

# Appendix B

## Financial Guidance

**Pennsylvania’s 2023 Transportation Program  
Financial Guidance .....227**

**2023–2030 Program Spike Projects by Funding  
Source ..... 271**

**Reading FFY 2023-2026 Fiscal Constraint  
Table .....272**



***PENNSYLVANIA 2023  
TRANSPORTATION PROGRAM  
FINANCIAL GUIDANCE***

**INTRODUCTION** ..... 1

**2023 TRANSPORTATION PROGRAM UPDATE**..... 1

**FUNDING** ..... 3

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: 2023 Financial Guidance 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.

## 2023 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on June 15, 2021 with the following recommendations:

- The National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STP), Off-System Bridge (BOF) and State Highway and Bridge funds will utilize the new formulas established during the 2021 Program Update for all twelve years of the Program that reflect Transportation Performance Management (TPM) requirements and an asset management philosophy based upon lowest life cycle costs.
- The Highway Safety Improvement Program (HSIP) will utilize a new formula while maintaining existing program set-asides and base funding allocations.
- Remaining funding categories will utilize existing formulas.
- 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 Interstate Management Program will continue to be managed with an enhanced level of funding.
- 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.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2023 Transportation Program Financial Guidance* and *Pennsylvania 2023 Transportation Program General and Procedural Guidance* at the Planning Partners Meeting, on June 29, 2021.

Following enactment of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) on November 15, 2021, the Financial Guidance Work Group reconvened on November 18, 2021 and December 1, 2021 with additional or updated recommendations:

- Existing formulas and data will continue to be utilized.
- Anticipated available federal highway, bridge and transit funds will reflect IIJA/BIL authorized amounts for the first four years then remain flat for the remaining eight years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$40 million.
- Bridge Formula Investment Program funds will be distributed based upon a formula using STP and NHPP bridge themes and data.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and guidance for the new Carbon Reduction and PROTECT formula fund programs, all funds will be held in a statewide line item, until further guidance is provided from FHWA. Any necessary updates to the program will take place after adoption in October 2022.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and information from the Federal Transit Administration (FTA), the transit portion of the financial guidance remains unchanged. When FTA updates full year appropriations, it will be communicated with transit agencies and planning partners. Any necessary updates to the program will take place after adoption in October 2022.

## FUNDING

Pennsylvania's 2023 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<sup>ths</sup> 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 by year 2028 of the TYP.
  - 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 \$7.5 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:

2023 through 2034	
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 7.

• **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 \$17 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:

2023 through 2034	
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 2010 Federal Census.

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

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

2023 through 2034
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 Surface Transportation Block Grant Program and the Bridge Formula Investment Program set-asides.

- **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:

2023 through 2034	
40% STP 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):**

- \$40 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):**

- In accordance with agreements reached in conjunction with Pennsylvania Act 3 of 1997, \$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. 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):**
  - Federal Law 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, 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 prohibit 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 costs projects.
  
- **Carbon Reduction Program (CRP, CRPU):**
  - Funds will be held in a statewide line item pending further guidance from FHWA.
  - 65% of apportioned funds are sub-allocated by population. Part of the sub-allocation is assigned, by federal formula, to regions with populations greater than 200,000 (CRPU).
  
- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
  - Funds will be held in a statewide line item pending further guidance from FHWA.
  
- **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 \$31 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:

<b>2023 through 2034</b>
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:

<b>2023 through 2034</b>
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.
- **Appalachia Development Highway (APD/APL):**
  - Federal funds from SAFETEA-LU, recent appropriations legislation and the IJJA/BIL may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC).
- **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)
    - Advanced Transportation and Congestion Management Technologies deployment (ATCMTD)

- **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 sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2021 via the FAST Act.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed

to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 3 through 5. Federal funding is based on most recent FAST Act 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), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF.

*Note:*

In FY 2022/2023, the Public Transportation law shifts funding sources as follows:

- The PTC contribution is reduced to \$50 million and;
- \$450 million in motor vehicle sales tax is deposited into the PTTF.

Because this shift would divert funding from the PA General Fund, there remains some uncertainty as to whether this will be the ultimate funding solution.

## 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.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.

- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013. Since the creation of Act 89, 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 PTF. The match requirement varies by program.

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

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. For the purposes of this document, we have assumed that funding shifts from the General Fund via the Vehicle Sales Tax will occur in FY 2022/23.

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  
2023 Financial Guidance FINAL  
Highway and Bridge Funds (\$000)**

Federal Funds	2023	2024	2025	2026	Total
National Highway Performance Program (NHPP)*	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Surface Transportation Block Grant Program (STP)*	570,531	581,941	593,580	605,452	2,351,505
Highway Safety Improvement Program (HSIP)*	125,942	128,604	131,320	134,090	519,956
Congestion Mitigation and Air Quality (CMAQ)*	113,817	116,093	118,415	120,784	469,110
National Highway Freight Program*	56,879	58,016	59,177	60,360	234,432
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	64,634	65,672	66,731	67,811	264,848
PROTECT Formula Program (PRTCT)	73,493	74,674	75,878	77,106	301,151
Bridge Formula Program (BRIP)	327,179	327,179	327,179	327,179	1,308,714
<b>Subtotal -- Federal Funds</b>	<b>2,374,289</b>	<b>2,415,232</b>	<b>2,456,993</b>	<b>2,499,589</b>	<b>9,746,102</b>
State Funds	2023	2024	2025	2026	Total
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
<b>Subtotal -- State Funds</b>	<b>761,000</b>	<b>785,000</b>	<b>793,000</b>	<b>831,000</b>	<b>3,170,000</b>
<b>Grand Total</b>	<b>3,135,289</b>	<b>3,200,232</b>	<b>3,249,993</b>	<b>3,330,589</b>	<b>12,916,102</b>

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

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

National Highway Performance Program	2023	2024	2025	2026	Total
NHPP Apportionment	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Enhanced Interstate Management	250,947	300,947	350,947	400,947	1,303,788
Remaining	921,811	895,266	869,190	843,593	3,529,860
<b>20% Statewide Reserve</b>	<b>184,362</b>	<b>179,053</b>	<b>173,838</b>	<b>168,719</b>	<b>705,972</b>
Less Local Bridge Inspection	6,152	7,998	7,998	7,998	30,145
<b>Less Interstate Management Traditional</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
<b>NHPP Funds to Distribute</b>	<b>413,919</b>	<b>390,837</b>	<b>369,977</b>	<b>349,499</b>	<b>1,524,232</b>

Surface Transportation Block Grant Program	2023	2024	2025	2026	Total
STP Apportionment	570,531	581,941	593,580	605,452	2,351,505
Less Transportation Alternatives (10%)	47,404	48,352	49,319	50,305	195,379
<b>Less STP-Urban Mandatory Distribution</b>	<b>178,760</b>	<b>182,336</b>	<b>185,982</b>	<b>189,702</b>	<b>736,780</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>98,396</b>	<b>98,396</b>	<b>98,396</b>	<b>98,396</b>	<b>393,582</b>
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	8,552	10,398	10,398	10,398	39,745
Less Environmental Resource Agencies	3,312	3,415	3,518	3,623	13,868
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<b>Remaining STP</b>	<b>230,362</b>	<b>235,301</b>	<b>242,224</b>	<b>249,284</b>	<b>957,171</b>
Less Spike (20% of Remaining STP)	46,072	47,060	48,445	49,857	191,434
<b>STP Funds to Distribute</b>	<b>184,290</b>	<b>188,241</b>	<b>193,779</b>	<b>199,427</b>	<b>765,737</b>

Highway Safety Improvement Program	2023	2024	2025	2026	Total
HSIP Apportionment	125,942	128,604	131,320	134,090	519,956
<b>Less Base of \$500K to each MPO/RPO</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>48,000</b>
<b>Less Statewide Reserve</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>160,000</b>
<b>HSIP Funds to Distribute</b>	<b>73,942</b>	<b>76,604</b>	<b>79,320</b>	<b>82,090</b>	<b>311,956</b>

Congestion Mitigation and Air Quality	2023	2024	2025	2026	Total
CMAQ Apportionment	113,817	116,093	118,415	120,784	469,110
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
<b>CMAQ Funds to distribute</b>	<b>90,562</b>	<b>92,838</b>	<b>95,160</b>	<b>97,528</b>	<b>376,089</b>

National Highway Freight Program	2023	2024	2025	2026	Total
Interstate Program	56,879	58,016	59,177	60,360	234,432

Transportation Alternatives	2023	2024	2025	2026	Total
Transportation Alternatives Apportionment	47,404	48,352	49,319	50,305	195,379
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
<b>Mandatory Distribution for Urban Areas</b>	<b>16,647</b>	<b>16,994</b>	<b>17,349</b>	<b>17,710</b>	<b>68,700</b>
<b>TAP Funds -- Statewide Competitive Program</b>	<b>28,766</b>	<b>29,366</b>	<b>29,979</b>	<b>30,604</b>	<b>118,714</b>

Railway-Highway Safety Crossings	2023	2024	2025	2026	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2023	2024	2025	2026	Total
Special Bridge Formula Program Apportionment	327,179	327,179	327,179	327,179	1,308,714
<b>15% Off System Bridge Funds to Distribute</b>	<b>49,077</b>	<b>49,077</b>	<b>49,077</b>	<b>49,077</b>	<b>196,307</b>
<b>Special Bridge Formula Funds to Distribute</b>	<b>278,102</b>	<b>278,102</b>	<b>278,102</b>	<b>278,102</b>	<b>1,112,407</b>

Carbon Reduction Program	2023	2024	2025	2026	Total
Carbon Reduction Apportionment	64,634	65,672	66,731	67,811	264,848
<b>Carbon Reduction Program</b>	<b>64,634</b>	<b>65,672</b>	<b>66,731</b>	<b>67,811</b>	<b>264,848</b>

PROTECT Formula Program	2023	2024	2025	2026	Total
<b>PROTECT Formula Program</b>	<b>73,493</b>	<b>74,674</b>	<b>75,878</b>	<b>77,106</b>	<b>301,151</b>

Appendix 1: Available Funds  
 2023 Financial Guidance  
 Highway and Bridge Funds (\$000)

State Funds	2023	2024	2025	2026	Total
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
Total State Funds (for Discretionary Calculation)	761,000	785,000	793,000	831,000	3,170,000
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>114,150</b>	<b>117,750</b>	<b>118,950</b>	<b>124,650</b>	<b>475,500</b>

  

State Highway (Capital)	2023	2024	2025	2026	Total
Highway (Capital) After Discretionary Set-Aside	364,850	390,250	397,050	430,350	1,582,500
Less Environmental Resource Agencies	828	854	879	906	3,467
Less State Bridge Inspection	25,886	26,663	27,463	28,287	108,299
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
<b>State Highway (Capital) Funds to Distribute</b>	<b>309,736</b>	<b>334,333</b>	<b>340,308</b>	<b>372,757</b>	<b>1,357,134</b>

  

State Bridge	2023	2024	2025	2026	Total
<b>State Bridge Funds to Distribute</b>	<b>282,000</b>	<b>277,000</b>	<b>277,000</b>	<b>276,000</b>	<b>1,112,000</b>

  

Total Distributed/Statewide Reserve	2023	2024	2025	2026	Total
	<b>3,125,222</b>	<b>3,186,799</b>	<b>3,236,510</b>	<b>3,317,047</b>	<b>12,865,578</b>

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

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	121,609	27,899	43,021	38,354	18,698	24,528	0	0	39,553	7,932	85,174	0	0	41,313	448,080
SPC	93,590	38,926	45,969	49,056	34,128	13,550	0	0	22,909	3,657	39,272	0	0	52,795	393,854
Harrisburg	23,190	8,533	11,130	10,690	6,913	3,897	0	0	4,968	938	10,067	0	0	11,432	91,758
Scranton/WB	17,218	7,168	8,494	8,712	5,382	4,142	0	0	0	805	8,641	0	0	8,584	69,145
Lehigh Valley	19,691	6,836	9,906	7,581	5,514	5,224	0	0	6,386	1,333	14,320	0	0	7,848	84,638
NEPA	8,306	7,844	8,319	4,458	5,291	3,292	0	0	536	0	0	0	0	5,055	43,101
SEDA-COG	19,685	9,795	12,409	12,650	9,239	2,377	0	0	0	0	0	0	0	12,018	78,172
Altoona	3,167	2,345	2,293	2,674	2,297	1,302	0	0	0	0	0	0	0	2,472	16,550
Johnstown	6,765	2,524	3,642	3,328	2,106	1,133	0	0	1,418	2,100	0	0	0	3,005	23,920
Centre County	4,634	2,065	2,711	1,955	1,356	1,117	0	0	0	0	0	0	0	1,969	15,806
Williamsport	5,467	3,370	3,734	4,001	3,152	1,084	0	0	0	0	0	0	0	3,749	24,558
Erie	5,537	3,744	4,820	3,376	2,703	2,096	0	0	0	0	0	0	0	3,013	25,288
Lancaster	15,401	8,532	10,283	7,903	6,712	3,820	0	0	5,125	848	9,105	0	0	7,827	75,556
York	6,062	5,953	7,963	3,551	3,478	2,930	0	0	4,291	489	5,256	0	0	3,509	43,483
Reading	15,658	5,183	7,899	6,246	4,043	3,331	0	0	4,059	562	6,031	0	0	6,743	59,755
Lebanon	2,006	1,915	2,526	1,372	1,372	1,363	0	0	1,318	0	0	0	0	1,265	13,137
Mercer	1,895	3,031	3,317	2,424	2,575	1,128	0	0	0	83	894	0	0	2,319	17,667
Adams	3,759	1,897	2,813	1,075	1,361	1,046	0	0	0	0	0	0	0	1,304	13,256
Franklin	1,939	2,625	3,097	1,475	1,712	1,330	0	0	0	0	0	0	0	1,458	13,635
<b>Total Urban</b>	<b>375,579</b>	<b>150,183</b>	<b>194,348</b>	<b>170,880</b>	<b>118,033</b>	<b>78,689</b>	<b>0</b>	<b>0</b>	<b>90,562</b>	<b>16,647</b>	<b>178,760</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,551,358</b>
Northwest	10,189	8,375	10,365	6,677	6,672	1,713	0	0	0	0	0	0	0	6,816	50,808
N. Central	9,017	7,911	9,333	5,808	6,302	1,611	0	0	0	0	0	0	0	6,191	46,173
N. Tier	10,140	8,729	11,422	8,563	8,094	1,492	0	0	0	0	0	0	0	8,388	56,829
S. Alleghenies	8,993	7,360	8,667	7,784	7,124	1,634	0	0	0	0	0	0	0	7,659	49,222
Wayne County	0	1,732	2,125	948	1,247	802	0	0	0	0	0	0	0	941	7,795
<b>Total Rural</b>	<b>38,340</b>	<b>34,107</b>	<b>41,912</b>	<b>29,780</b>	<b>29,440</b>	<b>7,253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,826</b>
Interstate Program	568,325	0	57,918	65,782	0	0	56,879	0	0	0	0	0	0	70,430	819,334
Statewide Program	0	0	0	0	0	0	0	7,184	0	28,766	0	64,634	73,493	0	174,077
Statewide Reserve	184,362	0	114,150	0	0	40,000	0	0	0	0	0	0	0	0	338,512
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	0	0	0	31,115
<b>GRAND TOTAL</b>	<b>1,166,606</b>	<b>184,290</b>	<b>423,886</b>	<b>282,000</b>	<b>147,472</b>	<b>125,942</b>	<b>56,879</b>	<b>7,184</b>	<b>90,562</b>	<b>45,412</b>	<b>178,760</b>	<b>64,634</b>	<b>73,493</b>	<b>278,102</b>	<b>3,125,222</b>

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 2024 -- 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	114,828	28,497	46,455	37,669	18,698	25,394	0	0	40,547	8,097	86,877	0	0	41,313	448,374
SPC	88,372	39,760	49,993	48,082	34,128	14,020	0	0	23,485	3,733	40,058	0	0	52,795	394,426
Harrisburg	21,897	8,715	12,062	10,487	6,913	4,019	0	0	5,092	957	10,269	0	0	11,432	91,844
Scranton/WB	16,258	7,321	9,186	8,552	5,382	4,273	0	0	0	821	8,814	0	0	8,584	69,192
Lehigh Valley	18,593	6,982	10,749	7,431	5,514	5,394	0	0	6,546	1,361	14,606	0	0	7,848	85,025
NEPA	7,842	8,012	9,076	4,352	5,291	3,392	0	0	550	0	0	0	0	5,055	43,570
SEDA-COG	18,587	10,005	13,435	12,414	9,239	2,445	0	0	0	0	0	0	0	12,018	78,143
Altoona	2,990	2,395	2,484	2,624	2,297	1,331	0	0	0	0	0	0	0	2,472	16,594
Johnstown	6,388	2,579	3,937	3,267	2,106	1,156	0	0	1,453	0	0	0	0	3,005	23,889
Centre County	4,375	2,109	2,949	1,914	1,356	1,139	0	0	0	0	0	0	0	1,969	15,811
Williamsport	5,162	3,443	4,047	3,926	3,152	1,105	0	0	0	0	0	0	0	3,749	24,583
Erie	5,228	3,824	5,206	3,315	2,703	2,153	0	0	0	0	0	0	0	3,013	25,442
Lancaster	14,542	8,715	11,161	7,745	6,712	3,939	0	0	5,254	866	9,288	0	0	7,827	76,048
York	5,723	6,081	8,623	3,480	3,478	3,018	0	0	4,399	500	5,361	0	0	3,509	44,173
Reading	14,784	5,294	8,538	6,132	4,043	3,432	0	0	4,161	573	6,151	0	0	6,743	59,853
Lebanon	1,894	1,956	2,729	1,347	1,372	1,394	0	0	1,351	0	0	0	0	1,265	13,308
Mercer	1,790	3,095	3,586	2,380	2,575	1,151	0	0	0	85	912	0	0	2,319	17,893
Adams	3,550	1,938	3,074	1,046	1,361	1,066	0	0	0	0	0	0	0	1,304	13,339
Franklin	1,831	2,681	3,355	1,446	1,712	1,359	0	0	0	0	0	0	0	1,458	13,841
<b>Total Urban</b>	<b>354,635</b>	<b>153,403</b>	<b>210,643</b>	<b>167,609</b>	<b>118,033</b>	<b>81,181</b>	<b>0</b>	<b>0</b>	<b>92,838</b>	<b>16,994</b>	<b>182,336</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,555,349</b>
Northwest	9,621	8,555	11,249	6,542	6,672	1,757	0	0	0	0	0	0	0	6,816	51,211
N. Central	8,514	8,080	10,165	5,679	6,302	1,651	0	0	0	0	0	0	0	6,191	46,583
N. Tier	9,575	8,916	12,407	8,390	8,094	1,528	0	0	0	0	0	0	0	8,388	57,297
S. Alleghenies	8,492	7,518	9,437	7,623	7,124	1,675	0	0	0	0	0	0	0	7,659	49,528
Wayne County	0	1,769	2,303	929	1,247	813	0	0	0	0	0	0	0	941	8,002
<b>Total Rural</b>	<b>36,202</b>	<b>34,838</b>	<b>45,560</b>	<b>29,163</b>	<b>29,440</b>	<b>7,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>212,621</b>
Interstate Program	618,325	0	62,518	64,615	0	0	58,016	0	0	0	0	0	0	70,430	873,905
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,366	0	65,672	74,674	0	176,896
Statewide Reserve	179,053	0	117,750	0	0	40,000	0	0	0	0	0	0	0	0	336,803
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	0	0	0	31,225
<b>GRAND TOTAL</b>	<b>1,188,215</b>	<b>188,241</b>	<b>452,083</b>	<b>277,000</b>	<b>147,472</b>	<b>128,604</b>	<b>58,016</b>	<b>7,184</b>	<b>92,838</b>	<b>46,360</b>	<b>182,336</b>	<b>65,672</b>	<b>74,674</b>	<b>278,102</b>	<b>3,186,799</b>

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 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	108,699	29,335	47,289	37,669	18,698	26,276	0	0	41,561	8,266	88,615	0	0	41,313	447,720
SPC	83,655	40,930	50,966	48,073	34,128	14,499	0	0	24,072	3,811	40,859	0	0	52,795	393,789
Harrisburg	20,729	8,972	12,287	10,486	6,913	4,144	0	0	5,220	977	10,474	0	0	11,432	91,634
Scranton/WB	15,390	7,537	9,355	8,551	5,382	4,407	0	0	0	839	8,990	0	0	8,584	69,035
Lehigh Valley	17,601	7,188	10,953	7,429	5,514	5,568	0	0	6,710	1,390	14,898	0	0	7,848	85,098
NEPA	7,424	8,248	9,258	4,350	5,291	3,495	0	0	564	0	0	0	0	5,055	43,684
SEDA-COG	17,595	10,300	13,684	12,413	9,239	2,514	0	0	0	0	0	0	0	12,018	77,762
Altoona	2,831	2,466	2,531	2,624	2,297	1,360	0	0	0	0	0	0	0	2,472	16,580
Johnstown	6,047	2,654	4,008	3,267	2,106	1,179	0	0	1,490	0	0	0	0	3,005	23,755
Centre County	4,142	2,172	3,006	1,913	1,356	1,162	0	0	0	0	0	0	0	1,969	15,719
Williamsport	4,887	3,544	4,122	3,925	3,152	1,126	0	0	0	0	0	0	0	3,749	24,506
Erie	4,949	3,937	5,299	3,315	2,703	2,212	0	0	0	0	0	0	0	3,013	25,428
Lancaster	13,766	8,971	11,373	7,744	6,712	4,061	0	0	5,385	884	9,473	0	0	7,827	76,197
York	5,418	6,260	8,783	3,480	3,478	3,107	0	0	4,509	510	5,468	0	0	3,509	44,522
Reading	13,995	5,450	8,693	6,132	4,043	3,536	0	0	4,265	585	6,274	0	0	6,743	59,718
Lebanon	1,793	2,014	2,778	1,347	1,372	1,426	0	0	1,385	0	0	0	0	1,265	13,379
Mercer	1,694	3,187	3,651	2,380	2,575	1,174	0	0	0	87	930	0	0	2,319	17,996
Adams	3,360	1,995	3,137	1,045	1,361	1,086	0	0	0	0	0	0	0	1,304	13,288
Franklin	1,733	2,760	3,417	1,445	1,712	1,390	0	0	0	0	0	0	0	1,458	13,915
<b>Total Urban</b>	<b>335,707</b>	<b>157,916</b>	<b>214,590</b>	<b>167,589</b>	<b>118,033</b>	<b>83,722</b>	<b>0</b>	<b>0</b>	<b>95,160</b>	<b>17,349</b>	<b>185,982</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,553,725</b>
Northwest	9,107	8,806	11,462	6,541	6,672	1,801	0	0	0	0	0	0	0	6,816	51,206
N. Central	8,060	8,318	10,366	5,677	6,302	1,692	0	0	0	0	0	0	0	6,191	46,606
N. Tier	9,064	9,178	12,645	8,388	8,094	1,564	0	0	0	0	0	0	0	8,388	57,321
S. Alleghenies	8,039	7,739	9,623	7,621	7,124	1,717	0	0	0	0	0	0	0	7,659	49,522
Wayne County	0	1,821	2,346	928	1,247	824	0	0	0	0	0	0	0	941	8,108
<b>Total Rural</b>	<b>34,270</b>	<b>35,863</b>	<b>46,443</b>	<b>29,155</b>	<b>29,440</b>	<b>7,598</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>212,763</b>
Interstate Program	668,325	0	63,635	64,615	0	0	59,177	0	0	0	0	0	0	70,430	926,182
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,979	0	66,731	75,878	0	179,772
Statewide Reserve	173,838	0	118,950	0	0	40,000	0	0	0	0	0	0	0	0	332,788
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	31,280
<b>GRAND TOTAL</b>	<b>1,212,140</b>	<b>193,779</b>	<b>459,258</b>	<b>277,000</b>	<b>147,472</b>	<b>131,320</b>	<b>59,177</b>	<b>7,184</b>	<b>95,160</b>	<b>47,327</b>	<b>185,982</b>	<b>66,731</b>	<b>75,878</b>	<b>278,102</b>	<b>3,236,510</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	102,682	30,190	51,819	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	450,830
SPC	79,025	42,123	56,278	47,863	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	397,438
Harrisburg	19,581	9,233	13,516	10,444	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	92,421
Scranton/WB	14,538	7,756	10,269	8,519	5,382	4,543	0	0	0	856	9,170	0	0	8,584	69,618
Lehigh Valley	16,627	7,397	12,066	7,397	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	86,085
NEPA	7,013	8,488	10,257	4,325	5,291	3,599	0	0	578	0	0	0	0	5,055	44,606
SEDA-COG	16,621	10,600	15,039	12,364	9,239	2,584	0	0	0	0	0	0	0	12,018	78,464
Altoona	2,674	2,538	2,783	2,614	2,297	1,390	0	0	0	0	0	0	0	2,472	16,767
Johnstown	5,712	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,935
Centre County	3,912	2,235	3,320	1,904	1,356	1,185	0	0	0	0	0	0	0	1,969	15,881
Williamsport	4,616	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,757
Erie	4,675	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,825
Lancaster	13,004	9,233	12,532	7,710	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	77,288
York	5,118	6,442	9,654	3,464	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	45,584
Reading	13,221	5,609	9,535	6,109	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	60,271
Lebanon	1,694	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,668
Mercer	1,600	3,279	4,005	2,371	2,575	1,198	0	0	0	89	949	0	0	2,319	18,384
Adams	3,174	2,053	3,482	1,037	1,361	1,106	0	0	0	0	0	0	0	1,304	13,518
Franklin	1,637	2,840	3,758	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,265
<b>Total Urban</b>	<b>317,126</b>	<b>162,519</b>	<b>236,096</b>	<b>166,899</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,569,604</b>
Northwest	8,603	9,063	12,628	6,511	6,672	1,847	0	0	0	0	0	0	0	6,816	52,140
N. Central	7,614	8,560	11,465	5,647	6,302	1,733	0	0	0	0	0	0	0	6,191	47,514
N. Tier	8,562	9,446	13,945	8,350	8,094	1,601	0	0	0	0	0	0	0	8,388	58,386
S. Alleghenies	7,594	7,964	10,640	7,586	7,124	1,759	0	0	0	0	0	0	0	7,659	50,326
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,402
<b>Total Rural</b>	<b>32,373</b>	<b>36,908</b>	<b>51,259</b>	<b>29,019</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>216,769</b>
Interstate Program	718,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	983,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	67,811	77,106	0	182,705
Statewide Reserve	168,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	333,369
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	31,400
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>67,811</b>	<b>77,106</b>	<b>278,102</b>	<b>3,317,047</b>

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 2023-2026 -- 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	447,818	115,921	188,583	151,224	74,792	103,374	0	0	164,255	32,733	351,053	0	0	165,250	1,795,004
SPC	344,641	161,739	203,206	193,075	136,513	57,058	0	0	95,137	15,093	161,865	0	0	211,179	1,579,506
Harrisburg	85,397	35,453	48,995	42,107	27,653	16,330	0	0	20,629	3,869	41,494	0	0	45,730	367,658
Scranton/WB	63,403	29,782	37,303	34,334	21,527	17,366	0	0	0	3,321	35,615	0	0	34,338	276,989
Lehigh Valley	72,512	28,403	43,674	29,838	22,055	21,930	0	0	26,518	5,503	59,020	0	0	31,392	340,846
NEPA	30,585	32,591	36,911	17,484	21,163	13,778	0	0	2,228	0	0	0	0	20,221	174,960
SEDA-COG	72,488	40,700	54,567	49,841	36,955	9,919	0	0	0	0	0	0	0	48,070	312,542
Altoona	11,662	9,744	10,091	10,536	9,189	5,384	0	0	0	0	0	0	0	9,887	66,492
Johnstown	24,911	10,489	15,983	13,117	8,422	4,672	0	0	5,887	0	0	0	0	12,018	95,500
Centre County	17,063	8,581	11,986	7,686	5,422	4,603	0	0	0	0	0	0	0	7,876	63,217
Williamsport	20,133	14,004	16,438	15,761	12,609	4,463	0	0	0	0	0	0	0	14,996	98,404
Erie	20,388	15,556	21,133	13,309	10,812	8,732	0	0	0	0	0	0	0	12,053	101,982
Lancaster	56,714	35,450	45,349	31,102	26,848	16,006	0	0	21,283	3,499	37,529	0	0	31,307	305,088
York	22,321	24,736	35,024	13,975	13,914	12,254	0	0	17,822	2,020	21,663	0	0	14,035	177,762
Reading	57,658	21,535	34,665	24,620	16,172	13,942	0	0	16,857	2,318	24,856	0	0	26,974	239,597
Lebanon	7,387	7,958	11,079	5,407	5,489	5,640	0	0	5,473	0	0	0	0	5,060	53,493
Mercer	6,980	12,592	14,558	9,554	10,300	4,651	0	0	0	344	3,685	0	0	9,275	71,940
Adams	13,843	7,882	12,507	4,203	5,446	4,303	0	0	0	0	0	0	0	5,217	53,402
Franklin	7,141	10,905	13,626	5,805	6,848	5,500	0	0	0	0	0	0	0	5,830	55,656
<b>Total Urban</b>	<b>1,383,046</b>	<b>624,022</b>	<b>855,676</b>	<b>672,978</b>	<b>472,131</b>	<b>329,906</b>	<b>0</b>	<b>0</b>	<b>376,089</b>	<b>68,700</b>	<b>736,780</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,230,036</b>
Northwest	37,521	34,800	45,705	26,272	26,688	7,118	0	0	0	0	0	0	0	27,262	205,365
N. Central	33,205	32,869	41,330	22,811	25,209	6,687	0	0	0	0	0	0	0	24,764	186,876
N. Tier	37,341	36,269	50,420	33,691	32,376	6,186	0	0	0	0	0	0	0	33,551	229,833
S. Alleghenies	33,118	30,581	38,366	30,615	28,497	6,784	0	0	0	0	0	0	0	30,637	198,598
Wayne County	0	7,197	9,353	3,729	4,989	3,275	0	0	0	0	0	0	0	3,763	32,307
<b>Total Rural</b>	<b>141,185</b>	<b>141,715</b>	<b>185,174</b>	<b>117,117</b>	<b>117,759</b>	<b>30,051</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>852,979</b>
Interstate Program	2,573,300	0	253,774	259,395	0	0	234,432	0	0	0	0	0	0	281,721	3,602,622
Statewide Program	0	0	0	0	0	0	0	28,737	0	118,714	0	264,848	301,151	0	713,449
Statewide Reserve	705,972	0	475,500	0	0	160,000	0	0	0	0	0	0	0	0	1,341,472
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	0	0	0	125,020
<b>GRAND TOTAL</b>	<b>4,803,504</b>	<b>765,737</b>	<b>1,832,634</b>	<b>1,112,000</b>	<b>589,890</b>	<b>519,956</b>	<b>234,432</b>	<b>28,737</b>	<b>376,089</b>	<b>187,414</b>	<b>736,780</b>	<b>264,848</b>	<b>301,151</b>	<b>1,112,407</b>	<b>12,865,578</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	90,931	30,190	51,818	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	439,077
SPC	69,980	42,123	56,262	47,847	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	388,362
Harrisburg	17,340	9,233	13,514	10,442	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	90,176
Scranton/WB	12,874	7,756	10,268	8,518	5,382	4,543	0	0	0	856	9,170	0	0	8,584	67,952
Lehigh Valley	14,724	7,397	12,064	7,394	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	84,177
NEPA	6,210	8,488	10,253	4,321	5,291	3,599	0	0	578	0	0	0	0	5,055	43,795
SEDA-COG	14,719	10,600	15,037	12,363	9,239	2,584	0	0	0	0	0	0	0	12,018	76,559
Altoona	2,368	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,461
Johnstown	5,058	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,281
Centre County	3,465	2,235	3,319	1,903	1,356	1,185	0	0	0	0	0	0	0	1,969	15,432
Williamsport	4,088	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,227
Erie	4,140	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,289
Lancaster	11,516	9,233	12,529	7,707	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	75,794
York	4,532	6,442	9,653	3,463	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,996
Reading	11,708	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	58,757
Lebanon	1,500	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,474
Mercer	1,417	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,201
Adams	2,811	2,053	3,481	1,036	1,361	1,106	0	0	0	0	0	0	0	1,304	13,152
Franklin	1,450	2,840	3,757	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,076
<b>Total Urban</b>	<b>280,831</b>	<b>162,519</b>	<b>236,059</b>	<b>166,863</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,533,236</b>
Northwest	7,619	9,063	12,626	6,509	6,672	1,847	0	0	0	0	0	0	0	6,816	51,151
N. Central	6,742	8,560	11,461	5,644	6,302	1,733	0	0	0	0	0	0	0	6,191	46,635
N. Tier	7,582	9,446	13,942	8,347	8,094	1,601	0	0	0	0	0	0	0	8,388	57,400
S. Alleghenies	6,725	7,964	10,636	7,582	7,124	1,759	0	0	0	0	0	0	0	7,659	49,450
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,401
<b>Total Rural</b>	<b>28,668</b>	<b>36,908</b>	<b>51,245</b>	<b>29,005</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>213,036</b>
Interstate Program	768,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,033,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	158,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	323,369
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	31,500
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,530	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,324
SPC	63,246	42,123	56,243	47,828	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,589
Harrisburg	15,671	9,233	13,511	10,439	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,503
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,712
Lehigh Valley	13,307	7,397	12,061	7,392	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,755
NEPA	5,613	8,488	10,248	4,316	5,291	3,599	0	0	578	0	0	0	0	5,055	43,188
SEDA-COG	13,302	10,600	15,035	12,360	9,239	2,584	0	0	0	0	0	0	0	12,018	75,138
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,232
Johnstown	4,571	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,902	1,356	1,185	0	0	0	0	0	0	0	1,969	15,096
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,832
Erie	3,741	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,526	7,704	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,680
York	4,096	6,442	9,652	3,462	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,557
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,629
Lebanon	1,356	2,073	3,045	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,330
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,064
Adams	2,540	2,053	3,479	1,034	1,361	1,106	0	0	0	0	0	0	0	1,304	12,878
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,936
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>236,016</b>	<b>166,819</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,506,124</b>
Northwest	6,886	9,063	12,623	6,506	6,672	1,847	0	0	0	0	0	0	0	6,816	50,411
N. Central	6,094	8,560	11,457	5,639	6,302	1,733	0	0	0	0	0	0	0	6,191	45,976
N. Tier	6,853	9,446	13,938	8,343	8,094	1,601	0	0	0	0	0	0	0	8,388	56,662
S. Alleghenies	6,078	7,964	10,632	7,578	7,124	1,759	0	0	0	0	0	0	0	7,659	48,794
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,401
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,229</b>	<b>28,989</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,245</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	31,620
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,529	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,323
SPC	63,246	42,123	56,233	47,818	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,569
Harrisburg	15,671	9,233	13,510	10,438	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,500
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,711
Lehigh Valley	13,307	7,397	12,059	7,390	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,751
NEPA	5,613	8,488	10,246	4,313	5,291	3,599	0	0	578	0	0	0	0	5,055	43,182
SEDA-COG	13,302	10,600	15,034	12,359	9,239	2,584	0	0	0	0	0	0	0	12,018	75,136
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,231
Johnstown	4,571	2,732	4,396	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,901	1,356	1,185	0	0	0	0	0	0	0	1,969	15,095
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,831
Erie	3,741	4,051	5,808	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,525	7,703	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,676
York	4,096	6,442	9,651	3,461	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,555
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,628
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,478	1,033	1,361	1,106	0	0	0	0	0	0	0	1,304	12,875
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,935
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,992</b>	<b>166,795</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,506,076</b>
Northwest	6,886	9,063	12,621	6,504	6,672	1,847	0	0	0	0	0	0	0	6,816	50,408
N. Central	6,094	8,560	11,454	5,636	6,302	1,733	0	0	0	0	0	0	0	6,191	45,971
N. Tier	6,853	9,446	13,936	8,341	8,094	1,601	0	0	0	0	0	0	0	8,388	56,658
S. Alleghenies	6,078	7,964	10,630	7,576	7,124	1,759	0	0	0	0	0	0	0	7,659	48,790
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,400
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,220</b>	<b>28,980</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,228</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	31,685
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,816	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,322
SPC	63,246	42,123	56,213	47,798	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,529
Harrisburg	15,671	9,233	13,508	10,435	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,495
Scranton/WB	11,635	7,756	10,266	8,516	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,709
Lehigh Valley	13,307	7,397	12,056	7,387	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,745
NEPA	5,613	8,488	10,241	4,308	5,291	3,599	0	0	578	0	0	0	0	5,055	43,172
SEDA-COG	13,302	10,600	15,032	12,357	9,239	2,584	0	0	0	0	0	0	0	12,018	75,131
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,316	1,900	1,356	1,185	0	0	0	0	0	0	0	1,969	15,092
Williamsport	3,695	3,647	4,532	3,907	3,152	1,148	0	0	0	0	0	0	0	3,749	23,830
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,521	7,699	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,670
York	4,096	6,442	9,649	3,459	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,552
Reading	10,581	5,609	9,533	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,627
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,476	1,031	1,361	1,106	0	0	0	0	0	0	0	1,304	12,871
Franklin	1,310	2,840	3,755	1,437	1,712	1,421	0	0	0	0	0	0	0	1,458	13,934
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,946</b>	<b>166,750</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,985</b>
Northwest	6,886	9,063	12,618	6,501	6,672	1,847	0	0	0	0	0	0	0	6,816	50,402
N. Central	6,094	8,560	11,450	5,632	6,302	1,733	0	0	0	0	0	0	0	6,191	45,962
N. Tier	6,853	9,446	13,932	8,336	8,094	1,601	0	0	0	0	0	0	0	8,388	56,650
S. Alleghenies	6,078	7,964	10,625	7,572	7,124	1,759	0	0	0	0	0	0	0	7,659	48,781
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,399
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,203</b>	<b>28,963</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,194</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	31,810
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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 2026-2030 -- 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	337,471	120,761	207,267	150,118	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,730,046
SPC	259,718	168,492	224,950	191,292	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,533,049
Harrisburg	64,354	36,934	54,043	41,754	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	355,674
Scranton/WB	47,780	31,026	41,067	34,067	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	268,083
Lehigh Valley	54,644	29,588	48,240	29,563	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	332,429
NEPA	23,048	33,952	40,988	17,257	21,163	14,397	0	0	2,311	0	0	0	0	20,221	173,337
SEDA-COG	54,626	42,400	60,137	49,439	36,955	10,336	0	0	0	0	0	0	0	48,070	301,964
Altoona	8,788	10,151	11,127	10,450	9,189	5,562	0	0	0	0	0	0	0	9,887	65,154
Johnstown	18,773	10,927	17,583	13,018	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,659
Centre County	12,858	8,939	13,271	7,607	5,422	4,740	0	0	0	0	0	0	0	7,876	60,714
Williamsport	15,172	14,589	18,131	15,631	12,609	4,592	0	0	0	0	0	0	0	14,996	95,720
Erie	15,364	16,206	23,230	13,210	10,812	9,086	0	0	0	0	0	0	0	12,053	99,961
Lancaster	42,739	36,930	50,102	30,813	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	299,819
York	16,821	25,768	38,605	13,845	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,660
Reading	43,451	22,434	38,135	24,431	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	231,642
Lebanon	5,566	8,291	12,182	5,366	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,462
Mercer	5,260	13,118	16,016	9,480	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,390
Adams	10,432	8,211	13,913	4,133	5,446	4,424	0	0	0	0	0	0	0	5,217	51,776
Franklin	5,381	11,361	15,025	5,751	6,848	5,684	0	0	0	0	0	0	0	5,830	55,880
<b>Total Urban</b>	<b>1,042,248</b>	<b>650,076</b>	<b>944,013</b>	<b>667,227</b>	<b>472,131</b>	<b>345,255</b>	<b>0</b>	<b>0</b>	<b>390,114</b>	<b>70,841</b>	<b>758,808</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,051,422</b>
Northwest	28,275	36,253	50,487	26,019	26,688	7,387	0	0	0	0	0	0	0	27,262	202,372
N. Central	25,023	34,241	45,822	22,550	25,209	6,934	0	0	0	0	0	0	0	24,764	184,544
N. Tier	28,140	37,783	55,748	33,366	32,376	6,406	0	0	0	0	0	0	0	33,551	227,370
S. Alleghenies	24,957	31,857	42,523	30,308	28,497	7,036	0	0	0	0	0	0	0	30,637	195,816
Wayne County	0	7,498	10,317	3,692	4,989	3,342	0	0	0	0	0	0	0	3,763	33,601
<b>Total Rural</b>	<b>106,396</b>	<b>147,632</b>	<b>204,897</b>	<b>115,937</b>	<b>117,759</b>	<b>31,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>843,703</b>
Interstate Program	3,184,990	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,244,492
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	612,536	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,271,136
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	0	0	0	126,615
<b>GRAND TOTAL</b>	<b>4,946,170</b>	<b>797,708</b>	<b>1,989,629</b>	<b>1,104,000</b>	<b>589,890</b>	<b>536,360</b>	<b>241,441</b>	<b>28,737</b>	<b>390,114</b>	<b>193,255</b>	<b>758,808</b>	<b>220,352</b>	<b>250,556</b>	<b>1,112,407</b>	<b>13,159,426</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,815	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,320
SPC	63,246	42,123	56,195	47,781	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,495
Harrisburg	15,671	9,233	13,506	10,433	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,491
Scranton/WB	11,635	7,756	10,265	8,515	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,707
Lehigh Valley	13,307	7,397	12,054	7,384	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,740
NEPA	5,613	8,488	10,236	4,304	5,291	3,599	0	0	578	0	0	0	0	5,055	43,163
SEDA-COG	13,302	10,600	15,030	12,355	9,239	2,584	0	0	0	0	0	0	0	12,018	75,128
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,792
Centre County	3,131	2,235	3,315	1,899	1,356	1,185	0	0	0	0	0	0	0	1,969	15,090
Williamsport	3,695	3,647	4,531	3,906	3,152	1,148	0	0	0	0	0	0	0	3,749	23,828
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,519	7,696	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,664
York	4,096	6,442	9,648	3,458	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,550
Reading	10,581	5,609	9,532	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,626
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,474	1,029	1,361	1,106	0	0	0	0	0	0	0	1,304	12,868
Franklin	1,310	2,840	3,755	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,932
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,906</b>	<b>166,710</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,905</b>
Northwest	6,886	9,063	12,615	6,498	6,672	1,847	0	0	0	0	0	0	0	6,816	50,396
N. Central	6,094	8,560	11,445	5,627	6,302	1,733	0	0	0	0	0	0	0	6,191	45,953
N. Tier	6,853	9,446	13,928	8,333	8,094	1,601	0	0	0	0	0	0	0	8,388	56,643
S. Alleghenies	6,078	7,964	10,622	7,568	7,124	1,759	0	0	0	0	0	0	0	7,659	48,774
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,398
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,188</b>	<b>28,948</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,164</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	31,920
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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 2022 -- 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,814	37,527	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,318
SPC	63,246	42,123	56,174	47,760	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,452
Harrisburg	15,671	9,233	13,503	10,430	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,485
Scranton/WB	11,635	7,756	10,264	8,514	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,705
Lehigh Valley	13,307	7,397	12,051	7,381	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,734
NEPA	5,613	8,488	10,231	4,298	5,291	3,599	0	0	578	0	0	0	0	5,055	43,152
SEDA-COG	13,302	10,600	15,027	12,353	9,239	2,584	0	0	0	0	0	0	0	12,018	75,123
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,229
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,314	1,898	1,356	1,185	0	0	0	0	0	0	0	1,969	15,087
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,826
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,515	7,693	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,657
York	4,096	6,442	9,647	3,457	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,547
Reading	10,581	5,609	9,532	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,625
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,472	1,027	1,361	1,106	0	0	0	0	0	0	0	1,304	12,864
Franklin	1,310	2,840	3,754	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,931
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,857</b>	<b>166,660</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,806</b>
Northwest	6,886	9,063	12,612	6,495	6,672	1,847	0	0	0	0	0	0	0	6,816	50,389
N. Central	6,094	8,560	11,440	5,622	6,302	1,733	0	0	0	0	0	0	0	6,191	45,943
N. Tier	6,853	9,446	13,924	8,328	8,094	1,601	0	0	0	0	0	0	0	8,388	56,634
S. Alleghenies	6,078	7,964	10,617	7,563	7,124	1,759	0	0	0	0	0	0	0	7,659	48,764
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,397
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,170</b>	<b>28,930</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,127</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	32,055
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,813	37,526	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,317
SPC	63,246	42,123	56,162	47,748	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,428
Harrisburg	15,671	9,233	13,501	10,429	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,482
Scranton/WB	11,635	7,756	10,263	8,513	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,704
Lehigh Valley	13,307	7,397	12,049	7,379	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,730
NEPA	5,613	8,488	10,228	4,295	5,291	3,599	0	0	578	0	0	0	0	5,055	43,146
SEDA-COG	13,302	10,600	15,026	12,352	9,239	2,584	0	0	0	0	0	0	0	12,018	75,120
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,228
Johnstown	4,571	2,732	4,395	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,313	1,897	1,356	1,185	0	0	0	0	0	0	0	1,969	15,086
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,825
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,513	7,691	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,653
York	4,096	6,442	9,646	3,456	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,545
Reading	10,581	5,609	9,531	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,624
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,471	1,026	1,361	1,106	0	0	0	0	0	0	0	1,304	12,861
Franklin	1,310	2,840	3,754	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,930
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,830</b>	<b>166,633</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,752</b>
Northwest	6,886	9,063	12,610	6,493	6,672	1,847	0	0	0	0	0	0	0	6,816	50,385
N. Central	6,094	8,560	11,437	5,619	6,302	1,733	0	0	0	0	0	0	0	6,191	45,937
N. Tier	6,853	9,446	13,921	8,326	8,094	1,601	0	0	0	0	0	0	0	8,388	56,629
S. Alleghenies	6,078	7,964	10,614	7,561	7,124	1,759	0	0	0	0	0	0	0	7,659	48,759
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,397
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,160</b>	<b>28,920</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,107</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	32,130
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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 2024 -- 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,812	37,525	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,315
SPC	63,246	42,123	56,140	47,726	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,384
Harrisburg	15,671	9,233	13,499	10,426	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,477
Scranton/WB	11,635	7,756	10,262	8,512	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,701
Lehigh Valley	13,307	7,397	12,045	7,376	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,723
NEPA	5,613	8,488	10,222	4,289	5,291	3,599	0	0	578	0	0	0	0	5,055	43,135
SEDA-COG	13,302	10,600	15,024	12,349	9,239	2,584	0	0	0	0	0	0	0	12,018	75,115
Altoona	2,140	2,538	2,779	2,610	2,297	1,390	0	0	0	0	0	0	0	2,472	16,227
Johnstown	4,571	2,732	4,394	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,312	1,896	1,356	1,185	0	0	0	0	0	0	0	1,969	15,083
Williamsport	3,695	3,647	4,529	3,904	3,152	1,148	0	0	0	0	0	0	0	3,749	23,823
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,889
Lancaster	10,408	9,233	12,509	7,687	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,646
York	4,096	6,442	9,644	3,454	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,542
Reading	10,581	5,609	9,531	6,105	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,623
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,328
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,061
Adams	2,540	2,053	3,468	1,023	1,361	1,106	0	0	0	0	0	0	0	1,304	12,857
Franklin	1,310	2,840	3,753	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,929
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,779</b>	<b>166,582</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,650</b>
Northwest	6,886	9,063	12,606	6,489	6,672	1,847	0	0	0	0	0	0	0	6,816	50,378
N. Central	6,094	8,560	11,432	5,614	6,302	1,733	0	0	0	0	0	0	0	6,191	45,926
N. Tier	6,853	9,446	13,917	8,321	8,094	1,601	0	0	0	0	0	0	0	8,388	56,620
S. Alleghenies	6,078	7,964	10,609	7,556	7,124	1,759	0	0	0	0	0	0	0	7,659	48,750
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,396
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,141</b>	<b>28,901</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,069</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	32,270
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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 2031-2034 -- 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	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	328,720	120,761	207,254	150,105	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,721,270
SPC	252,983	168,492	224,672	191,014	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,525,759
Harrisburg	62,686	36,934	54,008	41,719	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	353,936
Scranton/WB	46,541	31,026	41,054	34,054	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	266,817
Lehigh Valley	53,227	29,588	48,198	29,521	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	330,927
NEPA	22,451	33,952	40,916	17,186	21,163	14,397	0	0	2,311	0	0	0	0	20,221	172,597
SEDA-COG	53,210	42,400	60,107	49,409	36,955	10,336	0	0	0	0	0	0	0	48,070	300,486
Altoona	8,561	10,151	11,120	10,444	9,189	5,562	0	0	0	0	0	0	0	9,887	64,913
Johnstown	18,286	10,927	17,579	13,014	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,165
Centre County	12,525	8,939	13,254	7,590	5,422	4,740	0	0	0	0	0	0	0	7,876	60,347
Williamsport	14,779	14,589	18,119	15,619	12,609	4,592	0	0	0	0	0	0	0	14,996	95,303
Erie	14,966	16,206	23,228	13,208	10,812	9,086	0	0	0	0	0	0	0	12,053	99,558
Lancaster	41,631	36,930	50,056	30,768	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	298,620
York	16,385	25,768	38,584	13,825	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,183
Reading	42,324	22,434	38,127	24,423	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	230,499
Lebanon	5,422	8,291	12,180	5,364	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,315
Mercer	5,123	13,118	16,013	9,477	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,247
Adams	10,162	8,211	13,884	4,105	5,446	4,424	0	0	0	0	0	0	0	5,217	51,450
Franklin	5,242	11,361	15,016	5,742	6,848	5,684	0	0	0	0	0	0	0	5,830	55,723
<b>Total Urban</b>	<b>1,015,223</b>	<b>650,076</b>	<b>943,371</b>	<b>666,585</b>	<b>472,131</b>	<b>345,255</b>	<b>0</b>	<b>0</b>	<b>390,114</b>	<b>70,841</b>	<b>758,808</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,023,113</b>
Northwest	27,542	36,253	50,443	25,974	26,688	7,387	0	0	0	0	0	0	0	27,262	201,549
N. Central	24,374	34,241	45,754	22,482	25,209	6,934	0	0	0	0	0	0	0	24,764	183,759
N. Tier	27,410	37,783	55,690	33,308	32,376	6,406	0	0	0	0	0	0	0	33,551	226,524
S. Alleghenies	24,310	31,857	42,462	30,248	28,497	7,036	0	0	0	0	0	0	0	30,637	195,047
Wayne County	0	7,498	10,310	3,686	4,989	3,342	0	0	0	0	0	0	0	3,763	33,588
<b>Total Rural</b>	<b>103,637</b>	<b>147,632</b>	<b>204,659</b>	<b>115,699</b>	<b>117,759</b>	<b>31,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>840,468</b>
Interstate Program	3,222,220	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,281,722
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	605,090	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,263,690
RBR Regional Share	0	0	64,188	64,188	0	0	0	0	0	0	0	0	0	0	128,375
<b>GRAND TOTAL</b>	<b>4,946,170</b>	<b>797,708</b>	<b>1,989,629</b>	<b>1,104,000</b>	<b>589,890</b>	<b>536,360</b>	<b>241,441</b>	<b>28,737</b>	<b>390,114</b>	<b>193,255</b>	<b>758,808</b>	<b>220,352</b>	<b>250,556</b>	<b>1,112,407</b>	<b>13,159,426</b>

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) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	226.89	227.69	228.09	228.97	911.63	229.69	230.57	231.04	231.96	232.76	233.74	234.29	235.31	2,770.99
SPC	276,302.9	31.59%	4,914.71	4,932.09	4,940.77	4,959.73	19,747.30	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	60,023.76
Harrisburg	34,925.0	3.99%	621.23	623.42	624.52	626.92	2,496.08	628.91	631.31	632.61	635.10	637.30	639.99	641.49	644.29	7,587.07
Scranton/WB	13,629.0	1.56%	242.42	243.28	243.71	244.65	974.06	245.42	246.36	246.87	247.84	248.70	249.75	250.33	251.42	2,960.75
Lehigh Valley	41,874.0	4.79%	744.83	747.46	748.78	751.65	2,992.72	754.05	756.92	758.47	761.47	764.10	767.33	769.13	772.48	9,096.66
NEPA	70,903.5	8.11%	1,261.19	1,265.65	1,267.88	1,272.74	5,067.45	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	15,403.00
SEDA-COG	30,389.6	3.47%	540.55	542.46	543.42	545.50	2,171.94	547.24	549.33	550.45	552.63	554.54	556.88	558.19	560.62	6,601.81
Altoona	6,584.4	0.75%	117.12	117.53	117.74	118.19	470.59	118.57	119.02	119.26	119.74	120.15	120.66	120.94	121.47	1,430.39
Johnstown	3,702.1	0.42%	65.85	66.08	66.20	66.45	264.59	66.67	66.92	67.06	67.32	67.55	67.84	68.00	68.30	804.24
Centre County	16,835.4	1.92%	299.46	300.52	301.05	302.20	1,203.22	303.16	304.32	304.94	306.15	307.21	308.50	309.23	310.57	3,657.30
Williamsport	11,654.8	1.33%	207.31	208.04	208.41	209.21	832.97	209.87	210.67	211.11	211.94	212.67	213.57	214.07	215.00	2,531.88
Erie	2,079.0	0.24%	36.98	37.11	37.18	37.32	148.59	37.44	37.58	37.66	37.81	37.94	38.10	38.19	38.35	451.64
Lancaster	45,475.8	5.20%	808.90	811.76	813.19	816.31	3,250.14	818.91	822.02	823.71	826.96	829.82	833.33	835.28	838.92	9,879.12
York	20,394.8	2.33%	362.77	364.05	364.69	366.09	1,457.61	367.26	368.66	369.42	370.87	372.16	373.73	374.60	376.24	4,430.55
Reading	8,141.2	0.93%	144.81	145.32	145.58	146.14	581.85	146.60	147.16	147.46	148.05	148.56	149.19	149.53	150.19	1,768.59
Lebanon	1,655.0	0.19%	29.44	29.54	29.59	29.71	118.28	29.80	29.92	29.98	30.10	30.20	30.33	30.40	30.53	359.53
Mercer	3,586.9	0.41%	63.80	64.03	64.14	64.39	256.35	64.59	64.84	64.97	65.23	65.45	65.73	65.88	66.17	779.21
Adams	28,042.5	3.21%	498.80	500.57	501.45	503.37	2,004.19	504.98	506.90	507.94	509.94	511.71	513.87	515.07	517.32	6,091.92
Franklin	8,918.4	1.02%	158.64	159.20	159.48	160.09	637.40	160.60	161.21	161.54	162.18	162.74	163.43	163.81	164.52	1,937.42
<b>Northwest</b>	<b>44,543.1</b>	<b>5.09%</b>	<b>792.31</b>	<b>795.11</b>	<b>796.51</b>	<b>799.56</b>	<b>3,183.48</b>	<b>802.11</b>	<b>805.17</b>	<b>806.82</b>	<b>810.00</b>	<b>812.80</b>	<b>816.24</b>	<b>818.15</b>	<b>821.72</b>	<b>9,676.50</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.73%</b>	<b>1,202.49</b>	<b>1,206.74</b>	<b>1,208.87</b>	<b>1,213.50</b>	<b>4,831.60</b>	<b>1,217.37</b>	<b>1,222.01</b>	<b>1,224.52</b>	<b>1,229.35</b>	<b>1,233.60</b>	<b>1,238.82</b>	<b>1,241.72</b>	<b>1,247.13</b>	<b>14,686.09</b>
<b>N. Tier</b>	<b>57,527.4</b>	<b>6.58%</b>	<b>1,023.26</b>	<b>1,026.88</b>	<b>1,028.69</b>	<b>1,032.64</b>	<b>4,111.47</b>	<b>1,035.92</b>	<b>1,039.87</b>	<b>1,042.01</b>	<b>1,046.12</b>	<b>1,049.74</b>	<b>1,054.18</b>	<b>1,056.64</b>	<b>1,061.25</b>	<b>12,497.19</b>
<b>S. Alleghenies</b>	<b>60,493.3</b>	<b>6.92%</b>	<b>1,076.02</b>	<b>1,079.82</b>	<b>1,081.72</b>	<b>1,085.87</b>	<b>4,323.44</b>	<b>1,089.33</b>	<b>1,093.48</b>	<b>1,095.73</b>	<b>1,100.05</b>	<b>1,103.86</b>	<b>1,108.53</b>	<b>1,111.12</b>	<b>1,115.96</b>	<b>13,141.50</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.76%</b>	<b>117.73</b>	<b>118.15</b>	<b>118.36</b>	<b>118.81</b>	<b>473.05</b>	<b>119.19</b>	<b>119.64</b>	<b>119.89</b>	<b>120.36</b>	<b>120.78</b>	<b>121.29</b>	<b>121.57</b>	<b>122.10</b>	<b>1,437.88</b>
<b>Total (No IM)</b>	<b>874,635.9</b>	<b>100.00%</b>	<b>15,557.50</b>	<b>15,612.50</b>	<b>15,640.00</b>	<b>15,700.00</b>	<b>62,510.00</b>	<b>15,750.00</b>	<b>15,810.00</b>	<b>15,842.50</b>	<b>15,905.00</b>	<b>15,960.00</b>	<b>16,027.50</b>	<b>16,065.00</b>	<b>16,135.00</b>	<b>190,005.00</b>

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

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	226.89	227.69	228.09	228.97	911.63	229.69	230.57	231.04	231.96	232.76	233.74	234.29	235.31	2,770.99
SPC	276,302.9	31.59%	4,914.71	4,932.09	4,940.77	4,959.73	19,747.30	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	60,023.76
Harrisburg	34,925.0	3.99%	621.23	623.42	624.52	626.92	2,496.08	628.91	631.31	632.61	635.10	637.30	639.99	641.49	644.29	7,587.07
Scranton/WB	13,629.0	1.56%	242.42	243.28	243.71	244.65	974.06	245.42	246.36	246.87	247.84	248.70	249.75	250.33	251.42	2,960.75
Lehigh Valley	41,874.0	4.79%	744.83	747.46	748.78	751.65	2,992.72	754.05	756.92	758.47	761.47	764.10	767.33	769.13	772.48	9,096.66
NEPA	70,903.5	8.11%	1,261.19	1,265.65	1,267.88	1,272.74	5,067.45	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	15,403.00
SEDA-COG	30,389.6	3.47%	540.55	542.46	543.42	545.50	2,171.94	547.24	549.33	550.45	552.63	554.54	556.88	558.19	560.62	6,601.81
Altoona	6,584.4	0.75%	117.12	117.53	117.74	118.19	470.59	118.57	119.02	119.26	119.74	120.15	120.66	120.94	121.47	1,430.39
Johnstown	3,702.1	0.42%	65.85	66.08	66.20	66.45	264.59	66.67	66.92	67.06	67.32	67.55	67.84	68.00	68.30	804.24
Centre County	16,835.4	1.92%	299.46	300.52	301.05	302.20	1,203.22	303.16	304.32	304.94	306.15	307.21	308.50	309.23	310.57	3,657.30
Williamsport	11,654.8	1.33%	207.31	208.04	208.41	209.21	832.97	209.87	210.67	211.11	211.94	212.67	213.57	214.07	215.00	2,531.88
Erie	2,079.0	0.24%	36.98	37.11	37.18	37.32	148.59	37.44	37.58	37.66	37.81	37.94	38.10	38.19	38.35	451.64
Lancaster	45,475.8	5.20%	808.90	811.76	813.19	816.31	3,250.14	818.91	822.02	823.71	826.96	829.82	833.33	835.28	838.92	9,879.12
York	20,394.8	2.33%	362.77	364.05	364.69	366.09	1,457.61	367.26	368.66	369.42	370.87	372.16	373.73	374.60	376.24	4,430.55
Reading	8,141.2	0.93%	144.81	145.32	145.58	146.14	581.85	146.60	147.16	147.46	148.05	148.56	149.19	149.53	150.19	1,768.59
Lebanon	1,655.0	0.19%	29.44	29.54	29.59	29.71	118.28	29.80	29.92	29.98	30.10	30.20	30.33	30.40	30.53	359.53
Mercer	3,586.9	0.41%	63.80	64.03	64.14	64.39	256.35	64.59	64.84	64.97	65.23	65.45	65.73	65.88	66.17	779.21
Adams	28,042.5	3.21%	498.80	500.57	501.45	503.37	2,004.19	504.98	506.90	507.94	509.94	511.71	513.87	515.07	517.32	6,091.92
Franklin	8,918.4	1.02%	158.64	159.20	159.48	160.09	637.40	160.60	161.21	161.54	162.18	162.74	163.43	163.81	164.52	1,937.42
<b>Northwest</b>	<b>44,543.1</b>	<b>5.09%</b>	<b>792.31</b>	<b>795.11</b>	<b>796.51</b>	<b>799.56</b>	<b>3,183.48</b>	<b>802.11</b>	<b>805.17</b>	<b>806.82</b>	<b>810.00</b>	<b>812.80</b>	<b>816.24</b>	<b>818.15</b>	<b>821.72</b>	<b>9,676.50</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.73%</b>	<b>1,202.49</b>	<b>1,206.74</b>	<b>1,208.87</b>	<b>1,213.50</b>	<b>4,831.60</b>	<b>1,217.37</b>	<b>1,222.01</b>	<b>1,224.52</b>	<b>1,229.35</b>	<b>1,233.60</b>	<b>1,238.82</b>	<b>1,241.72</b>	<b>1,247.13</b>	<b>14,686.09</b>
<b>N. Tier</b>	<b>57,527.4</b>	<b>6.58%</b>	<b>1,023.26</b>	<b>1,026.88</b>	<b>1,028.69</b>	<b>1,032.64</b>	<b>4,111.47</b>	<b>1,035.92</b>	<b>1,039.87</b>	<b>1,042.01</b>	<b>1,046.12</b>	<b>1,049.74</b>	<b>1,054.18</b>	<b>1,056.64</b>	<b>1,061.25</b>	<b>12,497.19</b>
<b>S. Alleghenies</b>	<b>60,493.3</b>	<b>6.92%</b>	<b>1,076.02</b>	<b>1,079.82</b>	<b>1,081.72</b>	<b>1,085.87</b>	<b>4,323.44</b>	<b>1,089.33</b>	<b>1,093.48</b>	<b>1,095.73</b>	<b>1,100.05</b>	<b>1,103.86</b>	<b>1,108.53</b>	<b>1,111.12</b>	<b>1,115.96</b>	<b>13,141.50</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.76%</b>	<b>117.73</b>	<b>118.15</b>	<b>118.36</b>	<b>118.81</b>	<b>473.05</b>	<b>119.19</b>	<b>119.64</b>	<b>119.89</b>	<b>120.36</b>	<b>120.78</b>	<b>121.29</b>	<b>121.57</b>	<b>122.10</b>	<b>1,437.88</b>
<b>Total (No IM)</b>	<b>874,635.9</b>	<b>100.00%</b>	<b>15,557.50</b>	<b>15,612.50</b>	<b>15,640.00</b>	<b>15,700.00</b>	<b>62,510.00</b>	<b>15,750.00</b>	<b>15,810.00</b>	<b>15,842.50</b>	<b>15,905.00</b>	<b>15,960.00</b>	<b>16,027.50</b>	<b>16,065.00</b>	<b>16,135.00</b>	<b>190,005.00</b>

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

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	453.77	455.38	456.18	457.93	<b>1,823.26</b>	459.39	461.14	462.09	463.91	465.51	467.48	468.58	470.62	<b>5,541.98</b>
SPC	276,302.9	31.59%	9,829.42	9,864.17	9,881.55	9,919.45	<b>39,494.59</b>	9,951.05	9,988.95	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	<b>120,047.51</b>
Harrisburg	34,925.0	3.99%	1,242.45	1,246.84	1,249.04	1,253.83	<b>4,992.16</b>	1,257.82	1,262.62	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	<b>15,174.14</b>
Scranton/WB	13,629.0	1.56%	484.85	486.56	487.42	489.29	<b>1,948.12</b>	490.85	492.72	493.73	495.68	497.39	499.50	500.67	502.85	<b>5,921.50</b>
Lehigh Valley	41,874.0	4.79%	1,489.66	1,494.93	1,497.56	1,503.30	<b>5,985.45</b>	1,508.09	1,513.84	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	<b>18,193.33</b>
NEPA	70,903.5	8.11%	2,522.38	2,531.30	2,535.75	2,545.48	<b>10,134.91</b>	2,553.59	2,563.32	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	<b>30,806.01</b>
SEDA-COG	30,389.6	3.47%	1,081.10	1,084.93	1,086.84	1,091.01	<b>4,343.87</b>	1,094.48	1,098.65	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	<b>13,203.61</b>
Altoona	6,584.4	0.75%	234.24	235.07	235.48	236.38	<b>941.17</b>	237.14	238.04	238.53	239.47	240.30	241.32	241.88	242.93	<b>2,860.78</b>
Johnstown	3,702.1	0.42%	131.70	132.17	132.40	132.91	<b>529.18</b>	133.33	133.84	134.11	134.64	135.11	135.68	136.00	136.59	<b>1,608.48</b>
Centre County	16,835.4	1.92%	598.92	601.03	602.09	604.40	<b>2,406.44</b>	606.33	608.64	609.89	612.29	614.41	617.01	618.45	621.15	<b>7,314.61</b>
Williamsport	11,654.8	1.33%	414.62	416.08	416.82	418.41	<b>1,665.93</b>	419.75	421.35	422.21	423.88	425.34	427.14	428.14	430.01	<b>5,063.75</b>
Erie	2,079.0	0.24%	73.96	74.22	74.35	74.64	<b>297.17</b>	74.88	75.16	75.31	75.61	75.87	76.19	76.37	76.71	<b>903.28</b>
Lancaster	45,475.8	5.20%	1,617.79	1,623.51	1,626.37	1,632.61	<b>6,500.29</b>	1,637.81	1,644.05	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	<b>19,758.23</b>
York	20,394.8	2.33%	725.54	728.11	729.39	732.19	<b>2,915.22</b>	734.52	737.32	738.83	741.75	744.31	747.46	749.21	752.47	<b>8,861.09</b>
Reading	8,141.2	0.93%	289.62	290.65	291.16	292.27	<b>1,163.70</b>	293.21	294.32	294.93	296.09	297.11	298.37	299.07	300.37	<b>3,537.17</b>
Lebanon	1,655.0	0.19%	58.88	59.08	59.19	59.42	<b>236.56</b>	59.60	59.83	59.95	60.19	60.40	60.65	60.80	61.06	<b>719.06</b>
Mercer	3,586.9	0.41%	127.60	128.05	128.28	128.77	<b>512.71</b>	129.18	129.67	129.94	130.45	130.90	131.46	131.77	132.34	<b>1,558.43</b>
Adams	28,042.5	3.21%	997.61	1,001.13	1,002.90	1,006.74	<b>4,008.38</b>	1,009.95	1,013.80	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	<b>12,183.85</b>
Franklin	8,918.4	1.02%	317.27	318.39	318.95	320.18	<b>1,274.79</b>	321.20	322.42	323.08	324.36	325.48	326.86	327.62	329.05	<b>3,874.85</b>
<b>Northwest</b>	<b>44,543.1</b>	<b>5.09%</b>	<b>1,584.61</b>	<b>1,590.21</b>	<b>1,593.02</b>	<b>1,599.13</b>	<b>6,366.97</b>	<b>1,604.22</b>	<b>1,610.33</b>	<b>1,613.64</b>	<b>1,620.01</b>	<b>1,625.61</b>	<b>1,632.48</b>	<b>1,636.30</b>	<b>1,643.43</b>	<b>19,352.99</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.73%</b>	<b>2,404.98</b>	<b>2,413.48</b>	<b>2,417.73</b>	<b>2,427.01</b>	<b>9,663.19</b>	<b>2,434.74</b>	<b>2,444.01</b>	<b>2,449.03</b>	<b>2,458.70</b>	<b>2,467.20</b>	<b>2,477.63</b>	<b>2,483.43</b>	<b>2,494.25</b>	<b>29,372.19</b>
<b>N. Tier</b>	<b>57,527.4</b>	<b>6.58%</b>	<b>2,046.53</b>	<b>2,053.76</b>	<b>2,057.38</b>	<b>2,065.27</b>	<b>8,222.94</b>	<b>2,071.85</b>	<b>2,079.74</b>	<b>2,084.02</b>	<b>2,092.24</b>	<b>2,099.47</b>	<b>2,108.35</b>	<b>2,113.29</b>	<b>2,122.49</b>	<b>24,994.39</b>
<b>S. Alleghenies</b>	<b>60,493.3</b>	<b>6.92%</b>	<b>2,152.04</b>	<b>2,159.65</b>	<b>2,163.45</b>	<b>2,171.75</b>	<b>8,646.88</b>	<b>2,178.67</b>	<b>2,186.97</b>	<b>2,191.46</b>	<b>2,200.11</b>	<b>2,207.71</b>	<b>2,217.05</b>	<b>2,222.24</b>	<b>2,231.92</b>	<b>26,283.00</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.76%</b>	<b>235.47</b>	<b>236.30</b>	<b>236.71</b>	<b>237.62</b>	<b>946.10</b>	<b>238.38</b>	<b>239.29</b>	<b>239.78</b>	<b>240.73</b>	<b>241.56</b>	<b>242.58</b>	<b>243.15</b>	<b>244.21</b>	<b>2,875.77</b>
<b>Total (No IM)</b>	<b>874,635.9</b>	<b>100.00%</b>	<b>31,115.00</b>	<b>31,225.00</b>	<b>31,280.00</b>	<b>31,400.00</b>	<b>125,020.00</b>	<b>31,500.00</b>	<b>31,620.00</b>	<b>31,685.00</b>	<b>31,810.00</b>	<b>31,920.00</b>	<b>32,055.00</b>	<b>32,130.00</b>	<b>32,270.00</b>	<b>380,010.00</b>



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.

**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	2023 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, \$35 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	
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

\* Asset Management Factor

Appendix 6: 2023 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	364,290	711,527	15,100	1,090,917
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	118,630	244,850	12,500	375,980
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>482,920</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,620,598</b>
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	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	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	1,147	1,147	
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>	
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	27,630	0	0	27,630
Other Unallocated (Urban/Rural)	41,990	27,656	0	69,646	
<b>GRAND TOTAL</b>	<b>552,540</b>	<b>1,133,906</b>	<b>83,423</b>	<b>1,769,869</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 22-23.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2024 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	369,550	711,527	15,100	1,096,177	
	<i>Krapf's Coach - Chester</i>	0	18	0	18	
	<i>Upper Merion</i>	0	19	0	19	
	PAAC	120,340	244,850	12,500	377,690	
	AMTRAN -- Blair	0	3,316	0	3,316	
	BCTA -- Beaver	0	4,195	591	4,786	
	CAT -- Dauphin	0	9,437	1,380	10,817	
	CATA -- Centre	0	7,631	293	7,924	
	CCTA -- Cambria	0	7,527	921	8,448	
	COLTS -- Lackawanna	0	7,563	1,946	9,509	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320	
	EMTA -- Erie	0	10,882	1,216	12,098	
	FACT -- Fayette	0	1,326	577	1,903	
	HPT -- Hazleton	0	2,175	0	2,175	
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713	
	LCTA -- Luzerne	0	6,412	694	7,106	
	<i>Martz</i>	0	13	0	13	
	LT -- Lebanon	0	2,157	581	2,738	
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173	
	MCTA -- Monroe	0	2,233	1,372	3,605	
	Pottstown -- Montgomery	0	1,407	0	1,407	
	SCTA -- South Central	0	17,665	4,612	22,277	
	SVSS -- Shenango Valley	0	868	963	1,831	
	WCTA -- Washington	0	1,639	2,215	3,854	
	WBT -- Williamsport	0	4,643	0	4,643	
	WCTA -- Westmoreland	0	4,351	1,657	6,008	
	Unallocated Other Urban Systems	0	0	0	0	
	<b>Urban Total</b>	<b>489,890</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,627,568</b>	
	RURAL	ATA	0	6,001	453	6,454
		BTA -- Butler	0	1,031	0	1,031
		Carbon	0	273	506	779
		CATA -- Crawford	0	1,518	785	2,303
EMTA -- Endless Mtns.		0	1,149	1,291	2,440	
ICTA -- Indiana		0	1,855	408	2,263	
Mid-County -- Armstrong		0	657	315	972	
Mt. Carmel		0	342	0	342	
NCATA -- New Castle		0	4,783	0	4,783	
STS -- Schuylkill		0	1,747	1,032	2,779	
TAWC -- Warren		0	755	498	1,253	
<b>Rural Total</b>		<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>	
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	653	653	
	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	1,015	1,015	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	812	812	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
WAYNE COUNTY	0	0	1,147	1,147		
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>		
Other Agencies	Bucks County Transport	0	638	0	638	
	Chester County TMA	0	929	0	929	
	Philadelphia Unemployment Project	0	367	0	367	
	Philly Phlash	0	918	0	918	
	ACTA	0	668	0	668	
	Heritage Health Foundation	0	887	0	887	
	<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>	
	PennDOT Discretion	28,030	0	0	28,030	
	Other Unallocated (Urban/Rural)	42,600	56,004	0	98,604	
	<b>GRAND TOTAL</b>	<b>560,520</b>	<b>1,162,254</b>	<b>83,423</b>	<b>1,806,197</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 23-24.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

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

	OPERATOR	Asset *	Operating #	Shared Ride @	Total	
		Improvement	Assistance			
URBAN	SEPTA	373,780	711,527	15,100	1,100,407	
	<i>Krapf's Coach - Chester</i>	0	18	0	18	
	<i>Upper Merion</i>	0	19	0	19	
	PAAC	121,720	244,850	12,500	379,070	
	AMTRAN -- Blair	0	3,316	0	3,316	
	BCTA -- Beaver	0	4,195	591	4,786	
	CAT -- Dauphin	0	9,437	1,380	10,817	
	CATA -- Centre	0	7,631	293	7,924	
	CCTA -- Cambria	0	7,527	921	8,448	
	COLTS -- Lackawanna	0	7,563	1,946	9,509	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320	
	EMTA -- Erie	0	10,882	1,216	12,098	
	FACT -- Fayette	0	1,326	577	1,903	
	HPT -- Hazleton	0	2,175	0	2,175	
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713	
	LCTA -- Luzerne	0	6,412	694	7,106	
	<i>Martz</i>	0	13	0	13	
	LT -- Lebanon	0	2,157	581	2,738	
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173	
	MCTA -- Monroe	0	2,233	1,372	3,605	
	Pottstown -- Montgomery	0	1,407	0	1,407	
	SCTA -- South Central	0	17,665	4,612	22,277	
	SVSS -- Shenango Valley	0	868	963	1,831	
	WCTA -- Washington	0	1,639	2,215	3,854	
	WBT -- Williamsport	0	4,643	0	4,643	
	WCTA -- Westmoreland	0	4,351	1,657	6,008	
	Unallocated Other Urban Systems	0	0	0	0	
	<b>Urban Total</b>	<b>495,500</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,633,178</b>	
	RURAL	ATA	0	6,001	453	6,454
		BTA -- Butler	0	1,031	0	1,031
		Carbon	0	273	506	779
		CATA -- Crawford	0	1,518	785	2,303
EMTA -- Endless Mtns.		0	1,149	1,291	2,440	
ICTA -- Indiana		0	1,855	408	2,263	
Mid-County -- Armstrong		0	657	315	972	
Mt. Carmel		0	342	0	342	
NCATA -- New Castle		0	4,783	0	4,783	
STS -- Schuylkill		0	1,747	1,032	2,779	
TAWC -- Warren		0	755	498	1,253	
<b>Rural Total</b>		<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>	
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	653	653	
	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	1,015	1,015	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	812	812	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
	WAYNE COUNTY	0	0	1,147	1,147	
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>	
	Other Agencies	Bucks County Transport	0	638	0	638
Chester County TMA		0	929	0	929	
Philadelphia Unemployment Project		0	367	0	367	
Philly Phlash		0	918	0	918	
ACTA		0	668	0	668	
Heritage Health Foundation		0	887	0	887	
<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>		
	PennDOT Discretion	28,350	0	0	28,350	
	Other Unallocated (Urban/Rural)	43,090	85,060	0	128,150	
	<b>GRAND TOTAL</b>	<b>566,940</b>	<b>1,191,310</b>	<b>83,423</b>	<b>1,841,673</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 24-25.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PWD Programs. In subsequent

Date Prepared: 5/25/2021

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

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	373,360	711,527	15,100	1,099,987
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	121,580	244,850	12,500	378,930
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
Unallocated Other Urban Systems	0	0	0	0	
<b>Urban Total</b>	<b>494,940</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,632,618</b>	
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	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	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	1,147	1,147	
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>	
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>	
	PennDOT Discretion	28,320	0	0	28,320
	Other Unallocated (Urban/Rural)	43,040	114,843	0	157,883
	<b>GRAND TOTAL</b>	<b>566,300</b>	<b>1,221,093</b>	<b>83,423</b>	<b>1,870,816</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 25-26.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2023-2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	1,480,980	2,846,108	60,400	4,387,488	
	<i>Krapf's Coach - Chester</i>	0	72	0	72	
	<i>Upper Merion</i>	0	76	0	76	
	PAAC	482,270	979,400	50,000	1,511,670	
	AMTRAN -- Blair	0	13,264	0	13,264	
	BCTA -- Beaver	0	16,780	2,364	19,144	
	CAT -- Dauphin	0	37,748	5,520	43,268	
	CATA -- Centre	0	30,524	1,172	31,696	
	CCTA -- Cambria	0	30,108	3,684	33,792	
	COLTS -- Lackawanna	0	30,252	7,784	38,036	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	30,480	22,800	53,280	
	EMTA -- Erie	0	43,528	4,864	48,392	
	FACT -- Fayette	0	5,304	2,308	7,612	
	HPT -- Hazleton	0	8,700	0	8,700	
	LANTA -- Lehigh-Northampton	0	76,340	14,512	90,852	
	LCTA -- Luzerne	0	25,648	2,776	28,424	
	<i>Martz</i>	0	52	0	52	
	LT -- Lebanon	0	8,628	2,324	10,952	
	MMVTA -- Mid Mon Valley	0	12,692	0	12,692	
	MCTA -- Monroe	0	8,932	5,488	14,420	
	Pottstown -- Montgomery	0	5,628	0	5,628	
	SCTA -- South Central	0	70,660	18,448	89,108	
	SVSS -- Shenango Valley	0	3,472	3,852	7,324	
	WCTA -- Washington	0	6,556	8,860	15,416	
	WBT -- Williamsport	0	18,572	0	18,572	
	WCTA -- Westmoreland	0	17,404	6,628	24,032	
	Unallocated Other Urban Systems	0	0	0	0	
	<b>Urban Total</b>	<b>1,963,250</b>	<b>4,326,928</b>	<b>223,784</b>	<b>6,513,962</b>	
	RURAL	ATA	0	24,004	1,812	25,816
		BTA -- Butler	0	4,124	0	4,124
		Carbon	0	1,092	2,024	3,116
		CATA -- Crawford	0	6,072	3,140	9,212
EMTA -- Endless Mtns.		0	4,596	5,164	9,760	
ICTA -- Indiana		0	7,420	1,632	9,052	
Mid-County -- Armstrong		0	2,628	1,260	3,888	
Mt. Carmel		0	1,368	0	1,368	
NCATA -- New Castle		0	19,132	0	19,132	
STS -- Schuylkill		0	6,988	4,128	11,116	
TAWC -- Warren		0	3,020	1,992	5,012	
<b>Rural Total</b>		<b>0</b>	<b>80,444</b>	<b>21,152</b>	<b>101,596</b>	
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,624	4,624	
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588	
	BUTLER COUNTY	0	0	1,828	1,828	
	CENTRE COUNTY	0	0	2,612	2,612	
	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	4,060	4,060	
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560	
	Susquehanna Co.	0	0	3,248	3,248	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
WAYNE COUNTY	0	0	4,588	4,588		
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>88,756</b>	<b>88,756</b>		
Other Agencies	Bucks County Transport	0	2,552	0	2,552	
	Chester County TMA	0	3,716	0	3,716	
	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	3,548	0	3,548	
	<b>Other Agency Total</b>	<b>0</b>	<b>17,628</b>	<b>0</b>	<b>17,628</b>	
	PennDOT Discretion	112,330	0	0	112,330	
	Other Unallocated (Urban/Rural)	170,720	283,563	0	454,283	
	<b>GRAND TOTAL</b>	<b>2,246,300</b>	<b>4,708,563</b>	<b>333,692</b>	<b>7,288,555</b>	

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

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021



**Appendix 7  
Financial Guidance  
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit	FFY 2023							
	Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachia Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	0	568	6,026
Sharon*	725	0	51	0	0	0	74	850
State College*	3,389	0	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	0	383	3,952
<b>Large Urban</b>	<b>6,601</b>	<b>3,903</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,504</b>
<b>Small Urban</b>	<b>1,656</b>	<b>0</b>	<b>2,224</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,888</b>	<b>5,768</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>11,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	<b>15,285</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,486</b>	<b>21,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,064</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>	

Date prepared: 5/25/2021

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

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

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

**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2023-2026 (\$000)**

Federal Transit Urban Area	FFY 2024						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	<b>6,601</b>	<b>3,903</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,504</b>
<b>Small Urban</b>	<b>1,656</b>	<b>0</b>	<b>2,224</b>	<b>0</b>	<b>0</b>	<b>1,888</b>	<b>5,768</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>11,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	<b>15,285</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,486</b>	<b>21,578</b>	<b>0</b>	<b>0</b>	<b>24,064</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>	<b>0</b>	<b>0</b>	<b>3,808</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

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

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

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

**Appendix 7  
Financial Guidance  
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit Urban Area	FFY 2025						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	<b>6,601</b>	<b>3,903</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,504</b>
<b>Small Urban</b>	<b>1,656</b>	<b>0</b>	<b>2,224</b>	<b>0</b>	<b>0</b>	<b>1,888</b>	<b>5,768</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>11,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	<b>15,285</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,486</b>	<b>21,578</b>	<b>0</b>	<b>0</b>	<b>24,064</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>	<b>0</b>	<b>0</b>	<b>3,808</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

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

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

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

**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2023-2026 (\$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*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

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

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

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



**Appendix 7  
Financial Guidance  
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit Urban Area	Total FFY 2023 - FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	30,408	0	2,800	0	0	3,700	36,908
Altoona*	5,264	0	0	0	0	0	5,264
East Stroudsburg*	4,888	0	0	0	0	0	4,888
Erie*	17,044	0	0	0	0	0	17,044
Harrisburg*	22,136	0	1,828	0	0	2,328	26,292
Hanover*	4,000	0	0	0	0	0	4,000
Hazleton*	3,544	0	0	0	0	0	3,544
Johnstown*	6,448	56	0	0	0	0	6,504
Lancaster*	19,292	0	1,748	0	0	2,140	23,180
Lebanon*	4,592	0	0	0	0	0	4,592
Monessen*	5,928	0	0	0	0	0	5,928
Philadelphia**	420,448	494,288	13,996	0	0	34,116	962,848
Pittsburgh**	138,884	89,736	7,620	0	0	13,164	249,404
Pottstown*	5,724	0	0	0	0	0	5,724
Reading*	14,912	0	1,128	0	0	1,700	17,740
Scranton/Wilkes-Barre*	20,036	0	1,796	0	0	2,272	24,104
Sharon*	2,900	0	206	0	0	296	3,402
State College*	13,556	0	0	0	0	0	13,556
Uniontown-Connellsville*	5,040	0	0	0	0	0	5,040
Williamsport*	10,316	0	0	0	0	0	10,316
York*	13,304	0	972	0	0	1,532	15,808
<b>Large Urban</b>	<b>26,404</b>	<b>15,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,016</b>
<b>Small Urban</b>	<b>6,624</b>	<b>0</b>	<b>8,896</b>	<b>0</b>	<b>0</b>	<b>7,552</b>	<b>23,072</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>47,140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,000</b>	<b>61,140</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>9,944</b>	<b>86,312</b>	<b>0</b>	<b>0</b>	<b>96,256</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,232</b>	<b>0</b>	<b>0</b>	<b>15,232</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,152</b>	<b>0</b>	<b>19,152</b>
<b>TOTALS</b>	<b>801,692</b>	<b>646,832</b>	<b>50,934</b>	<b>101,544</b>	<b>19,152</b>	<b>82,800</b>	<b>1,702,954</b>

Date prepared: 5/25/2021

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

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

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

**Appendix 8**  
**2023-2026 Federal and State Transit Funding by Region**  
 (\$000)

Region	2023			2024			2025			2026			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	242,143	1,108,227	1,350,370	242,143	1,113,487	1,355,630	242,143	1,117,717	1,359,860	242,143	1,117,297	1,359,440	968,572	4,456,728	5,425,300
SPC	65,093	407,564	472,657	65,093	409,274	474,367	65,093	410,654	475,747	65,093	410,514	475,607	260,372	1,638,006	1,898,378
Harrisburg	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	26,292	43,268	69,560
Scranton/WB	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	27,648	75,212	102,860
Lehigh Valley	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	36,908	90,852	127,760
NEPA	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	4,888	30,532	35,420
SEDA-COG	0	772	772	0	772	772	0	772	772	0	772	772	0	3,088	3,088
Altoona	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	5,264	17,888	23,152
Johnstown	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	6,504	33,792	40,296
Centre County	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	13,556	34,308	47,864
Williamsport	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	10,316	22,632	32,948
Erie	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	17,044	48,392	65,436
Lancaster	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	23,180	0	23,180
York	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	19,808	0	19,808
Reading	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	17,740	0	17,740
Lebanon	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	4,592	10,952	15,544
Mercer	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	3,402	7,324	10,726
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Urban</b>	<b>361,521</b>	<b>1,620,351</b>	<b>1,981,872</b>	<b>361,521</b>	<b>1,627,321</b>	<b>1,988,842</b>	<b>361,521</b>	<b>1,632,931</b>	<b>1,994,452</b>	<b>361,521</b>	<b>1,632,371</b>	<b>1,993,892</b>	<b>1,446,086</b>	<b>6,512,974</b>	<b>7,959,060</b>
Northwest	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	17,536	17,536
N. Central	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	25,816	25,816
N. Tier	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	13,008	13,008
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	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	4,588	4,588
<b>Total Rural</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>66,580</b>	<b>66,580</b>
<b>Unallocated</b>	<b>64,217</b>	<b>97,276</b>	<b>161,493</b>	<b>64,217</b>	<b>126,634</b>	<b>190,851</b>	<b>64,217</b>	<b>156,500</b>	<b>220,717</b>	<b>64,217</b>	<b>186,203</b>	<b>250,420</b>	<b>256,868</b>	<b>566,613</b>	<b>823,481</b>
<b>Multiple -- SCTA*</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>89,108</b>	<b>89,108</b>
<b>Multiple -- CPTA*</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>53,280</b>	<b>53,280</b>
<b>Grand Total</b>	<b>425,738</b>	<b>1,769,869</b>	<b>2,195,608</b>	<b>425,738</b>	<b>1,806,197</b>	<b>2,231,935</b>	<b>425,738</b>	<b>1,841,673</b>	<b>2,267,412</b>	<b>425,738</b>	<b>1,870,816</b>	<b>2,296,554</b>	<b>1,702,954</b>	<b>7,288,555</b>	<b>8,991,509</b>

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

## **RATS FFY 2023-2030 Program Spike Funding**

### **Traffic Safety, Management and Operations (TSMO)**

MPMS# 94900 RATS Freeway Service Patrol (Project Total - \$284,915)

FFY 2023-24 \$284,915 Requires 100% Match

### **NHPP Spike Projects**

None

### **STP Spike Projects**

MPMS# 61972 US222 Widening Construction (Project Total - \$11,717,324)

FFY 2027 \$11,717,324

MPMS# 114439 West Shore Bypass- Phase 1 Construction (Project Total - \$245,238,924)

FFY 2028 \$35,000,000

FFY 2029 \$35,000,000

FFY 2030 \$35,000,000

FFY 2031-2034 \$140,238,924

### **State Spike Projects**

MPMS# 61972 US222 Widening Construction (Project Total - \$2,929,331)

FFY 2028 \$2,929,331

MPMS# 114439 West Shore Bypass- Phase 1 Construction (Project Total - \$61,309,731)

FFY 2029 \$12,000,000

FFY 2030 \$16,240,000

FFY 2031-34 \$33,069,731

2023 - 2026 Transportation Program Development Checklist

Financial Constraint Tables (\$000)

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

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$15,658	\$15,658	\$14,784	\$14,784	\$13,995	\$13,995	\$13,221	\$13,221	
STP	\$5,183	\$5,183	\$5,294	\$5,294	\$5,450	\$5,450	\$5,609	\$5,609	
State Highway (581)	\$7,899	\$7,899	\$8,538	\$8,538	\$8,693	\$8,693	\$9,535	\$9,535	
State Bridge (185/183)	\$6,246	\$6,246	\$6,132	\$6,132	\$6,132	\$6,132	\$6,109	\$6,109	
BOF	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	
HSIP	\$3,331	\$3,331	\$3,432	\$3,432	\$3,536	\$3,536	\$3,642	\$3,642	
CMAQ	\$4,059	\$4,059	\$4,161	\$4,161	\$4,265	\$4,265	\$4,372	\$4,372	
TAU	\$562	\$562	\$573	\$573	\$585	\$585	\$597	\$597	
STU	\$6,031	\$6,031	\$6,151	\$6,151	\$6,274	\$6,274	\$6,400	\$6,400	
BRIP	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	
<b>Total</b>	\$59,755	\$59,755	\$59,851	\$59,851	\$59,716	\$59,716	\$60,271	\$60,271	

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

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
TSMO Funding Init	\$142	\$142			
Local	\$56	\$16	\$14	\$36	
<b>Total</b>	\$198	\$158	\$14	\$36	