



Appendix B
State DOT Financial, and General and
Procedural Guidance used in
Developing the Program, and SEPTA's
Financial Capacity Analysis and TAM
Plan

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***PENNSYLVANIA 2025
TRANSPORTATION PROGRAM
FINANCIAL GUIDANCE***

INTRODUCTION 1

2025 TRANSPORTATION PROGRAM UPDATE..... 1

FUNDING 2

Highway and Bridge Funding Distribution..... 3

Public Transit Funding Distribution 8

APPENDICIES

Appendix 1: Available Funds – Highway and Bridge..... 11

Appendix 2: Highway and Bridge Base Funding Allocations for Each Region 13

Appendix 3: Rapid Bridge Replacement Program 28

Appendix 4: Asset Management Factor..... 30

Appendix 5: 2025 Financial Guidance Distribution Formula Summary..... 32

Appendix 6: State Transit Funding..... 33

Appendix 7: Federal Transit Funding..... 38

Appendix 8: Federal and State Transit Funding by Region..... 43

INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial 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
- Coordination with other agencies and initiatives.

2025 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on April 4, 2023, with the following recommendations:

- Existing formulas with updated data are retained from the 2023 Financial Guidance.
- A new formula has been introduced for Carbon Reduction Program funding based upon highway and vehicle registration data.
- The PROTECT program will be administered as a statewide program for the first two years of the 2025 Program. The Financial Guidance Work Group will develop a distribution formula for the remaining years and subsequent programs.
- 2020 Census data has been incorporated into the CMAQ distribution and the urban specific portions of the Surface Transportation Block Grant, Carbon Reduction and Transportation Alternatives Set-Aside Programs.

- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.
- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program 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.
- Anticipated available federal highway, bridge and transit funds will reflect Infrastructure Investment and Jobs Act (IIJA) authorized amounts for the first two years then remain flat for the remaining ten years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$50 million. An analysis on regional vs statewide project delivery will be completed for the 2027 Financial Guidance update.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2025 Transportation Program Financial Guidance* and *Pennsylvania 2025 Transportation Program General and Procedural Guidance* on April 19, 2023.

FUNDING

Pennsylvania's 2025 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Appropriation 581 funding for highway capital projects
- State Appropriations 185 (state owned) and 183 (locally owned) funding for bridge capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each MPO and RPO and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP):**
 - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized.
 - Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
 - An average of \$8.6 million per year will be reserved for State and Local Bridge Inspection.
 - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania’s TAMP. More information on the AMF is included in Appendix 4.
- **Surface Transportation Block Grant Program (STP, STN, STR):**
 - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region’s allocation, or other statewide priorities.
 - An average of \$18.1 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU):**

- Funding is allocated to each MPO 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 2020 Federal Census.

- **Off System Bridges (BOF):**

- Funding for minor collector and local functional class bridges will utilize the following formula:

2025 through 2036
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- Funding for off-system bridges comes from legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.

- **Bridge Formula Investment Program (BRIP):**

- Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to MPOs, RPOs and the Interstate Program based upon the share of these factors:

2025 through 2036	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**
 - \$50 million in funding for this program will be reserved statewide for various safety initiatives.
 - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address systemic safety projects.
 - The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**
 - \$25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
 - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.

- **National Highway Freight Program (NFP):**
 - Funding for this program will be allocated to the Interstate Management Program.

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
 - The IIJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000 (TAU).
 - The remaining funds sub-allocated by population and the 41% available to any area of the state (TAP) are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.

- **Railway-Highway Crossings, Section 130 (RRX):**
 - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
 - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher-cost projects.

- **Carbon Reduction Program (CRP, CRPU):**
 - \$10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
 - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
 - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2025 through 2036
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
 - Funds will be held in a statewide line item for years 2025 and 2026.
 - While funds will initially remain in the statewide line item for years 2027-2036, a formula will ultimately be developed to distribute these funds for those years. MPOs and RPOs are encouraged to begin planning their strategy for how future PROTECT formula funding will be utilized most effectively.

- **Highway (Capital) Funding (State):**
 - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
 - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
 - An average of \$34.6 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
 - Remaining state highway funds will be distributed based upon the regional share of these factors:

2025 through 2036
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (State):**
 - Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF):**
 - This funding is earmarked for specific projects that were authorized by federal legislation.

- **Appalachian Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian 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).

- **National Electric Vehicle Infrastructure Formula Program (EV):**
 - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.

- **All Discretionary Federal Funding:**
 - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure for Rebuilding America (INFRA)
 - Bridge Investment Program (BIP)
 - National Infrastructure Project Assistance (MEGA)
 - Rural Surface Transportation Grants (RURAL)
 - Discretionary Portions of NEVI, PROTECT, etc.

- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.

- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. 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.

- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.
- **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 available.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) 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 PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2023 allocations via the Bipartisan Infrastructure Law (BIL).

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 6 through 8. Federal funding is based on most recent BIL authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, 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 are derived from the following

sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Motor Vehicle Sales Tax, 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 PTF.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

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. This program also provides for free transit for seniors on any fixed route service. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **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, Motor Vehicle Sales Tax, 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 was deposited in this program after December 31, 2013, since the creation of Act 89 and capital funding was included as part of Section 1514 – Asset Improvement.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.
- **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 since it has not been appropriated by the legislature.

- **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. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

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

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

**Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds (\$000)**

Federal Funds	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)*	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Surface Transportation Block Grant Program (STP)*	593,580	605,452	605,452	605,452	2,409,936
Highway Safety Improvement Program (HSIP)*	131,471	134,241	134,241	134,241	534,194
Congestion Mitigation and Air Quality (CMAQ)*	118,415	120,784	120,784	120,784	480,766
National Highway Freight Program*	59,177	60,360	60,360	60,360	240,258
Railway-Highway Safety Crossings (RRX)	7,030	7,030	7,030	7,030	28,121
Carbon Reduction Program (CRP)	54,008	55,088	55,088	55,088	219,271
PROTECT Formula Program (PRTCT)	61,411	62,639	62,639	62,639	249,327
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,598,607	2,643,512	2,643,512	2,643,512	10,529,143
State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Subtotal -- State Funds	898,000	952,000	1,010,000	1,064,000	3,924,000
Grand Total	3,496,607	3,595,512	3,653,512	3,707,512	14,453,143

*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	2025	2026	2027	2028	Total
NHPP Apportionment	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Enhanced Interstate Management	350,947	400,947	450,947	488,177	1,691,018
Remaining	869,190	843,593	793,593	756,363	3,262,740
20% Statewide Reserve	173,838	168,719	158,719	151,273	652,548
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	369,352	348,874	308,874	279,090	1,306,189

Surface Transportation Block Grant Program	2025	2026	2027	2028	Total
STP Apportionment	593,580	605,452	605,452	605,452	2,409,936
Less Transportation Alternatives (10%)	49,319	50,305	50,305	50,305	200,234
Less STP-Urban Mandatory Distribution	186,456	190,185	190,185	190,185	757,011
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,082	3,159	3,238	3,319	12,797
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	241,401	248,480	248,401	248,320	986,602
Less Spike (20% of Remaining STP)	48,280	49,696	49,680	49,664	197,320
STP Funds to Distribute	193,121	198,784	198,721	198,656	789,282

Highway Safety Improvement Program	2025	2026	2027	2028	Total
HSIP Apportionment	131,471	134,241	134,241	134,241	534,194
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	69,471	72,241	72,241	72,241	286,194

Congestion Mitigation and Air Quality	2025	2026	2027	2028	Total
CMAQ Apportionment	118,415	120,784	120,784	120,784	480,766
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	95,160	97,528	97,528	97,528	387,745

National Highway Freight Program	2025	2026	2027	2028	Total
Interstate Program	59,177	60,360	60,360	60,360	240,258

Transportation Alternatives	2025	2026	2027	2028	Total
Transportation Alternatives Apportionment	49,319	50,305	50,305	50,305	200,234
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,393	17,755	17,755	17,755	70,659
TAP Funds -- Statewide Competitive Program	29,935	30,558	30,558	30,558	121,610

Railway-Highway Safety Crossings	2025	2026	2027	2028	Total
Statewide Program	7,030	7,030	7,030	7,030	28,121

Bridge Formula Program	2025	2026	2027	2028	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2025	2026	2027	2028	Total
Carbon Reduction Apportionment	54,008	55,088	55,088	55,088	219,271
Carbon Reduction Urban Set-Aside > 200K	21,866	22,304	22,304	22,304	88,777
Carbon Reduction Urban Set-Aside 50-200K	1,879	1,916	1,916	1,916	7,628
Carbon Reduction 5,000 to 50,000 to Distribute	3,094	3,156	3,156	3,156	12,562
Carbon Reduction < 5,000 to Distribute	8,266	8,431	8,431	8,431	33,559
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	8,903	9,281	9,281	9,281	36,745

PROTECT Formula Program	2025	2026	2027	2028	Total
PROTECT Formula Program	61,411	62,639	62,639	62,639	249,327

**Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Total State Funds (for Discretionary Calculation)	898,000	952,000	1,010,000	1,064,000	3,924,000
Mandatory 15% Discretionary (Highway Funds)	134,700	142,800	151,500	159,600	588,600

State Highway (Capital)	2025	2026	2027	2028	Total
Highway (Capital) After Discretionary Set-Aside	446,300	492,200	546,500	592,400	2,077,400
Less Environmental Resource Agencies	770	790	809	830	3,199
Less State Bridge Inspection	29,963	30,787	31,605	32,478	124,833
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	387,167	432,223	485,686	530,692	1,835,768

State Bridge	2025	2026	2027	2028	Total
State Bridge Funds to Distribute	317,000	317,000	312,000	312,000	1,258,000

Total Distributed/Statewide Reserve	3,337,315	3,433,884	3,490,983	3,544,024	13,806,207
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Amounts in **Bold** are further reflected on the regional distribution charts.

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	107,329	28,888	53,799	43,249	19,059	22,967	0	0	41,992	8,583	92,009	2,573	10,790	0	44,294	475,531
SPC	86,142	41,280	59,543	55,426	34,692	12,800	0	0	23,280	3,747	40,174	2,421	4,711	0	57,134	421,351
Harrisburg	20,791	8,881	14,053	12,090	7,087	3,697	0	0	5,434	1,054	11,300	617	1,325	0	12,702	99,033
Scranton/WB	14,877	7,425	10,620	9,829	5,503	3,858	0	0	0	788	8,442	499	1,127	0	9,059	72,026
Lehigh Valley	17,230	7,001	12,422	8,570	5,585	5,054	0	0	6,844	1,268	13,596	572	1,594	0	8,494	88,232
NEPA	7,455	8,156	10,581	5,210	5,458	3,118	0	0	537	0	0	1,501	0	0	5,724	47,741
SEDA-COG	17,536	10,984	15,596	15,477	10,864	2,257	0	0	0	0	0	1,544	0	0	14,098	88,358
Altoona	2,847	2,443	2,802	3,005	2,328	1,252	0	0	0	0	0	382	201	0	2,847	17,707
Johnstown	5,936	2,620	4,604	3,730	2,140	1,085	0	0	1,329	0	0	453	166	0	3,242	25,304
Centre County	4,158	2,209	3,462	2,224	1,375	1,075	0	0	0	0	0	471	226	0	2,124	17,325
Williamsport	5,054	3,519	4,589	4,509	3,201	1,042	0	0	0	0	0	452	149	0	4,054	26,569
Erie	4,655	3,890	6,012	3,776	2,732	2,029	0	0	0	0	0	776	507	0	3,222	27,599
Lancaster	13,475	8,862	12,889	8,941	6,808	3,563	0	0	5,505	847	9,083	477	1,065	0	8,479	79,996
York	5,425	6,255	10,075	4,018	3,499	2,829	0	0	4,544	512	5,492	432	797	0	3,798	47,677
Reading	13,538	5,377	9,815	7,000	4,083	3,200	0	0	4,269	593	6,360	398	746	0	7,418	62,799
Lebanon	2,115	1,979	3,149	1,547	1,396	1,324	0	0	1,426	0	0	430	204	0	1,361	14,931
Mercer	1,621	3,225	4,175	2,713	2,604	1,121	0	0	0	0	0	467	0	0	2,483	18,408
Adams	3,257	1,971	3,592	1,266	1,387	999	0	0	0	0	0	385	0	0	1,409	14,266
Franklin	1,770	2,778	3,927	1,685	1,754	1,271	0	0	0	0	0	526	135	0	1,562	15,408
Total Urban	335,010	157,746	245,707	194,265	121,556	74,543	0	0	95,160	17,393	186,456	15,377	23,745	0	193,304	1,660,262
Northwest	8,341	8,725	13,111	7,560	6,751	1,641	0	0	0	0	0	1,220	0	0	7,610	54,959
N. Central	8,004	8,299	11,872	6,655	6,395	1,540	0	0	0	0	0	1,171	0	0	6,633	50,569
N. Tier	9,906	8,955	14,359	9,708	8,208	1,417	0	0	0	0	0	1,198	0	0	8,992	62,743
S. Alleghenies	8,090	7,597	11,046	8,845	7,226	1,543	0	0	0	0	0	1,046	0	0	8,213	53,606
Wayne County	0	1,798	2,673	1,077	1,267	789	0	0	0	0	0	250	0	0	1,005	8,858
Total Rural	34,342	35,374	53,060	33,845	29,846	6,928	0	0	0	0	0	4,886	0	0	32,452	230,734
Interstate Program	668,325	0	72,780	73,250	0	0	59,177	0	0	0	0	0	0	0	74,815	948,126
Statewide Program	0	0	0	0	0	0	0	7,030	0	29,935	0	10,000	0	61,411	0	108,375
Statewide Reserve	173,838	0	134,700	0	0	50,000	0	0	0	0	0	0	0	0	0	358,538
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	1,211,515	193,121	521,867	317,000	151,402	131,471	59,177	7,030	95,160	47,327	186,456	30,263	23,745	61,411	300,371	3,337,315

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	101,378	29,735	60,086	43,248	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	480,983
SPC	81,367	42,491	67,028	55,407	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	427,387
Harrisburg	19,638	9,142	15,759	12,087	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	100,404
Scranton/WB	14,052	7,643	11,883	9,828	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	73,042
Lehigh Valley	16,275	7,207	13,952	8,567	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,712
NEPA	7,042	8,396	11,956	5,205	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,092
SEDA-COG	16,564	11,307	17,472	15,475	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,691
Altoona	2,500	2,515	3,142	3,005	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,015
Johnstown	5,607	2,697	5,148	3,730	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,927	2,274	3,899	2,223	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,635
Williamsport	4,774	3,622	5,146	4,508	3,201	1,064	0	0	0	0	0	463	152	0	4,054	26,985
Erie	4,397	4,004	6,716	3,776	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,249
Lancaster	12,728	9,122	14,481	8,938	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,594
York	5,124	6,439	11,288	4,017	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,130
Reading	12,788	5,535	10,974	6,999	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,748
Lebanon	1,998	2,037	3,519	1,546	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,325
Mercer	1,531	3,319	4,668	2,713	2,604	1,146	0	0	0	0	0	478	0	0	2,483	18,942
Adams	3,076	2,029	4,067	1,264	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,646
Franklin	1,672	2,860	4,402	1,684	1,754	1,301	0	0	0	0	0	540	138	0	1,562	15,913
Total Urban	316,436	162,372	275,585	194,221	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,686,158
Northwest	7,879	8,981	14,727	7,557	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	56,441
N. Central	7,560	8,542	13,389	6,650	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	51,953
N. Tier	9,357	9,218	16,146	9,704	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	64,306
S. Alleghenies	7,642	7,820	12,453	8,841	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	54,851
Wayne County	0	1,851	2,997	1,076	1,267	800	0	0	0	0	0	257	0	0	1,005	9,253
Total Rural	32,438	36,412	59,712	33,829	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	236,804
Interstate Program	718,325	0	81,227	73,250	0	0	60,360	0	0	0	0	0	0	0	74,615	1,007,777
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	168,719	0	142,800	0	0	50,000	0	0	0	0	0	0	0	0	0	361,519
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	1,235,917	198,784	575,023	317,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,433,884

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	89,755	29,725	67,545	42,562	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	476,123
SPC	72,037	42,477	75,917	54,439	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	425,965
Harrisburg	17,386	9,139	17,784	11,885	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,972
Scranton/WB	12,441	7,640	13,383	9,668	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,768
Lehigh Valley	14,409	7,204	15,768	8,418	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,511
NEPA	6,234	8,393	13,588	5,099	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,808
SEDA-COG	14,865	11,303	19,699	15,221	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,761
Altoona	2,213	2,514	3,544	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,081
Johnstown	4,964	2,696	5,792	3,670	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,607
Centre County	3,477	2,273	4,418	2,183	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,662
Williamsport	4,227	3,621	5,808	4,433	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,023
Erie	3,892	4,003	7,551	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,519
Lancaster	11,269	9,119	16,370	8,781	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,865
York	4,536	6,437	12,729	3,947	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,910
Reading	11,322	5,533	12,349	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,542
Lebanon	1,769	2,037	3,958	1,522	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,509
Mercer	1,356	3,318	5,253	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,307
Adams	2,724	2,028	4,630	1,235	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,826
Franklin	1,480	2,859	4,965	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,254
Total Urban	280,155	162,321	311,052	190,941	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,682,012
Northwest	6,976	8,978	16,645	7,423	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	57,318
N. Central	6,694	8,540	15,192	6,523	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	52,758
N. Tier	8,284	9,215	18,267	9,532	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	65,179
S. Alleghenies	6,766	7,817	14,124	8,681	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	55,484
Wayne County	0	1,850	3,382	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,618
Total Rural	28,719	36,400	67,610	33,215	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	240,357
Interstate Program	768,325	0	91,274	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,068,669
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	158,719	0	151,500	0	0	50,000	0	0	0	0	0	0	0	0	0	360,219
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	1,235,917	198,721	637,186	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,490,983

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,825	42,561	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,737
SPC	65,091	42,463	83,394	54,420	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,462
Harrisburg	15,710	9,136	19,488	11,883	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,994
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,827
Lehigh Valley	13,019	7,202	17,297	8,415	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,644
NEPA	5,633	8,390	14,960	5,094	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,572
SEDA-COG	13,251	11,299	21,573	15,219	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,215
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,205
Johnstown	4,485	2,695	6,335	3,869	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,761
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,170
Erie	3,517	4,002	8,254	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,960	8,778	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,362
York	4,099	6,435	13,941	3,945	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,682
Reading	10,230	5,531	13,507	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,605
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,104	1,233	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,035
Franklin	1,338	2,858	5,440	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	18,584
Total Urban	253,140	162,267	340,896	190,897	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,744
Northwest	6,303	8,975	18,258	7,420	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,253
N. Central	6,048	8,537	16,708	6,518	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,621
N. Tier	7,485	9,212	20,052	9,528	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,158
S. Alleghenies	6,113	7,815	15,530	8,677	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,230
Wayne County	0	1,850	3,706	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,941
Total Rural	25,950	36,388	74,254	33,198	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,203
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	1,235,917	198,656	630,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2025-2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	379,561	118,064	255,255	171,620	76,238	94,554	0	0	171,102	34,867	373,555	10,576	43,808	0	177,175	1,806,375
SPC	304,638	168,711	285,882	219,691	138,767	52,673	0	0	94,859	15,224	163,105	9,952	19,128	0	228,534	1,701,165
Harrisburg	73,525	36,298	67,084	47,945	28,349	15,172	0	0	22,142	4,282	45,880	2,537	5,380	0	50,808	399,403
Scranton/WB	52,611	30,346	50,530	38,992	22,012	15,836	0	0	0	3,199	34,276	2,049	4,577	0	36,235	290,662
Lehigh Valley	60,933	28,615	59,439	33,970	22,340	20,761	0	0	27,888	5,152	55,199	2,351	6,473	0	33,977	357,099
NEPA	26,365	33,335	51,085	20,607	21,834	12,783	0	0	2,189	0	0	6,118	0	0	22,897	197,213
SEDA-COG	62,015	44,893	74,341	61,392	43,457	9,240	0	0	0	0	0	6,292	0	0	56,393	358,024
Altoona	9,359	9,986	13,372	11,921	9,311	5,097	0	0	0	0	0	1,559	816	0	10,588	72,008
Johnstown	20,991	10,710	21,879	14,798	8,559	4,408	0	0	5,414	0	0	1,847	674	0	12,967	102,248
Centre County	14,704	9,028	16,633	8,812	5,501	4,370	0	0	0	0	0	1,922	917	0	8,497	70,383
Williamsport	17,874	14,381	21,909	17,882	12,803	4,234	0	0	0	0	0	1,841	607	0	16,216	107,747
Erie	16,461	15,899	28,533	14,983	10,926	8,301	0	0	0	0	0	3,162	2,059	0	12,889	113,213
Lancaster	47,653	36,221	61,700	35,439	27,234	14,619	0	0	22,431	3,442	36,876	1,961	4,325	0	33,818	325,818
York	19,184	25,566	48,033	15,927	13,996	11,596	0	0	18,515	2,081	22,297	1,776	3,236	0	15,192	197,399
Reading	47,878	21,977	46,645	27,771	16,334	13,124	0	0	17,396	2,410	25,823	1,636	3,028	0	29,671	253,693
Lebanon	7,479	8,089	14,953	6,136	5,585	5,394	0	0	5,811	0	0	1,753	827	0	5,445	61,472
Mercer	5,732	13,179	19,840	10,764	10,417	4,557	0	0	0	0	0	1,902	0	0	9,932	76,325
Adams	11,518	8,055	17,393	4,997	5,548	4,056	0	0	0	0	0	1,571	0	0	5,634	58,773
Franklin	6,260	11,355	18,734	6,677	7,016	5,175	0	0	0	0	0	2,146	549	0	6,248	64,159
Total Urban	1,184,741	644,707	1,173,240	770,324	486,225	305,951	0	0	387,745	70,659	757,011	62,951	96,405	0	773,216	6,713,176
Northwest	29,499	35,659	62,741	29,959	27,002	6,699	0	0	0	0	0	4,974	0	0	30,438	226,971
N. Central	28,306	33,917	57,160	26,346	25,579	6,284	0	0	0	0	0	4,774	0	0	26,533	208,900
N. Tier	35,032	36,600	68,823	38,472	32,833	5,777	0	0	0	0	0	4,883	0	0	35,968	258,386
S. Alleghenies	28,611	31,049	53,154	35,043	28,904	6,295	0	0	0	0	0	4,264	0	0	32,851	220,170
Wayne County	0	7,349	12,757	4,267	5,066	3,189	0	0	0	0	0	1,021	0	0	4,020	37,670
Total Rural	121,449	144,575	254,635	134,087	119,384	28,243	0	0	0	0	0	19,915	0	0	129,810	952,097
Interstate Program	2,960,530	0	344,993	290,888	0	0	240,258	0	0	0	0	0	0	0	298,459	4,134,928
Statewide Program	0	0	0	0	0	0	0	28,121	0	121,610	0	40,000	0	249,327	0	439,058
Statewide Reserve	652,548	0	588,600	0	0	200,000	0	0	0	0	0	0	0	0	0	1,441,148
RBR Regional Share	0	0	62,900	62,900	0	0	0	0	0	0	0	0	0	0	0	125,800
GRAND TOTAL	4,919,267	789,282	2,424,368	1,258,000	605,609	534,194	240,258	28,121	387,745	192,269	757,011	122,866	96,405	249,327	1,201,485	13,806,207

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,824	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,736
SPC	65,091	42,463	83,384	54,410	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,442
Harrisburg	15,710	9,136	19,487	11,881	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,991
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,826
Lehigh Valley	13,019	7,202	17,295	8,413	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,641
NEPA	5,633	8,390	14,958	5,091	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,566
SEDA-COG	13,251	11,299	21,572	15,218	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,213
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,204
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,760
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,169
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,958	8,777	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,359
York	4,099	6,435	13,940	3,944	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,680
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,604
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,103	1,232	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,033
Franklin	1,338	2,858	5,439	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,583
Total Urban	253,140	162,267	340,873	190,873	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,697
Northwest	6,303	8,975	18,257	7,418	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,250
N. Central	6,048	8,537	16,705	6,515	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,616
N. Tier	7,485	9,212	20,050	9,526	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,154
S. Alleghenies	6,113	7,815	15,528	8,674	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,226
Wayne County	0	1,850	3,706	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,940
Total Rural	26,950	36,388	74,245	33,190	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,186
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,735
SPC	65,091	42,463	83,364	54,390	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,402
Harrisburg	15,710	9,136	19,484	11,879	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,986
Scranton/WB	11,241	7,638	14,643	9,666	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,824
Lehigh Valley	13,019	7,202	17,292	8,410	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,635
NEPA	5,833	8,390	14,953	5,086	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,556
SEDA-COG	13,251	11,299	21,570	15,215	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,208
Altoona	2,900	2,513	3,883	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,852	2,180	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,757
Williamsport	3,819	3,620	6,364	4,431	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,168
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,955	8,773	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,352
York	4,099	6,435	13,939	3,943	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,677
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,603
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,101	1,230	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,029
Franklin	1,338	2,858	5,439	1,653	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,582
Total Urban	253,140	162,267	340,827	190,828	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,606
Northwest	6,303	8,975	18,253	7,415	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,244
N. Central	6,048	8,537	16,700	6,511	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,606
N. Tier	7,485	9,212	20,046	9,521	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,146
S. Alleghenies	6,113	7,815	15,523	8,670	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,217
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,228	33,173	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,152
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,559	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,733
SPC	65,091	42,463	83,346	54,373	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,367
Harrisburg	15,710	9,136	19,482	11,877	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,982
Scranton/WB	11,241	7,638	14,642	9,665	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,822
Lehigh Valley	13,019	7,202	17,289	8,408	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,630
NEPA	5,633	8,390	14,948	5,082	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,547
SEDA-COG	13,251	11,299	21,568	15,214	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,204
Altoona	2,000	2,513	3,882	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,334	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,851	2,178	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,755
Williamsport	3,819	3,620	6,363	4,430	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,166
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,952	8,771	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,347
York	4,099	6,435	13,937	3,942	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,675
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,602
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,099	1,228	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,025
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,581
Total Urban	253,140	162,267	340,787	190,788	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,526
Northwest	6,303	8,975	18,251	7,412	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,238
N. Central	6,048	8,537	16,696	6,506	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,597
N. Tier	7,485	9,212	20,042	9,518	8,208	1,453	0	0	0	0	0	1,228	0	0	8,892	66,138
S. Alleghenies	6,113	7,815	15,520	8,666	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,209
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,213	33,158	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,122
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,822	42,558	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,731
SPC	65,091	42,463	83,325	54,351	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,325
Harrisburg	15,710	9,136	19,479	11,874	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,976
Scranton/WB	11,241	7,638	14,641	9,664	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,820
Lehigh Valley	13,019	7,202	17,286	8,404	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,623
NEPA	5,633	8,390	14,943	5,076	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,536
SEDA-COG	13,251	11,299	21,566	15,211	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,200
Altoona	2,000	2,513	3,882	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,202
Johnstown	4,485	2,695	6,334	3,868	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,850	2,177	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,752
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,165
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,949	8,767	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,340
York	4,099	6,435	13,936	3,940	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,671
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,601
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,097	1,226	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,021
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,580
Total Urban	253,140	162,267	340,738	190,738	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,427
Northwest	6,303	8,975	18,247	7,408	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,231
N. Central	6,048	8,537	16,691	6,501	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,587
N. Tier	7,485	9,212	20,037	9,513	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,130
S. Alleghenies	6,113	7,815	15,515	8,662	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,200
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,938
Total Rural	25,950	36,388	74,195	33,140	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,085
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	1,235,917	198,656	630,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2029-2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,292	170,237	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,935
SPC	260,364	169,853	333,419	217,523	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,705,536
Harrisburg	62,839	36,544	77,932	47,510	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,935
Scranton/WB	44,965	30,552	58,570	38,661	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,291
Lehigh Valley	52,077	28,808	69,163	33,636	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,530
NEPA	22,533	33,561	59,801	20,335	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,207
SEDA-COG	53,002	45,197	86,275	60,858	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,825
Altoona	7,999	10,053	15,530	11,816	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,812
Johnstown	17,941	10,782	25,338	14,675	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,676
Centre County	12,567	9,089	19,407	8,716	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	71,024
Williamsport	15,276	14,479	25,454	17,722	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,668
Erie	14,068	16,007	33,015	14,861	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,379
Lancaster	40,728	36,466	71,814	35,088	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,397
York	16,396	25,739	55,752	15,769	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,703
Reading	40,920	22,126	54,022	27,538	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,410
Lebanon	6,392	8,144	17,308	6,085	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,827
Mercer	4,899	13,268	22,979	10,673	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,665
Adams	9,844	8,109	20,400	4,915	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,108
Franklin	5,350	11,432	21,754	6,810	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	68,327
Total Urban	1,012,561	649,070	1,363,225	763,227	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,738,256
Northwest	25,212	35,900	73,008	29,653	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,963
N. Central	24,193	34,147	66,792	26,034	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,406
N. Tier	29,941	36,848	80,175	38,078	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,568
S. Alleghenies	24,453	31,259	62,086	34,672	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,852
Wayne County	0	7,399	14,820	4,223	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,756
Total Rural	103,798	145,553	296,880	132,660	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,545
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	63,735	63,735	0	0	0	0	0	0	0	0	0	0	0	127,470
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,821	42,557	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,730
SPC	65,091	42,463	83,313	54,339	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,301
Harrisburg	15,710	9,136	19,478	11,872	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,973
Scranton/WB	11,241	7,638	14,640	9,663	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,819
Lehigh Valley	13,019	7,202	17,284	8,403	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,620
NEPA	5,633	8,390	14,940	5,073	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,530
SEDA-COG	13,251	11,299	21,564	15,210	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,197
Altoona	2,000	2,513	3,881	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,201
Johnstown	4,485	2,695	6,334	3,666	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,849	2,176	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,751
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,164
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,947	8,765	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,336
York	4,099	6,435	13,935	3,939	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,670
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,600
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,865
Adams	2,461	2,027	5,096	1,225	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,019
Franklin	1,338	2,858	5,437	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,579
Total Urban	253,140	162,267	340,710	190,711	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,373
Northwest	6,303	8,975	18,245	7,407	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,227
N. Central	6,048	8,537	16,688	6,498	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,581
N. Tier	7,485	9,212	20,035	9,511	8,208	1,453	0	0	0	0	0	1,228	0	0	8,892	66,125
S. Alleghenies	6,113	7,815	15,512	8,659	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,195
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,937
Total Rural	26,950	36,388	74,185	33,129	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,065
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,820	42,556	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,728
SPC	65,091	42,463	83,291	54,317	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,257
Harrisburg	15,710	9,136	19,475	11,870	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,988
Scranton/WB	11,241	7,638	14,639	9,662	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,817
Lehigh Valley	13,019	7,202	17,281	8,399	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,613
NEPA	5,833	8,390	14,934	5,067	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,519
SEDA-COG	13,251	11,299	21,562	15,207	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,192
Altoona	2,900	2,513	3,881	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,200
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,848	2,175	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,748
Williamsport	3,819	3,620	6,361	4,428	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,162
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,943	8,761	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,328
York	4,099	6,435	13,933	3,938	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,666
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,599
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,094	1,222	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,014
Franklin	1,338	2,858	5,436	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,578
Total Urban	253,140	162,267	340,659	190,660	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,270
Northwest	6,303	8,975	18,242	7,403	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,220
N. Central	6,048	8,537	16,683	6,493	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,570
N. Tier	7,485	9,212	20,030	9,506	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,115
S. Alleghenies	6,113	7,815	15,508	8,654	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,185
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,936
Total Rural	25,950	36,388	74,166	33,111	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,927
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2035 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,819	42,555	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,726
SPC	65,091	42,463	83,272	54,298	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,219
Harrisburg	15,710	9,136	19,472	11,867	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,963
Scranton/WB	11,241	7,638	14,638	9,661	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,815
Lehigh Valley	13,019	7,202	17,278	8,396	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,607
NEPA	5,633	8,390	14,929	5,063	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,509
SEDA-COG	13,251	11,299	21,560	15,205	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,188
Altoona	2,000	2,513	3,880	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,199
Johnstown	4,485	2,695	6,333	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,847	2,174	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,746
Williamsport	3,819	3,620	6,360	4,427	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,160
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,940	8,758	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,322
York	4,099	6,435	13,932	3,936	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,664
Reading	10,230	5,531	13,503	6,882	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,598
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,664
Adams	2,461	2,027	5,092	1,220	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,010
Franklin	1,338	2,858	5,436	1,650	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,576
Total Urban	253,140	162,267	340,616	190,616	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,183
Northwest	6,303	8,975	18,239	7,400	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,214
N. Central	6,048	8,537	16,678	6,488	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,561
N. Tier	7,485	9,212	20,026	9,502	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,108
S. Alleghenies	6,113	7,815	15,503	8,650	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,177
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,935
Total Rural	25,950	36,388	74,149	33,094	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,995
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,195	16,195	0	0	0	0	0	0	0	0	0	0	0	32,390
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,818	42,554	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,724
SPC	65,091	42,463	83,249	54,275	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,173
Harrisburg	15,710	9,136	19,470	11,864	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,957
Scranton/WB	11,241	7,638	14,637	9,660	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,812
Lehigh Valley	13,019	7,202	17,275	8,393	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,600
NEPA	5,633	8,390	14,923	5,057	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,498
SEDA-COG	13,251	11,299	21,557	15,203	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,183
Altoona	2,000	2,513	3,880	2,951	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,198
Johnstown	4,485	2,695	6,333	3,667	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,142	2,272	4,845	2,173	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,743
Williamsport	3,819	3,620	6,359	4,426	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,158
Erie	3,517	4,002	8,253	3,714	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,936	8,755	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,315
York	4,099	6,435	13,930	3,934	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,660
Reading	10,230	5,531	13,502	6,881	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,596
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,705
Mercer	1,225	3,317	5,743	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,663
Adams	2,461	2,027	5,089	1,218	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,006
Franklin	1,338	2,858	5,435	1,649	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,575
Total Urban	253,140	162,267	340,563	190,563	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,077
Northwest	6,303	8,975	18,235	7,396	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,207
N. Central	6,048	8,537	16,672	6,483	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,550
N. Tier	7,485	9,212	20,022	9,498	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,098
S. Alleghenies	6,113	7,815	15,498	8,645	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,167
Wayne County	0	1,850	3,702	1,053	1,267	800	0	0	0	0	0	257	0	0	1,005	9,934
Total Rural	25,950	36,388	74,130	33,075	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,955
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,268	16,268	0	0	0	0	0	0	0	0	0	0	0	32,535
GRAND TOTAL	1,235,917	198,656	630,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2033-2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,278	170,223	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,908
SPC	260,364	169,853	333,126	217,230	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,704,950
Harrisburg	62,839	36,544	77,895	47,473	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,861
Scranton/WB	44,965	30,552	58,556	38,646	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,262
Lehigh Valley	52,077	28,808	69,118	33,591	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,441
NEPA	22,533	33,561	59,726	20,260	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,056
SEDA-COG	53,002	45,197	86,243	60,826	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,760
Altoona	7,999	10,053	15,523	11,809	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,798
Johnstown	17,941	10,782	25,334	14,671	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,668
Centre County	12,567	9,089	19,389	8,696	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	70,989
Williamsport	15,276	14,479	25,441	17,709	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,643
Erie	14,068	16,007	33,013	14,859	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,374
Lancaster	40,728	36,466	71,765	35,039	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,301
York	16,396	25,739	55,731	15,747	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,660
Reading	40,920	22,126	54,013	27,529	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,393
Lebanon	6,392	8,144	17,306	6,083	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,824
Mercer	4,899	13,268	22,975	10,670	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,657
Adams	9,844	8,109	20,371	4,885	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,049
Franklin	5,350	11,432	21,745	6,601	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	68,308
Total Urban	1,012,561	649,070	1,362,548	762,551	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,736,903
Northwest	25,212	35,900	72,961	29,606	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,868
N. Central	24,193	34,147	66,721	25,962	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,263
N. Tier	29,941	36,848	80,114	38,017	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,446
S. Alleghenies	24,453	31,259	62,022	34,608	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,724
Wayne County	0	7,399	14,813	4,216	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,742
Total Rural	103,798	145,553	296,629	132,409	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,042
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	64,663	64,663	0	0	0	0	0	0	0	0	0	0	0	129,325
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3: Rapid Bridge Replacement Program – MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	456.18	457.93	459.39	461.14	1,834.64	462.09	463.91	465.51	467.48	468.58	470.62	472.37	474.48	5,579.68
SPC	276,302.9	31.59%	9,881.55	9,919.45	9,951.05	9,988.95	39,741.00	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	10,232.20	10,278.01	120,864.13
Harrisburg	34,925.0	3.99%	1,249.04	1,253.83	1,257.82	1,262.62	5,023.31	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	1,293.36	1,299.15	15,277.36
Scranton/WB	13,629.0	1.56%	487.42	489.29	490.85	492.72	1,960.28	493.73	495.68	497.39	499.50	500.67	502.85	504.72	506.98	5,961.78
Lehigh Valley	41,874.0	4.79%	1,497.56	1,503.30	1,508.09	1,513.84	6,022.79	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	1,550.70	1,557.64	18,317.09
NEPA	70,903.5	8.11%	2,535.75	2,545.48	2,553.59	2,563.32	10,198.14	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	2,625.74	2,637.49	31,015.56
SEDA-COG	30,389.6	3.47%	1,086.84	1,091.01	1,094.48	1,098.65	4,370.98	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	1,125.40	1,130.44	13,293.43
Altoona	6,584.4	0.75%	235.48	236.38	237.14	238.04	947.04	238.53	239.47	240.30	241.32	241.88	242.93	243.84	244.93	2,880.24
Johnstown	3,702.1	0.42%	132.40	132.91	133.33	133.84	532.48	134.11	134.64	135.11	135.68	136.00	136.59	137.10	137.71	1,619.42
Centre County	16,835.4	1.92%	602.09	604.40	606.33	608.64	2,421.46	609.89	612.29	614.41	617.01	618.45	621.15	623.46	626.25	7,364.37
Williamsport	11,654.8	1.33%	416.82	418.41	419.75	421.35	1,676.32	422.21	423.88	425.34	427.14	428.14	430.01	431.61	433.54	5,098.20
Erie	2,079.0	0.24%	74.35	74.64	74.88	75.16	299.03	75.31	75.61	75.87	76.19	76.37	76.71	76.99	77.34	909.42
Lancaster	45,475.8	5.20%	1,626.37	1,632.61	1,637.81	1,644.05	6,540.84	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	1,684.08	1,691.62	19,892.64
York	20,394.8	2.33%	729.39	732.19	734.52	737.32	2,933.41	738.83	741.75	744.31	747.46	749.21	752.47	755.27	758.65	8,921.37
Reading	8,141.2	0.93%	291.16	292.27	293.21	294.32	1,170.96	294.93	296.09	297.11	298.37	299.07	300.37	301.49	302.84	3,561.23
Lebanon	1,655.0	0.19%	59.19	59.42	59.60	59.83	238.04	59.95	60.19	60.40	60.65	60.80	61.06	61.29	61.56	723.95
Mercer	3,586.9	0.41%	128.28	128.77	129.18	129.67	515.91	129.94	130.45	130.90	131.46	131.77	132.34	132.83	133.43	1,569.03
Adams	28,042.5	3.21%	1,002.90	1,006.74	1,009.95	1,013.80	4,033.39	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	1,038.49	1,043.13	12,266.73
Franklin	8,918.4	1.02%	318.95	320.18	321.20	322.42	1,282.74	323.08	324.36	325.48	326.86	327.62	329.05	330.27	331.75	3,901.21
Northwest	44,543.1	5.09%	1,593.02	1,599.13	1,604.22	1,610.33	6,406.69	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	1,649.54	1,656.93	19,484.64
N. Central	67,603.4	7.73%	2,417.73	2,427.01	2,434.74	2,444.01	9,723.48	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	2,503.53	2,514.73	29,571.99
N. Tier	57,527.4	6.58%	2,057.38	2,065.27	2,071.85	2,079.74	8,274.24	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	2,130.39	2,139.92	25,164.41
S. Alleghenies	60,493.3	6.92%	2,163.45	2,171.75	2,178.67	2,186.97	8,700.83	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	2,240.22	2,250.25	26,461.79
Wayne	6,618.9	0.76%	236.71	237.62	238.38	239.29	952.00	239.78	240.73	241.56	242.58	243.15	244.21	245.11	246.21	2,895.33
Total (No IM)	874,635.9	100.00%	31,280.00	31,400.00	31,500.00	31,620.00	125,800.00	31,685.00	31,810.00	31,920.00	32,055.00	32,130.00	32,270.00	32,390.00	32,535.00	382,595.00

Appendix 4: Asset Management Factor

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania’s Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region’s dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys (STAMPP Program):
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys

- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility

- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON- Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 4: Asset Management Factor

Bridges

- Condition Surveys
 - Bridge inspections have been performed through progressive Federal minimum standards since 1971
 - Bridges are inspected every 2 years or less, depending on condition

- Condition Survey Field Manual
 - Publication 100A

- Treatment / Dollar needs
 - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
 - For each bridge, the treatment and cost are determined.
 - Total cost of treatments = Dollar Needs
 - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2025 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
1/4 Pavement AMF*		
Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program		
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$50 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula based on 2020 census	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
Carbon Reduction	1/3 Vehicle Miles Travelled	
	1/3 Lane Miles	
	1/3 Vehicle Registrations	
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census	
PROTECT	Statewide 2025, 2026, Distributed regionally thereafter. Formula TBD	

* Asset Management Factor

Appendix 6: 2025 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	416,220	849,850	15,100	1,281,170
	Upper Merion	0	19	0	19
	PAAC	135,540	280,383	12,500	428,423
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	551,760	1,287,418	56,064	1,895,242
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,164	1,164
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	664	664
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,051	1,051
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	859	859
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	31,570	0	0	31,570
	Other Unallocated (Urban/Rural)	47,980	32,940	0	80,920
	GRAND TOTAL	631,310	1,350,535	83,640	2,065,485

* 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%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and Pwd Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	424,100	849,850	15,100	1,289,050
	Upper Merion	0	19	0	19
	PAAC	138,110	280,383	12,500	430,993
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	562,210	1,287,418	56,064	1,905,692
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,164	1,164
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	664	664
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,051	1,051
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	859	859
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	32,160	0	0	32,160
	Other Unallocated (Urban/Rural)	48,890	66,703	0	115,593
	GRAND TOTAL	643,260	1,384,298	83,640	2,111,198

* 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%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and Pwd Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2027 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	431,910	849,850	15,100	1,296,860
	Upper Merion	0	19	0	19
	PAAC	140,650	280,383	12,500	433,533
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	572,560	1,287,418	56,064	1,916,042
	RURAL	ATA	0	7,532	411
BTA -- Butler		0	1,332	0	1,332
Carbon		0	323	506	829
CATA -- Crawford		0	2,050	785	2,835
EMTA -- Endless Mtns.		0	1,591	1,291	2,882
ICTA -- Indiana		0	2,312	417	2,729
Mid-County -- Armstrong		0	755	315	1,070
Mt. Carmel		0	426	0	426
NCATA -- New Castle		0	5,782	0	5,782
STS -- Schuylkill		0	2,127	1,032	3,159
TAWC -- Warren		0	958	513	1,471
Rural Total	0	25,188	5,270	30,458	
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	32,760	0	0	32,760
	Other Unallocated (Urban/Rural)	49,790	101,311	0	151,101
	GRAND TOTAL	655,110	1,418,906	83,640	2,157,656

* 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%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2028 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	442,420	849,850	15,100	1,307,370
	<i>Upper Merion</i>	0	19	0	19
	PAAC	144,070	280,383	12,500	436,953
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	586,490	1,287,418	56,064	1,929,972
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,164	1,164
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	664	664
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,051	1,051
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	859	859
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	33,550	0	0	33,550
	Other Unallocated (Urban/Rural)	51,000	136,783	0	187,783
	GRAND TOTAL	671,040	1,454,378	83,640	2,209,058

* 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%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2025-2028 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,714,650	3,399,400	60,400	5,174,450
	Upper Merion	0	76	0	76
	PAAC	558,370	1,121,532	50,000	1,729,902
	AMTRAN -- Blair	0	16,520	0	16,520
	BCTA -- Beaver	0	20,308	2,592	22,900
	CAT -- Dauphin	0	48,572	5,520	54,092
	CATA -- Centre	0	39,916	1,172	41,088
	CCTA -- Cambria	0	36,100	3,684	39,784
	COLTS -- Lackawanna	0	35,940	7,936	43,876
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	39,640	22,800	62,440
	EMTA -- Erie	0	52,164	4,864	57,028
	FACT -- Fayette	0	7,232	2,308	9,540
	HPT -- Hazleton	0	10,688	0	10,688
	LANTA -- Lehigh-Northampton	0	96,644	14,512	111,156
	LCTA -- Luzerne	0	32,556	2,776	35,332
	Martz	0	52	0	52
	LT -- Lebanon	0	10,840	2,416	13,256
	MMVTA -- Mid Mon Valley	0	15,744	0	15,744
	MCTA -- Monroe	0	10,728	5,488	16,216
	Pottstown -- Montgomery	0	7,160	0	7,160
	SCTA -- South Central	0	91,064	18,448	109,512
	SVSS -- Shenango Valley	0	4,352	3,852	8,204
	WCTA -- Washington	0	8,020	8,860	16,880
	WBT -- Williamsport	0	23,424	0	23,424
	WCTA -- Westmoreland	0	21,000	6,628	27,628
	Urban Total	2,273,020	5,149,672	224,256	7,646,948
	RURAL	ATA	0	30,128	1,644
BTA -- Butler		0	5,328	0	5,328
Carbon		0	1,292	2,024	3,316
CATA -- Crawford		0	8,200	3,140	11,340
EMTA -- Endless Mtns.		0	6,364	5,164	11,528
ICTA -- Indiana		0	9,248	1,668	10,916
Mid-County -- Armstrong		0	3,020	1,260	4,280
Mt. Carmel		0	1,704	0	1,704
NCATA -- New Castle		0	23,128	0	23,128
STS -- Schuylkill		0	8,508	4,128	12,636
TAWC -- Warren		0	3,832	2,052	5,884
Rural Total		0	100,752	21,080	121,832
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,656	4,656
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,656	2,656
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lycoming)	0	0	4,204	4,204
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,436	3,436
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	4,648	4,648	
Shared-Ride Total	0	0	89,224	89,224	
Other Agencies	Bucks County Transport	0	3,008	0	3,008
	Chester County TMA	0	4,652	0	4,652
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	4,484	0	4,484
Other Agency Total	0	19,956	0	19,956	
	PennDOT Discretion	130,040	0	0	130,040
	Other Unallocated (Urban/Rural)	197,660	337,737	0	535,397
	GRAND TOTAL	2,600,720	5,608,117	334,560	8,543,397

* 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%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2025						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+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

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2027						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2028						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	Total FFY 2025 - FFY 2028						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	41,138	0	3,708	0	0	3,445	48,290
Altoona*	6,931	0	0	0	0	0	6,931
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	24,688	0	0	0	0	0	24,688
Harrisburg*	28,538	0	2,655	0	0	2,294	33,487
Hanover*	5,248	0	0	0	0	0	5,248
Hazleton*	4,700	0	0	0	0	0	4,700
Johnstown*	9,946	86	0	0	0	0	10,032
Lancaster*	25,713	0	2,459	0	0	2,108	30,280
Lebanon*	6,067	0	0	0	0	0	6,067
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	553,599	758,021	21,030	0	0	33,803	1,366,453
Pittsburgh**	182,300	139,505	10,857	0	0	13,039	345,701
Pottstown ¹	7,556	0	0	0	0	0	7,556
Reading*	19,503	0	1,567	0	0	1,675	22,744
Scranton/Wilkes-Barre*	26,295	0	2,469	0	0	2,237	31,001
Sharon ³	0	0	392	0	0	0	392
State College*	22,368	0	0	0	0	0	22,368
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	9,260	0	0	0	0	0	9,260
York*	17,386	0	1,399	0	0	1,509	20,295
Large Urban	34,340	23,869	0	0	0	0	58,209
Small Urban	8,748	0	12,585	0	0	7,487	28,820
Large or Small Urban	0	71,986	0	0	0	16,000	87,986
Non Urbanized	0	0	14,332	109,563	0	0	123,895
Intercity Bus	0	0	0	19,335	0	0	19,335
Appalachian Counties	0	0	0	0	25,711	0	25,711
TOTALS	1,034,323	993,467	73,454	128,898	25,711	83,596	2,339,449

Date prepared: 3/20/2023

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Appendix 8
2025-2028 Federal and State Transit Funding by Region
(\$000)

Region	2025			2026			2027			2028			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	343,502	1,299,193	1,642,695	343,502	1,307,073	1,650,575	343,502	1,314,883	1,658,385	343,502	1,325,393	1,668,895	1,374,009	5,246,542	6,620,551
SPC	86,425	465,554	551,979	86,425	468,124	554,549	86,425	470,664	557,089	86,425	474,084	560,509	345,701	1,878,426	2,224,127
Harrisburg	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	33,487	54,092	87,579
Scranton/WB	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	35,701	89,948	125,649
Lehigh Valley	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	48,290	111,156	159,446
NEPA	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	34,048	34,048
SEDA-COG	0	856	856	0	856	856	0	856	856	0	856	856	0	3,424	3,424
Altoona	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	6,931	21,176	28,107
Johnstown	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	10,032	39,784	49,816
Centre County	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	22,368	43,744	66,112
Williamsport	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	9,260	27,628	36,888
Erie	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	24,688	57,028	81,716
Lancaster	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	30,280	0	30,280
York	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	25,543	0	25,543
Reading	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	22,744	0	22,744
Lebanon	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	6,067	13,256	19,323
Mercer	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	392	8,204	8,596
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	498,873	1,890,619	2,389,492	498,873	1,901,069	2,399,942	498,873	1,911,419	2,410,292	498,873	1,925,349	2,424,222	1,995,493	7,628,456	9,623,949
Northwest	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	20,536	20,536
N. Central	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	31,772	31,772
N. Tier	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	14,964	14,964
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	4,648	4,648
Total Rural	0	0	19,388	0	19,388	19,388	0	19,388	19,388	0	19,388	19,388	0	77,552	77,552
Unallocated	85,989	112,490	198,479	85,989	147,753	233,742	85,989	183,861	269,850	85,989	221,333	307,322	343,956	665,437	1,009,393
Multiple -- SCTA*	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	109,512	109,512
Multiple -- CPTA*	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	62,440	62,440
Grand Total	584,862	2,046,097	2,650,347	584,862	2,111,198	2,696,060	584,862	2,157,656	2,742,518	584,862	2,209,058	2,793,921	2,339,449	8,543,397	10,882,846

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.
* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs
* Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDCOG, Harrisburg, Franklin and York MPOs

April 19, 2023

**PENNSYLVANIA'S 2025
TRANSPORTATION PROGRAM
GENERAL AND PROCEDURAL
GUIDANCE**

2025 Transportation Program General and Procedural Guidance

INTRODUCTION.....	1
BACKGROUND AND REQUIREMENTS.....	2
Public Participation.....	4
Limited English Proficiency.....	5
Title VI.....	5
Americans With Disabilities Act.....	6
Justice40.....	6
Tribal Consultation.....	7
Self-Certification.....	7
Project Selection.....	8
PennDOT Connects.....	9
Long Range Transportation Plans.....	10
Transportation Performance Management.....	11
Safety.....	14
Pavement and Bridge Asset Management.....	18
System Performance.....	21
Transportation Systems Management and Operations.....	22
National Highway Freight Program.....	24
Carbon Reduction Program.....	25
PROTECT Resiliency Program.....	25
Congestion Mitigation and Air Quality Program.....	26
Congestion Management Process.....	29
Environmental Justice.....	30
Transit.....	31
FISCAL CONSTRAINT.....	32
Line Items.....	33
Programming.....	33
AIR QUALITY CONFORMITY.....	34
STATEWIDE PROGRAMS.....	37
Interstate Program.....	37
Railway-Highway Crossings Program.....	38
Transportation Alternatives Set-Aside.....	38
Spike Funding.....	39
National Electric Vehicle Infrastructure Formula Program.....	39
PUBLIC COMMENT.....	40
TIP SUBMISSION.....	42
PROGRAM ADMINISTRATION.....	43
APPENDICES	
Appendix 1 – 2025 Transportation Program Development Schedule.....	45
Appendix 2 – PennDOT Design Manual 1A (Process Chart).....	47
Appendix 3 – TIP Submission Checklist.....	48

2025 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2025-2028 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2023-2026 STIP Federal Planning Finding](#), these regulations guide the development process of the 2025 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the [Fixing America's Surface Transportation](#) (FAST) Act and [Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law](#) (IIJA/BIL). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Freight Movement Plan (FMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

2025 Transportation Program General and Procedural Guidance

This document will oversee the development process of the 2025 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

BACKGROUND AND REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania’s MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2025 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania’s TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania’s TYP to the STC for approval every two years.

The TYP is the Commonwealth’s official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2025-2036

FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036
1st Four Years (STIP/TIPs)				2nd Four Years				3rd Four Years			
← TYP →											
← TAMP →											

2025 Transportation Program General and Procedural Guidance

Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of

2025 Transportation Program General and Procedural Guidance

limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the [2023 Transportation Performance Report \(TPR\)](#) by the STC on February 22, 2023, was the official start of the 2025 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2025 Program. The 2025 TYP update public comment period took place from March 1 through April 30, 2023. During this comment period, the public was encouraged to take an online [transportation survey](#) to share their transportation priorities and concerns and attend an [Online Public Meeting](#) held April 12, 2023, where the findings of the 2023 TPR were presented and the public was given the opportunity to ask questions.

The public comment period unofficially began with a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show. The 'pop-up' events concluded with the PA State Association of Township Supervisors (PSATS) Conference at the end of the public comment period. An informational banner and rack cards were used as promotional tools.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2025 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

2025 Transportation Program General and Procedural Guidance

STC's [How It Works](#) describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites. These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. A tagline is a translated sentence in one or more languages to inform members of the public how to request a translated version of the document. The provision of taglines aligns with USDOT guidance on providing meaningful access to LEP persons. A copy of translated language taglines for inclusion in documents available for public comment is available in the [Title VI folder](#) on SharePoint.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

2025 Transportation Program General and Procedural Guidance

Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principal points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

As recipients of Federal funds, MPOs and RPOs must also follow Title VI data collection and analysis requirements as provided for in [49 CFR 21.9](#) and [28 CFR 42.406](#). FHWA is awaiting further guidance regarding the DOT Title VI Order ([DOT 1000.12C](#)) and how the requirements for Title VI data collection will be implemented.

Americans With Disabilities Act (ADA)

PennDOT subrecipients are required to designate a responsible employee and adopt [ADA/Section 504](#) complaint procedures in accordance with [49 CFR 27.13](#). Each subrecipient must satisfy the requirements of [49 CFR 27.15](#). A designated ADA contact person or coordinator should be identified on MPO/RPO websites and public notices including TIP and LRTP public comment and public meeting announcements. MPOs/RPOs shall include an ADA accommodation statement and procedures for submitting ADA accommodation requests or complaints as part of their planning documents.

Justice40

Justice40 was established by [Executive Order 14008](#) and is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from covered programs flow to disadvantaged communities. On August 18, 2022, the White House announced USDOT's official Justice40 covered programs list, which includes both discretionary grant programs and Formula funds. Within FHWA/FTA, the identified Justice40 Formula programs include but are not limited to the following:

2025 Transportation Program General and Procedural Guidance

- [Carbon Reduction Program \(CRP\)](#)
- [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#)
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#)
- [PROTECT Formula Program](#)
- [Transportation Alternatives Set-Aside \(TASA\)](#)
- [Buses and Bus Facilities Formula Program](#)

Additional implementation guidance from USDOT is anticipated soon. More information can be found on the [USDOT's Justice40 Initiative](#) website. A [listing of Discretionary and Formula programs](#) identified as Justice40 is also available.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2025 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **An example** of a self-certification resolution can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

2025 Transportation Program General and Procedural Guidance

Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2025 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2025 Program from a previous program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

2025 Transportation Program General and Procedural Guidance

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Engineering Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

PennDOT Connects

Overarching guidance for PennDOT's project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

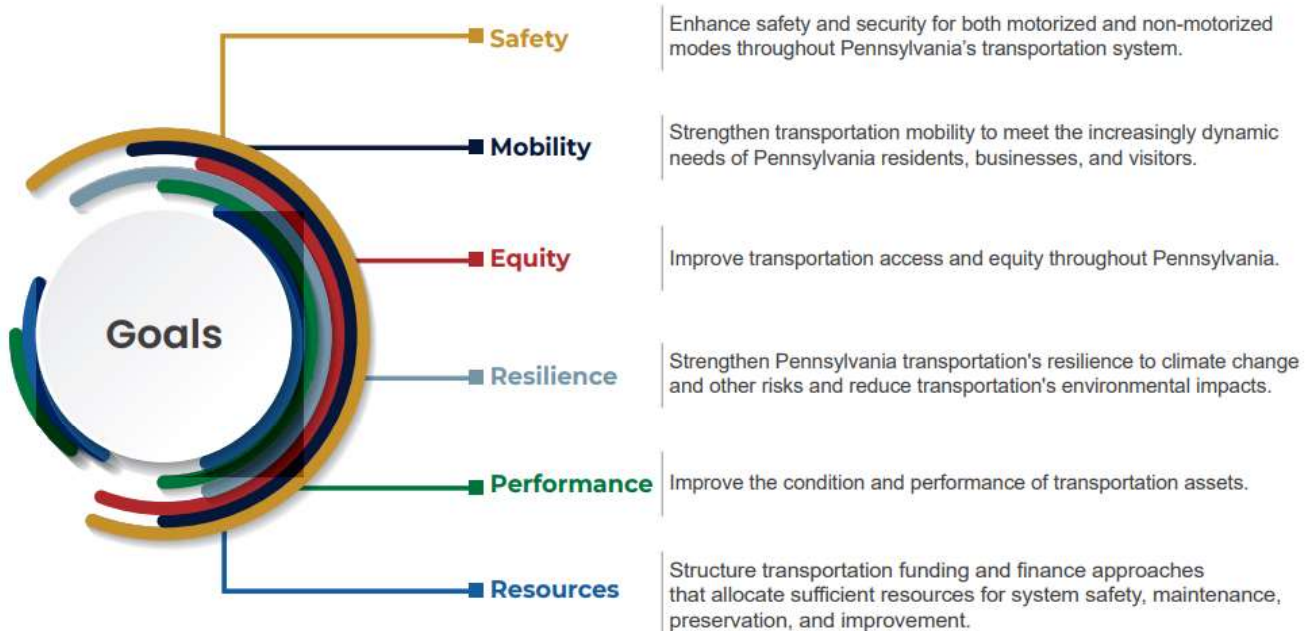
The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. "Cultural resources" is a term that is typically used synonymously with the term "historic properties", which are defined in the [National Historic](#)

2025 Transportation Program General and Procedural Guidance

[Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation’s implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania’s communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania’s [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

Long Range Transportation Plans

The 2045 PA Long Range Transportation Plan (LRTP), [Publication 394](#) and [394A](#), is Pennsylvania’s current LRTP of record and the 2045 Freight Movement Plan (FMP), Publication [791 and 791A](#), is Pennsylvania’s current FHWA approved freight movement plan. These policy plans were developed with the cooperation and input from dozens of state agencies, regional and local transportation agencies, and stakeholders. The 2045 PA Long Range Transportation Plan sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania’s statewide LRTP has been updated for 2045. The statewide Freight Movement Plan has also been updated for 2045 to meet the most recent [federal requirements](#) from the IJJA/BIL and to keep the plan policies for Pennsylvania’s freight movement relevant and up to date. Updates to the statewide FMP will occur every four years.



2025 Transportation Program General and Procedural Guidance

Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance support to MPOs/RPOs in the development of their regional LRTPs in the form of its [Regional Long-Range Transportation Plan Guidance](#) PUB 575. In 2020, PennDOT also created a new resource for LRTP plan making and freight planning. [Freight Planning Guidance](#) PUB 790 in response to the growing emphasis and importance of freight movement. PUB 790 serves as a planning resource that outlines the planning process and specialized considerations for the development of independent Freight Plans, or for the integration of freight as a part/component of regional LRTPs.

Regional LRTPs are to be consistent with the goals laid out in the statewide LRTP. Responsive LRTPs are based on extensive public and stakeholder involvement and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, local comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA/BIL. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.

2025 Transportation Program General and Procedural Guidance



The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

MPOs/RPOs can recommend new ideas for items to be added to the TPM Resource Toolbox to support the application of performance measures in the TIP and LRTP planning process.

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

2025 Transportation Program General and Procedural Guidance

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, most MPOs/RPOs have adopted PennDOT's statewide targets. MPOs/RPOs that do not adopt the statewide targets must coordinate with PennDOT on their revised targets and methodology. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(g\)](#), PennDOT CPDM, BPT and BOO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

2025 Transportation Program

General and Procedural Guidance

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [2045 Freight Movement Plan](#) (FMP), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CPDM in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the six goal areas of the 2045 LRTP strategic directions, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the [National Roadway Safety Strategy](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

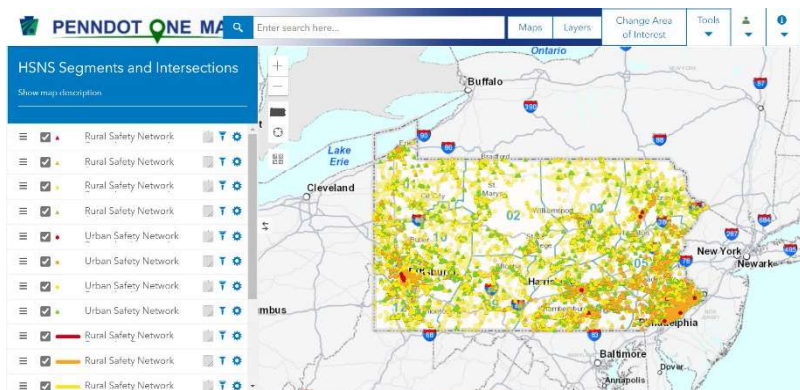
In addition to tracking the PM1 targets, [special rules](#) have been established and sustained under the IJA/BIL for the HSIP program. These special rules, addressing vulnerable road users (VRU), high risk rural roads (HRRR), and older drivers and pedestrians, include obligation and reporting requirements triggered by identified crash data trends. These requirements are designed to promote a comprehensive approach towards safety planning, aligning with new focuses on active transportation, the Safe Systems Approach, and evolving national performance-based standards. Reaching targets and

2025 Transportation Program General and Procedural Guidance

achieving safety goals requires incorporating safety into all aspects of project planning and funding sources.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads while working towards achieving the PM1 safety targets as part of a comprehensive approach towards safety. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT District, BOO, and CPDM, and must be consistent with the strategies from the Pennsylvania SHSP. HSIP funding is 6% of Pennsylvania's total allocation and projects funded by HSIP are not the only projects that have an impact on reducing fatalities and serious injuries. Conducting a safety assessment of during the planning stage of projects could result in increased safety benefit, earlier identification of potential HSIP projects, and allow for consideration and incorporation of safety measures on all projects regardless of funding source.

All projects utilizing HSIP funds shall be evaluated based on a Highway Safety Manual (HSM) analysis that includes a Benefit Cost Analysis, CMFs for systemic improvements, improvements on high-risk rural roads, Vulnerable Road Users (VRUs), administrative needs, and deliverability. A data-driven safety analysis in the form of an HSM analysis which includes BCA is required to complete PennDOT's HSIP Application Process. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. Selecting projects with the highest excess value returns on investment have the greatest opportunity for improving safety. HSIP projects shall have a at least a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries. It is important to select projects with realistic delivery timelines to ensure Pennsylvania can accommodate HSIP obligation requirements and maximize the usage of available funding and return on safety investments.



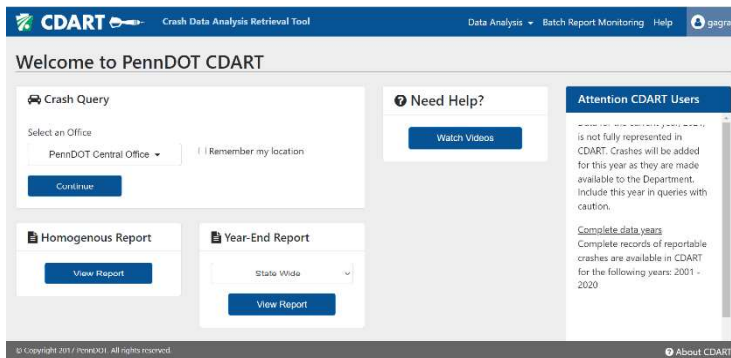
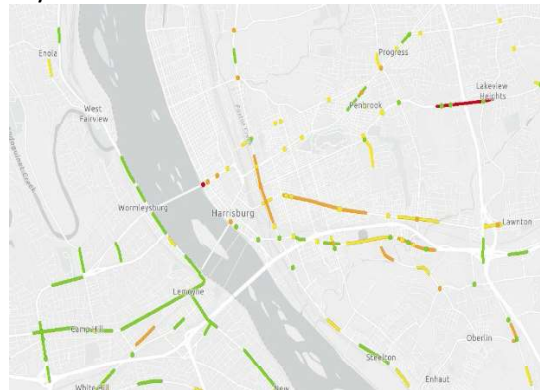
The process for selecting spot location safety projects for inclusion in the TIP should begin with Highway Safety Network Screening (HSNS) Evaluation that the Department has performed on all counties. Selecting locations with an annual excess crash cost or frequency greater than zero from this network screening is key to identifying locations with a high

potential to improve safety. This evaluation has been mapped and is included in [PennDOT's OneMap](#), [PCIT](#), and [CDART](#) crash databases to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes in the HSNS. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes

2025 Transportation Program General and Procedural Guidance

(excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. The yearly excess crash costs are calculated utilizing the excess crash frequencies for Fatal & Injury (F&I) crashes and Property Damage Only (PDO) crashes and then weighting those excess crashes with the costs of F&I crashes and PDO crashes. The excess crash costs allow for the evaluation of the severity of crashes. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

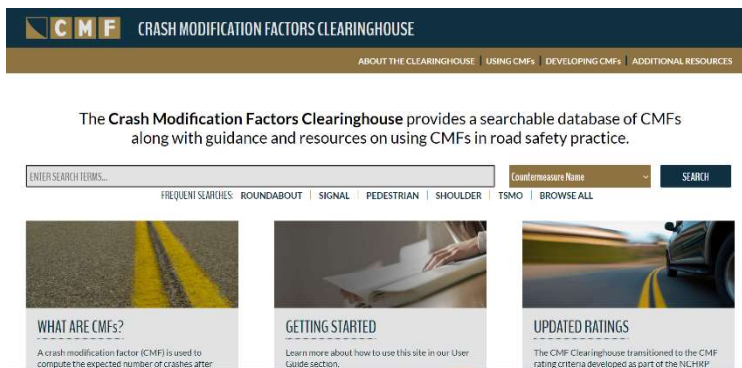
Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.



Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)



Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset. MPOs/RPOs should use this information

to assess the complexity of the project needed. For example, can a situation involving roadway

2025 Transportation Program

General and Procedural Guidance

departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivering projects that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets and avoiding penalties for the target metrics, VRUs, and HRRRs.

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – Highway Safety Program Guide](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)
- [FHWA Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance](#)
- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

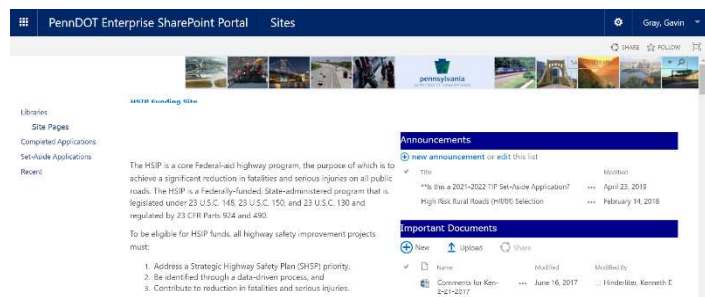
More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

The [HSIP Project Application Site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise



2025 Transportation Program General and Procedural Guidance

where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. Project cost amendments must be approved in the HSIP Project Application site before an eSTIP will be approved by FHWA. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside at least \$50 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document. Should Pennsylvania trigger one or more HSIP special rules, HSIP funds may need to be diverted to HRRR or VRU projects to accommodate funding obligation requirements.

Due to the importance and priority placed upon Safety and efforts to enhance safety-funded project delivery, additional efforts will be made to optimize the obligation of HSIP funding on eligible projects. Current fiscal year HSIP Funding remaining in regional line items and not assigned to projects by April 15th of the fiscal year will be moved to the state-wide line item for redistribution to other projects that are ready to move forward, require additional funding or to advance funding to process advance construct conversions. Regional and set-aside funded projects will be regularly reviewed to ensure funding is on target to obligate in the year programmed funding is assigned. In cases where programmed funding and expected obligations do not line up, TIP adjustments will need to take place to ensure funding is obligated within the program year.

Pavement and Bridge Asset Management

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines

2025 Transportation Program General and Procedural Guidance

the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#).

PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure

2025 Transportation Program General and Procedural Guidance

condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within an LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2025 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those that have the capability may produce their own outputs. The PAMS and BAMS outputs for the 2025 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions
- projected future conditions
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. The 2022 TAMP expands the pavement and bridge inventory to include non-NHS pavements and bridges. Future updates will consider additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and L RTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT AMD will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to achieve a program based on LLCC. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized

2025 Transportation Program General and Procedural Guidance

to help achieve minimum required pavement and bridge condition thresholds. This will be based on coordination between PennDOT BOO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Strengthening transportation mobility is another goal area of the 2045 LRTP. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOO and CPDM

2025 Transportation Program General and Procedural Guidance

will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional progress toward meeting the statewide targets. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

Transportation Systems Management and Operations

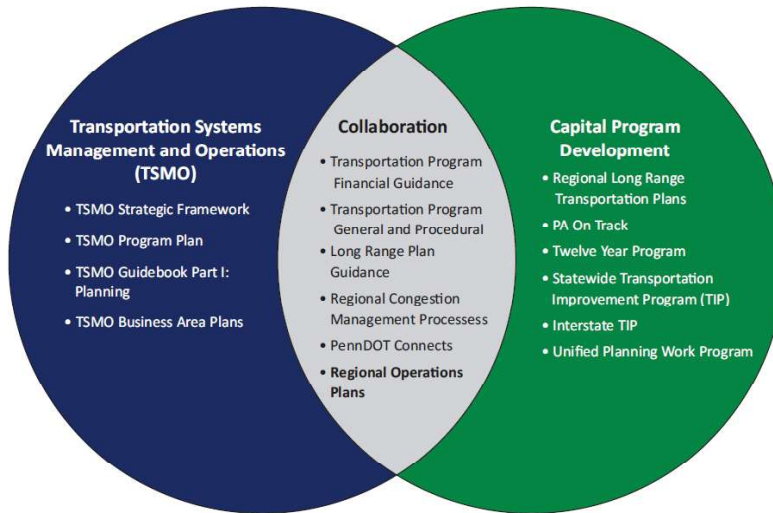
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational- strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. **TSMO strategies must first be considered before the implementation of a capacity-adding project.** TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met, both during the construction phase and after completion of the project.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. PennDOT data shows 95% of congestion in Pennsylvania is non-recurring. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

2025 Transportation Program General and Procedural Guidance

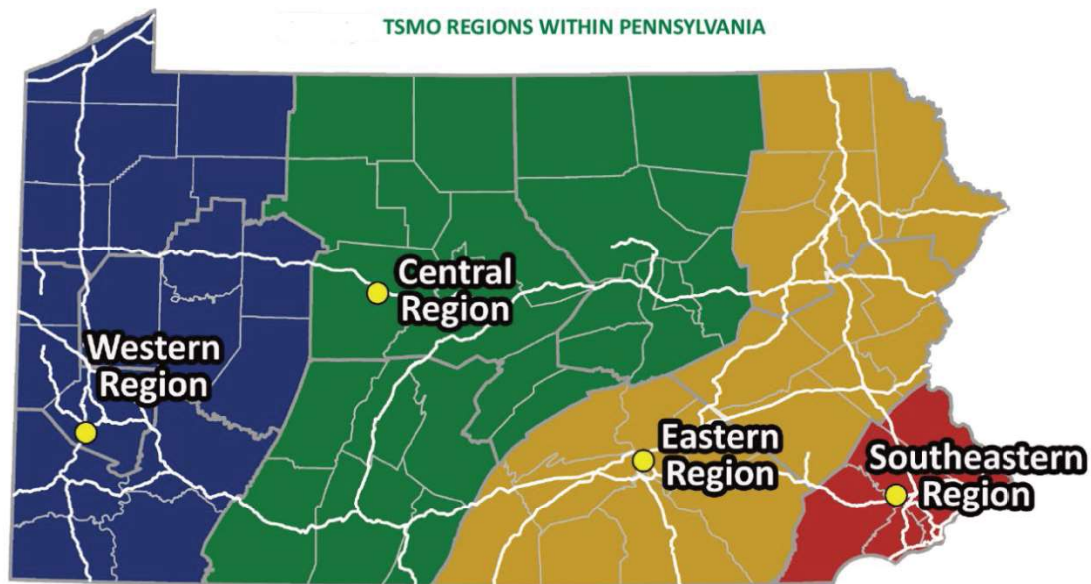
TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects. Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania's four TSMO regions to better align the planning of operations with PennDOT's four Regional Traffic Management Centers (RTMC).

2025 Transportation Program General and Procedural Guidance



The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA/BIL to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#).

IIJA/BIL continues the National Highway Freight Program (NHFNP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [2045 Freight Movement Plan](#)

2025 Transportation Program

General and Procedural Guidance

PUB 791 must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the 2045 FMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the 2045 FMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the 2045 FMP will be updated concurrently.

Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. The CRP provides five years of funding, of which 65% is distributed to urbanized areas by population.

The eligible projects for CRP funding include those that support the reduction of transportation emissions as highlighted in the [CRP Implementation Guidance](#). These include a variety of traffic operations, transit, active transportation, energy efficiency, alternative fuels, and engine retrofit projects. The CRP eligibility is very similar but not identical to the CMAQ program. Projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

PennDOT is required to develop a Carbon Reduction Strategy (CRS) in coordination with the MPOs/RPOs by November 15, 2023. The CRS will emphasize priority project types for CRP funding, evaluate methods and procedures for project selection, and assess ways to address equity considerations. The plan will be updated at least every four years.

A Carbon Reduction Work Group has been established to meet the federal consultation requirements and to guide development of the CRS and project selection process. It is expected that the selection process will draw from the current procedures used for the CMAQ program that include coordination between MPOs/RPOs, Districts and other PennDOT Departments (e.g. TSMO, Transit, etc.), the consideration of multiple criteria including cost-effectiveness and equity, and documentation of the decision-making process.

PROTECT Resiliency Program

Section 11405 of the IIJA/BIL established the PROTECT Formula Program. The purpose of this program is to provide funds for resilience improvements through formula funding distributed to States and through future competitive grants to local, regional, or state agencies via the PROTECT Discretionary Grant Program. Additional information is available in FHWA's [PROTECT Formula Program Guidance](#).

IIJA/BIL requires that at least 2 percent of PROTECT apportioned funds are utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

2025 Transportation Program

General and Procedural Guidance

The projects and activities eligible for PROTECT funding are described in detail in the program guidance. There are four main types of eligible activities and projects: (1) planning activities, (2) resilience improvement projects, (3) community resilience and evaluation route projects, and (4) at-risk coastal infrastructure projects. PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

PennDOT is currently evaluating methods and procedures for project selection through a Resilience Work Group. Tools and data including PennDOT's flood risk mapping are being updated to support project identification and selection activities. In addition, PennDOT is developing a Resiliency Improvement Plan, as encouraged but not required by IJA/BIL, to identify and prioritize projects for PROTECT funding. The plan will highlight past and current resiliency initiatives including updates to the Design Manual, assess needed planning activities and research moving forward, evaluate methods to prioritize existing TIP projects for resilience funding, and assess ways to identify new resiliency projects and activities in future fiscal years in coordination with MPOs/RPOs and Districts.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5/10}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.

2025 Transportation Program General and Procedural Guidance

- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

MPOs/RPOs and District Offices work with PennDOT CPDM to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process. PennDOT has worked with MPOs/RPOs to develop ROPs which identify TSMO strategies, and implementation of these strategies is often eligible for funding through the CMAQ program. It is recommended to give priority to implementation of TSMO strategies identified on a ROP.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects). The Reading MPO has also documented and adopted a formal process for CMAQ project selection that is more streamlined and consistent with their funding allocation.

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas that have not formally documented and adopted a process, a simplified evaluation, selection, and eligibility determination process such as the one outlined below can be used to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration. These coordination meetings may include additional agencies or departments as needed. For example, TSMO staff from BOO can be included to assist with project selection and coordination with ROPs.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint. Note: this template has been updated since the last biennial TIP to reflect new cost-effectiveness criteria derived from FHWA analyses.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA’s [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.

2025 Transportation Program General and Procedural Guidance

- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection, and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. MPMS also includes a field for the Air Quality Impact Description (AQID), which can be used to clarify project details that relate to the application of CMAQ funds or new funding sources aimed at reducing emissions such as CRP. This may be needed for larger projects that have multiple funding sources and where the full project description does not adequately address the role of these funds. The AQID field can be used to clarify project details that affect whether a project is air quality “Significant” or exempt for transportation conformity. PennDOT, and FHWA, and FTA review CMAQ project eligibility during the draft TIP Review period. CPDM may begin obligating CMAQ funds once FHWA and FTA approve the STIP.

CPDM submits an annual [CMAQ report](#) to FHWA that captures all CMAQ funds obligations and de-obligations that occurred during the previous FFY. The report is due by March 1 and is submitted through the [FHWA CMAQ Tracking System](#). A final report will be made available to the public through the [FHWA CMAQ Public Access System](#).

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs. MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

The PHED and Non-SOV performance measure targets and associated tracking are conducted jointly by all MPOs and DOTs that cover an urbanized area with a population greater than 200,000 that includes a nonattainment or maintenance area. These MPOs include those that cover the Reading, Allentown, Harrisburg, York, Lancaster, Pittsburgh and Philadelphia urbanized areas. The emissions performance measure target is calculated at the state-level by PennDOT and by those MPOs that cover an urbanized area greater than 1 million population.

2025 Transportation Program General and Procedural Guidance

MPOs serving an urbanized area population over 1 million and those that have a nonattainment or maintenance area that overlaps with a TMA boundary must develop a CMAQ Performance Plan. These MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period in the CMAQ Performance Plan and its biennial updates. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, based on the 2010 Census, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [IIJA/BIL – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)
- [Applicability Determination for CMAQ Measures](#)

Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies. MPOs/RPOs preparing CMPs are encouraged to utilize strategies from the ROP for their region when developing their CMP.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.

2025 Transportation Program General and Procedural Guidance

Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

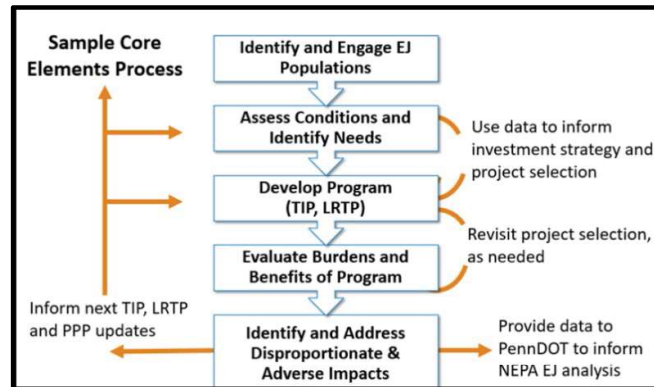
As part of the 2023 TIP Environmental Justice After Action Review (AAR), it was determined by the EJ Committee to continue with the process approach for the 2025 TIP update as outlined from the last program. As a continuation of the statewide analysis approach started with the 2021 TIP and 2023 TIP, the Department in conjunction with Michael Baker International will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2025 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint in Spring/Summer 2023. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide. The EJ analysis should start in the beginning of the program development to show a more holistic understanding of impacts on the MPO/RPO TIP network through the process.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid,

2025 Transportation Program General and Procedural Guidance

minimize or mitigate these impacts. It is important to note that determinations of disproportionately high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis.



Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

A **list** of Pennsylvania's Tier I and II transit agencies is found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

2025 Transportation Program General and Procedural Guidance

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2025 Program Financial Guidance](#) document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those

2025 Transportation Program General and Procedural Guidance

that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g., betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs 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 start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

2025 Transportation Program General and Procedural Guidance

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

2025 Transportation Program General and Procedural Guidance

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include

2025 Transportation Program General and Procedural Guidance

PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.

2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder](#) in SharePoint, including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.
6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and

2025 Transportation Program General and Procedural Guidance

FHWA's [Conformity Guide](#). MPOs/RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2025 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.

7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
 - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
 - f. Board adoption and approval of the TIP and/or LRTP
 - g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current

2025 Transportation Program General and Procedural Guidance

Program. 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 new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA/BIL further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community

2025 Transportation Program General and Procedural Guidance

context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Formula Program

The IIJA/BIL provides states with \$7.5 billion to help make [EV charging](#) more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the \$2.5 [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania will receive \$171.5 million in dedicated formula funding over the first five years of the [NEVI Formula Program](#).

The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Once a state's AFC network is "fully built out" according to FHWA criteria — NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

2025 Transportation Program General and Procedural Guidance

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's bi-monthly Planning Partners calls, Planning Partner Fall and Spring Summits and NEVI webinars hosted by either FHWA or PennDOT.

The [Pennsylvania NEVI State Plan](#) is an evolving document updated annually. **PennDOT's NEVI Plan Priorities include:**

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2025, 2026, 2027, 2028) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOE in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO

2025 Transportation Program General and Procedural Guidance

PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2025 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportation.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

2025 Transportation Program General and Procedural Guidance

TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2025 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	EJ Analysis and Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	Memorandum of Understanding TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

2025 Transportation Program General and Procedural Guidance

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2025 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2024 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2025 FFY on October 1, 2024.

PROGRAM ADMINISTRATION

After adoption, the 2025 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2025 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2025 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2025 Program.

The modification procedures that were approved for the 2023 Program will be used as a starting point for the development of procedures for the 2025 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase

2025 Transportation Program General and Procedural Guidance

- identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule

CY 2023 Activity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
STC releases Transportation Performance Report		2/22										
STC-TYP public comment period			3/1	4/30								
STC online public forum				4/12								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call				4/19								
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2025 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs for the 2025 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Validation of PennDOT Connects PIF forms conducted for new 2025 TIP projects												
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting												
Draft Interstate and Statewide Projects announced												
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

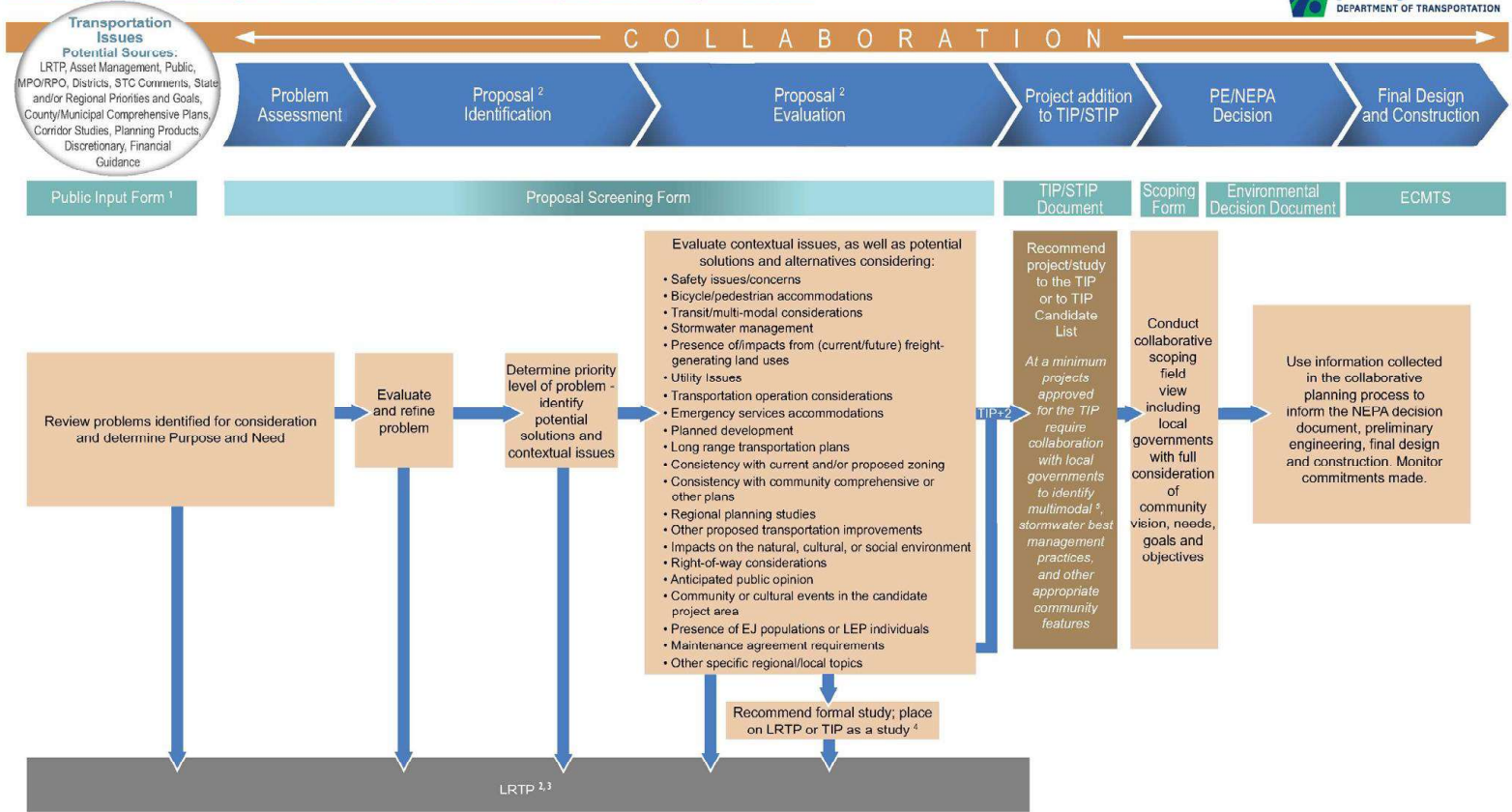
Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule (Continued)

CY 2024 Activity	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs (Continued from CY 2023)	█	█										
PennDOT CPDM completes initial review of the preliminary draft TIPs	█	█										
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program	█	█										
PennDOT CPDM to hold draft program review discussions	█	█										
Interagency air quality consultation		█	█									
Central Office notifies FHWA Draft TIPs are ready for eligibility review		█	█									
MPOs, RPOs and PennDOT conduct air quality conformity analysis			█	█	█							
STIP Executive Summary Development			█	█	█							
TIP Public Comment Periods				█	█	6/17						
STIP Public Comment Period (15 day)						6/18-7/3						
CPDM to review STIP public comments						█	█					
MPOs/RPOs adopt regional TIPs					█	█	█					
MPOs/RPOs submit regional TIPs to PennDOT CPDM							7/15					
PennDOT CPDM reviews TIP submissions for STIP submittal							█	█				
STC approves TYP								█	█			
PennDOT submits STIP to FHWA/FTA on behalf of Governor								█	█			
FHWA/FTA reviews and approves air quality conformity documents and STIP								█	█			
2025 Program Begins										10/1		



Transportation Program Development and Project Delivery Process



Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the L RTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

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Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
	1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>
Date TIP adopted by Planning Partner:		Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items	Response	CPDM	FHWA	FTA
	Green highlighted items require documentation be submitted.				
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
13. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. MPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
BRIP									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Total	\$0	\$0	\$0	\$0	

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SEPTA's Financial Capacity Analysis
and TAM Plan

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SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority (“SEPTA” or the “Authority”) has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program. Notwithstanding the Authority’s long-term financial capacity, SEPTA acknowledges that the COVID-19 pandemic has adversely affected travel and utilization of the Authority’s services along with SEPTA’s operations and financial results. SEPTA has received \$1.67 billion in Federal COVID-19 Relief funding (Coronavirus Aid, Relief, and Economic Security (CARES) Act of March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) of January 2021; and the American Rescue Plan Act (ARPA) of March 2021), which provided economic assistance to American workers, businesses, and industries impacted by COVID-19. These relief dollars have helped SEPTA offset the adverse financial impacts of the COVID-19 pandemic. As of May 1, 2024, SEPTA has exhausted 99% of the COVID relief funding. As of February 2024, SEPTA ridership has reached 70.3% of pre-COVID levels with 16.19% system-wide growth compared to February 2023. SEPTA will require additional subsidies to maintain service levels while ridership continues to recover. Governor Shapiro’s FY 2025 Budget proposes a 1.75% increase in allocation of state sales tax receipts to public transportation agencies statewide to meet immediate and future needs. The increase will provide an additional \$283 million to the Public Transportation Trust Fund annually, including \$161 million to SEPTA. This additional subsidy will enable SEPTA to maintain operations at current levels for 6 years.

A. Scope of Operations

The Southeastern Pennsylvania Transportation Authority was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest public transportation system in the United States and is responsible for operating:

- 125 Bus Routes (including 5 circulator routes & shuttle services)
- 13 Regional Rail Lines
- 8 Trolley Lines
- The Broad Street Line and the Market-Frankford Line (subway/elevated)
- The Norristown High Speed Line (interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities

System-wide ridership in February 2024 was 69% of pre-COVID February 2019 ridership. This marks the highest recovery rate since the start of the pandemic. System-wide ridership increased 14% from February 2023. On average there were approximately 86,304 more trips per day in February 2024 compared to February 2023. This is based on the calendar month. Average daily ridership was 695,795 unlinked passenger trips across all modes.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Bus mode ridership recovery reached 80% for the first time. Bus & trackless trolley ridership increased 9% from February 2023 (352,274) to February 2024 (383,806).

Trolley ridership recovery is at 63% as of February 2024 when compared to the pre-COVID February 2019 total. October 2023 ridership was the highest both in terms of the total number of unlinked passenger trips and recovery rate. February 2024 is now the second highest in terms of ridership recovery and total ridership. Ridership recovery on both Saturdays and Sundays stands at 81%.

Combined Broad Street Line and Market-Frankford Line ridership has increased 24% relative to February 2023 and is at 57% of pre-pandemic levels based on revenue ridership data.

Regional Rail experienced its highest average daily ridership (77,066) and ridership recovery rate (64%) since the start of the pandemic. Ridership has also increased 19% relative to February 2023 - an increase of 12,346 unlinked trips per day.

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years (Fiscal Year 2019 through Fiscal Year 2023.) From FY 2019 to FY 2023 passenger revenue declined at a compound average growth rate of -13.9%. Operating expenses during the five-year period increased from \$1.411 billion to \$1.546 billion, reflecting a compound average growth rate of 2.3% per year. Operating subsidies increased from \$894 million in FY 2019 to \$1.240 billion in FY 2023, an average rise of 8.5% per year. Operations for Fiscal Years 2019 through 2023 resulted in a relatively small surplus each year as total operating revenues, subsidies and investment income exceeded total expenses by an average of \$1.175 million over the five-year period. Investment income for Fiscal Years 2019 through 2023 is shown in the appendix and reflects financial market conditions and fund balances.

Transportation usage decreased during the five-year period at an average of 12.2% per year. The number of total unlinked passenger trips decreased from 292.9 million in FY 2019 to 174.0 million unlinked trips in FY 2023. The 174.0 million unlinked trips are up 64.5% from FY 2021, however, showing significant recovery in the wake of the COVID-19 pandemic.

SEPTA was able to meet its financial obligations during the five-year period and its long-term debt, incurred for capital expenditures, increased from \$710.4 million on June 30, 2019 to \$837.1 million on June 30, 2023, driven by the first issuance of \$550 million Asset Improvement Program Bonds in the fall of 2022. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, decreased from 36.5% in 2019 to 18.9% in 2023.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

C. Current Condition

For FY 2023, the most recent fiscal year for which comparative information is available, total passenger revenue increased 11.3% relative to the prior fiscal year. Operating expenses increased by 8.5% primarily due to higher labor and fringe benefits, services, fuel and lubricant costs, utilities, purchased transportation, lease rentals, and depreciation. Total government subsidies needed to support operations increased 6.9% from \$1.161 billion in FY 2022 to \$1.240 billion in FY 2023 primarily to the receipts of CARES Act funding. On March 27, 2020, the U.S. Congress passed, and the President signed into law the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. The Authority was awarded \$644 million in CARES Act funding, a portion of which offset the significant passenger revenue shortfall resulting from lower ridership related to the COVID-19 pandemic. The CARES Act Grant was awarded by the Federal Transit Administration on June 3, 2020. Subsequently the U.S. Congress passed two more relief bills: the Coronavirus Response and Relief Supplemental Act (CRRSA) on December 27, 2020, and the American Rescue Plan Act (ARPA) on March 11, 2021. The Authority recognized \$8.7 million in federal CARES Act, \$45.5 million in CRRSAA, \$360.0 million in ARPA in funding to help offset lower passenger revenues. FY 2023 ended with an operating surplus of \$418,000.

The Authority's Fiscal Year 2023 audited financial results are prepared in accordance with generally accepted accounting principles (GAAP).

D. Financial Projections

With the passage of Act 44 of 2007, as amended by Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This ended years of uncertainty with regard to SEPTA's operating subsidy. Act 89 also provides new bondable revenue sources for transit. In July 2022, contributions to the Commonwealth's Public Transportation Trust fund transitioned to Motor Vehicle Sale Tax Revenues. In October 2022, SEPTA issued \$550 million of Asset Improvement Program Bonds to support various capital projects. SEPTA anticipates issuing \$1.6B of bonds for certain capital projects, such as rail car acquisitions, to assist in financing the FY 2025 capital program.

Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2030.

Forecast Assumptions By Category:

Passenger Revenue

Passenger Revenue and Shared Ride Revenue is projected to grow an average of 4.4% over the five-year period, with total Operating Revenue projected to eventually reach 83% of pre-COVID levels in FY 2030.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Other Income

SEPTA's Other Revenue category includes income from investments, real estate rentals, advertising, parking lot fees, scrap sales, and property damage recoveries. Other Revenue is expected to increase approximately 1% per year.

Expenses

Total expenses are projected to grow 2.3% annually with fringe benefits expected to grow at a higher rate, driven by wage adjustments and contractual labor agreements.

Subsidy

In response to the COVID-19 pandemic, three Federal relief bills were passed: The Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) in January 2021; and the American Rescue Plan Act (ARPA) in March 2021. In FY 2025, Federal Subsidy will decrease 83.7% from the FY 2024 budget, reflecting the exhaustion of SEPTA's last one-time non-recurring COVID Relief from ARPA. The remaining sources of federal subsidy include ongoing federal support for capital leases, debt service, and highway pass-through funds.

The subsidy category also reflects the anticipated increase to funding provided by the Commonwealth as proposed in the Governor's Executive Budget for 2024-2025. This increase contemplates an increase of 1.75% to the current 7.68% of all Sales and Use Tax receipts, injecting an additional \$283 million into mass transportation across the Commonwealth. These dollars will be deposited into the Public Transportation Trust Fund established by Act 44 of 2007, as amended by Act 89 of 2013. In concert with SEPTA's Service Stabilization Fund, these dollars will enable SEPTA to maintain operations at current levels for 6 years.

E. Capital Program

The Fiscal Year 2025 Capital Budget was developed based on the following principles:

- Forecasted Federal, State and Local Funding Levels; and
- Budgeting based on Annual Cash Flow Projections and Financial Obligations.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2025 Capital Budget and Fiscal Years 2025-2036 Capital Program:

- Federal funding levels based on the transportation funding authorization, Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act, or IIJA).
- Transition of state sources of capital assistance from reliance on Pennsylvania Turnpike Commission bonds to the state's Motor Vehicle Sales and Use Tax.
- Financial guidance for state funding from Act 89 of 2013.
- City/Counties local match requirements on federal and state funding.
- Capital financing to manage cash flow obligations. SEPTA is planning the implementation of a multi-year borrowing program utilizing State Motor Vehicle Sales Tax revenues for repayment.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Fiscal Year 2025 Projects

SEPTA's Proposed Fiscal Year 2025 Capital Budget totals \$922.8 million, a 5.5% decrease from the FY 2024 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, implement system improvements, and enhance safety and security. Capital investments are focused on the following areas:

Rebuilding the System

Projects will return the system to a state of good repair via restoration or replacement of transit infrastructure that has exceeded its useful life. Projects will address the State of Good Repair backlog and preserve transit service for current and future customers. Programs include bridges; communication, signal systems, and technology; maintenance/transportation facilities and roofs; substations and power; and track and right-of-way.

Safety and Security

Projects include safety and security measures for vehicles and facilities, and interoperable communications improvements.

Vehicle Acquisitions and Overhauls

Projects include replacing buses and utility vehicles that have exceeded their useful life and optimizing the fleet through targeted overhaul.

Financial Obligations

This includes payments for SEPTA's Amtrak trackage lease, other capital leases, and debt service payments.

Project of Significance

SEPTA continues to seek long term funding to complete major regional projects including Trolley Modernization; Market-Frankford Line Vehicle Replacements; Broad Street Line Vehicle Replacements; Regional Rail Car Replacements; and Bus Revolution (comprehensive bus network redesign). These projects will address regional transportation needs, accommodate the growing economy, and reduce traffic congestion. \$4.1 billion is programmed in 2025-2036 to advance Trolley Modernization, Bus Revolution, and rail vehicle replacements; however, a gap of more than \$1 billion remains to fully fund the Projects of Significance.

F. Financial Capability

SEPTA has the financial capacity to carry out the projects included in the FY 2025-2028 Transportation Improvement Program (TIP).

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

SEPTA is designated by the Governor of Pennsylvania as the designated recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$700 million in federal and state grants annually. The final report for the FY 2021 FTA Triennial Review for SEPTA Systems identified several deficiencies, but they have since been addressed by SEPTA and closed out by the FTA. SEPTA is in a good/fundable standing with FTA. This documentation is on file with the transit operator, as well as with the FTA.

The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in the DVRPC Fiscal Years 2025-2028 Transit Improvement Program (TIP).



Leslie S. Richards
Chief Executive Officer & General Manager
Southeastern Pennsylvania Transportation Authority

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Appendices

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Southeastern Pennsylvania Transportation Authority
Financial and Statistical Summary
For Fiscal Years Ended June 30
(Amounts in thousands)

	2019	2020	2021	2022	2023	% Change FY 2022 to FY 2023	Average Annual % Change FY 2019 to FY 2023
Passenger Revenue	\$457,709	\$349,307	\$149,422	\$226,576	\$252,138	11.3%	-13.8%
Shared Ride Program	<u>15,992</u>	<u>12,609</u>	<u>5,627</u>	<u>7,301</u>	<u>9,545</u>	30.7%	-12.1%
Total Revenues Based on Ridership	473,701	361,916	155,049	233,877	261,683	11.9%	-13.8%
Other Operating Revenues	<u>41,017</u>	<u>38,463</u>	<u>38,123</u>	<u>34,129</u>	<u>30,878</u>	-9.5%	-6.9%
Total Operating Revenues	514,718	400,379	193,172	268,006	292,561	9.2%	-13.2%
Operating Subsidies	<u>893,747</u>	<u>1,000,280</u>	<u>1,181,648</u>	<u>1,160,662</u>	<u>1,240,102</u>	6.8%	8.5%
Total Revenue	1,408,465	1,400,659	1,374,820	1,428,668	1,532,663	7.3%	2.1%
Operating Expenses (a)	<u>1,411,366</u>	<u>1,403,458</u>	<u>1,374,199</u>	<u>1,425,140</u>	<u>1,546,306</u>	8.5%	2.3%
Surplus / (Deficit)	<u>(\$2,901)</u>	<u>(\$2,799)</u>	<u>\$621</u>	<u>\$3,528</u>	<u>(\$13,643)</u>	-486.7%	
Investment Income (b)	<u>\$3,229</u>	<u>\$3,067</u>	<u>\$187</u>	<u>\$525</u>	<u>\$14,061</u>	2578.3%	44.5%
Surplus/ (Deficit) After Investment Income	<u>\$328</u>	<u>\$268</u>	<u>\$808</u>	<u>\$4,053</u>	<u>\$418</u>	-89.7%	6.2%
Operating Revenue to Expense Ratio	36.5%	28.5%	14.1%	18.8%	18.9%		
Passengers Carried (Annual							
Unlinked Passenger Trips)	292,857	58,571	105,791	146,914	174,002	100.0%	-21.49%
Unrestricted Cash and Investments, at Year-end	\$ 81,834	\$ 50,371	\$ 42,027	\$ 66,084	\$ 36,713	-44.4%	-18.2%
Long-term Debt, at Year-end	\$ 710,430	\$538,381	\$ 610,637	\$561,929	\$ 837,073	49.0%	4.2%

(a) Excludes the reserve change related to other postemployment benefits and pensions

(b) Excludes unrealized investment gains and losses.

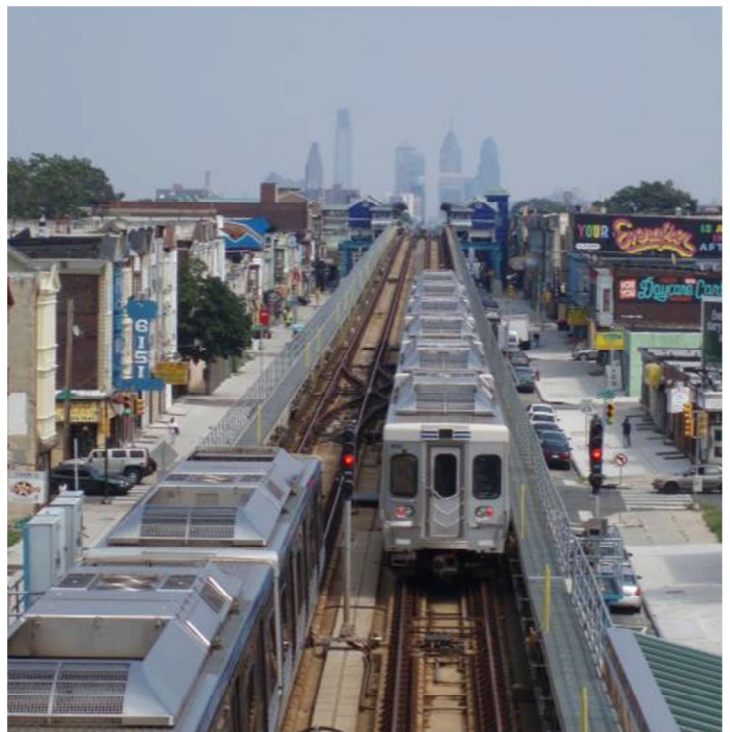
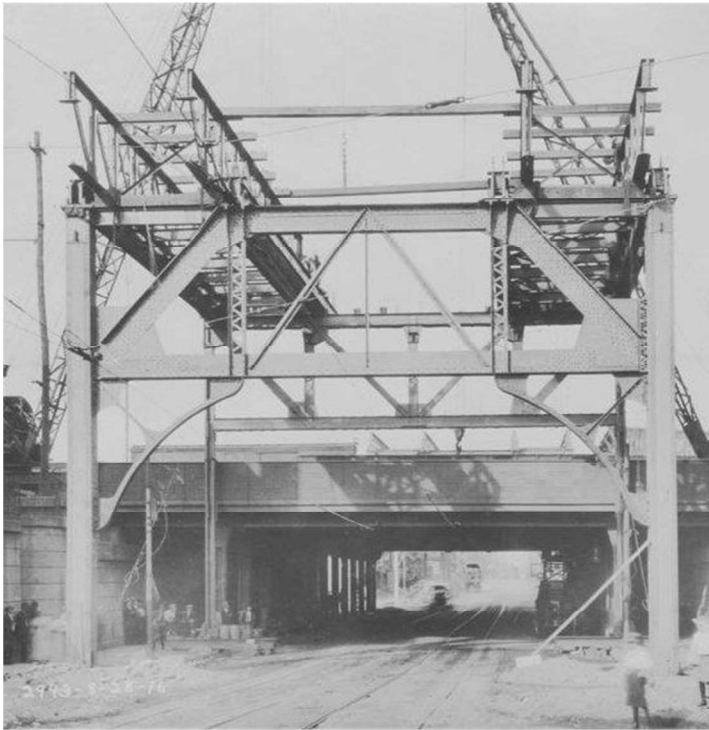
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Appendix B - Financial Projections Consolidated Budget

Amounts in thousands ('000)	Budget		Projection			
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
REVENUE						
PASSENGER REVENUE	\$271,844	\$299,562	\$302,558	\$305,584	\$333,639	\$336,976
SHARED RIDE PROGRAM	27,100	27,372	27,646	27,922	28,201	28,483
OTHER INCOME	36,140	36,501	36,866	37,235	37,607	37,984
INVESTMENT INCOME	22,747	22,520	22,294	22,071	21,851	21,632
TOTAL REVENUE	\$357,831	\$385,955	\$389,364	\$392,812	\$421,298	\$425,075
<i>Revenue % of Pre-COVID</i>	<i>70%</i>	<i>75%</i>	<i>76%</i>	<i>76%</i>	<i>82%</i>	<i>83%</i>
EXPENSES						
LABOR & FRINGE BENEFITS	\$1,202,981	\$1,235,147	\$1,268,199	\$1,302,163	\$1,337,064	\$1,372,930
MATERIALS & SERVICES	414,169	420,439	426,975	433,864	441,153	449,520
INJURY & DAMAGE CLAIMS	28,530	28,815	29,103	29,394	29,688	29,985
PROPULSION POWER	29,203	28,911	28,911	29,200	29,784	30,380
FUEL	29,843	29,545	28,954	28,085	26,962	25,883
VEHICLE & FACILITY RENTAL	5,512	5,528	5,544	5,551	5,569	5,586
DEPRECIATION	27,808	28,642	29,502	30,387	31,298	32,237
TOTAL EXPENSES	\$1,738,046	\$1,777,027	\$1,817,188	\$1,858,644	\$1,901,518	\$1,946,521
DEFICIT BEFORE SUBSIDIES	(\$1,380,215)	(\$1,391,072)	(\$1,427,824)	(\$1,465,833)	(\$1,480,219)	(\$1,521,447)
SUBSIDIES						
FEDERAL	\$56,838	\$60,129	\$63,711	\$67,603	\$71,881	\$76,477
STATE	1,150,781	1,156,119	1,184,837	1,214,224	1,222,104	1,253,818
LOCAL	166,644	168,872	173,324	178,054	180,282	185,200
OTHER	5,952	5,952	5,952	5,952	5,952	5,952
TOTAL SUBSIDY	\$1,380,215	\$1,391,072	\$1,427,824	\$1,465,833	\$1,480,219	\$1,521,447
SURPLUS/(DEFICIT)	\$-	\$-	\$-	\$-	\$-	\$-

Transit Asset Management Plan



Prepared by the
Southeastern Pennsylvania Transportation Authority
in accordance with 49 CFR part 625

October 1, 2022



ASSET MANAGEMENT POLICY STATEMENT

SEPTA moves the Southeastern Pennsylvania region forward by providing safe, reliable, and accessible mobility choices within a 2,200-square mile service area in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties. The Authority relies on a diverse portfolio of assets including revenue vehicles, passenger and maintenance facilities, infrastructure, and equipment to deliver this service. Many of these assets were manufactured or constructed by legacy operators prior to SEPTA's creation by the State of Pennsylvania in 1964. The condition of the Authority's assets can have a direct impact to passenger safety, employees' environment, service delivery, and service quality. SEPTA is committed to bringing the system to a state of good repair. This commitment has been documented in the Capital Budget, and the Strategic Business Plan.

Transit asset management provides the framework for the strategic and systematic processes through which SEPTA procures, operates, maintains, rehabilitates, and replaces assets to balance risk, performance, and cost throughout the assets' life cycles. In order to provide a framework for making data-informed and risk-based decisions for investing limited funds, SEPTA established an Asset Management Program. The Asset Management Program allows SEPTA to:

- Make data-informed and risk-based decisions about the procurement, operation, maintenance, and renewal of assets;
- Prioritize investments that improve safety and reduce risk, while optimizing operational efficiency and bringing the system to a state of good repair;
- Evaluate the impact of funding and spending scenarios on asset condition and performance;
- Evaluate the impact of system modernizations on SEPTA's long-term capital and maintenance needs while growing capacity for existing and future riders; and
- Implement tools for providing data to the Federal Transit Administration and key planning partners.

SEPTA is a mobility provider that drives the economy, supports equity and quality of life, advances sustainability, and promotes health and public safety. In order for SEPTA to continue to provide these necessary services, the system must be safe and reliable. Transit asset management is an integral program to achieving a state of good repair and maintaining a safe and reliable system. The Authority has committed to providing the staff and resources to implement asset management at the Authority. Furthermore, all capital programming decisions must be informed by SEPTA's Transit Asset Management Process.

Signature on File _____

Leslie S. Richards

General Manager and Chief Executive Officer

Accountable Executive



Table of Contents

ASSET MANAGEMENT POLICY STATEMENT.....	1
Executive Summary.....	4
Transit Asset Management at SEPTA.....	4
Asset Management Advances the Strategic Business Plan	5
SEPTA’s Key TAM Stakeholders.....	6
Accountable Executive: Leslie S. Richards	6
Finance.....	7
System Safety.....	7
Operations	7
Engineering	8
Planning and Strategy	8
Asset Management Program Technical Enablers	8
Vehicle Maintenance Information System	8
Infrastructure Maintenance Management System	8
State of Good Repair Tool.....	9
Asset Management Framework for Data-Informed Decision-Making	9
Safety	9
Mandates	10
Operations	10
Funding	10
Adaptation to Extreme Weather Events and to New Technology.....	10
Partnership.....	11
Growth and Modernization	11
Alignment of Asset Management with other Agency Processes.....	12
External-Facing Deliverables of the Asset Management Program	12
Federal Transit Administration (FTA).....	12
Delaware Valley Regional Planning Commission (DVRPC).....	13
Pennsylvania Department of Transportation (PennDOT).....	14
Assets on Amtrak’s Northeast Corridor	14
Operations	14
Stations	14
Right of Way.....	15



TAM Plan Requirements per 49 CFR part 625	16
Inventory of Capital Assets	17
Condition Assessment.....	19
Decision Support.....	20
Asset Inventory	20
Establishing the Budget Constraints	25
Project Prioritization Criteria	25
Project Prioritization	27
Prioritized Projects by Asset Class	27
Amtrak Projects.....	29
Implementation Strategy.....	31
Key Activities Required to Implement and Maintain the Asset Management Plan	37
Resources Required	38
Asset Management Group.....	38
TAMBassadors.....	38
Infrastructure Maintenance Management System Implementation Team	39
SGR Tool Data Quality Review Team	39
Technology.....	39
Continuous Improvement.....	40
Asset Information	40
Lifecycle Delivery	41
Strategy, Planning, and Decision-Making	41
Organization and People.....	42
Risk and Review	42
APPENDIX A: Capital Asset Inventory	43
APPENDIX B: Performance Targets	44



Executive Summary

The Southeastern Pennsylvania Transportation Authority (SEPTA) has developed this Asset Management Plan in accordance with the guidelines given in the 2016 Transit Asset Management Rule (49 CFR part 625, or the “TAM Final Rule.”) This plan outlines the framework for which vehicle and infrastructure information is evaluated in developing capital investment plans. The asset management program will also help the Authority to more effectively use its resources to minimize unacceptable safety concerns and mitigate risk while bringing the system to a state of good repair.

Data governance is integral to supporting an asset management framework. SEPTA will utilize two maintenance management systems and a capital investment prioritization tool to support asset management efforts. This Plan incorporates the business processes that are followed to update and utilize these programs and to provide data for internal and external stakeholders.

SEPTA views asset management as a practice that will continue to mature as data is collected. As such, this plan will be updated periodically to reflect the state of the practice at SEPTA. At a minimum, the plan will be revised once every four years, in accordance with the TAM Final Rule. The goal for this TAM period is to bring SEPTA’s Asset Management Program into alignment with the International Asset Management framework.

Transit Asset Management at SEPTA

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition and associated risks to guide the management of capital assets and prioritize funding to achieve or maintain a state of good repair. Furthermore, TAM is a framework for incorporating agency priorities in the decision process.

SEPTA was created through the consolidation of private transportation providers in the region, some of whom had been in operation since the mid 1800’s. The resulting system is truly multimodal, with commuter rail, heavy rail, light rail, bus, and paratransit service. SEPTA is an asset-intensive organization. Due to the age and complexity of the system, SEPTA owns, operates, and maintains a vast and diverse portfolio of assets. Prioritizing the maintenance and replacement of these assets requires a balance of potential safety risks, operational impacts, and costs.

While SEPTA has always maintained legacy transit assets, implementation of asset management practices have varied among the many departments responsible for operation and maintenance of the system. In 2010, SEPTA applied for and received a grant from the Federal Transit Administration (FTA) to improve transit asset management practice. With the grant monies received, SEPTA has been developing an Authority-wide Transit Asset Management Program. SEPTA’s Asset Management



Department develops the information required to inform decisions regarding the renewal and replacement of the Authority's multimodal infrastructure and fleet, including:

- The Transit Asset Management Plan;
- A Condition and Performance Report, which will include the annual State of Good Repair Backlog Assessment;
- Establishment and Evaluation of Asset Management Performance Targets;
- A prioritized list of projects to inform the Capital Planning Committee and Project Development Process;
- Interface with the System Safety Plan (49 CFR 270) and the Authority Safety Plan (49 CFR 273); and
- Reports to External Stakeholders, including the FTA, Pennsylvania Department of Transportation (PennDOT), and the Delaware Valley Regional Planning Commission (DVRPC); and

The Asset Management Program requires collaboration with many entities within the Authority, including Operations, Planning, Finance, and Safety. This collaboration promotes a data-informed investment decision process that supports the overall mission of the Authority to provide safe and reliable public transportation and provides a path for integration into other agency processes.

SEPTA published its first Transit Asset Management Plan (TAMP) on October 1, 2018. The TAMP documents the various business processes that support the Asset Management Program. The plan was developed in alignment with the Federal Transit Administration's requirements, as established in the 2016 Transit Asset Management Rule (49 CFR part 625). Per the requirements, this plan outlines how people, processes, and tools work together to address asset management policy and goals; provides accountability and visibility for furthering understanding of asset management practices; and supports planning, budgeting, and communications to internal and external stakeholders. As SEPTA's practice of asset management matures, this plan will continue to evolve.

Per the TAM Final Rule, asset management plans must be refreshed at a minimum frequency of four years. While SEPTA has updated the asset management plan twice to reflect the change of Accountable Executive, this current plan reflects a substantial overhaul of the document to support integration with agency processes and ensure quality. Activities in this plan include:

- Emphasis on achieving and maintaining data quality;
- Methodologies to incorporate agency strategic priorities into decision-making; and
- Better alignment with the principles of the Infrastructure Investment and Jobs Act (IIJA).

Asset Management Advances the Strategic Business Plan

The first goal in SEPTA Forward: A Vision for a Stronger Future is to develop a proactive organization. SEPTA is an agile and responsive organization that makes the most effective use of the Authority's



resources. SEPTA invests in employees to build a diverse, inclusive, and empowered workforce that takes pride in serving the people of Southeastern Pennsylvania. Data-driven decision making is one area of focus for the strategic business plan. Asset management can also be used to advance other priorities for SEPTA, including continuing the commitment to safety, investing in employees, creating efficient processes, and emphasizing sustainability.

Asset management is a key enabler of financial and environmental sustainability. SEPTA operates on a 12-year financially constrained capital budget and five-year financially constrained operating budget. SEPTA has a responsibility to make prudent decisions about the public funds for which the Authority is responsible. Asset management can be used to help prioritize SEPTA's investment plan while reducing overall asset lifecycle costs. Asset maintainers will have the data to perform more preventative, rather than reactive, maintenance, which is a more cost-effective business model. SEPTA's capital program is largely focused on repairing and replacing assets that are no longer in a state of good repair. Asset management helps to identify potential projects that can address the state of good repair backlog. Moreover, asset management allows the Authority to choose investment projects that facilitate commuter and recreational travel throughout the Philadelphia region.

Asset management has a role in sustainable business practices as well. Enterprise asset management systems will help the employee onboarding process and collate institutional knowledge of more experienced employees. This centralized program will allow personnel to access asset information and maintenance practices, and reinforce protocols taught in trade-specific training. The enterprise system will provide a mechanism for transferring knowledge about the assets that may not otherwise be written down.

SEPTA is a multi-modal agency serving the diverse neighborhoods of Southeastern Pennsylvania with service reaching as far as Wilmington, Delaware and Trenton, New Jersey. The condition and performance of vehicles and infrastructure has a direct impact on SEPTA's service quality and the quality of life for our riders. SEPTA must continue to make strategic investments to reduce the risk of decreased reliability due to asset condition. When making business decisions, safety is paramount, but SEPTA also considers how it can help connect communities, improve accessibility and provide balanced benefits to the region's population.

SEPTA's Key TAM Stakeholders

The TAM Program interfaces with several departments directly, and others in a support capacity. Key SEPTA stakeholders include:

Accountable Executive: Leslie S. Richards

Per the FTA, the Accountable Executive is the single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's safety and asset management plans in accordance with 49 U.S.C. 5329(d) and 49 U.S.C. 5326. The accountable executive is responsible for the



overall implementation of the asset management strategy, and for promoting a culture of safety and TAM.

SEPTA's Accountable Executive is Leslie S. Richards, General Manager and Chief Executive Officer.

Finance

The Finance Division develops and monitors results for the Authority's Operating and Capital Budgets, and federal, state, and local grants. The Division oversees all financial services, including the preparation of monthly and annual financial statements for outside stakeholders. Asset management facilitates financial sustainability of this legacy transit system.

System Safety

SEPTA's System Safety Division consists of a team of experienced safety professionals who are dedicated to ensuring and enhancing the safety of SEPTA's employees and customers. This Division serves as the corporate safety consultants for all employees to ensure regulatory compliance with a variety of safety and environmental regulations. The System Safety Department reviews all maintenance and inspection procedures, condition assessments, drawings, and specifications. The System Safety Department is responsible for evaluating safety-related risk for SEPTA's passengers and employees. They will make recommendations of immediate or long-term corrective actions or projects in the event that an actionable risk is discovered. The System Safety Division participates on SEPTA's Capital Planning Committee and reviews the Capital Budget to ensure that known safety concerns are addressed within the horizon of the program. The System Safety Division is SEPTA's liaison with the FTA and PennDOT's State Safety Oversight (SSO). Concerns raised at the SSO are relayed to appropriate departments for mitigation, including but not limited to the Asset Management group.

Regulatory Link to Safety Management System (SMS)

On January 19, 2018, the FTA issued a final rule on Public Transportation Agency Safety Plans. This rule applies the SMS approach to transit system operators. This System Safety Division will be responsible for implementing a plan that addresses the four pillars of SMS: safety management policy, safety risk management, safety assurance, and safety promotion. A new safety hazard identification process will be implemented for both operational and asset renewal activities. The asset management group will coordinate with the System Safety Division to ensure that the TAM Plan and Asset Inventory can be used to support the SMS implementation.

Operations

SEPTA's primary mission is to provide transportation throughout the Philadelphia region. Therefore, nearly all projects must coordinate with the Operations Division to ensure that service disruptions due to infrastructure condition, performance, and replacement activities are minimized while maintaining the safety of passengers, public, and employees. Where appropriate, projects include an evaluation of whether or not a proposed action has the potential to increase capacity or operational flexibility on the system.



Engineering

SEPTA's engineering departments maintain the infrastructure and fleet and are responsible for developing and implementing plans to renew them. These plans include fleet maintenance, fleet procurement, and mandatory inspections. The five-year infrastructure renewal plan ensures that service disruptions due to infrastructure renewal are minimized, and that all work groups can work in a safe manner, compliant with Roadway Worker rules. The five-year plan includes large scale capital projects, such as major interlocking replacements and station renewals; maintenance activities, such as tie and surfacing or overhead contact system renewal; and projects by other agencies that have the potential to impact SEPTA service. The engineering departments have front line experience on the condition and performance of SEPTA's assets and are the primary end users of the maintenance management systems that are being implemented to support asset management efforts.

Planning and Strategy

The Planning and Strategy Division advances strategies and goals in the Authority's Strategic Plan, coordinates with regional planning partners, and develops the long range and annual service plans. Projects identified by the Planning Division can be incorporated into the decision support process. The asset management group works closely with the Planning Division when developing the needs analysis for the Delaware Valley Regional Planning Commission.

Asset Management Program Technical Enablers

Three pieces of software provide the maintenance history and capital inventory for SEPTA's TAM Program.

Vehicle Maintenance Information System

The Vehicle Maintenance Information System (VMIS) was initially deployed at SEPTA between 1998 (bus) and 2005 (commuter rail). VMIS is an integral part of workflow at the depots. Moreover, VMIS is the Authority's system of record for all fleet assets and associated work orders. VMIS generates enterprise reports, such as the depots' vehicle availability reports, as well as more granular reports, such as fuel consumption and component maintenance history.

At the time of the publication of this plan, SEPTA is utilizing Trapeze M4 for VMIS, and is currently upgrading to Trapeze M5.

Infrastructure Maintenance Management System

The Infrastructure Maintenance Management System (IMMS) is the counterpart to VMIS. This work order management system will serve as the system of record for the asset inventory, condition, maintenance history, and performance of bridge, power, systems, and track assets. The data in this



system will be utilized to improve lifecycle management and develop SEPTA-specific age and condition curves for use in the decision-making software.

At the time of implementation of this plan, SEPTA is in the process of deploying Asset Works' FA Suite within the EM&C Division.

State of Good Repair Tool

The State of Good Repair (SGR) Tool, originally developed by the Massachusetts Bay Transportation Authority, is used to prioritize investments with a goal of bringing the system to a state of good repair. The SGR Tool utilizes asset age, condition, performance, ridership impact, replacement cost, and renewal cost to develop a composite State of Good Repair score. Asset criticality, risk, and agency goals are also factored into this rating. This score can be used to generate optimized lists of spending actions based on different levels of available funding. This tool is also utilized to model SEPTA's unconstrained needs and SGR Backlog. The SGR Tool inventory is the source of the capital asset inventory included in this plan.

Asset Management Framework for Data-Informed Decision-Making

Prior to the start of the capital planning process, the Asset Management Group will run scenarios in the State of Good Repair Tool. At a minimum, these scenarios will include:

- Unconstrained Needs Analysis
- Investment Prioritization based on Unconstrained Funding Scenario
- Investment Prioritization based on Projected Funding Scenarios

The development of these scenarios, including a description of how agency priorities are included, can be found in the "Decision Support" Section of this TAMP. The Committee will utilize this input when developing the Capital Plan. However, it is important to recognize that capital planning requires a balance of many factors beyond the score generated in any one model. Beyond the goal of bringing the system to a state of good repair, other needs shape the overall program, such as:

Safety

Passenger and employee safety is SEPTA's highest priority. The mitigation of identified and assessed hazards and risks takes priority over all other spending. The System Safety department is a key stakeholder in the review of inspection and maintenance procedures, the development of spending plans, and providing oversight during the design and construction of major transit facilities. In the case of an unforeseen safety condition, SEPTA must re-evaluate proposed spending and make adjustments so that these conditions can be remedied as quickly as possible.

SEPTA evaluates the safety of the system continuously, through planned inspections, location-specific programs, and through Location Safety Committee (LSC) meetings. These processes help identify critical safety concerns. The mitigation of safety concerns is a primary selection criterion for capital project selection.



Mandates

SEPTA must comply with all mandates issued by the authorities that govern its operation. These mandates include installation of positive train control (PTC) on the Regional Railroad, payment to Amtrak under the terms of the Passenger Rail Investment and Improvement Act (PRIIA), and compliance with the Americans with Disabilities Act (ADA). Some mandates have required SEPTA to take immediate action to accelerate projects to be completed by a specified date. Others have required SEPTA to incorporate additional elements to a project.

Operations

Projects must be performed in a manner that minimizes operational impact while maintaining the safety of passengers, public, and employees. When a piece of infrastructure is taken out of service for an extended period of time, SEPTA will oftentimes develop a comprehensive plan to repair all assets within the limits of the service outage. This allows SEPTA to bring an entire corridor of assets to the same performance standard. This proactive approach to maintenance reduces the risk of unplanned service disruptions due to infrastructure condition. This also allows SEPTA employees and third-party contractors a safer environment for work. The corridor approach to infrastructure renewal results in a significant cost savings. Moreover, this approach reduces customer impacts during construction and mitigates the risk of future infrastructure failure.

SEPTA will sometimes extend the useful life of an asset in order to schedule its replacement within a corridor-wide program. The extension of life can only be performed if this action does not impose additional risk or introduce new hazards. Several long-term infrastructure renewal plans are providing the framework of these long-range infrastructure plans. These include: the rationalization of the interlocking plant; replacement of the legacy overhead contact system; and cyclical tie and surfacing of the right of way.

Funding

SEPTA is primarily funded through FTA formula funds and Commonwealth of Pennsylvania funds. However, some grants are funded through discretionary grants, such as the Superstorm Sandy Resiliency program and the BUILD program. The capital program must comply to the requirements of the funding sources.

Adaptation to Extreme Weather Events and to New Technology

Some projects include elements to harden the existing infrastructure against impacts of extreme weather events. Other adaptation projects have included the addition of infrastructure to provide operational flexibility in areas of known flooding.

SEPTA continues to perform projects to reduce energy consumption. Some projects improve the conditions at existing facilities, such as the installation of LED fixtures. Larger, more transformative projects include the planned procurement of zero-emission fleet vehicles. SEPTA is committed to



transitioning away from diesel-powered buses by 2040 and has started to develop a “Zero Emission Playbook.” As the Playbook is finalized, projects will be identified for fleet, facilities, and infrastructure. These projects are incorporated into the project prioritization model.

Partnership

SEPTA collaborates its program with that of other stakeholder agencies. These partnerships allow for more comprehensive improvements in the communities that the Authority serves. Some of these partner agencies have included the Philadelphia Water Department (for stormwater improvements), Aqua (minimizing impact of roadway closures for utility installation and track replacement), and Townships (increasing parking capacity or accessibility at stations to facilitate the use of public transit in areas of potential development, i.e., Transit Oriented Development.)

Growth and Modernization

SEPTA continues to perform investments that facilitate additional use of the system and effectively increase ridership. Some of these investments include projects to increase operational flexibility, such as the construction of passing sidings or the installation of bi-directional signal systems. Other investments include improved passenger amenities, such as increased parking capacity, compliance with the Americans with Disabilities Act (ADA), and the installation of high-level platforms. SEPTA has initiated the procurement of multi-level rail cars to increase passenger capacity of the Regional Railroad.

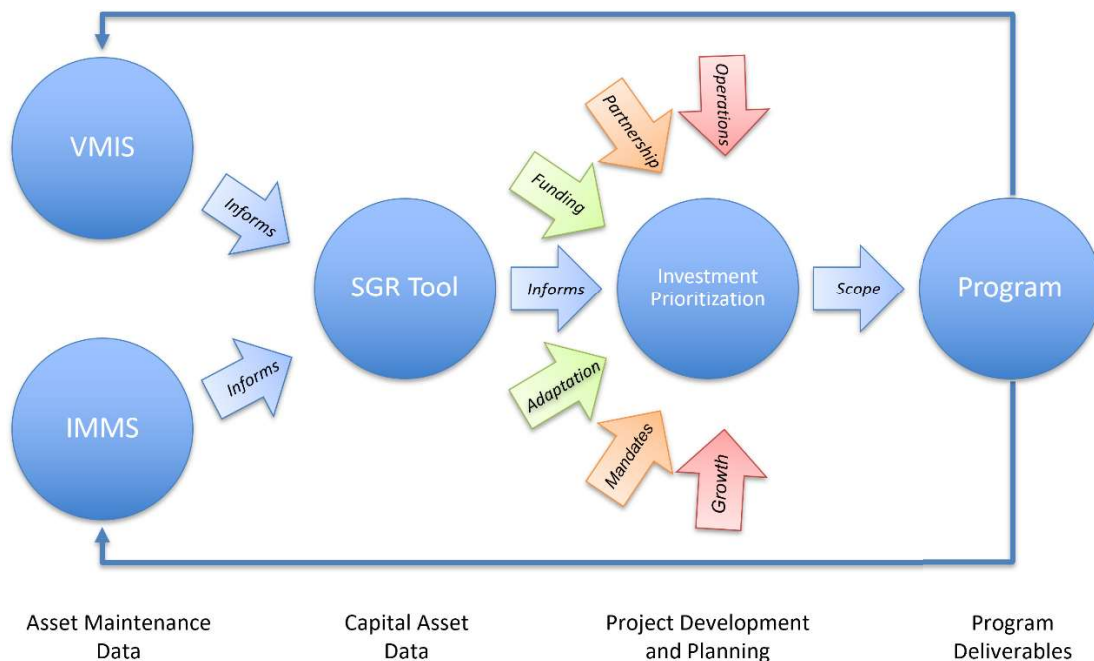


Figure 1 Data-Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program.



Alignment of Asset Management with other Agency Processes

Organizational alignment is a core principle of asset management practice. There are many established procedures that provide information integral to the success of the Asset Management Program and that will continue to be developed and curated by subject matter experts. The asset management program is aligned to:

- FTA TAM Requirements;
- The System Safety Program (49 CFR 470) and the Authority Safety Plan (49 CFR 673);
- Fleet Management and Vehicle Overhaul Plans;
- Vehicle Technical Information Library;
- 12 Year Outage Plans (Railroad, CTD, STD);
- Capital Project Summary Reports;
- Capital Budget;
- Project Control 12-Year Cash Flow Report; and
- Asset Inspection Protocols.

External-Facing Deliverables of the Asset Management Program

The Asset Management Program provides reports regarding asset age, condition, and performance to key stakeholders, including the FTA, the Metropolitan Planning Office (DVRPC), and the Pennsylvania Department of Transportation (PennDOT).

Federal Transit Administration (FTA)

In order to comply with the Asset Management Rule, transit agencies must demonstrate process and report deliverables, beginning on October 1, 2018. Process deliverables include a compliant Transit Asset Management Plan, certified by the Accountable Executive. The agency must be able to demonstrate appropriate recordkeeping to support the plan. Report deliverables include age and condition data within the National Transit Database asset inventory module and establishment of asset performance targets for the next year. Beginning in report year 2019, agencies must provide a narrative that documents changes in transit system conditions and the progress toward achieving the performance targets established in the previous reporting year. SEPTA's Performance Targets are included as an Appendix to this TAM Plan.



Table 1: National Transit Database Performance Measures

Category	Assets	Performance Measure
Rolling Stock	Revenue Vehicles by Mode	Percentage of Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Equipment	Non-revenue support-service and maintenance vehicles	Percentage of Non-Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Infrastructure	Rail fixed-guideway including bridges and tunnels, track, signals and systems	Percentage of track segments with performance restrictions
Facilities	Maintenance and administrative facilities; stations, and parking facilities	Percentage of assets with condition rating below 3.0 on the FTA TERM Scale

Notes:

- 1.) The useful life benchmark (ULB) has been developed with input from the Vehicle Engineering and Maintenance Division. ULB's take into account the asset lifecycle based on equipment type, operating environment, duty cycle, and performance.
- 2.) Performance Restrictions are established based on the data in the weekly Speed Restriction Reports.
- 3.) Facility Condition Scores are taken from the Structural Engineering Department's condition assessments and from sample inspections performed by the Asset Management group.

Delaware Valley Regional Planning Commission (DVRPC)

DVRPC is the Metropolitan Planning Organization for Philadelphia and eight surrounding counties. On an annual basis, SEPTA provides DVRPC with the performance targets that have been established for that calendar year. Every five years, SEPTA provides the 30-year unconstrained needs assessment for the development of the long-range plan. (SEPTA utilized the State of Good Repair Tool to provide data for DVRPC's 2040, 2045, and 2050 long range plans.)

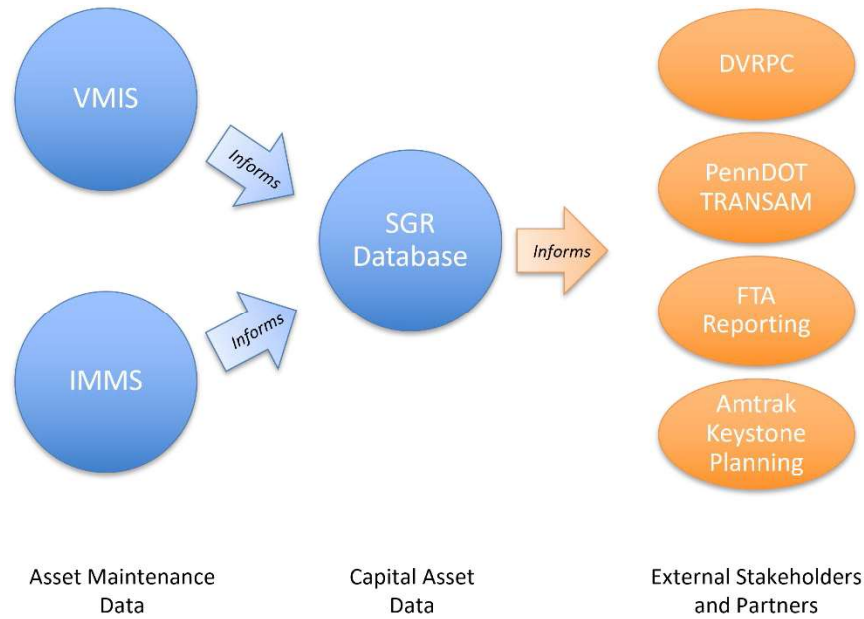


Figure 2: External Face of the Transit Asset Management Plan

Pennsylvania Department of Transportation (PennDOT)

PennDOT utilizes the TransAM system to develop a state-wide asset inventory and condition report for capital planning purposes. PennDOT requires that an annual update to the TransAM inventory. The Asset Management Group provides SEPTA's annual update to TransAM.

Assets on Amtrak's Northeast Corridor

SEPTA operates three commuter rail lines on infrastructure owned and maintained by Amtrak. Investment prioritization for investments on Amtrak territory include operations, stations, and right-of-way improvements.

Operations

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was issued by the Federal Railroad Administration to appropriate federal funds and to provide a framework for cost sharing among Amtrak and commuter rail operators. PRIIA allows Amtrak to cover operating costs, capital investments, and efforts to bring the infrastructure to a state of good repair. SEPTA is one of several agencies that makes an annual payment to Amtrak under the requirements of PRIIA. This payment is accounted for in SEPTA's capital program and is not used in developing cost scenarios for decision support.

Stations

SEPTA leases 47 commuter rail stations on the Northeast Corridor. SEPTA inspects Amtrak-owned stations with the same criteria and frequency as those owned by SEPTA. Condition ratings are reported



to the FTA via the National Transit Database. Station renewal projects are evaluated using the decision support framework described elsewhere in this plan. Projects on Amtrak territory must include the cost for track protection. The schedules must be adjusted to accommodate Amtrak's design review process and outage requirements.

Right of Way

Infrastructure renewal needs on Amtrak territory are identified through the Northeast Corridor Commission planning process. At the time of this plan, SEPTA is participating in a Keystone Corridor planning initiative to identify SGR and operational needs. This needs assessment, as well as the implementation schedule, will form the basis for future decisions about Amtrak-owned infrastructure in SEPTA's operating territory.



TAM Plan Requirements per 49 CFR part 625

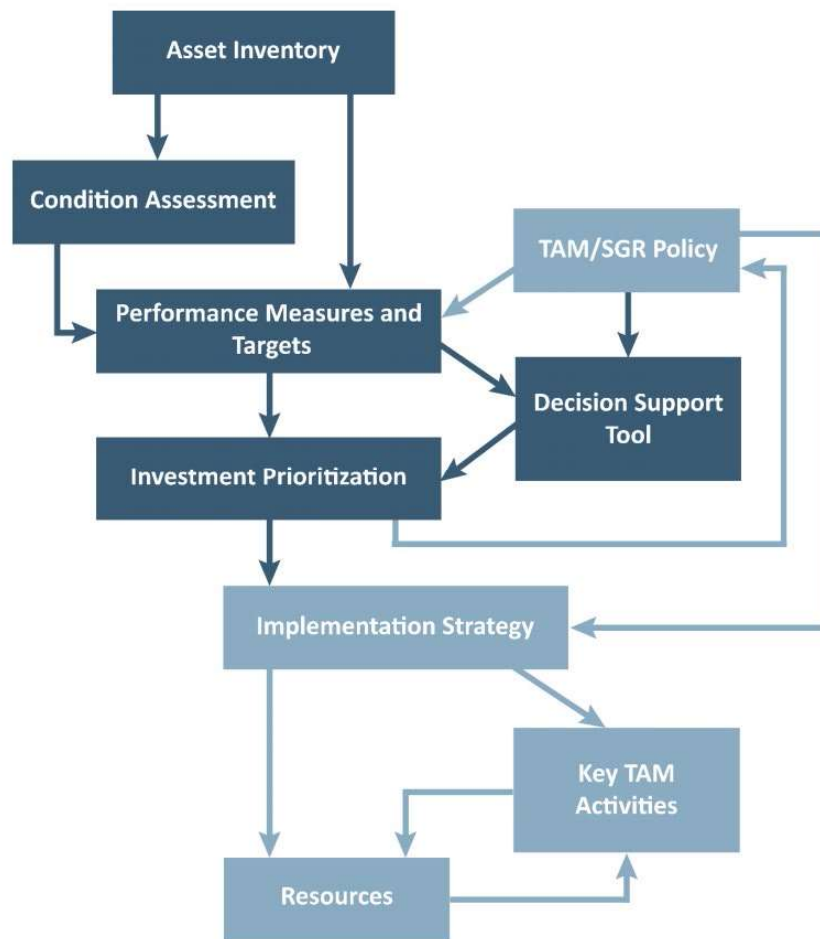


Figure 3: Relation of TAM Plan Elements. Source: FTA TAM Plan Compliance Checklist, December 2017



Inventory of Capital Assets

The agency should have an inventory of all capital assets it uses in the provision of public transit. The asset inventory should be as detailed enough as needed to develop a capital plan.

SEPTA has developed a capital asset inventory in the State of Good Repair Database. As discussed in previous sections, the asset inventory is structured by asset class at the capital project level. For example, a bridge that is made up of several subcomponents is a single asset in the inventory because that is the level at which capital decisions are made about the asset class. Likewise, the Broad Street Subway cars are a single asset in the inventory, because SEPTA would choose to overhaul or replace those cars as a fleet. The capital asset inventory is broken into twelve asset classes, as shown in the table below. This asset hierarchy was developed to mirror both the FTA TAM Categories as well as the SEPTA departments accountable for asset maintenance.

Table 2: Crosswalk of Inventory Elements to FTA Requirements				
SEPTA Asset Class	Typical Elements	Typical Renewal Activities	FTA TAM Category	SEPTA Accountable Department
Bridges	Bridges, Elevated Structures	Painting, waterproofing, structural repairs	Infrastructure	B&B
Communications	Communications Systems, Radio Towers, Radios, Cameras, CCTV Equipment, Fiberoptic Plant	Technical Refresh	Infrastructure	C&S
Elevators and Escalators	Vertical Transportation Equipment at Stations and Shops	Mechanical Overhaul	Facilities	B&B
Fare Collection	Turnstiles, Fare Vending Machines	Technical Refresh	Facilities	Finance
Industrial Equipment	HVAC, Cranes and Hoists, Wheel Truing Machines, Lifts, Hoists, Generators, Pumps	Overhauls	Facilities	B&B
Parking	Surface Parking Lots, Garage Structures	Painting and Resurfacing	Facilities	B&B Civil
Power	Traction Power Substations, Overhead Contact System, Third Rail	Contact Wire Renewal	Infrastructure	Power
Shops and Yards	Maintenance Facility Buildings	Track maintenance	Facilities	B&B
Signals	Signal System, Control Center Equipment	Technical Refresh	Infrastructure	C&S
Stations	Passenger Stations, Loops	Roof and Canopy Repair	Facilities	B&B



Track	Rail, Ties, Bridge Timbers, Interlockings, Sidings, Switches, Culverts	Tie and Surfacing, Vegetation Clearing	Infrastructure	Track, Civil
Tunnels	Tunnel Structure, Emergency Exits, Vent Wells	Leak Mitigation, Spall Repairs	Infrastructure	B&B
Vehicles	Revenue Vehicles Utility Vehicles	Vehicle Overhaul Program	Rolling Stock Equipment	Operations

A copy of the asset inventory is included as an appendix to the asset management plan. This attachment will be updated annually to reflect the current age, condition, and performance for each asset in the inventory. This inventory will be the primary source of information for external TAM reports.



Condition Assessment

The agency should assess the condition of all of its assets. The condition assessment should be detailed enough to support capital plan development.

SEPTA inspects all assets on a continuous basis in order to assess condition and performance. Many of these inspections are performed at a frequency mandated by oversight organizations, such as the Federal Railroad Administration or the Department of Transportation. SEPTA has adopted an FRA-style inspection frequency for infrastructure on the heavy rail and light rail lines.

The inspection type and frequency by asset class is listed below. Tests are also performed after extreme weather events or as conditions warrant. Unless otherwise stated, inspections are performed by trained SEPTA personnel.

Table 3: Inspection of Typical SEPTA Elements		
SEPTA Asset Class	Inspection Frequency	Governing Inspection Practice
Bridges and Structures	Railroad: Annual; Transit: Biannual; or, more frequently if condition warrants	B&B Structural Inspection Manual
Communications	Specific to equipment type	C&S1/ C&S2
Elevators and Escalators	Daily, Weekly, Monthly Semi-Annually, and Annually	Elevator/ Escalator Inspection and Preventative Maintenance Manual
Industrial Equipment	Specific to equipment type	Specific to Individual Equipment Type
Parking	Surface: Every 3 years. Stormwater BMPs: Annually.	B&B Structural Inspection Manual
Power	Traction Power Substations, Overhead Contact System, Third Rail	ET-01, ET-02
Shops and Yards	Every 4 years	B&B Structural Inspection Manual
Signals	Specific to equipment type	C&S1/ C&S2
Stations	Every 3 years	B&B Structural Inspection Manual
Track	Track infrastructure is inspected twice a week by Track Department personnel, and annually with the geometry car. Culverts are inspected every 3 years.	SR-01, SR-02, SMW-100
Tunnels	Annual inspection of tunnels and support infrastructure	B&B Structural Inspection Manual
Vehicles	Daily	DOT inspection

The asset age, condition, and performance are assessed, and an overall “SGR Score” is calculated for each asset. The SGR score for all assets is included in the asset inventory attached as an appendix of this plan.



Decision Support

A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.

SEPTA utilizes the SGR Tool to support programing decisions. This software uses information about the age, condition, and performance of assets, coupled with a budget constraint, to prioritize investments with the goal of bringing the system to a state of good repair. Assets are “aged” over the period of analysis. The software is used to identify the current State of Good Repair backlog, to identify future annual SGR needs, and to assess the impacts of underfunding these needs on asset condition, operating cost, and reliability. The SGR analysis is the first step in developing an investment program that tactically improves legacy assets while considering agency strategic goals.

There are three steps in running the decision support model:

- Developing the Asset Inventory;
- Defining Budget Constraints; and
- Establishing the Project Prioritization Criteria.

Asset Inventory

This system has a capital asset inventory of approximately 7,000 items. The inventory is updated on an annual basis to reflect current asset conditions, ridership impact, and project costs. In addition to identifying information such as name, mode, and asset class, the SGR Tool inventory contains the following information:

Age in Terms of the Assets’ Useful Life

All assets are evaluated by engineering, maintenance, and asset management personnel to determine the age and useful life. Where the information exists, SEPTA relies on project documents to determine the installation year and useful life based on planned lifecycle investments and duty cycle. For some assets, SEPTA determines the useful life based on the ability to maintain the asset in a safe manner. For example, the Bridges and Buildings Department knows through their experience in facilities maintenance that stations can be maintained for approximately 30 years before a rehabilitation or replacement project should be considered. Thus, a station that was constructed in 1895 but overhauled in 2007 has a remaining useful life of 15 years. At that time, the asset owners will evaluate the need to renew major elements, such as the station roof and canopies, or to incorporate agency needs, like high-level platforms.

Condition and Performance Rating

As mentioned in the previous section, all assets are inspected on a continuous basis to monitor condition and performance. This score is included in the SGR Tool inventory. In the decision support tool, assets are aged in each year of the analysis. The age is associated with FTA-developed curves that correlate age and condition to show the impact of delaying the replacement of assets on system performance.



Ridership Impact

The ridership impact of asset failure is assessed in terms of potential impacted passenger trips. This may be evaluated at a point basis (such as a station), a segment basis (such as the point between two interlockings), or a corridor basis (such as the ridership of a route.) Ridership information is assessed bi-annually, in alignment with the Ridership Census reports.

Asset Replacement and Renewal Costs

The asset unit replacement cost is derived from SEPTA project data when available. In other cases, this cost is derived from peer agency data. When calculating future system needs, the desired replacement project is considered. Most of SEPTA's projects include the replacement of assets in kind, or with their modern equivalent equipment. For example, the curved worn rail program replaces track components in kind. Other projects address operational or compliance needs. For example, a future station renovation may include the installation of high-level platforms and a pedestrian overpass to improve operational efficiency and passenger safety. Future fleet replacement costs must consider the recommendations of the Zero Emission Bus Playbook. These replacement costs, rather than the cost to replace the assets in kind, are included in the SGR Tool.

Some assets require significant lifecycle investments to remain in a state of good repair. Examples of renewal costs include the vehicle overhaul program, tie and surfacing for the right-of-way, and waterproofing for bridges.

Agency Strategic Goals Rating

Each asset in the SGR Tool is assessed for its alignment with SEPTA's agency priorities. For this version of the TAMP, SEPTA considered four criteria: ADA Compliance, Risk, Equity, and Projects of Regional Significance.

ADA Compliance

One of SEPTA's strategic business goals is to create an intuitive system that is accessible to all. The Authority continues to upgrade legacy facilities and vehicles to achieve compliance with the Americans with Disabilities Act. Each future project in the SGR Tool inventory scores the impact of the project on maintaining or increasing accessibility of the system.



Table 4: Inclusion of Accessibility in the SGR Tool		
Future Asset Replacement or Renewal Project Result	Example Project	Points in Strategic Score
Project Enhances ADA Compliance	Installing high-level platforms at a station	25
Project Maintains ADA Compliance with the ADA	Repairing an elevator at the end of useful life, adding elevators	10
Project Does Not Address ADA Concerns	Replacement of a traction power substation	0

In May 2021, members of Congress introduced the All Stations Accessibility Program (ASAP) Act of 2021, legislation that aims to help make public transportation systems more accessible to people with disabilities. SEPTA evaluated the accessibility of all passenger facilities and developed project scopes to bring them to a level of compliance with the ADA and into a state of good repair. These costs were included in the 2022 SGR Analysis for this TAM plan.

Service	Total No. of Eligible Stations	Accessible Station	Non-Accessible Station	Percent Accessible	Annual Passengers 2019 (M)	Estimated Cost to Make All Stations Accessible (M)
Market-Frankford Line	28	25	3	89%	62.7	\$66.50
Broad Street Line	25	12	13	48%	42.6	\$290.30
Regional Rail Line*	145	66	79	45%	34.4	\$1,297.60
Trolley Lines	84	39	45	46%	27.7	\$172.50
Norristown High Speed Line	22	6	16	27%	3.8	\$144.40
Bus Loops	34	25	9	74%		\$18.20
TOTAL	338	173	165	51%		\$1989.4

Figure 4: Rail Transit and Railroad Station Accessibility Status, December 2021



Risk

The International Organization for Standardization (ISO) 31000 standard for Risk Management defines risk as the effect of uncertainty on objectives. The risk of asset failure, in terms of operational, safety, and environmental impacts, has been evaluated for each asset in the SGR Tool inventory. The scoring criteria for risk has been adapted from materials presented in the FTA's TAM 201 Class. A total of 25 points may be added to the agency strategic score to account for risk.

Sample Asset Management System Risk Matrix							LIKELIHOOD					
							Improbable (1)	Not Likely to Occur (2)	Could Occur (3)	Known to Occur (4)	Common Occurrence (5)	
IMPACT CATEGORIES		Service Impact	Health and Safety	Environmental Impacts	Financial and Asset Loss	Regulatory Damage	Regulatory / Legal Impact	Unlikely to occur once in 10 or more years	Unlikely to occur once in 5 to 10 years	Unlikely to occur once in 2 to 5 years	Unlikely to occur once a year	Unlikely to occur more than once a year
IMPACT	Very High (5)	Complete loss of service	Critical risks that are impossible for an employee and/or community	A release to the environment with major public health impacts. Impacts non-occupancy property, requires evacuation, requires remediation (>\$50,000)	Severe financial loss or asset replacement cost. Impact: (>\$500,000)	National loss of reputation, damage national exposure	Potential for significant, serious penalties and/or lawsuits, etc. or multiple major violations	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)	High Risk - Unacceptable - Action Required (5)	High Risk - Unacceptable - Action Required (5)	High Risk - Unacceptable - Action Required (5)
	High (4)	Partial loss of service	Partial or medium-term health or major health problems for employees and/or customers	A release to the environment with moderate to major impacts. Impacts non-occupancy property, requires regulatory response. Limited remediation required	Major financial loss or asset replacement cost. Impact: (>\$100,000-\$500,000)	Significant regional loss of reputation	Potential for significant fines or sanctions of a state or local material nature. Single major violation or multiple minor violations	Low Risk - Acceptable with Review (4)	Medium Risk - Unacceptable - Management Decision (4)	Medium Risk - Unacceptable - Management Decision (4)	High Risk - Unacceptable - Action Required (4)	High Risk - Unacceptable - Action Required (4)
	Moderate (3)	Service delay of 1 hour or more	Loss of a portion of patient or medium-term health problems for employees and/or community	A release to the environment with minor impacts. Impacts non-occupancy property, requires regulatory response. Limited remediation	Moderate financial loss or asset replacement cost. Impact: (>\$10,000-\$100,000)	Minor loss of regional reputation	Potential for minor sanctions or fines. Single minor violation or multiple minor violations	Low Risk - Acceptable with Review (3)	Medium Risk - Unacceptable - Management Decision (3)	Medium Risk - Unacceptable - Management Decision (3)	Medium Risk - Unacceptable - Management Decision (3)	High Risk - Unacceptable - Action Required (3)
	Low (2)	Service delay of less than 1 hour	Minor injury, short-term health concerns or Eparable skin rashes	A release to the environment with minor impacts, minimal to slight exposure to the regulatory notification required	Tolerable financial loss or asset cost impact. Impact: (>\$1,000)	Slight impact on reputation	Amount of company penalty or slight fine or citation	Low Risk - Acceptable with Review (2)	Low Risk - Acceptable with Review (2)	Medium Risk - Unacceptable - Management Decision (2)	Medium Risk - Unacceptable - Management Decision (2)	Medium Risk - Unacceptable - Management Decision (2)
	Minor (1)	No Risk to impact service	(Minors) safe. Unlikely to cause health problems. Fine and/or fines	Contained release to the environment with no to no environmental impacts. No regulatory notification needed	Relatively low financial loss or asset cost impact. Impact: (>\$100)	No impact on reputation	Penalties for regulations or legal violations	Low Risk - Acceptable with Review (1)	Low Risk - Acceptable with Review (1)	Low Risk - Acceptable with Review (1)	Low Risk - Acceptable with Review (1)	Medium Risk - Unacceptable - Management Decision (1)
							Low Risk		Medium Risk		High Risk	

Figure 5: Asset Management Risk Matrix, National Transit Institute/ FTA

Equity

Transit is an economic equalizer that preserves affordability and access to opportunity in a growing region. Furthermore, transit is an essential service that preserves access to opportunity in the SEPTA service region. For the purposes of this plan, SEPTA utilized the Delaware Valley Regional Planning Commission's Indicators of Potential Disadvantage (IPD) to incorporate equity into the decision support process. The IPD analysis is used throughout DVRPC to demonstrate compliance with Title VI of the Civil Rights Act and support the fair treatment of population groups identified through Environmental Justice. Indicators in the analysis include youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income. The concentrations of these populations are mapped for each Census tract in the region and an overall IPD score is calculated. Each potential project in the SGR Tool is given a score between 0 and 25, based on the area of impact for a project. For example, a station will be given the IPD score associated with the geographic location.

In March 2022, the Authority established a new position to lead SEPTA's efforts to advance a culture that promotes inclusion, diversity, equity and access for employees, customers, vendors, contractors, and diverse communities. The Chief Equity and Inclusion Officer will be responsible for the vision,



leadership, and direction of SEPTA’s diversity and equity programs. Once this role has been filled, the Asset Management Department will work with the new Chief Officer to ensure that SEPTA’s criteria for equity are incorporated into the decision support model.

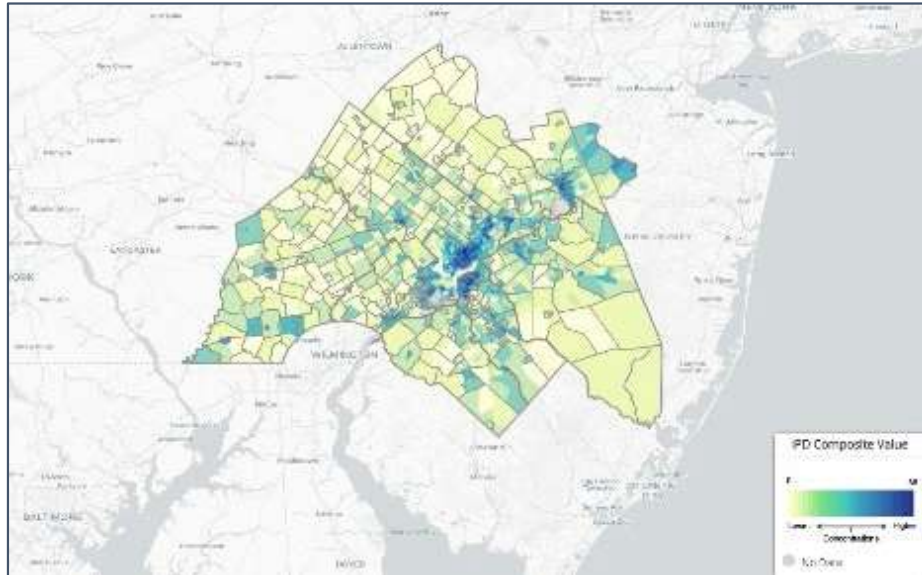


Figure 6: Indicators of Potential Disadvantage, Delaware Valley Regional Planning Commission

Projects of Regional Significance

SEPTA continues to advance key projects that advance the goals of the Strategic Business Plan: Railcar Replacement, Trolley Modernization, Bus Revolution, and King of Prussia Rail. These projects may include elements that address assets in the state of good repair backlog. Actions that will address the backlog while advancing projects of regional significance are given 25 points in the agency priority score.

Calculating the Agency Strategic Priority Score

After the elements of the agency strategic priority score are individually assessed, the factors are weighted to calculate an overall score. Based on the assessment of asset conditions and the ability to map assets to projects, the following weights were used to develop this plan.

Table 5- Criteria Weights for the Agency Strategic Priority Score		
Criteria	Allocation	Comment
ADA	25%	After safety, accessibility remains a major criterion in selecting projects for inclusion in the capital program.
Risk	60%	Focus of prioritization is on system safety and operational reliability.
Equity	10%	The equity scoring will be revised with the input of the new Chief Equity and Inclusion Officer.



Projects of Regional Significance	5%	SEPTA's Projects of Regional Significance are in the preliminary phases of design. As the projects advance and the tie to existing elements is established, this data will be updated.
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Establishing the Budget Constraints

The second step in project prioritization is the development of funding scenarios. These scenarios show how much money is available for SGR investments. Funding is derived from several sources, including FTA formula funds, PennDOT funds, and discretionary grants. During the horizon of this TAMP, funds from the Infrastructure Investment and Jobs Act will increase SEPTA's Capital Budget.

SEPTA allocates a portion of the annual budget to non-SGR-based needs, such as strategic system enhancements, leases, planning studies, and debt service. Funding that is allocated to create assets in a new location, such as new interlockings or substations required for the trolley modernization program, are subtracted from the amount of available funding.

Project Prioritization Criteria

The final step in configuring the SGR Tool model is to establish the project prioritization criteria. These criteria include:

- Age, Condition, and Performance;
- Criticality Rating;
- Benefit/Cost Rating; and
- Strategic Goals Rating.

When the SGR model is run, each asset is aged every year for the length of the analysis. Assets exceeding their useful lives are placed in a queue for replacement and assigned a priority score. Funding is applied in priority order; unfunded assets are deferred to the next year. The priority scores for deferred assets increase each year.

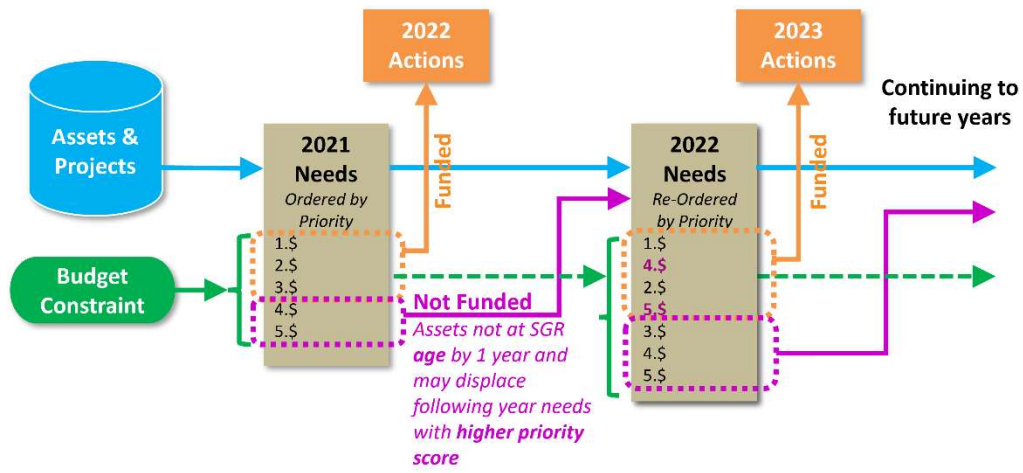


Figure 7: Development of Decision Support Model Output



Project Prioritization

A provider's project-based prioritization of investments, developed in accordance with §625.33 of this part.

The Asset Management Department will provide a prioritized list of investments to the Capital Program Committee on an annual basis. This list will be evaluated using the decision-support framework described earlier in this plan. SEPTA's annual capital budget and 12-year capital program describes the capital improvements SEPTA plans to undertake with anticipated funding. The budget is adopted by SEPTA's Board and is reflected in the regional Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP). Final programming for asset replacement and renewal is determined by factors including safety, operational needs, and others shown in the Framework for Decision Making.

Prioritized Projects by Asset Class

Bridges

- West Trenton MP 21.22 (Bristol Road)
- Main Line MP 5.68 (Belfield Avenue)
- Norristown High Speed Line MP 12.81 (Schuylkill River)
- Main Line 1.42 (Grays Ferry Branch)
- Main Line MP 1.25 (Grays Ferry Branch)
- Market Frankford Line (Frankford Viaduct)
- Media/Elwyn MP 12.68
- Main Line MP 6.74 (Olney Avenue)
- Main Line MP 11.62 (Keswick Avenue)
- West Trenton MP 24.85 (Flowers Mill Road)
- Main Line MP 0.49 (21st Street)
- Main Line MP 0.58 (22nd Street)
- Main Line MP 0.61
- Main Line MP 0.64
- Main Line MP 0.68 (22nd Street/23rd Street)
- Main Line MP 0.72 (CSX Tracks);
- Main Line MP 0.76 (Schuylkill River).
- Chestnut Hill East Bridges
- Chestnut Hill West Bridges

Communications

- CARD System
- SCADA System
- Portable Radios
- Control Center Equipment
- CCTV Surveillance Cameras
- Public Address System



Elevators and Escalators

- Girard Station
- Tioga Station Elevators
- 8th Street Station Elevators
- 69th Street Elevators
- Juniper Station Escalator
- Arrott Transportation Center Escalator
- Spring Garden Station Elevator (Market-Frankford)
- Olney Station Escalator #1
- Cecil B. Moore Station Escalator #1

Fare Collection

- ADA Faregates
- Depot Computer Systems
- Farebox Refresh

Power

- 18th Street Switching Station
- Wayne Junction Static Frequency Converters
- Ellen Substation
- Market Substation
- Park Substation
- Broad Substation
- Louden Substation
- Caster Substation
- Ranstead Substation
- Overhead Contact System between 30th Street Station and Kay Interlocking
- Airport Line Overhead Contact System
- SCADA System

Shops and Yards

Investments for this asset class will be re-evaluated after the designs for Trolley Modernization and Zero-Emission Bus are finalized. Current needs include:

- 5800 Bustleton Roof
- Frankford Depot Roof
- Southern Garage Roof
- Courtland Shop

Signals

- Broad Street Signals
- Market-Frankford Line Signals
- Norristown High Speed Line Signals
- 16th Street Interlocking
- Broad Interlocking



- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking

Stations

- East Falls
- Bristol
- 19th Street
- City Hall
- 37th Street
- Erie
- Snyder
- Ellsworth-Federal
- Tasker-Morris
- Lombard-South
- Fairmont
- Hunting Park
- Wyoming
- Bryn Mawr (NHSL)

Track

- 16th Street Interlocking
- Broad Interlocking
- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking
- Curved Rail Program (Systemwide)
- Tie Renewal (Systemwide)
- Surfacing (Systemwide)

Vehicles

- Market Frankford Cars
- Silverliner IV Replacement
- Trolleys
- Bus Replacement
- Paratransit Vehicle Replacement

Amtrak Projects

The following project priorities have been identified through the Northeast Corridor Commission's capital improvement process. Some projects will have project costs shared between Amtrak, SEPTA, and PennDOT, while other projects are solely sponsored by SEPTA.

- Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli



- Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorndale
- Phil Interlocking Replacement
- Coatesville Station Improvements
- Downingtown Station Improvements
- Harrisburg Line Interlocking Improvements: Zoo
- 30th Street West Catenary Replacement
- Ardmore Transportation Center: Phase 1 ADA Improvements
- Bristol Station Improvements
- Frazer Rail Shop and Yard Upgrade
- Harrisburg Line Signal Upgrade: Paoli to Overbrook
- Harrisburg Line Track 2 Upgrade: Glen to Thorn (MP 25.3 to 35.0)
- Harrisburg Line: Atglen Turnback
- Malvern Station Improvements
- Marcus Hook Station Improvements
- Southwest Connection Improvement Project
- Villanova Station: Phase 2 ADA Improvements
- Harrisburg Line Track 2 Restoration: Paoli to Frazer



Implementation Strategy

The Plan must include an agency's implementation strategy; namely, a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

While SEPTA has had many asset management enablers in place, implementation of the consolidated asset management program began in 2010. SEPTA's Chief Engineer and Chief Information Officer began an asset management process improvement initiative. The goal of this program was to consolidate the disparate data collection methodologies throughout the Authority, particularly for maintenance and lifecycle costs. The following initial needs were identified:

- Replacement of the functionally obsolete vehicle information management system;
- Inclusion of the paratransit fleet into the new vehicle information management system;
- Implementation of a new infrastructure maintenance management system (or inclusion within the vehicle information system);
- A tool that could model the state of good repair needs in relationship to condition, age, and funding levels; and
- Funding to implement these changes.

SEPTA received a competitive grant to implement these initially identified needs in November 2010.

Identification of Asset Management Stakeholders

August 2010 – November 2010

SEPTA identified a core group of asset management stakeholders, including:

- Assistant General Manager of Engineering, Maintenance, and Construction;
- Assistant General Manager of Operations;
- Chief Information Technology Officer;
- Director of Administration and Finance, EMC; and
- Chief Engineering Officers of Bridges and Buildings, Power, Communications and Signals, Track, Bus, and Rail.

Business Process Assessment

January 2011-May 2011

The asset management team, with the aid of a consultant, assessed existing asset inventories, inspection methodologies, maintenance practices, and documentation. The team reviewed current plans for rehabilitation and replacement and assessed the type of information required to make data-informed decisions regarding investment prioritization. Key takeaways from this assessment were:



- 1.) Vehicle TAM Process Strengths:
 - a. SEPTA has documented processes for vehicle maintenance. These processes are based on regulatory requirements, manufacturers' recommendations, and institutional best practices. These processes are held in SEPTA's Vehicle Technical Information Library.
 - b. SEPTA's Vehicle Engineering and Maintenance Division has a 20-year fleet management plan, which includes overhaul and replacement of the fleet.
 - c. The VEM plan is based on data collected over the life of the assets.
 - d. The fleet overhaul component of the plan has been developed through lifecycle maintenance data. The vehicle overhaul plan includes items for preventative maintenance for many components, rather than running all components to failure.
 - e. The VEM Division was utilizing a legacy maintenance management system, which was initially implemented in 1998. Light rail, heavy rail, and commuter rail were brought into the system between 2000 and 2005.
 - f. The VEM Division utilizes performance metrics for new and overhauled vehicles.
- 2.) Vehicle TAM Process Deficiencies
 - a. The enterprise system did not include the paratransit fleet, which is owned by SEPTA but operated under contract.
 - b. The maintenance management system did not track consumables, other than fuel.
 - c. The system was 15 years old and functionally obsolete.
 - d. Useful life benchmarks had not been established for the non-revenue fleet.
- 3.) Infrastructure TAM Process Strengths:
 - a. Due to regulatory requirements, many of SEPTA's infrastructure assets had well documented inspection, maintenance, and replacement protocols.
 - b. Procedures for non-regulated assets had been created in many cases.
 - c. SEPTA had discrete inventories of most infrastructure assets. Methodology and use of this information varied by maintenance group.
- 4.) Infrastructure TAM Process Deficiencies:
 - a. The majority of SEPTA's infrastructure information was in many different places, mostly on paper or legacy Access databases.
 - b. There was no consolidated inventory of record for infrastructure assets.
 - c. Failure data of assets, components, or systems was difficult to assemble.
 - d. Cost of delay or repair due to severe events was impossible to calculate.
 - e. Some assets were not contained in an inventory.
- 5.) Decision Support TAM Process Strengths:
 - a. SEPTA had developed a strong fleet management plan.
 - b. SEPTA had developed an infrastructure management plan on the railroad and subway lines, loosely based on a balance of lifecycle data and personnel management.
- 6.) Decision Support TAM Process Deficiencies
 - a. SEPTA did not have a full capital planning inventory.
 - b. SEPTA could not answer questions regarding the state of good repair backlog and long-term funding needs.



- c. SEPTA could not model the long-range implications of budget shortfalls on asset condition and service reliability. This was especially critical to SEPTA after its Act-44 funding stream dissolved in 2010.

The goal of the infrastructure maintenance management system was to implement software that supported the mandatory compliance inspection and reporting requirements of the regulatory agencies that govern SEPTA's transportation operation. A secondary goal was to document current business practices and develop data-supported process improvements. The initial step for procuring the maintenance management system was a business process assessment. The process assessment was conducted by Universal Business Solutions. Potential users at various levels within the Authority were interviewed and compliance reports and procedures were evaluated. The results of the process assessment were used to develop a list of technical specifications based on functionality and software. Software vendors who met these initial requirements were invited to give product demonstrations. After this evaluation period, SEPTA chose to procure Asset Works' FA Suite for infrastructure maintenance management. SEPTA chose to upgrade the functionally obsolete VMIS software that supported vehicle maintenance management but to keep these assets in separate databases.

Development of Data-Informed Decision Framework

The asset management group worked with key agency stakeholders to develop the asset management framework. These groups included Accounting, Vehicle Engineering, Engineering Maintenance and Construction, System Safety, Capital Budgets, and Long-Range Planning. This framework, as described earlier in this plan, allowed the asset management team to articulate the role of asset management within the Authority's decision-making process. The framework also allowed the team to develop requirements for process enablers. The framework provides for the flow of asset information from the operator/ inspector to agency decision makers.

During this time, SEPTA participated as a peer reviewer of the FTA Transit Asset Management Guide. This effort allowed SEPTA to collaborate with peer agencies and align the program framework with available FTA guidance.

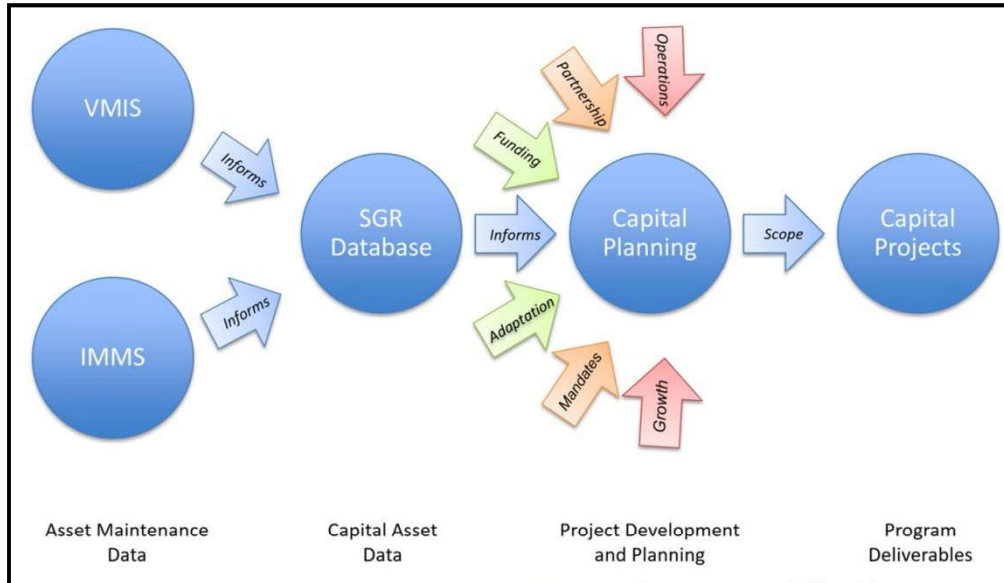


Figure 8: Data Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program. The framework is described in greater detail at the beginning of this asset management plan.

State of Good Repair Needs Model

May 2011 - February 2012

SEPTA retained the services of AECOM to compile a capital asset inventory and to implement a SEPTA-specific version of the State of Good Repair Tool, which had been successfully implemented at the Massachusetts Bay Transportation Authority in Boston in 2003. The development of the SGR Tool was SEPTA's initial step in compiling asset information in a single inventory. This project included identifying asset owners, evaluating existing information, and performing field investigations to supplement existing records. The asset management group worked with maintenance managers, engineers, and cost estimating to assign investment costs to each asset. The service planning department provided the data necessary to assign a ridership impact to each asset. This database was used to develop SEPTA's first published State of Good Repair backlog, and to demonstrate the impact of underinvesting in the fleet and infrastructure. SEPTA utilized the State of Good Repair Database to model the Service Realignment Plan in 2013, which ultimately resulted in the passage of the State of Pennsylvania's transportation funding bill, Act-89.

The State of Good Repair Tool is now SEPTA's Decision Support Tool, as described previously in this Plan.

Development of Baseline and Annual TAM Targets

Baseline December 2016, Reported Annually Starting October 2018

During the Fall of 2016, the asset management group worked with the vehicle, infrastructure, and facilities engineering departments to establish baseline TAM targets, and to develop a methodology for



setting annual targets in the future. The methodology for each area is described at the beginning of this asset management plan. The targets for each report year are included as an appendix to this plan.

Compilation of Data for Asset Inventory Report Module

Starting October 2017; Revisions to follow annually

Beginning in 2018, all transit agencies were required to submit an asset inventory module to the National Transit Database. The information that was utilized to develop the TAM targets was an initial point of discussion for developing the asset inventory module forms. The asset management team utilized the operating manuals, as well as track charts, speed restriction reports, and the SGR Tool, to develop the initial asset inventory module. The team anticipates that future reports will be developed utilizing the Infrastructure Maintenance Management System.

Subsequent versions of the SGR analysis and inventory have been developed to facilitate NTD reporting.

Development and Continuous Update of the Asset Management Plan

Completion October 1, 2022; Revisions to follow as needed

The TAM Final Rule requires that agencies update their TAM Plans once every four years. At a minimum, SEPTA's capital asset inventory will be updated on an annual basis. There are several ongoing SEPTA initiatives that may require an update within the next four years. The Zero-Emission Bus Fleet Playbook, due to be published in Winter 2023, will define the technology and cost of new SEPTA buses. The type of bus technology will impact the type and cost of future investment in maintenance facilities and infrastructure.

Future Phase: Development of a "Conditions and Performance" Report

Target June 2023

This report will be developed at the asset class level and will serve as the inventory of record when responding to inquiries about asset quantities, age, condition, and performance. The document will include the NTD targets and serve as the basis of the narrative report to be delivered to the National Transit Database. This document will be used to inform asset owners and members of the capital planning committee as they develop long term investment plans. This document will also include the annual State of Good Repair backlog analysis. The initial "Conditions and Performance Report" will be issued in June 2023. An update will follow in December 2023, with annual reports thereafter.



Future Phase: Maturation of the Infrastructure Maintenance Management System

To Start Fall 2023

The Infrastructure Maintenance Management System is scheduled to be fully implemented throughout the Bridges and Buildings and Maintenance of Way groups by Fall 2023. Upon full implementation, the system will include:

- An asset inventory developed at a level of granularity determined by the asset owners, taking regulatory compliance and best practices into account;
- Installation date, manufacturer, and identification information;
- Associated scheduled maintenance and compliance inspections, programmed as work tasks;
- Condition assessments for each asset as appropriate;
- Performance and reliability data;
- Links to manuals and inspection photos; and
- Maintenance work orders, with associated costs, for each asset.

The project team acknowledges that the initial system implementation is reflective of the best data and understanding of business processes at the time of deployment; however, as field and office personnel continue to use the system, additional configuration will be necessary. SEPTA anticipates that an additional year of system configuration will be necessary after all departments are using the program to realize full data maturity.

Future Phase: Integration between FA Suite and Financial Systems to develop Lifecycle Data

The initial implementation of FA Suite was started while SEPTA was also upgrading the financial systems of record. In order to allow inspection maintenance data collection to occur while not interfering with the financial system project, the team made the decision to start using the maintenance management system without integrated cost data. Once the two systems are stable, SEPTA will deploy interfaces to integrate financial data into the maintenance management system.

Future Phase: Development of a Project Management Practice to Collect Asset Data at the Time of Asset Installation or Renewal

The asset management team must develop a methodology to collect data from project managers at the time of asset deployment. This process will be developed with input from the Quality Assurance and Business Services departments.

Future Phase: Integration of Additional Assets into the Program

The immediate priority has been for those assets in SEPTA's operating territory with inspection and compliance protocol. As the software systems are finalized, the asset management department will assess the need to include additional asset classes into the system, such as IT and software.



Key Activities Required to Implement and Maintain the Asset Management Plan

The TAM Plan must include a description of key TAM activities that a provider intends to engage in over the TAM plan horizon period.

SEPTA’s maintenance protocols are developed in compliance with regulatory requirements and in accordance with best industry practice. The TAM program is not changing these protocols. However, the asset management group will continue to monitor these protocols to ensure that the tools are able to meet the asset owners’ compliance and reporting requirements.

Annual updates to the TAM program include validation of the capital asset inventory, updating financial and ridership information, and developing a number of reports as discussed in the “Implementation Strategy” section of this plan. These processes include:

- Annual extraction of data from VMIS;
- Annual extraction of data from IMMS;
- Annual assessment of infrastructure performance;
- Model of State of Good Repair Backlog;
- Conversations with asset owners in respective classes to determine if predicted useful life and performance are in line with the predictions made the previous year;
- Conversations with System Safety to incorporate findings from the SMS that require the prioritization of renewals;
- Evaluation of prior year’s performance against the established targets; and
- Establishment of the next year’s performance targets.

Table 5: Schedule for Updates to the State of Good Repair Tool

Asset Class	Update to SGR Tool
Bridges	April (After FRA Bridge Report has been submitted.)
Communications	November
Elevators and Escalators	November
Industrial Equipment	November
Parking	October (After annual parking utilization report is submitted)
Power	November
Revenue Equipment	November
Shops and Yards	November
Signals	November
Stations	November
Track	November
Tunnels	April (After FRA Bridge Report has been submitted.)
Vehicles	October (After NTD Inventory Form has been submitted.)



Resources Required

The plan must include a summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.

The success of the SEPTA Asset Management Program is dependent on both administrative and field personnel. SEPTA has utilized existing inspection protocols for vehicle and infrastructure assets to develop the inventory, condition assessment, and investment strategies. SEPTA has established an Asset Management Group that is tasked with the overall implementation and stewardship of the Asset Management Program.

Asset Management Group

4 full time staff

The Asset Management group is composed of four full time employees. The asset management group has three core responsibilities: compliance, communication, and data governance. This group is responsible for

- Preparation and stewardship of the Asset Management Plan;
- Collaboration with the System Safety Division for the development of the SMS program;
- Preparation of age, condition, and performance reports to support the capital planning and grant development process;
- Implementation of the Infrastructure Maintenance Management System to the Bridges and Buildings, Communications and Signals, Power, and Track Departments, including all training;
- Administration of the Infrastructure Maintenance Management System;
- Implementation and Administration of the State of Good Repair Tool;
- Maintaining the inventory of record for infrastructure assets;
- Performing supplemental facility condition assessments;
- Collation and documentation of the inspection and maintenance procedures for infrastructure assets;
- Coordination with the Chief Engineering Officers;
- Developing the infrastructure and narrative reports for the National Transit Database;
- Developing the TAM Performance Targets for the National Transit Database;
- Providing updates to TransAM, PennDOT's asset management software;
- Collaboration with SEPTA's Metropolitan Planning Organization, as well as other local stakeholders, such as the City of Philadelphia and Amtrak; and
- Development of the business rules necessary to maintain an accurate inventory as assets are procured, maintained, renewed, and retired.

TAMBassadors

Asset stewardship is a large part of every employee's job function. Therefore, the asset management group interfaces frequently with subject matter experts within each maintenance department to ensure data quality and accuracy. These stakeholders are referred to as "TAMBassadors."



Infrastructure Maintenance Management System Implementation Team

Contractor

SEPTA has retained the services of HNTB to implement the FA Suite software. This team is tasked with establishing the business needs of asset owners and creating those processes in the software. The HNTB team started this initiative at SEPTA in November 2021 and is expected to finish the initial phase of software implementation in March 2023.

SGR Tool Data Quality Review Team

Contractor

SEPTA has retained the services of AECOM to perform a quality audit of the SGR Tool inventory. This project will assess the level of granularity and costs of the items in the SGR Tool. This project will also create SEPTA-specific correlations between the age and operational costs of assets.

Technology

Three pieces of software support the Asset Management Program and were procured expressly to support TAM efforts:

- Vehicle Maintenance Management System (Update funded by 2010 Grant);
- Infrastructure Maintenance Management System (Procurement funded by 2010 Grant); and
- State of Good Repair Database (Procurement funded by 2010 Grant).

Tablet computers were purchased for field staff as a part of SEPTA's Efficiency and Accountability program.

The need for additional software to supplement TAM efforts will be evaluated over the first two years of this plan's implementation.



Continuous Improvement

An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

SEPTA has identified several initiatives to ensure continuous improvement of the asset management program over the horizon of this plan. These initiatives include efforts to improve data quality, stronger integration into Authority processes, and communication. The overarching goal of the 2022 TAMP is to bring the program into closer alignment with the Institute of Asset Management (IAM) Framework. The IAM Framework includes processes in six categories: Strategy and Planning, Decision-Making, Life Cycle Delivery, Asset Information, Organization and People, and Risk and Review.



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Asset Information

The focus of the first year for this plan will be on the final implementation of the enterprise asset management software. The Asset Management Department will continue to work with asset owners and maintainers to ensure that the systems can adequately address compliance, reporting, and data collection from field activities.

Another priority will be the refined utilization of the decision support tool. Over the next year, the project manager will work to ensure that the capital asset inventory is at an appropriate level of granularity for each asset class so that information can be updated in a consistent manner, and that the output is an actionable basis for developing a preliminary project scope and budget for uses in capital planning.



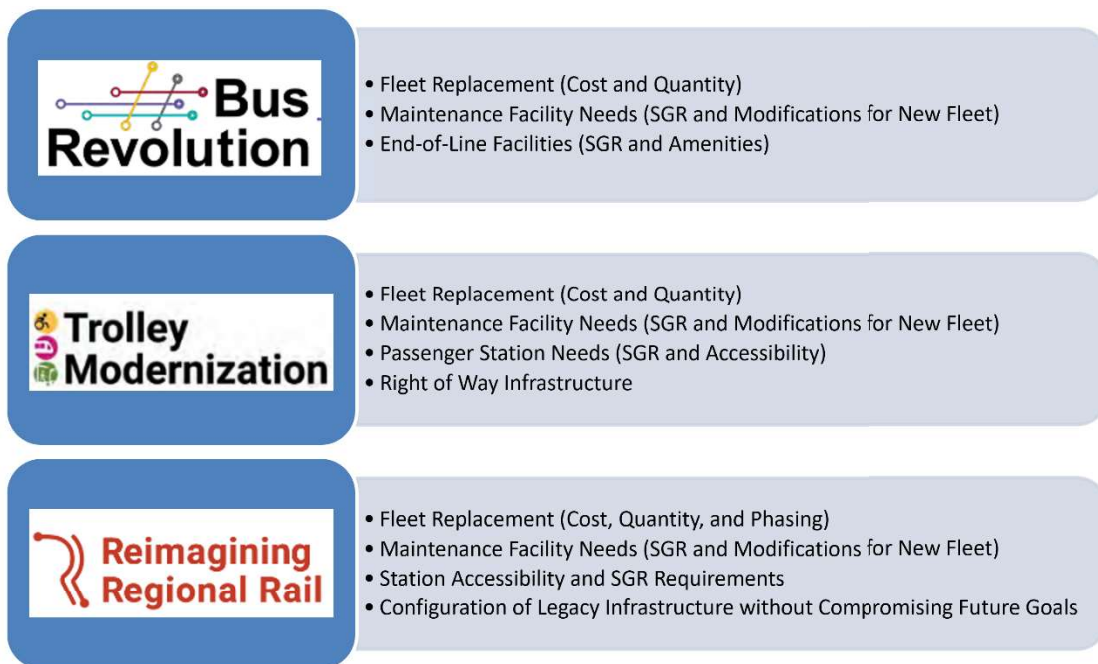
Lifecycle Delivery

As assets are operated, their condition degrades over time and their risk of failure increases. Failures can manifest themselves in a variety of ways, including those having an impact on safety. Asset condition is therefore a leading indicator for safety risks, and so understanding asset condition today, the rate of deterioration under duty cycle, is an important aspect of asset and risk management. Knowledge of the assets' deterioration rates can be integral in decisions on renewal frequencies and on approaches to preventative maintenance

As the enterprise asset management systems are matured, the project team will start to evaluate asset lifecycle performance data against assumptions made with the FTA TERM curves. The team will focus on comparing the assumed infrastructure asset useful lives to the field data and adjust the software as necessary. The team will also assess if there is a shift towards a preventative maintenance model. Once it is feasible, the maintenance management systems will be interfaced to the financial system to allow the collection of full lifecycle cost data. The asset management systems will be a critical tool to advancing SEPTA's configuration management efforts.

Strategy, Planning, and Decision-Making

The Asset Management Department will continue to work with the Capital Planning Committee to ensure that the decision support tool provides actionable information to facilitate decision making. A large component of this effort is to ensure that the data in the system is accurate. Furthermore, the asset management department must be informed of decisions that are made about the long-term goals and objectives of system modernization efforts, as these decisions impact the utilization and criticality of SEPTA's assets to perform their designed function.





Organization and People

The asset management team will continuously perform employee outreach for Transit Asset Management. This outreach will include presentations to various stakeholders, including System Safety Directors; Finance (especially for NTD submission); information technology; engineering staff; and maintenance foremen. This outreach will ensure that key stakeholders are aware of SEPTA's overall TAM process. SEPTA has included asset management messaging in the Engineer I rotational program.

The successful implementation of the asset management program will require the input of many asset owners and stakeholders. Throughout the implementation, the asset management department has relied on a network of champions, or "TAMBassadors," to provide information about the location, age, quality, condition, and performance of the assets for which they have stewardship. The Asset Management group will continue to work with the TAMBassadors to improve the system and make strategic decisions about future enhancements to the program.

Risk and Review

SEPTA's Capital Planning Committee is developing KPI's to assess project performance and after-action assessments. This data will be provided to the Asset Management department to be incorporated into the decision support tool.

Finally, once the data systems are in place, the Asset Management Team will perform a gap assessment to align SEPTA's program with the International Assent Management framework.



APPENDIX B: Performance Targets



MEMORANDUM

TO: Scott Sauer
Chief Operating Officer

CC: David Montvydas
Kate O'Connor
Cleophas Crasto

FROM: Joseph Schade
Laura Zale

DATE: September 21, 2022

SUBJECT: 2022 Transit Asset Management Performance Measures
and Narrative Report (A-90)

The Federal Transit Administration (FTA) Final Rule on Asset Management (49 CFR Parts 625 and 630, or “the TAM Final Rule”) defined the term “state of good repair,” established the national framework for transit asset management, and established state of good repair performance measures. The performance measures include vehicle age beyond a useful life benchmark, percentage of facilities that are below a condition rating of 3 on the TERM (Transit Economic Requirements Mode) scale, and amount of the right-of-way under performance restrictions. Per the TAM Final rule, the performance targets are based on the agency’s current resources and investment plans. The targets look ahead one year and are constrained by procurement timing and existing capital funds.

The annual TAM targets, as well as an agency’s progress towards meeting these goals, are reported to the FTA through the National Transit Database. The initial targets were set in 2018. Starting in 2019, transit agencies were required to evaluate their performance against these established targets and submit an annual narrative report that provides a description of any change in the condition of its transit system from the previous year in relation to the targets. The agency is then required to establish new targets for the coming year.

This is SEPTA’s fourth narrative report prepared under the guidance of the TAM Final Rule. The asset management group has evaluated the age, condition, and performance of SEPTA’s assets, as well as planned maintenance and replacement activities and long-term agency goals. This memorandum report includes:

- an evaluation of SEPTA’s performance against the established 2022 targets;
- a narrative report to describe this progress; and
- establishes the 2023 performance targets.

Measure 1: Average Revenue Fleet Age: The useful life benchmarks (ULBs) for each subfleet have been established by the vehicle engineering department and are reevaluated with the asset management group annually. The ULBs reflect the maintenance group’s experience, structural testing, manufacturers’ specifications, and best industry practice. Most of SEPTA’s buses are within their ULBs. The Market-Frankford Line cars and the light rail vehicles are approaching the end of their useful lives. A substantial number of commuter rail vehicles are beyond their ULBs. This does not mean that the vehicles are unsafe; however, additional maintenance may be required to allow these fleets to maintain service quality and performance.

Measure 1: Age of the Revenue Fleet Relative to the Useful Life Benchmark				
NTD Category/Subfleet	Useful Life Benchmark (years)	Proposed 2022 Target	2022 Measure	Proposed 2023 Target
AB: Articulated Bus	14	0%	0%	0%
BU: Bus	14 (12 for electric)	10%	9.2%	10%
HR: Heavy Rail Passenger Car	30 (MFSE), 35 (NHSL), 40 (BSS)	0%	0%	0%
SR: Light Rail Vehicle	45 (updated in FY 21)	0%	0%	0%
RL: Commuter Rail Locomotive	30	0%	0%	0%
RP: Commuter Rail Passenger Coach	39	0%	0%	0%
RS: Commuter Rail, Self-Propelled Passenger Car	39	66%	66%	66%
CU: Cutaway Car	10	0%	0%	0%
TB: Trolleybus	18	0%	0%	0%
VT: Vintage Trolley/ Streetcar	58	100%	100%	100%

Evaluation of 2022 Performance: SEPTA met the FY 2022 targets for all fleets. The Asset Management group worked with the engineers responsible for bus and rail maintenance and engineering to evaluate the ULBs for heavy rail and light rail vehicles. These ULB’s, based on structural evaluations and performance metrics, are reflected in Table 1, above. One recent change is that SEPTA was able to extend the ULB of the light rail fleet due to condition and performance data. SEPTA also improved its bus fleet’s measure from last year’s measure for the percentage of its fleet falling beyond its useful live benchmark from 10.7% to 9.2%.

Planned Projects that Will Impact Future Measures and Targets: SEPTA has initiated a project to replace 220 buses, with an option to purchase an additional 120 buses. SEPTA recognizes that additional investment is needed in the rail fleets, maintenance facilities, and infrastructure to bring them to a current vehicle standard. Due to their condition, replacement of the Market-Frankford Line cars is of the highest priority. SEPTA also continues to work to secure funding to replace the 231 Silverliner IV commuter rail vehicles, which were purchased between 1973 and 1976. SEPTA is in the early phases of a “Trolley Modernization” program, which includes the procurement of new light

rail vehicles, along with associated infrastructure and maintenance facility upgrades. In addition to daily inspections and routine maintenance, all revenue vehicles receive preventative maintenance on a regular basis through SEPTA’s vehicle overhaul (VOH) program. The VOH program is particularly important for the rail fleets, where most vehicles are approaching or have aged beyond their ULB.

Measure 2: Average Age of Non-Revenue Fleet: The performance measure for non-revenue, support-service, and maintenance vehicles is the percentage of those vehicles that have met or exceeded their ULBs.

Measure 2: Age of the Non-Revenue Fleet Relative to the Useful Life Benchmark			
NTD Category	2022 Target	2022 Measure	Proposed 2023 Target
Automobiles	50%	41%	50%
Other Rubber Tired Vehicles	45%	45%	50%
Steel Wheel Vehicles	50%	50%	50%

SEPTA utility vehicles support transit and railroad operations, and include the following types of equipment:

- Utility vehicles for transit and paratransit supervisors and SEPTA police officers.
- Utility vehicles for inspection, maintenance, and construction of infrastructure. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

Evaluation of 2022 Performance: In recent years, several procurements have allowed SEPTA to reduce the average age of the automobile and van fleets. While many of the other vehicles are beyond their useful life benchmarks, SEPTA maintains the non-revenue fleet as a part of the vehicle overhaul program.

Planned Projects that Will Impact Future Measures and Targets: To have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle’s age, condition, and usage within the Authority. SEPTA’s Capital Program allocates \$130.89M for renewal of the utility fleet between FY 2023 and FY 2034.

Measure 3: Average Condition of Facilities: The FTA requires transit agencies to evaluate all facilities on the TERM scale. (5.0 = new, 1.0= poor. Assets below a rating of 3.0 are not in a state of good repair.) Facilities are to be evaluated every 4 years.

Measure 3: Percent of Facilities Rated Less than 3.0 on the TERM Scale			
NTD Category	2022 Target	2022 Measure	Proposed 2023 Target
Passenger Facilities	3%	3%	5%
Maintenance and Administrative Facilities	5%	3.6%	5%

Evaluation of 2022 Performance: SEPTA maintains over 300 passenger facilities and 28 maintenance facilities. Many of these facilities were built in the late 1890's and the early 1900's. While most of these facilities are in fair to good condition, we observed that more of our facilities fell below a 3.0 rating in FY 2022. Measures have been taken to perform heavy maintenance with a focus on safety in these locations. During scheduled maintenance programs, improvements are made to maintain the facilities in a safe condition until funds for a larger capital improvement project can be allocated.

Planned Projects that Will Impact Future Measures and Targets: The major factors that impact the selection of facility investment projects include ridership, operational efficiencies, and ADA compliance. While some station projects include the complete reconstruction of the facility, the majority of station projects consist of both the renovation of existing facilities as well as the addition of features. These features include the construction of high-level platforms, ADA-compliant ramps and pedestrian crossings, replacements of roofs and major building systems, and installation of efficient lighting. SEPTA's 2023-2034 Capital Budget includes provisions of \$990.08M and \$419.72M for passenger and maintenance facilities, respectively. SEPTA continues to design improvements for Bristol, Hunting Park, and City Hall Stations, which are rated to be in poor condition.

Measure 4: Percentage of Track Segments with Performance Restrictions: The FTA requires transit agencies to report the percentage of the right of way that is operating under performance restriction on the first Wednesday of each month at 9:00 in the morning. An average is reported at the end of the year.

Measure 4: Percent of Guideway Under Performance Restriction			
NTD Mode	2022 Target	2022 Measure	Proposed 2023 Target
CR: Commuter Rail	10%	3.5%	10%
HR: Heavy Rail	5%	2.6%	5%
SR: Streetcar Rail	3%	0.7%	3%

Evaluation of 2022 Performance: The asset management group reviewed the weekly speed restriction reports and made note of the reasons that the restriction was implemented. The majority of SEPTA track speed restrictions are put in place because SEPTA is performing preventative maintenance, such as tie and surfacing or replacement of the overhead contact wires on the Regional Railroad. Other work to proactively bring the right of way to a state of good repair included the annual Trolley Tunnel Blitz and the Southwest Connection Improvement Program. None of SEPTA's bridges have a speed or a load restriction.

Planned Projects that Will Impact Future Measures and Targets: SEPTA's track is inspected twice a week. In the case of an observed condition that requires immediate action, SEPTA deploys crews to fix the issue as soon as possible. SEPTA proactively performs work on the right-of-way to maintain a state of good repair, such as the cyclical replacement of railroad tie timbers and overhead contact wire. As this work typically occurs during daylight hours (between 9:00 AM and 3:00 PM), SEPTA will always have some track under a speed restriction in this report. SEPTA evaluated the scope of planned maintenance work when establishing the performance targets for FY 2023. SEPTA is performing several projects that will harden the guideway against extreme weather events, including stabilization of cut rock slopes, drainage improvement programs, dewatering systems for underground rail lines, and upgrading the signal system.

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PART's Financial Capacity Analysis

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Borough of Pottstown
Pottstown Area Rapid Transit (PART)
Financial Capacity Assessment and Certification
May 2, 2024

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, this serves as documentation that the Borough of Pottstown has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program. The Borough understands that the COVID-19 pandemic has negatively impacted public transit. The Borough has received \$4,590,008 in Federal COVID-19 Relief Funding which provided economic assistance to American workers, businesses, and industries impacted by the pandemic. This relief funding has helped the Borough offset the negative financial impacts of the COVID-19 pandemic. As of May 1, 2024, the Borough has programmed 100% of its relief funding. As of February 2024, overall ridership has reached 69% of pre-COVID levels. Therefore, the Borough will require additional subsidies to maintain service levels as ridership continues to recover.

1) Scope of Operations

The Borough of Pottstown owns and contracts out service of Pottstown Area Rapid Transit (PART), serving Western Montgomery and Northern Chester County. PART serves the Borough of Pottstown, Lower, Upper, and West Pottsgrove, Douglass, Limerick, and North Coventry Townships. PART operates five fixed route vehicles and one paratransit vehicle in maximum service.

Overall ridership has reached 69% of pre-COVID levels. Individually, fixed route has reached 62% and paratransit has reached 76% of pre-COVID levels.

2) Financial Trends

Appendix A outlines the financial trends for the past two fiscal years, and budget for FY24-25. The contract for service has increased 2%, and the Borough has spent funds conservatively and expenses have remained level for the past two years.

The Borough has been able to meet its financial obligations and has no outstanding long-term or capital debt.

3) Current Conditions

The Borough strives to maintain no greater than a 2% increase per fiscal year. The funding received from the impacts of COVID-19 has allowed the Borough to continue doing so for at least the next two fiscal years.

As of July 1, 2024, the Borough plans to reserve 25% of PennDOT operating funds in a restricted account, allowing for the use of lapsing funds and remaining COVID-19 funds.

The Borough has been allocated Carbon Reduction Funds in the amount of \$800,000 to complete a bus shelter capital project. Design will begin in the summer of 2024.

4) Financial Projections

The Borough will continue to budget a 2% increase in expenses per fiscal year. In 2025, fixed route and paratransit service will be put out to bid. The increase in contract costs will be dependent upon bid prices received. In addition, the Borough will continue to set aside 25% of State operating funds into reserve.

Because Pottstown is now included in the Philadelphia census tract, the Borough will coordinate with SEPTA on the Federal allocation. Should the Federal allocation decrease, the Borough will utilize the restricted operating funds to cover any operating deficit.

5) Capital Program

The Borough will implement the bus shelter project, which is being funded by Carbon Reduction Funds, beginning in summer of 2024. This will include bus shelter replacement and amenities such as lighting, seating, and trash receptacles.

Additional capital improvement projects include:

FY2025 – Replacement of two paratransit vehicles - \$250,000

FY2026 – Replacement of outdated fareboxes and implementation of mobile ticketing - \$500,000

FY2027 – Replacement of lifts for maintenance of buses - \$25,000

FY2028 – Upgrades to the Transit Plaza including signage, benches, trash receptacles, lighting etc - \$100,000

The Borough will continue to seek out Capital funds from FTA and PennDOT for needs as required.

6) Financial Capability

The Borough of Pottstown has the financial capacity to carry out the projects included in the FY225-2028 Transportation Improvement Program.

The Borough receives Section 5307 funds from the Federal Transit Administration, as well as from other Federal and State entities. The Borough is familiar with meeting and fulfilling grant requirements. During the 2023 FTA Triennial Review, several deficiencies were identified. All but one have been closed out. The remaining Disadvantaged Business Enterprise deficiency is currently under review by the FTA Civil Rights Department.

The Commonwealth of Pennsylvania provides the Borough with both operating and capital assistance. PennDOT provides the state match for capital projects; the local match is provided by Montgomery and Chester counties. This funding is provided through the annual budget for each governmental organization.

Borough of Pottstown
Pottstown Area Rapid Transit (PART)
Financial Capacity Assessment and Certification
May 2, 2024

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, the Borough certifies that it has the financial capacity to provide services and capital projects included in the DVRPC Fiscal Years 2025-2028 Transit Improvement Program (TIP).



Justin Keller, Borough Manager

PART Financials

Acct. No.	ACCOUNT DESCRIPTION	2024/2025	2023/2024	2022/2023
P.A.R.T. Fund 46				
KH 46.341.100	Interest	\$0.00	\$50.00	\$50.00
KH 46.341.200	Interest - restricted cash	\$0.00	\$25.00	\$25.00
	TOTAL INTEREST	\$0.00	\$7,500.00	\$75.00
KH 46.351.010	Federal Section 9 Operating	\$510,074.00	\$415,862.00	\$562,804.00
KH 46.351.013	Federal Grant - Capital Purchases	\$1,000,000.00	\$320,000.00	\$250,000.00
	TOTAL FEDERAL FUNDS	\$1,510,074.00	\$735,862.00	\$812,804.00
KH 46.354.100	PennDOT Operating	\$1,680,217.00	\$1,790,289.00	\$1,675,991.00
KH 46.354.200	Capital State Funds	\$19,442.00	\$80,000.00	\$0.00
KH	PennDOT Operating Reserve (Restricted)	\$560,072.00		
	TOTAL STATE OPERATING	\$2,259,731.00	\$1,870,289.00	\$1,675,991.00
KH 46.357.010	Local Match - Mont Co 85%	\$102,280.00	\$97,409.00	\$92,771.00
KH 46.357.011	Local Match - Chester Co 15%	\$18,049.00	\$17,190.00	\$16,371.00
	TOTAL LOCAL GOV GRANTS	\$120,329.00	\$114,599.00	\$109,142.00
KH 46.380.100	Miscellaneous Revenue	\$1,000.00	\$0.00	\$0.00
KH 46.380.200	PART Bus Pass Fees	\$27,500.00	\$21,250.00	\$20,500.00
KH 46.380.300	PART Bus Fare Box Revenue	\$200,000.00	\$231,750.00	\$225,000.00
KH 46.380.400	PART Charter and Other Revenue	\$0.00	\$0.00	\$0.00
KH	Transfer from General Fund - Capital Match	\$648.00		
	TOTAL MISC	\$229,148.00	\$253,000.00	\$245,500.00
KH 46.391.100	Sales of General Fixed Assets	\$0.00	\$0.00	\$0.00
	TOTAL SALES	\$0.00	\$0.00	\$0.00
KH 46.395.200	Refund - Current Years Expenses			
KH 46.395.200	Refund - Prior Years Expenses			
	TOTAL REFUNDS			
KH 46.399.100	Balance forwarded fr reserves (PTAF)			
for enhancements	TOTAL BALANCE FORWARDED			
TOTAL P.A.R.T. REVENUE -46		\$4,119,282.00	\$2,981,250.00	\$2,843,512.00
KH 46.401.460	Continuing Education -Contractual	\$0.00	\$0.00	\$0.00
KH 46.401.530	Subsidy to Fund 01 wages	\$30,000.00	\$25,000.00	\$23,795.00
	TOTAL ADMIN	\$30,000.00	\$25,000.00	\$23,795.00
KH 46.402.311	Accounting and Auditing Services	\$8,000.00	\$10,000.00	\$7,500.00
KH 46.402.390	Bank Charges	\$0.00	\$0.00	\$0.00
	TOTAL FINANCE	\$8,000.00	\$10,000.00	\$7,500.00
KH 46.404.314	Legal Expenses	\$1,500.00	\$1,500.00	\$1,500.00
	TOTAL LEGAL EXPENSES	\$1,500.00	\$1,500.00	\$1,500.00
RP 46.406.530	Subsidy to Fund 01 wages	\$8,500.00	\$8,500.00	\$6,211.00
	TOTAL HR	\$8,500.00	\$8,500.00	\$6,211.00
KH 46.408.313	Engineering	\$30,000.00	\$15,000.00	\$10,000.00
	TOTAL ENGINEERING	\$30,000.00	\$15,000.00	\$10,000.00
RP 46.409.374	Building Cost Allocations	\$1,000.00	\$1,000.00	\$6,961.00
	TOTAL BUILDING	\$1,000.00	\$1,000.00	\$6,961.00
KH 46.447.210	Office Supplies	\$1,500.00	\$2,000.00	\$2,000.00
KH 46.447.232	Fuel-vehicles	\$200,000.00	\$300,000.00	\$350,000.00
KH 46.447.241	General Operating Supplies	\$7,500.00	\$750.00	\$750.00
KH 46.447.260	Safety & Security Exp	\$15,000.00	\$15,000.00	\$12,500.00
KH 46.447.310	Professional Services	\$1,500.00	\$1,500.00	\$1,500.00
KH 46.447.325	Postage	\$250.00	\$250.00	\$250.00
KH 46.447.341	Advertising	\$10,000.00	\$13,500.00	\$13,000.00
KH 46.447.342	Printing -Schedules	\$21,000.00	\$21,000.00	\$20,500.00
KH 46.447.361	Electric - College Dr. Bus U-Turn	\$2,750.00	\$2,750.00	\$2,750.00
KH 46.447.380	Miscellaneous Services & Expenses	\$2,900.00	\$500.00	\$500.00
KH 46.447.420	Dues, Licenses, Subscriptions & Memberships	\$5,000.00	\$5,000.00	\$5,000.00
KH 46.447.425	Meetings, Seminars & Conferences	\$5,000.00	\$5,000.00	\$5,000.00
KH 46.447.540	P.A.R.T.	\$2,185,620.00	\$2,150,000.00	\$2,100,750.00
KH 46.447.740	Capital Purchase	\$1,020,090.00	\$400,000.00	\$250,000.00
	TOTAL TRANSIT COSTS	\$3,477,210.00	\$2,917,250.00	\$2,764,500.00
RP 46.488.196	Indirect Health Insurance	\$3,000.00	\$3,000.00	\$23,045.00
	TOTAL INDIRECT COSTS	\$3,000.00	\$3,000.00	\$23,045.00
KH 46.492.001	Transfer to General Fund	\$0.00	\$0.00	\$0.00
	TOTAL INTERFUND TRANSFERS	\$0.00	\$0.00	\$0.00
KH 46.499.100	Transfer to Reserves	\$0.00	\$0.00	\$0.00
	TOTAL FR RESERVES	\$0.00	\$0.00	\$0.00
	Total of Fund 46 expenses	\$3,559,210.00	\$2,981,250.00	\$2,843,512.00
	Total of Fund 46 revenues	\$4,119,282.00	\$2,981,250.00	\$2,843,512.00
	Less PennDOT Operating Reserve (Restricted)	\$560,072.00		
	Fund 46 revenues	\$3,559,210.00		

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