182	1,570	4,811	1,452	637
Franklin	1,733	1,617	5,588	1,296	557
<b>Total Urban</b>	<b>382,657</b>	<b>140,730</b>	<b>357,147</b>	<b>166,149</b>	<b>62,426</b>
Northwest	23,565	7,588	22,429	9,020	2,940
N. Central	8,828	7,469	22,351	6,890	2,790
N. Tier	6,026	7,365	25,964	5,798	2,537
S. Alleghenies	5,651	6,090	18,945	5,433	2,387
Wayne County	0	2,134	7,123	1,564	724
<b>Total Rural</b>	<b>44,070</b>	<b>30,646</b>	<b>96,812</b>	<b>28,705</b>	<b>11,377</b>
Interstate Program	317,378	0	36,741	35,597	0
Statewide Program	0	0	0	0	0
Statewide Reserve	186,626	0	136,200	0	0
RBR Regional Share	0	0	0	0	0
<b>GRAND TOTAL</b>	<b>930,732</b>	<b>171,376</b>	<b>626,899</b>	<b>230,450</b>	<b>73,797</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but not



Bridge Base Funding Allocation (\$000)

	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
4	12,754	0	0	30,020	3,857	67,597	391,466
9	10,261	0	0	18,184	1,778	31,168	402,650
7	2,833	0	0	4,115	456	7,990	60,597
3	2,691	0	0	3,341	391	6,858	65,284
9	3,021	0	0	4,847	648	11,365	73,053
7	2,758	0	0	1,467	0	0	60,278
5	2,127	0	0	0	0	0	55,601
4	1,060	0	0	793	0	0	10,393
9	1,070	0	0	1,076	0	0	16,757
5	1,022	0	0	961	0	0	13,681
7	1,032	0	0	0	0	0	15,775
0	1,646	0	0	1,751	0	0	21,911
3	2,511	0	0	3,890	412	7,226	51,484
1	2,198	0	0	3,257	238	4,171	34,852
5	2,294	0	0	3,081	273	4,786	65,710
7	1,079	0	0	1,000	0	0	11,373
2	1,097	0	0	728	40	710	16,733
1	961	0	0	633	0	0	12,239
7	1,119	0	0	934	0	0	12,843
<b>3</b>	<b>53,533</b>	<b>0</b>	<b>0</b>	<b>80,075</b>	<b>8,095</b>	<b>141,871</b>	<b>1,392,682</b>
0	1,692	0	0	0	0	0	67,233
0	1,699	0	0	509	0	0	50,537
1	1,570	0	0	438	0	0	49,692
7	1,573	0	0	0	0	0	40,079
4	712	0	0	0	0	0	12,257
<b>1</b>	<b>7,246</b>	<b>0</b>	<b>0</b>	<b>948</b>	<b>0</b>	<b>0</b>	<b>219,798</b>
0	0	0	0	0	0	0	389,716
0	0	44,806	6,755	0	17,962	0	69,523
0	35,000	0	0	0	0	0	357,826
0	0	0	0	0	0	0	0
<b>7</b>	<b>95,779</b>	<b>44,806</b>	<b>6,755</b>	<b>81,023</b>	<b>26,057</b>	<b>141,871</b>	<b>2,429,545</b>

reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2018 -- Highway/Br

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges
DVRPC	129,752	27,400	81,138	37,952	12,24
SPC	127,433	42,332	110,771	56,462	18,34
Harrisburg	13,989	6,253	17,492	6,759	2,61
Scranton/WB	16,669	7,682	16,943	9,305	3,52
Lehigh Valley	18,108	7,096	18,091	8,751	3,31
NEPA	11,605	9,987	21,363	10,955	4,47
SEDA-COG	16,459	6,999	22,192	7,421	2,70
Altoona	1,642	1,579	3,497	1,476	70
Johnstown	3,929	2,087	6,338	2,037	84
Centre County	3,480	1,682	4,582	1,764	68
Williamsport	3,280	2,249	7,206	1,874	78
Erie	3,411	3,162	8,608	2,857	1,28
Lancaster	9,842	5,778	14,736	6,153	2,51
York	3,775	3,926	14,027	3,076	1,33
Reading	21,533	7,774	12,472	11,466	4,16
Lebanon	2,970	1,254	3,658	1,329	47
Mercer	3,399	2,527	4,649	2,943	1,21
Adams	2,254	1,595	5,102	1,533	63
Franklin	1,790	1,643	5,927	1,369	55
<b>Total Urban</b>	<b>395,321</b>	<b>143,006</b>	<b>378,792</b>	<b>175,481</b>	<b>62,42</b>
Northwest	24,345	7,710	23,788	9,526	2,94
N. Central	9,120	7,590	23,706	7,277	2,79
N. Tier	6,226	7,484	27,538	6,124	2,53
S. Alleghenies	5,838	6,188	20,093	5,738	2,38
Wayne County	0	2,168	7,555	1,652	72
<b>Total Rural</b>	<b>45,529</b>	<b>31,141</b>	<b>102,679</b>	<b>30,317</b>	<b>11,37</b>
Interstate Program	317,378	0	38,968	37,596	0
Statewide Program	0	0	0	0	0
Statewide Reserve	190,175	0	143,850	0	0
RBR Regional Share	0	0	0	0	0
<b>GRAND TOTAL</b>	<b>948,402</b>	<b>174,147</b>	<b>664,289</b>	<b>243,394</b>	<b>73,79</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but r

Bridge Base Funding Allocation (\$000)

	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
4	13,208	0	0	30,754	3,932	70,380	406,759
9	10,622	0	0	18,629	1,813	32,451	418,862
7	2,919	0	0	4,215	465	8,319	63,028
3	2,772	0	0	3,422	399	7,140	67,856
9	3,114	0	0	4,965	661	11,833	75,938
7	2,841	0	0	1,503	0	0	62,732
5	2,188	0	0	0	0	0	57,963
4	1,080	0	0	812	0	0	10,790
9	1,091	0	0	1,102	0	0	17,434
5	1,041	0	0	984	0	0	14,218
7	1,051	0	0	0	0	0	16,447
0	1,688	0	0	1,794	0	0	22,800
3	2,585	0	0	3,985	420	7,524	53,536
1	2,261	0	0	3,337	243	4,343	36,319
6	2,361	0	0	3,156	278	4,983	68,190
7	1,100	0	0	1,025	0	0	11,813
2	1,119	0	0	746	41	739	17,374
1	978	0	0	648	0	0	12,742
7	1,142	0	0	956	0	0	13,384
<b>6</b>	<b>55,183</b>	<b>0</b>	<b>0</b>	<b>82,035</b>	<b>8,251</b>	<b>147,712</b>	<b>1,448,185</b>
0	1,737	0	0	0	0	0	70,045
0	1,743	0	0	522	0	0	52,748
1	1,609	0	0	449	0	0	51,960
7	1,612	0	0	0	0	0	41,857
4	720	0	0	0	0	0	12,819
<b>1</b>	<b>7,422</b>	<b>0</b>	<b>0</b>	<b>971</b>	<b>0</b>	<b>0</b>	<b>229,430</b>
0	0	0	0	0	0	0	393,942
0	0	48,879	6,902	0	18,309	0	74,091
0	35,000	0	0	0	0	0	369,025
0	0	0	0	0	0	0	0
<b>7</b>	<b>97,585</b>	<b>48,879</b>	<b>6,902</b>	<b>83,006</b>	<b>26,561</b>	<b>147,712</b>	<b>2,514,673</b>

reserved for the Rapid Bridge Replacement (RBR) Program.

5

Appendix 2: FFY 2019 -- Highway/Br

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges
DVRPC	134,346	27,743	74,487	35,038	12,24
SPC	131,946	42,862	97,163	47,626	18,34
Harrisburg	14,485	6,331	15,441	5,614	2,61
Scranton/WB	17,260	7,778	15,363	8,407	3,52
Lehigh Valley	18,750	7,185	15,925	7,398	3,31
NEPA	12,016	10,112	18,431	8,938	4,47
SEDA-COG	17,042	7,086	19,902	6,363	2,70
Altoona	1,700	1,598	3,104	1,256	70
Johnstown	4,068	2,113	5,771	1,827	84
Centre County	3,603	1,703	3,924	1,344	68
Williamsport	3,397	2,278	6,431	1,537	78
Erie	3,532	3,201	7,889	2,618	1,28
Lancaster	10,190	5,850	12,773	4,921	2,51
York	3,909	3,975	12,559	2,502	1,33
Reading	22,296	7,871	11,341	10,510	4,16
Lebanon	3,076	1,270	3,340	1,206	47
Mercer	3,519	2,559	4,218	2,672	1,21
Adams	2,334	1,615	4,208	934	63
Franklin	1,853	1,663	5,301	1,116	55
<b>Total Urban</b>	<b>409,320</b>	<b>144,793</b>	<b>337,571</b>	<b>151,826</b>	<b>62,42</b>
Northwest	25,207	7,807	21,124	8,072	2,94
N. Central	9,443	7,685	20,645	5,578	2,79
N. Tier	6,446	7,577	24,323	4,657	2,53
S. Alleghenies	6,045	6,266	17,442	4,272	2,38
Wayne County	0	2,196	6,840	1,419	72
<b>Total Rural</b>	<b>47,141</b>	<b>31,530</b>	<b>90,374</b>	<b>23,997</b>	<b>11,37</b>
Interstate Program	317,378	0	35,881	34,930	0
Statewide Program	0	0	0	0	0
Statewide Reserve	194,096	0	133,650	0	0
RBR Regional Share	0	0	15,383	15,383	0
<b>GRAND TOTAL</b>	<b>967,935</b>	<b>176,324</b>	<b>612,859</b>	<b>226,136</b>	<b>73,79</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but r



Bridge Base Funding Allocation (\$000)

	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
4	13,653	0	0	31,475	3,932	73,071	405,987
9	10,976	0	0	19,065	1,813	33,692	403,491
7	3,004	0	0	4,314	465	8,637	60,907
3	2,851	0	0	3,503	399	7,413	66,496
9	3,206	0	0	5,082	661	12,285	73,809
7	2,923	0	0	1,538	0	0	58,435
5	2,247	0	0	0	0	0	55,345
4	1,101	0	0	831	0	0	10,295
9	1,112	0	0	1,128	0	0	16,869
5	1,060	0	0	1,007	0	0	13,327
7	1,070	0	0	0	0	0	15,499
0	1,730	0	0	1,836	0	0	22,087
3	2,658	0	0	4,078	420	7,812	51,216
1	2,323	0	0	3,415	243	4,509	34,765
6	2,426	0	0	3,230	278	5,174	67,293
7	1,121	0	0	1,049	0	0	11,537
2	1,140	0	0	763	41	767	16,891
1	995	0	0	663	0	0	11,380
7	1,165	0	0	979	0	0	12,634
<b>8</b>	<b>58,780</b>	<b>0</b>	<b>0</b>	<b>83,957</b>	<b>8,251</b>	<b>153,360</b>	<b>1,408,283</b>
0	1,780	0	0	0	0	0	66,929
0	1,787	0	0	534	0	0	48,462
1	1,648	0	0	460	0	0	47,642
7	1,651	0	0	0	0	0	38,062
4	728	0	0	0	0	0	11,906
<b>1</b>	<b>7,594</b>	<b>0</b>	<b>0</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>213,002</b>
0	0	0	0	0	0	0	388,189
0	0	54,989	7,049	0	18,309	0	80,347
0	35,000	0	0	0	0	0	362,746
0	0	0	0	0	0	0	30,765
<b>7</b>	<b>99,354</b>	<b>54,989</b>	<b>7,049</b>	<b>84,951</b>	<b>28,561</b>	<b>153,360</b>	<b>2,483,313</b>

reserved for the Rapid Bridge Replacement (RBR) Program.

6

Appendix 2: FFY 2020 -- Highway/Bridges

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges
DVRPC	139,081	28,248	67,590	32,148	12,248
SPC	136,596	43,643	87,732	43,311	18,343
Harrisburg	14,995	6,446	13,952	5,097	2,611
Scranton/WB	17,868	7,919	13,922	7,698	3,521
Lehigh Valley	19,410	7,316	14,385	6,729	3,311
NEPA	12,439	10,297	16,611	8,100	4,471
SEDA-COG	17,642	7,215	18,014	5,796	2,701
Altoona	1,760	1,627	2,807	1,144	701
Johnstown	4,212	2,152	5,232	1,672	841
Centre County	3,730	1,734	3,534	1,209	681
Williamsport	3,516	2,319	5,818	1,394	781
Erie	3,656	3,260	7,158	2,400	1,281
Lancaster	10,550	5,957	11,518	4,450	2,511
York	4,047	4,048	11,365	2,266	1,331
Reading	23,082	8,015	10,281	9,637	4,161
Lebanon	3,184	1,293	3,029	1,105	471
Mercer	3,643	2,605	3,823	2,447	1,211
Adams	2,416	1,645	3,772	816	631
Franklin	1,919	1,694	4,797	1,011	551
<b>Total Urban</b>	<b>423,746</b>	<b>147,431</b>	<b>305,340</b>	<b>138,430</b>	<b>62,421</b>
Northwest	26,095	7,949	19,100	7,344	2,941
N. Central	9,776	7,825	18,626	5,020	2,791
N. Tier	6,673	7,715	21,979	4,187	2,531
S. Alleghenies	6,258	6,380	15,730	3,831	2,381
Wayne County	0	2,236	6,198	1,293	721
<b>Total Rural</b>	<b>48,802</b>	<b>32,105</b>	<b>81,633</b>	<b>21,675</b>	<b>11,371</b>
Interstate Program	317,378	0	32,569	32,068	0
Statewide Program	0	0	0	0	0
Statewide Reserve	198,137	0	122,700	0	0
RBR Regional Share	0	0	15,435	15,435	0
<b>GRAND TOTAL</b>	<b>988,064</b>	<b>179,536</b>	<b>557,677</b>	<b>207,608</b>	<b>73,791</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but not



Bridge Base Funding Allocation (\$000)

	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
4	14,159	0	0	32,289	3,932	76,160	405,852
9	11,380	0	0	19,558	1,813	35,116	397,498
7	3,100	0	0	4,426	465	9,002	60,101
3	2,942	0	0	3,593	399	7,727	65,591
9	3,310	0	0	5,213	661	12,804	73,147
7	3,016	0	0	1,578	0	0	56,518
5	2,314	0	0	0	0	0	53,687
4	1,124	0	0	853	0	0	10,018
9	1,136	0	0	1,157	0	0	16,410
5	1,081	0	0	1,034	0	0	13,007
7	1,092	0	0	0	0	0	14,926
0	1,777	0	0	1,883	0	0	21,415
3	2,741	0	0	4,184	420	8,142	50,474
1	2,393	0	0	3,503	243	4,700	33,896
6	2,500	0	0	3,314	278	5,393	66,665
7	1,145	0	0	1,076	0	0	11,308
2	1,165	0	0	783	41	800	16,519
1	1,014	0	0	681	0	0	10,974
7	1,190	0	0	1,004	0	0	12,171
6	<b>58,581</b>	<b>0</b>	<b>0</b>	<b>86,129</b>	<b>8,251</b>	<b>159,843</b>	<b>1,390,177</b>
0	1,829	0	0	0	0	0	65,256
0	1,836	0	0	548	0	0	46,422
1	1,693	0	0	472	0	0	45,250
7	1,696	0	0	0	0	0	36,282
4	737	0	0	0	0	0	11,187
1	<b>7,790</b>	<b>0</b>	<b>0</b>	<b>1,020</b>	<b>0</b>	<b>0</b>	<b>204,397</b>
0	0	0	0	0	0	0	382,015
0	0	61,099	7,196	0	18,309	0	86,604
0	35,000	0	0	0	0	0	355,837
0	0	0	0	0	0	0	30,870
7	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,449,900</b>

reserved for the Rapid Bridge Replacement (RBR) Program.

7

Pennsylvania's Statewide Transportation Improvement Program 2017-2020

Appendix 2: Total FFY 2017-2020 – Highway

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges
DVRPC	528,774	110,355	299,715	141,071	48,970
SPC	519,325	170,496	400,107	200,858	73,390
Harrisburg	57,010	25,183	63,376	23,870	10,470
Scranton/WB	67,932	30,938	62,203	34,220	14,090
Lehigh Valley	73,797	28,580	65,460	31,162	13,270
NEPA	47,292	40,225	76,547	38,366	17,900
SEDA-COG	67,074	28,187	81,033	26,606	10,820
Altoona	6,692	6,357	12,705	5,274	2,810
Johnstown	16,012	8,406	23,318	7,464	3,390
Centre County	14,180	6,775	16,360	5,988	2,740
Williamsport	13,369	9,060	26,248	6,578	3,140
Erie	13,902	12,735	31,771	10,579	5,120
Lancaster	40,108	23,272	52,921	21,349	10,050
York	15,386	15,812	51,176	10,757	5,320
Reading	87,754	31,310	45,854	42,469	16,680
Lebanon	12,105	5,050	13,476	4,899	1,900
Mercer	13,851	10,178	17,074	10,848	4,840
Adams	9,185	6,425	17,893	4,735	2,520
Franklin	7,294	6,616	21,613	4,792	2,220
<b>Total Urban</b>	<b>1,611,044</b>	<b>575,960</b>	<b>1,378,849</b>	<b>631,886</b>	<b>249,700</b>
Northwest	99,211	31,054	86,440	33,961	11,760
N. Central	37,167	30,569	85,329	24,765	11,150
N. Tier	25,372	30,141	99,804	20,766	10,120
S. Alleghenies	23,792	24,924	72,210	19,274	9,540
Wayne County	0	8,734	27,716	5,928	2,890
<b>Total Rural</b>	<b>185,542</b>	<b>125,422</b>	<b>371,499</b>	<b>104,694</b>	<b>45,480</b>
Interstate Program	1,269,512	0	144,159	140,191	0
Statewide Program	0	0	0	0	0
Statewide Reserve	769,035	0	536,400	0	0
RBR Regional Share	0	0	30,818	30,818	0
<b>GRAND TOTAL</b>	<b>3,835,133</b>	<b>701,382</b>	<b>2,461,724</b>	<b>907,589</b>	<b>295,180</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but re

ay/Bridge Base Funding Allocation (\$000)

	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
6	53,774	0	0	124,539	15,651	287,208	1,610,064
6	43,240	0	0	75,436	7,217	132,427	1,622,500
0	11,856	0	0	17,069	1,850	33,948	244,633
4	11,256	0	0	13,859	1,588	29,138	265,228
4	12,651	0	0	20,106	2,631	48,286	295,948
8	11,538	0	0	6,086	0	0	237,963
1	8,876	0	0	0	0	0	222,597
4	4,364	0	0	3,290	0	0	41,496
6	4,409	0	0	4,463	0	0	67,469
0	4,203	0	0	3,986	0	0	54,234
7	4,246	0	0	0	0	0	62,648
2	6,641	0	0	7,263	0	0	88,212
0	10,496	0	0	16,137	1,673	30,704	206,711
4	9,175	0	0	13,512	966	17,723	139,832
5	9,581	0	0	12,781	1,108	20,336	267,858
8	4,444	0	0	4,149	0	0	46,031
7	4,521	0	0	3,019	164	3,015	67,517
4	3,948	0	0	2,625	0	0	47,334
7	4,617	0	0	3,873	0	0	51,032
2	<b>224,038</b>	<b>0</b>	<b>0</b>	<b>332,196</b>	<b>32,849</b>	<b>602,785</b>	<b>5,639,307</b>
0	7,038	0	0	0	0	0	269,463
9	7,066	0	0	2,114	0	0	198,169
3	6,520	0	0	1,819	0	0	194,545
9	6,532	0	0	0	0	0	156,280
5	2,897	0	0	0	0	0	48,169
5	<b>30,052</b>	<b>0</b>	<b>0</b>	<b>3,932</b>	<b>0</b>	<b>0</b>	<b>866,626</b>
0	0	0	0	0	0	0	1,553,862
0	0	209,773	27,902	0	72,891	0	310,565
0	140,000	0	0	0	0	0	1,445,435
0	0	0	0	0	0	0	61,635
7	<b>394,088</b>	<b>209,773</b>	<b>27,902</b>	<b>336,128</b>	<b>105,740</b>	<b>602,785</b>	<b>9,877,430</b>

reserved for the Rapid Bridge Replacement (RBR) Program.

8

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

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	223.15	223.91	447.05
SPC	276,243.7	31.42%	0.00	0.00	4,832.62	4,849.11	9,681.73
Harrisburg	38,043.0	4.33%	0.00	0.00	665.53	667.80	1,333.32
Scranton/WB	13,629.0	1.55%	0.00	0.00	238.43	239.24	477.67
Lehigh Valley	41,874.0	4.76%	0.00	0.00	732.55	735.05	1,467.59
NEPA	70,903.5	8.06%	0.00	0.00	1,240.39	1,244.62	2,485.01
SEDA-COG	30,389.6	3.46%	0.00	0.00	531.64	533.45	1,065.09
Altoona	5,584.4	0.75%	0.00	0.00	115.19	115.58	230.77
Johnstown	3,702.1	0.42%	0.00	0.00	64.76	64.99	129.75
Centre County	16,835.4	1.91%	0.00	0.00	294.52	295.52	590.04
Williamsport	11,654.8	1.33%	0.00	0.00	203.89	204.59	408.48
Erie	2,079.0	0.24%	0.00	0.00	36.37	36.49	72.86
Lancaster	45,475.8	5.17%	0.00	0.00	795.56	798.27	1,593.83
York	20,394.8	2.32%	0.00	0.00	356.79	358.01	714.79
Reading	8,141.2	0.93%	0.00	0.00	142.42	142.91	285.33
Lebanon	1,655.0	0.19%	0.00	0.00	28.95	29.05	58.00
Mercer	3,586.9	0.41%	0.00	0.00	62.75	62.96	125.71
Adams	28,042.5	3.19%	0.00	0.00	490.58	492.25	982.83
Franklin	8,918.4	1.01%	0.00	0.00	156.02	156.55	312.57
Northwest	44,543.1	5.07%	0.00	0.00	779.24	781.90	1,561.14
N. Central	67,603.4	7.69%	0.00	0.00	1,182.66	1,186.69	2,369.35
N. Tier	59,049.6	6.72%	0.00	0.00	1,033.02	1,036.54	2,069.56
S. Alleghenies	60,575.5	6.89%	0.00	0.00	1,059.71	1,063.33	2,123.04
Wayne	6,618.9	0.75%	0.00	0.00	115.79	116.19	231.98
Total (No IM)	879,299.1	100.00%	0.00	0.00	15,382.50	15,435.00	30,817.50

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

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	223.15	223.91	447.05
SPC	276,243.7	31.42%	0.00	0.00	4,832.62	4,849.11	9,681.73
Harrisburg	38,043.0	4.33%	0.00	0.00	665.53	667.80	1,333.32
Scranton/WB	13,629.0	1.55%	0.00	0.00	238.43	239.24	477.67
Lehigh Valley	41,874.0	4.76%	0.00	0.00	732.55	735.05	1,467.59
NEPA	70,903.5	8.06%	0.00	0.00	1,240.39	1,244.62	2,485.01
SEDA-COG	30,389.6	3.46%	0.00	0.00	531.64	533.45	1,065.09
Altoona	5,584.4	0.75%	0.00	0.00	115.19	115.58	230.77
Johnstown	3,702.1	0.42%	0.00	0.00	64.76	64.99	129.75
Centre County	16,835.4	1.91%	0.00	0.00	294.52	295.52	590.04
Williamsport	11,654.8	1.33%	0.00	0.00	203.89	204.59	408.48
Erie	2,079.0	0.24%	0.00	0.00	36.37	36.49	72.86
Lancaster	45,475.8	5.17%	0.00	0.00	795.56	798.27	1,593.83
York	20,394.8	2.32%	0.00	0.00	356.79	358.01	714.79
Reading	8,141.2	0.93%	0.00	0.00	142.42	142.91	285.33
Lebanon	1,655.0	0.19%	0.00	0.00	28.95	29.05	58.00
Mercer	3,586.9	0.41%	0.00	0.00	62.75	62.96	125.71
Adams	28,042.5	3.19%	0.00	0.00	490.58	492.25	982.83
Franklin	8,918.4	1.01%	0.00	0.00	156.02	156.55	312.57
Northwest	44,543.1	5.07%	0.00	0.00	779.24	781.90	1,561.14
N. Central	67,603.4	7.69%	0.00	0.00	1,182.66	1,186.69	2,369.35
N. Tier	59,049.6	6.72%	0.00	0.00	1,033.02	1,036.54	2,069.56
S. Alleghenies	60,575.5	6.89%	0.00	0.00	1,059.71	1,063.33	2,123.04
Wayne	6,618.9	0.75%	0.00	0.00	115.79	116.19	231.98
Total (No IM)	879,299.1	100.00%	0.00	0.00	15,382.50	15,435.00	30,817.50



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

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	446.29	447.81	894.10
SPC	276,243.7	31.42%	0.00	0.00	9,665.24	9,698.23	19,363.47
Harrisburg	38,043.0	4.33%	0.00	0.00	1,331.05	1,335.59	2,666.65
Scranton/WB	13,629.0	1.55%	0.00	0.00	476.85	478.48	955.33
Lehigh Valley	41,874.0	4.76%	0.00	0.00	1,465.09	1,470.09	2,935.18
NEPA	70,903.5	8.06%	0.00	0.00	2,480.78	2,489.25	4,970.02
SEDA-COG	30,389.6	3.45%	0.00	0.00	1,063.27	1,066.90	2,130.18
Altoona	5,584.4	0.75%	0.00	0.00	230.38	231.16	461.54
Johnstown	3,702.1	0.42%	0.00	0.00	129.53	129.97	259.50
Centre County	15,835.4	1.91%	0.00	0.00	589.04	591.05	1,180.09
Williamsport	11,654.8	1.33%	0.00	0.00	407.78	409.17	816.95
Erie	2,079.0	0.24%	0.00	0.00	72.74	72.99	145.73
Lancaster	45,475.8	5.17%	0.00	0.00	1,591.11	1,596.54	3,187.65
York	20,394.8	2.32%	0.00	0.00	713.58	716.01	1,429.59
Reading	8,141.2	0.93%	0.00	0.00	284.85	285.82	570.66
Lebanon	1,655.0	0.19%	0.00	0.00	57.91	58.10	116.01
Mercer	3,586.9	0.41%	0.00	0.00	125.50	125.93	251.43
Adams	28,042.5	3.19%	0.00	0.00	981.15	984.50	1,965.66
Franklin	8,918.4	1.01%	0.00	0.00	312.04	313.10	625.14
Northwest	44,543.1	5.07%	0.00	0.00	1,558.48	1,563.80	3,122.28
N. Central	67,603.4	7.69%	0.00	0.00	2,365.31	2,373.39	4,738.70
N. Tier	59,049.6	6.72%	0.00	0.00	2,066.03	2,073.08	4,139.12
S. Alleghenies	60,575.5	6.89%	0.00	0.00	2,119.42	2,126.65	4,246.08
Wayne	5,618.9	0.75%	0.00	0.00	231.58	232.37	463.96
<b>Total (No IM)</b>	<b>879,299.1</b>	<b>100.00%</b>	<b>0.00</b>	<b>0.00</b>	<b>30,765.00</b>	<b>30,870.00</b>	<b>61,635.00</b>

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

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

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

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

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

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



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

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

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

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

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

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

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	355,210	619,682	17,232	992,124	
	PAAC	115,670	221,589	14,161	351,420	
	AMTRAN -- Blair	0	2,890	0	2,890	
		<i>Blair Senior Services</i>	0	0	1,368	1,368
	BCTA -- Beaver	0	3,591	559	4,150	
	CAT -- Dauphin	0	7,999	961	8,960	
	CATA -- Centre	0	5,785	364	6,149	
	CCTA -- Cambria	0	6,686	727	7,413	
	COLTS -- Lackawanna	0	6,653	1,500	8,153	
	EMTA -- Erie	0	9,089	1,069	10,158	
	FACT -- Fayette	0	1,008	458	1,466	
	HPT -- Hazleton	0	1,872	0	1,872	
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062	
	LCTA -- Luzerne	0	5,494	741	6,235	
		<i>Martz</i>	0	13	13	
	LT -- Lebanon	0	1,820	468	2,308	
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725	
	MCTA -- Monroe	0	1,896	796	2,692	
	Pottstown -- Montgomery	0	1,194	0	1,194	
		<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888	0	14,888	
		<i>BARTA -- Berks</i>	0	0	1,076	1,076
		<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504	
	WCTA -- Washington	0	1,400	1,928	3,328	
	WBT -- Williamsport	0	3,949	0	3,949	
		<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580	
	YATA -- York/Adams	0	6,355	1,435	7,790	
	Unallocated Other Urban Systems	0	0	0	0	
		<b>Urban Total</b>	<b>470,880</b>	<b>946,527</b>	<b>58,663</b>	<b>1,476,070</b>
	RURAL	ATA	0	4,438	329	4,767
BTA -- Butler		0	875	0	875	
		<i>Butler County</i>	0	0	493	493
Carbon		0	244	569	833	
CATA -- Crawford		0	798	648	1,446	
DUFAST		0	557	0	557	
EMTA -- Endless Mtns.		0	912	910	1,822	
ICTA -- Indiana		0	1,549	482	2,031	
Mid-County -- Armstrong		0	578	447	1,025	
Mt. Carmel		0	292	0	292	
Northumberland County		0	0	586	586	
NCATA -- New Castle		0	4,154	0	4,154	
		<i>ACTS -- Lawrence</i>	0	0	399	399
STS -- Schuylkill		0	1,524	807	2,331	
TAWC -- Warren		0	644	370	1,014	
VCTO -- Venango		0	421	239	660	
	<b>Rural Total</b>	<b>0</b>	<b>16,986</b>	<b>6,299</b>	<b>23,285</b>	
	Total Other ^	0	4,569	16,774	21,343	
	PennDOT Discretion	26,940	0	0	26,940	
	Other Unallocated (Urban/Rural)	40,950	39,111	4,239	84,300	
	<b>GRAND TOTAL</b>	<b>538,770</b>	<b>1,007,193</b>	<b>85,975</b>	<b>1,631,938</b>	

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

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

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

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

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	355,210	619,682	17,232	992,124	
	PAAC	115,670	221,589	14,161	351,420	
	AMTRAN -- Blair	0	2,890	0	2,890	
		<i>Blair Senior Services</i>	0	0	1,368	1,368
	BCTA -- Beaver	0	3,591	559	4,150	
	CAT -- Dauphin	0	7,999	961	8,960	
	CATA -- Centre	0	5,785	364	6,149	
	CCTA -- Cambria	0	6,686	727	7,413	
	COLTS -- Lackawanna	0	6,653	1,500	8,153	
	EMTA -- Erie	0	9,089	1,069	10,158	
	FACT -- Fayette	0	1,008	458	1,466	
	HPT -- Hazleton	0	1,872	0	1,872	
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062	
	LCTA -- Luzerne	0	5,494	741	6,235	
		<i>Martz</i>	0	13	13	
	LT -- Lebanon	0	1,820	468	2,308	
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725	
	MCTA -- Monroe	0	1,896	796	2,692	
	Pottstown -- Montgomery	0	1,194	0	1,194	
		<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888	0	14,888	
		<i>BARTA -- Berks</i>	0	0	1,076	1,076
		<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504	
	WCTA -- Washington	0	1,400	1,928	3,328	
	WBT -- Williamsport	0	3,949	0	3,949	
		<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580	
	YATA -- York/Adams	0	6,355	1,435	7,790	
	Unallocated Other Urban Systems	0	0	0	0	
		<b>Urban Total</b>	<b>470,880</b>	<b>946,527</b>	<b>58,663</b>	<b>1,476,070</b>
	RURAL	ATA	0	4,438	329	4,767
BTA -- Butler		0	875	0	875	
		<i>Butler County</i>	0	0	493	493
Carbon		0	244	569	833	
CATA -- Crawford		0	798	648	1,446	
DUFAST		0	557	0	557	
EMTA -- Endless Mtns.		0	912	910	1,822	
ICTA -- Indiana		0	1,549	482	2,031	
Mid-County -- Armstrong		0	578	447	1,025	
Mt. Carmel		0	292	0	292	
Northumberland County		0	0	586	586	
NCATA -- New Castle		0	4,154	0	4,154	
		<i>ACTS -- Lawrence</i>	0	0	399	399
STS -- Schuylkill		0	1,524	807	2,331	
TAWC -- Warren		0	644	370	1,014	
VCTO -- Venango		0	421	239	660	
		<b>Rural Total</b>	<b>0</b>	<b>16,986</b>	<b>6,299</b>	<b>23,285</b>
	Total Other ^	0	4,569	16,774	21,343	
	PennDOT Discretion	26,940	0	0	26,940	
	Other Unallocated (Urban/Rural)	40,950	59,255	4,239	104,444	
	<b>GRAND TOTAL</b>	<b>538,770</b>	<b>1,027,337</b>	<b>85,975</b>	<b>1,652,082</b>	

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

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

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

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

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

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

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

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

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

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



**Appendix  
2017 Financials  
Federal Transit Funds**

<b>Federal Transit</b>			
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>
Allentown-Bethlehem*	7,818	0	
Altoona*	1,239	0	
East Stroudsburg*	1,803	0	
Erie*	3,812	0	
Harrisburg*	4,582	0	
Hanover*	939	0	
Hazleton*	834	0	
Johnstown*	1,585	15	
Lancaster*	8,400	0	
Lebanon*	1,076	0	
Monessen*	888	0	
Philadelphia**	119,410	117,903	3
Pittsburgh**	44,236	21,330	1
Pottstown*	1,337	0	
Reading*	3,643	0	
Scranton/Wilkes-Barre*	4,670	0	
Sharon*	700	0	
State College*	2,808	0	
Uniontown-Connellsville*	1,062	0	
Williamsport*	2,050	0	
York*	2,945	0	
<b>Large Urban</b>	<b>1,931</b>	<b>15,225</b>	
<b>Small Urban</b>	<b>1,571</b>	<b>0</b>	
<b>Large or Small Urban</b>	<b>1,744</b>	<b>0</b>	
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	
<b>TOTALS</b>	<b>221,083</b>	<b>154,473</b>	<b>11</b>

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



ndix 4  
 ial Guidance  
 ing 2017-2020 (\$000)

FFY 2017				
	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total
644	0	0	869	9,331
0	0	0	0	1,239
0	0	0	0	1,803
0	0	0	0	3,812
423	0	0	472	5,477
0	0	0	0	939
0	0	0	0	834
0	0	0	0	1,600
396	0	0	506	9,302
0	0	0	0	1,076
0	0	0	0	888
3,468	0	0	7,259	248,040
1,902	0	0	2,664	70,132
0	0	0	0	1,337
277	0	0	380	4,300
457	0	0	444	5,571
54	0	0	0	754
0	0	0	0	2,808
0	0	0	0	1,062
0	0	0	0	2,050
230	0	0	322	3,497
0	0	0	0	17,156
2,130	0	0	0	3,701
0	0	0	3,340	5,084
2,308	18,948	0	0	21,256
0	3,344	0	0	3,344
0	0	4,788	0	4,788
<b>2,289</b>	<b>22,292</b>	<b>4,788</b>	<b>16,256</b>	<b>431,181</b>

**Appen  
2017 Financi  
Federal Transit Fund**

<b>Federal Transit</b>			
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>Fixed Guideway Modernization</b>	<b>53</b>
Allentown-Bethlehem*	7,984	0	
Altoona*	1,265	0	
East Stroudsburg*	1,840	0	
Erie*	3,892	0	
Harrisburg*	4,679	0	
Hanover*	958	0	
Hazleton*	851	0	
Johnstown*	1,618	15	
Lancaster*	8,578	0	
Lebanon*	1,098	0	
Monessen*	906	0	
Philadelphia**	121,566	119,938	
Pittsburgh**	45,060	21,699	
Pottstown*	1,365	0	
Reading*	3,720	0	
Scranton/Wilkes-Barre*	4,769	0	
Sharon*	715	0	
State College*	2,867	0	
Uniontown-Connellsville*	1,085	0	
Williamsport*	2,093	0	
York*	3,007	0	
<b>Large Urban</b>	<b>1,971</b>	<b>15,488</b>	
<b>Small Urban</b>	<b>1,604</b>	<b>0</b>	
<b>Large or Small Urban</b>	<b>1,744</b>	<b>0</b>	
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	
<b>TOTALS</b>	<b>225,235</b>	<b>157,140</b>	

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

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

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

ndix 4  
 ial Guidance  
 ing 2017-2020 (\$000)

FFY 2018				
10	5311+	Appalachia Funds+	5539 (Bus and Bus Facilities)	Total
658	0	0	892	9,534
0	0	0	0	1,265
0	0	0	0	1,840
0	0	0	0	3,892
432	0	0	484	5,595
0	0	0	0	958
0	0	0	0	851
0	0	0	0	1,633
405	0	0	519	9,502
0	0	0	0	1,098
0	0	0	0	906
3,541	0	0	7,451	252,496
1,942	0	0	2,735	71,436
0	0	0	0	1,365
283	0	0	390	4,393
467	0	0	456	5,692
55	0	0	0	770
0	0	0	0	2,867
0	0	0	0	1,085
0	0	0	0	2,093
235	0	0	330	3,572
0	0	0	0	17,459
2,175	0	0	0	3,779
0	0	0	3,382	5,126
2,357	19,389	0	0	21,746
0	3,422	0	0	3,422
0	0	4,788	0	4,788
<b>12,550</b>	<b>22,811</b>	<b>4,788</b>	<b>16,639</b>	<b>439,163</b>

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**Appen  
2017 Financial  
Federal Transit Fund**

Federal Transit			
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5307
Allentown-Bethlehem*	8,155	0	
Altoona*	1,292	0	
East Stroudsburg*	1,879	0	
Erie*	3,974	0	
Harrisburg*	4,780	0	
Hanover*	979	0	
Hazleton*	869	0	
Johnstown*	1,652	15	
Lancaster*	8,761	0	
Lebanon*	1,122	0	
Monessen*	926	0	
Philadelphia**	123,794	122,001	
Pittsburgh**	45,911	22,072	
Pottstown*	1,394	0	
Reading*	3,800	0	
Scranton/Wilkes-Barre*	4,871	0	
Sharon*	730	0	
State College*	2,927	0	
Uniontown-Connellsville*	1,107	0	
Williamsport*	2,137	0	
York*	3,072	0	
<b>Large Urban</b>	<b>2,013</b>	<b>15,754</b>	
<b>Small Urban</b>	<b>1,638</b>	<b>0</b>	
<b>Large or Small Urban</b>	<b>1,744</b>	<b>0</b>	
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	
<b>TOTALS</b>	<b>229,527</b>	<b>159,842</b>	

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

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

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

ndix 4  
 ial Guidance  
 ing 2017-2020 (\$000)

FY 2019				
10	5311+	Appalachia Funds+	5539 (Bus and Bus Facilities)	Total
672	0	0	915	9,742
0	0	0	0	1,292
0	0	0	0	1,879
0	0	0	0	3,974
442	0	0	497	5,719
0	0	0	0	979
0	0	0	0	869
0	0	0	0	1,667
413	0	0	533	9,707
0	0	0	0	1,122
0	0	0	0	926
3,616	0	0	7,649	257,060
1,983	0	0	2,808	72,774
0	0	0	0	1,394
289	0	0	400	4,489
477	0	0	468	5,816
56	0	0	0	786
0	0	0	0	2,927
0	0	0	0	1,107
0	0	0	0	2,137
240	0	0	339	3,651
0	0	0	0	17,767
2,221	0	0	0	3,859
0	0	0	3,425	5,169
2,407	19,844	0	0	22,251
0	3,502	0	0	3,502
0	0	4,788	0	4,788
<b>12,816</b>	<b>23,346</b>	<b>4,788</b>	<b>17,034</b>	<b>447,353</b>

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8

**Appendix  
2017 Financials  
Federal Transit Funds**

<b>Federal Transit</b>			
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>Fixed Guideway Modernization</b>	<b>5311</b>
Allentown-Bethlehem*	8,330	0	
Altoona*	1,319	0	
East Stroudsburg*	1,919	0	
Erie*	4,058	0	
Harrisburg*	4,883	0	
Hanover*	999	0	
Hazleton*	888	0	
Johnstown*	1,687	16	
Lancaster*	8,948	0	
Lebanon*	1,145	0	
Monessen*	945	0	
Philadelphia**	126,069	124,099	
Pittsburgh**	46,780	22,452	
Pottstown*	1,424	0	
Reading*	3,882	0	
Scranton/Wilkes-Barre*	4,977	0	
Sharon*	745	0	
State College*	2,989	0	
Uniontown-Connellsville*	1,131	0	
Williamsport*	2,182	0	
York*	3,138	0	
<b>Large Urban</b>	<b>2,056</b>	<b>16,025</b>	
<b>Small Urban</b>	<b>1,673</b>	<b>0</b>	
<b>Large or Small Urban</b>	<b>1,744</b>	<b>0</b>	
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	
<b>TOTALS</b>	<b>233,911</b>	<b>162,592</b>	

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



ndix 4  
 ial Guidance  
 ing 2017-2020 (\$000)

FY 2020				
10	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total
686	0	0	940	<b>9,956</b>
0	0	0	0	<b>1,319</b>
0	0	0	0	<b>1,919</b>
0	0	0	0	<b>4,058</b>
451	0	0	510	<b>5,844</b>
0	0	0	0	<b>999</b>
0	0	0	0	<b>888</b>
0	0	0	0	<b>1,703</b>
422	0	0	547	<b>9,917</b>
0	0	0	0	<b>1,145</b>
0	0	0	0	<b>945</b>
3,692	0	0	7,852	<b>261,712</b>
2,025	0	0	2,882	<b>74,139</b>
0	0	0	0	<b>1,424</b>
295	0	0	411	<b>4,588</b>
487	0	0	480	<b>5,944</b>
57	0	0	0	<b>802</b>
0	0	0	0	<b>2,989</b>
0	0	0	0	<b>1,131</b>
0	0	0	0	<b>2,182</b>
245	0	0	348	<b>3,731</b>
0	0	0	0	<b>18,081</b>
2,268	0	0	0	<b>3,941</b>
0	0	0	3,470	<b>5,214</b>
2,458	20,309	0	0	<b>22,767</b>
0	3,584	0	0	<b>3,584</b>
0	0	4,788	0	<b>4,788</b>
<b>13,086</b>	<b>23,893</b>	<b>4,788</b>	<b>17,440</b>	<b>455,710</b>

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**Appen  
2017 Financi  
Federal Transit Fund**

Federal Transit	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	531
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	531
Allentown-Bethlehem*	32,287	0	
Altoona*	5,115	0	
East Stroudsburg*	7,441	0	
Erie*	15,736	0	
Harrisburg*	18,924	0	
Hanover*	3,875	0	
Hazleton*	3,442	0	
Johnstown*	6,542	61	
Lancaster*	34,687	0	
Lebanon*	4,441	0	
Monessen*	3,665	0	
Philadelphia**	490,839	483,941	1
Pittsburgh**	181,987	87,553	
Pottstown*	5,520	0	
Reading*	15,045	0	
Scranton/Wilkes-Barre*	19,287	0	
Sharon*	2,890	0	
State College*	11,591	0	
Uniontown-Connellsville*	4,385	0	
Williamsport*	8,462	0	
York*	12,162	0	
<b>Large Urban</b>	<b>7,971</b>	<b>62,492</b>	
<b>Small Urban</b>	<b>6,486</b>	<b>0</b>	
<b>Large or Small Urban</b>	<b>6,976</b>	<b>0</b>	
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	
<b>TOTALS</b>	<b>909,756</b>	<b>634,047</b>	<b>5</b>

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

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 ing 2017-2020 (\$000)

Total FFY 2017 - FFY 2020				
0	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total
2,660	0	0	3,616	38,563
0	0	0	0	5,115
0	0	0	0	7,441
0	0	0	0	15,736
1,748	0	0	1,963	22,635
0	0	0	0	3,875
0	0	0	0	3,442
0	0	0	0	6,603
1,636	0	0	2,105	38,428
0	0	0	0	4,441
0	0	0	0	3,665
4,317	0	0	30,211	1,019,308
7,852	0	0	11,089	288,481
0	0	0	0	5,520
1,144	0	0	1,581	17,770
1,888	0	0	1,848	23,023
222	0	0	0	3,112
0	0	0	0	11,591
0	0	0	0	4,385
0	0	0	0	8,462
950	0	0	1,339	14,451
0	0	0	0	70,463
8,794	0	0	0	15,280
0	0	0	13,617	20,593
9,530	78,490	0	0	88,020
0	13,852	0	0	13,852
0	0	19,152	0	19,152
50,741	92,342	19,152	67,369	1,773,407

Pennsylvania's Statewide Transportation Improvement Program 2017-2020

Appendix  
2017-2020 Federal and State  
(\$000,000)

Region	2017			2018			Federal Transit
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	
Delaware Valley	249,377	969,843	1,219,220	253,861	998,223	1,252,084	
Southwest Penna	72,082	368,406	440,488	73,427	377,646	451,073	
Harrisburg	5,477	8,960	14,437	5,595	8,960	14,555	
Scranton/WB	6,405	16,273	22,678	6,543	16,273	22,816	
Lehigh Valley	9,331	19,062	28,393	9,534	19,062	28,596	
NEPA	1,803	5,856	7,659	1,840	5,856	7,696	
SEDA-COG	0	878	878	0	878	878	
Altoona	1,239	4,278	5,517	1,265	4,278	5,543	
Johnstown	1,600	7,413	9,013	1,633	7,413	9,046	
Centre County	2,808	6,149	8,957	2,867	6,149	9,016	
Williamsport	2,050	4,707	6,757	2,093	4,707	6,800	
Erie	3,812	10,158	13,970	3,892	10,158	14,050	
Lancaster	9,302	8,262	17,564	9,502	8,262	17,764	
York	4,436	7,790	12,226	4,530	7,790	12,320	
Reading	4,300	9,622	13,922	4,393	9,622	14,015	
Lebanon	1,076	2,308	3,384	1,098	2,308	3,406	
SVATS	754	1,504	2,258	770	1,504	2,274	
Adams	0	0	0	0	0	0	
Franklin	0	0	0	0	0	0	
<b>Total Urban</b>	<b>375,852</b>	<b>1,451,469</b>	<b>1,827,321</b>	<b>382,843</b>	<b>1,489,089</b>	<b>1,871,932</b>	
Northwest	0	3,120	3,120	0	3,120	3,120	
Northcentral	0	5,324	5,324	0	5,324	5,324	
Northern Tier	0	1,822	1,822	0	1,822	1,822	
Southern Allegh.	0	0	0	0	0	0	
Wayne County	0	0	0	0	0	0	
<b>Total Rural</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	
<b>Unallocated</b>	<b>0</b>	<b>41,919</b>	<b>41,919</b>	<b>0</b>	<b>64,551</b>	<b>64,551</b>	
<b>Reserve/Other</b>	<b>55,329</b>	<b>46,133</b>	<b>101,462</b>	<b>56,320</b>	<b>48,283</b>	<b>104,603</b>	
<b>Grand Total</b>	<b>431,181</b>	<b>1,549,787</b>	<b>1,980,968</b>	<b>439,163</b>	<b>1,612,189</b>	<b>2,051,352</b>	

\* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to \$100 million.  
\* Operating Assistance for South Central Transit is distributed 57.4% to Reading and 42.6% to Lancaster.

ndix 5  
e Transit Funding by Region  
(00)

2019			2020			TOTAL		
Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
258,454	998,223	1,256,677	263,136	998,223	1,261,359	1,024,828	3,964,512	4,989,340
74,807	377,646	452,453	76,215	377,646	453,861	296,531	1,501,344	1,797,875
5,719	8,960	14,679	5,844	8,960	14,804	22,635	35,840	58,475
6,685	16,273	22,958	6,832	16,273	23,105	26,465	65,092	91,557
9,742	19,062	28,804	9,956	19,062	29,018	38,563	76,248	114,811
1,879	5,856	7,735	1,919	5,856	7,775	7,441	23,424	30,865
0	878	878	0	878	878	0	3,512	3,512
1,292	4,278	5,570	1,319	4,278	5,597	5,115	17,112	22,227
1,667	7,413	9,080	1,703	7,413	9,116	6,603	29,652	36,255
2,927	6,149	9,076	2,989	6,149	9,138	11,591	24,596	36,187
2,137	4,707	6,844	2,182	4,707	6,889	8,462	18,828	27,290
3,974	10,158	14,132	4,058	10,158	14,216	15,736	40,632	56,368
9,707	8,262	17,969	9,917	8,262	18,179	38,428	33,049	71,477
4,630	7,790	12,420	4,730	7,790	12,520	18,326	31,160	49,486
4,489	9,622	14,111	4,588	9,622	14,210	17,770	38,487	56,257
1,122	2,308	3,430	1,145	2,308	3,453	4,441	9,232	13,673
786	1,504	2,290	802	1,504	2,306	3,112	6,016	9,128
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>390,017</b>	<b>1,489,089</b>	<b>1,879,106</b>	<b>397,335</b>	<b>1,489,089</b>	<b>1,886,424</b>	<b>1,546,047</b>	<b>5,918,736</b>	<b>7,464,783</b>
0	3,120	3,120	0	3,120	3,120	0	12,480	12,480
0	5,324	5,324	0	5,324	5,324	0	21,296	21,296
0	1,822	1,822	0	1,822	1,822	0	7,288	7,288
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>10,266</b>	<b>10,266</b>	<b>0</b>	<b>41,064</b>	<b>41,064</b>
	<b>84,300</b>	<b>84,300</b>		<b>104,444</b>	<b>104,444</b>	<b>0</b>	<b>295,214</b>	<b>295,214</b>
<b>57,336</b>	<b>48,283</b>	<b>105,619</b>	<b>58,375</b>	<b>48,283</b>	<b>106,658</b>	<b>227,360</b>	<b>190,982</b>	<b>418,342</b>
<b>447,353</b>	<b>1,631,938</b>	<b>2,079,291</b>	<b>455,710</b>	<b>1,652,082</b>	<b>2,107,792</b>	<b>1,773,407</b>	<b>6,445,996</b>	<b>8,219,403</b>

to total amount appropriated for Pennsylvania.  
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**Appendix 6 - 2017 Transportation Program Development Schedule**

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



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

## **APPENDIX 11**

### **Public Participation/STIP Visualization**

State Transportation Commission Website: <http://www.talkpatransportation.com/>

The screenshot shows the homepage of the Pennsylvania State Transportation Commission website. At the top left is the state seal, and at the top right is the Pennsylvania Department of Transportation logo. The main header features the text "State Transportation Commission" and a navigation menu with links: Home, About STC, Public Meetings, Transportation Planning, Tell Us What You Think, Resources, and Contact Us. A large banner image of a highway interchange is displayed with the text "Learn more about the Twelve Year Program". Below the banner is a teal section with the heading "Welcome to the Pennsylvania State Transportation Commission..." and a paragraph describing the STC's role. The main content area is divided into two columns. The left column is titled "Learn more about the Current Twelve Year Program" and includes three items: "Explore 2015 Twelve Year Program Report", "View PA's 2015 Performance Report", and "Meet our Planning Partners". The right column is titled "2017 Twelve Year Program Public Outreach" and includes two items: "What We Heard" with a "Explore Survey Results" button, and "Check Out Your Region" with a "A Closer Look at Your Region" button. At the bottom, there are social media icons for Facebook and Twitter, and a "Participate Attend a Meeting" button.

**State Transportation Commission Website – Public Meetings**  
Website: <http://www.talkpatransportation.com/public.html>

**State Transportation Commission**

Home About STC **Public Meetings** Transportation Planning Tell Us What You Think Resources Contact Us

### 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 Online Public Meeting to share updates, discuss areas of investment, priorities, answer questions, and gather feedback from the public on their transportation priorities. The most recent Online Public Meeting was held on April 16, 2015. You can [view the recorded public meeting](#).

[See more](#)

**Planning Partners**  
Pennsylvania is divided into 24 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](#)

121

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**State Transportation Commission Website – Transportation Planning – Public Outreach**  
Website: <http://www.talkpatransportation.com/publicoutreach.html>

**State Transportation Commission**

**public outreach**  
DEPARTMENT OF TRANSPORTATION

Home About STC Public Meetings **Transportation Planning** Tell Us What You Think Resources Contact Us

**Transportation Planning**

- State Transportation Plan
- Twelve Year Program
- Long Range Plan
- Public Outreach**

**Public Outreach**

Every two years, PennDOT updates the Twelve Year Program (TYP). Public participation is an important component of updating the TYP. In preparation for the 2017 TYP update, the STC evaluated Pennsylvania's transportation system as part of the Transportation Performance Report. The [2015 Transportation Performance Report](#) showcases progress and identifies needs in the areas of safety, mobility, preservation, accountability, and funding.

**Share Your Priorities**

To collect public feedback for the 2017 Twelve Year Program update, the STC had an open comment period from April 16, 2015 through May 29, 2015. The increased level of participation and feedback was tremendous. More than 125 Pennsylvanians participated in the Online Public Meeting and over 5,000 people completed the online survey. You can [view the recorded public meeting](#). We also invite you to visit the [survey results](#) page to view statewide and regional results, a statewide feedback summary, as well as the public meeting Q & A.

Although the public comment period is closed, you can participate in the [planning partner outreach process](#) to provide your input on transportation priorities.

For more information on the 2017 TYP Public Participation Plan, please [read the Public Participation Plan Milestones](#) or visit the [Public Meeting page](#).

Explore Survey Results

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## State Transportation Commission Website – Tell Us What You Think

Website: <http://www.talkpatransportation.com/tellus.html>

The screenshot shows the website interface for the State Transportation Commission's 'Tell Us What You Think' initiative. At the top, there is a navigation menu with links for Home, About STC, Public Meetings, Transportation Planning, Tell Us What You Think (highlighted), Resources, and Contact Us. The main content area features a large landscape photograph of a rural area with a road and houses. Below the photo is a sidebar with a 'Tell Us What You Think' menu containing links for 'What We Heard', 'Results by Planning Partner', 'Online Meeting Q&A', and 'Online Public Meeting'. The main text area is titled 'Tell Us What You Think' and provides information about the biennial update of the Twelve Year Transportation Program (TYP). It includes a list of three ways to provide feedback: attending quarterly meetings, participating in outreach processes, and contacting the STC via email. A 'What We Heard' section follows, detailing the availability of survey results, meeting recordings, and interactive maps. At the bottom right of the page, there are social media icons for email, Facebook, and Twitter.



PA Transportation Projects Website: <http://www.projects.penndot.gov/projects/PAProjects.aspx>

# PA Transportation Projects >>



- HOME
- CONSTRUCTION
- ACT 89 PROGRESS
- FOUR & TWELVE YEAR PLANS
- CONTACT
- ABOUT



With PennDOT directly responsible for approximately 40,000 roadway miles and 25,000 bridges in Pennsylvania, maintaining our transportation network takes strong partnership among the department, federal and local governments, planning partners and our communities.

In addition to the state's highways and bridges, a robust menu of travel and commerce options like aviation, transit and rail facilities are also essential to keeping people and goods moving.

This Projects page demonstrates Pennsylvanians' investments in the network serving them. You can see active construction projects that are underway, beginning this year or being bid this year on the **Construction Projects** section. The **Act 89 Progress** section indicates the status of project commitments made possible by the state's transportation funding plan that was signed into law in November 2013.

Projects are identified through a rigorous planning process that maps out our investments over four year and twelve year increments. The **Four & Twelve Year Plans** section shows you highway, bridge, transit and aviation projects identified on our 2015-18 Transportation Improvement Program as well as our Twelve Year Plan.

To view news and traffic alerts from a PennDOT region near you, visit the **applicable district's page**. If you would like to report a concern on state-owned road conditions, construction projects, signs or signals, or other topics related to state roads, please visit our **Customer Care Center**.

**Construction Projects**

[View Active Construction Projects](#)

**Act 89 Progress**

[View Plan Progress](#)

**Four & Twelve Year Plans**

[View 2015-18 & Twelve Year Plan Projects](#)

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Four & Twelve Year Plans Website: <http://www.projects.penndot.gov/projects/TIP.aspx>

## TRANSPORTATION IMPROVEMENT PROGRAM



HOME CONSTRUCTION ACT 89 PROGRESS **FOUR & TWELVE YEAR PLANS** CONTACT ABOUT



The State Transportation Improvement Plan (STIP) and the TIP are the first four years of the Twelve Year Program (TYP), which outline the multimodal transportation improvements spanning a four year period. The STIP covers the entire state and includes 23 individual TIPs representing the MPOs and RPOs. The TIPs feed into the statewide STIP. Federal law requires TIPs to be updated at least every three years. 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.

The STIP 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. 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 [Highway Administration \(FHWA\)](#), the [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.



View Projects

[View TIP Project Map](#)

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DEPARTMENT OF TRANSPORTATION

**Center for Program Development and Management**

**400 North Street, 6th Floor | Harrisburg PA 17120**

**Phone: 717.787.2862 | Fax: 717.787.5247**

**[www.dot.state.pa.us](http://www.dot.state.pa.us)**