

**2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHWESTERN PENNSYLVANIA**

APPENDIX 8

**PENNSYLVANIA'S 2011 TRANSPORTATION
PROGRAM FINANCIAL GUIDANCE**

PENNSYLVANIA’S 2011 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

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

Background	1
The Highway Program	2
Funding	2
Funding Distribution	2
Program Guidelines	6
Distribution of the “Spike” Funding	7
Best Practices	7
The Transit Program	8
Funding	8
Draft Program Submission.....	9
Appendices	
Appendix 1: Available Funds - Highway and Bridge.....	10
Appendix 2: Highway/Bridge Base Funding Allocations for Each Region	11
Appendix 3: Projected State Transit Funding.....	16
Appendix 4: Projected Federal Transit Funding.....	21
Appendix 5: Transit Funding By Region.....	26
Appendix 6: TIP Update Schedule	27

BACKGROUND

Significant uncertainties regarding the Highway Trust Fund, SAFETEA-LU reauthorization, the status of tolling I-80, and lack of clarity regarding state revenues have delayed decisions to move forward with a 2011 update of the Statewide Transportation Improvement Program. Draft financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that would support a 2011 Program update. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

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

The Financial Guidance Work Group reached consensus on draft financial guidance components at an August 10, 2009 conference call. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained from 2009 Financial Guidance.
- Act 44 funds have been reduced to reflect revenue reductions as outlined in the lease agreement under the condition of I-80 not being tolled.
- A 1 percent revenue growth assumption for federal highway and bridge funds in FFY 2011 and 2012, along with a 4 percent revenue growth assumption in years FFY 2013 and FFY 2014, reflects current thought with regard to the timing and level of federal legislation.
- State highway and bridge funding is decreased based on revenue estimates and debt service on bonds.
- A 1 percent revenue growth assumption for the federal transit program in FFY 2011 and 2012, along with a 2.67 percent growth assumption for federal transit funding in FFY 2013 and FFY 2014, reflects current estimates based on federal funds.
- State transit funding is shown at the guaranteed level.
- A 3 percent annual inflation factor is to be applied to each project cost estimate to reflect "year of expenditure" requirements.
- The Interstate Program will continue to be managed at a statewide level.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2011 Transportation Program will include all federal and state capital funding that is anticipated over the next four years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 179, 183, and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

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

The tables that are included in the appendices of this document include all federal funding (except earmarks and other discretionary programs) anticipated for the four-year period covered by this program. SAFETEA-LU legislation expires September 30, 2009. As of the date of this financial guidance reauthorization legislation is not in place. Federal funding levels for FFY 2011 and FFY 2012 reflect a 1 percent increase proposed by Congress in the 2010 Appropriations bill and in a proposed 18 month extension of SAFETEA-LU. The Financial Guidance work group assumes a 4 percent revenue growth rate for FFY 2013 and 2014 based on historical federal funding levels over the past 19 years. The assumption of a 4 percent federal growth rate is consistent with the increases that Pennsylvania received from previous federal transportation authorizations. The assumption of a growth rate fulfills federal regulations that require that current TIPs and STIPs utilize "year of expenditure" accounting methods.

FUNDING DISTRIBUTION

The distribution of federal funds follows previous formulas and policy decisions that were approved in conjunction with the 2009 Financial Guidance. Specifically, it continues to assume the practice of programming to the authorization level rather than a lower obligation level. It also retains current funding formulas and the Interstate Management Program. The Federal Safe Routes to School funds remain separate from the Transportation Enhancement funding allocation and it is held in a statewide line item. The distribution of the highway and bridge funding is as follows:

- **Transportation Infrastructure Investment (formerly Economic Development)** – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
- **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.

• **Statewide Items** – reserve an average of \$33.9 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, Reflective Pavement Markers (RPMs), DCNR Bridges, and other related statewide line items.

• **Interstate Management Program** – the Interstate system will continue to be managed on a statewide basis. All Interstate Maintenance funds, as well as the portion of the NHS and Bridge funds that these miles/bridges represent, including the appropriate state match, will be programmed centrally by the Department of Transportation. The priority for these funds will be for system preservation. Any capacity adding projects will be advanced through coordination with the MPO/RPO. A preliminary draft Interstate Management program will be provided to MPOs/RPOs for information and consultation purposes in accordance with the attached schedule (Appendix 6). The following data will comprise the criteria by which the projects are evaluated:

Pavement Condition Assessment

- Original surface age
- Current surface age
- International Roughness Index
- Pavement Condition Index
- Traffic volume
- Cycle status
- Remaining Service Life

Bridge Condition Assessment

- Bridge Risk Assessment
- SD Status
- Vertical Clearance Issues

Projects will be selected on a cost/benefit basis using Decision Lens software.

• **Discretionary Funding (Spike)** – twenty percent of the balance of highway funding (federal and state) will be reserved for distribution by the Secretary of Transportation in consultation with the State Transportation Commission, to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities such as structurally deficient bridges.

• **Highway Funding Formula (Federal and State)** – The remaining 80 percent will be distributed among the urban and rural areas based on those regions' population, lane miles, vehicle miles of travel and capital highway needs. The factors for highway funds distribution are based on the following formula: 30% (vehicle miles traveled, % of total) + 30% (lane miles, % of total) + 30% (population, % of total) + 10% (Maintenance Allocation – capital highway needs only, % of total).

• **Bridge Funding Formula (Federal and State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and

square feet of deck area for all bridges. The factors for bridge funds distribution is based on the following formula: 20% (square foot deck area of all bridges > 20', % of total) + 80% (square foot deck area of structurally deficient bridges > 20', % of total). Bridge rehabilitation, replacement, and preservation remain a Department priority. The goal for the 2011 Program is to utilize 85 percent of available bridge funds on structurally deficient bridges.

- **Surface Transportation Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula.

- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which take into account each region's air quality classification. These same factors will be used to distribute the funding to the planning regions. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation (May, 2009).

- **Highway Safety Improvement Program (HSIP)** – funding will be allocated to planning regions based on lane miles, vehicle miles traveled, fatalities and reportable crashes. HSIP fund distribution is based on the following formula: 25% (lane miles, % of total) + 25% (vehicle miles traveled, % of total) + 25% (highway fatalities, % of total) + 25% (reportable crashes, % of total). Projects with HSIP funds must be included as part of an overall Department and FHWA approved Safety Program.

- **High Risk Rural Roads** – funding for this program will be distributed through the Highway Safety Improvement Program Formula and are subject to the same rules of inclusion on an overall Department and FHWA approved Safety Program.

- **STP-Transportation Enhancement** – funds will be distributed on the basis of population (80%) and land area (20%), with 20 percent reserved for the Secretary of Transportation's discretionary use. Ready-to-go Transportation Enhancement projects that exhaust the region's financial guidance allocation are guaranteed to be funded at the level at which they were originally approved for the Transportation Enhancement Program. Increases in cost and/or scope of work are the responsibility of the sponsor or region to either fund privately or from the region's existing TIP. Statewide solicitation of Transportation Enhancement projects is contingent on reauthorization legislation. Transportation Enhancement fund allocations included in this guidance are anticipated to be utilized for previously approved Transportation Enhancement projects that have not yet advanced to construction. In regions that have or will have advanced all previously approved Transportation Enhancement projects, funds made available under the 2011 Program may be utilized to consider additional projects as determined by the MPO/RPO.

- **Safe Routes to School** – funding for this program will be held in a statewide line item. It is anticipated that if this program is continued in reauthorization legislation, a solicitation for projects will coincide with the next Program update or earlier as appropriate. Distribution of the funds will be made at the time of solicitation and will continue to utilize the existing Transportation Enhancement allocation formula.

- **Rail/Highway Safety** – funding will be allocated to each region based on the number of grade crossings in the region, and the number of rail/highway crashes in the region (based on the most recent five year history). Rail/highway safety funding distribution is based on the following formula: 50% (# of grade crossings, % of total) + 50% (# of rail/highway crashes, % of total).

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

- **Special federal funding (SXF)** – which is earmarked for specific projects in ISTEA, TEA-21, SAFETEA-LU and other federal legislation.

- **Federal Aid Interstate (FAI)** – funding which may only be used to complete eligible sections of Interstate highway defined in the most recent Interstate Cost Estimate.

- **Appalachia Development Highway (APD)** – funding which 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 Cost to Complete Estimate.

- **All Discretionary federal funding** – which the Commonwealth receives, such as Interstate Maintenance discretionary funding, Public Lands Highways discretionary funding, Forest Highways funding, Ferry Boat discretionary funding, and the like. The United States Secretary of Transportation and/or Congress determines the allocation of federal discretionary funding.

- **Bond funding** – Bridge bond funding continues to be assumed at \$200 million per year as proposed by the Governor. This funding is partially offset by debt service at a rate of \$15 million for each \$200 million in bond issuance.

- **Act 44 Funding** – Annual state revenue provided under Act 44 of 2007 is for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system. Four distribution formulas from Financial Guidance comprise the allotment of Act 44 funds to each region (Highway-55.3%, Bridge-27.7%, Safety-4.3%, and CMAQ-12.7%). Act 44 funds are directed to the Interstate Program consistent with the Financial Guidance. There is a mandatory 15 percent set-aside to the Secretary’s discretionary fund as provided for in the legislation.

Act 44 funds are flexible in nature and may be used for bridges or highway and for capital or maintenance costs. However, funding must be restricted to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on state highways. Projects that improve safety and provide for operational improvements (such as ITS and traffic signal optimization) may also be included. Act 44 eligible activities include bridge preservation, bridge rehabilitation and replacement, maintenance force or contract resurfacing, roadway rehabilitation or reconstruction, as well as safety and operational improvements. “First call” for the use of these funds should be projects previously identified for their use. Other projects will be

considered on a case by case basis. Act 44 funds may not be used for capacity adding (new lane construction) projects or for improving locally owned roadways.

Note that the tables in Appendix 2 show a division between state (capital) and federal funding for bridge and highway categories. Act 44 funding is reflected in a separate column since the source of the funds has been determined through a lease agreement between the Department and the Pennsylvania Turnpike Commission. Local and private funding is not included in the tables, and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be made available. Specific guidance related to programming local, private and other sources of funding is provided in the Program Guidelines section of this guidance.

PROGRAM GUIDELINES

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

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

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

Low cost, short duration project phases should generally have all of their costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will also require programming "carry in" costs for projects that are initiated prior to the beginning of the 2011 Program period (prior to October 1, 2010), and which will require funding during the 2011 Program period. All remaining project phases and costs must be included on a financially constrained long range plan.

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

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

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

DISTRIBUTION OF THE "SPIKE" FUNDING

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

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

BEST PRACTICES

Line items for betterments, bridge preventive maintenance, safety improvements and contingencies provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. Because the schedule for the development of the 2011 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all of the costs that will have to be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for any purpose is a local decision to be made by the respective planning partners in each region.

THE TRANSIT PROGRAM

FUNDING

Funding for transit improvements in Pennsylvania is a combination of federal, state, and local monies. Federal funding assumptions are based on year 2009 via SAFETEA-LU and its anticipated successor. Federal revenue growth assumptions of 1 percent in years 2011 and 2012 are based on FY 2010 Appropriations. A 2.67 percent increase has been factored in 2013 and 2014 based on historical federal transit funding trends.

State funding is provided through the Public Transportation Trust Fund. In addition, state capital budget funding is released annually for capital improvements. 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 will be flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding which is available for public transit programming is included in Appendices 3 through 5. Federal funding is based on guaranteed authorizations only, and includes a mix of urban formula, fixed guideway, new starts, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is completely restructured as provided for in Act 44 of 2007. Public transportation funds are deposited into a Public Transportation Trust Fund. The previous General Fund sources are replaced with a dedicated portion of the Sales and Use Tax to ensure that transit programs have a reliable and growing source of funding. Act 44 establishes five major public transportation programs:

- Operating Program
- Capital Improvement Program (dedicated capital distributed by formula)
- Asset Improvement Program (discretionary capital)
- New Initiative Program
- Programs of Statewide Significance

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

1. The operating assistance received in FY 2009-10; and
2. The remaining funds in the Operating Account distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles and
 - d. Revenue vehicle hours.

The legislation also includes a hold harmless provision, growth caps to ensure equitable distribution and sustainable system development, and a single local match requirement—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.

Capital Improvement Program - A portion of the Public Transportation Trust Fund will be distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding. There is no local match for this program.

Asset Improvement Program – In addition to state bond funds, additional capital funds will be distributed to transit agencies based on their demonstrated need. Transit agencies will be required annually to submit a four and twelve year capital plan that coincides with their MPO/RPO's Transportation Improvement Program. The local match is established at 3 1/3 %.

NOTE: Beginning with SFY 2010-11, funding for this program is dependent on tolling I-80. The funding level for this program is \$150 million in SFY 2009-10, but will be \$0 in SFY 2010-11 and subsequent years if I-80 is not tolled.

New Initiatives Program – This is a new program that provides the framework to advance new or expansions of existing fixed guideway projects. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3 1/3 % of the state funding. **NOTE:** Beginning with SFY 2010-11, funding for this program is dependent on tolling I-80.

Programs of Statewide Significance - Programs such as Persons with Disabilities, Welfare to Work, Job Access Reverse Commute, intercity bus and rail service, as well as technical assistance and demonstration projects, will be funded using a dedicated portion of the Public Transportation Trust Fund. The match requirements vary by program.

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

DRAFT PROGRAM SUBMISSION

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft highway and bridge and transit programs to PennDOT by December 31, 2009. It is expected that all draft programs will be fiscally constrained at the time of submission. A separate document indicating additional priority projects that will not be able to advance due to fiscal constraint should accompany the draft program submission. The Secretary of Transportation will review the additional priority projects and determine the allocation of so-called "spike funds".

Appendix 1

**Available Funds
2011 Financial Guidance
Highway and Bridge Funds - (\$000)**

Highway Funds	2011	2012	2013	2014	Total
National Highway System	236,644	239,010	248,571	258,513	982,738
Surface Transportation Program	265,827	268,485	279,225	290,393	1,103,930
Interstate Maintenance	217,758	219,935	228,733	237,882	904,308
Equity Bonus	90,452	91,357	95,011	98,812	375,632
Subtotal - Fed. Hwy.	810,681	818,787	851,539	885,600	3,366,607
State Highway	175,000	175,000	175,000	175,000	700,000
Bridge Funds					0
Federal Bridge	469,849	474,547	493,529	513,270	1,951,196
State Bridge	122,500	122,500	122,500	122,500	490,000
Other Federal Funds					0
Cong. Mitigation/Air Quality	108,087	109,168	113,534	118,076	448,864
Safety	47,227	47,699	49,607	51,591	196,123
Safe Routes to Schools	6,405	6,469	6,728	6,997	26,600
Appalachian Development	105,494	106,549	110,811	115,243	438,096
Interstate Construction (FAI)	8,859	8,859	8,859	8,859	35,436
Total	1,854,101	1,869,578	1,932,107	1,997,137	7,652,922

*Apportionments Reflect 2% setaside for Statewide Planning

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

Funds	2011	2012	2013	2014	Total
STP	265,827	268,485	279,225	290,393	1,103,930
Plus Equity Bonus	90,452	91,357	95,011	98,812	375,632
Less Enhancements	28,559	28,844	29,998	31,198	118,599
Less Urban	87,255	88,128	91,653	95,319	362,355
Less Transit	25,000	25,000	25,000	25,000	100,000
Less Statewide	6,200	6,200	6,200	6,200	24,800
Less Spike (20%)	41,853	42,334	44,277	46,298	174,761
STP to Allocate	167,412	169,336	177,108	185,190	699,046
NHS	236,644	239,010	248,571	258,513	982,738
Less Spike (20%)	47,329	47,802	49,714	51,703	196,548
NHS to Allocate	189,315	191,208	198,857	206,811	786,191
State Highway	175,000	175,000	175,000	175,000	700,000
Less Econ. Develop.	25,000	25,000	25,000	25,000	100,000
Less Statewide	1,550	1,550	1,550	1,550	6,200
Less Spike (20%)	29,690	29,690	29,690	29,690	118,760
State Highway to Allocate	118,760	118,760	118,760	118,760	475,040
Total Federal and State Highway	475,487	479,304	494,724	510,761	1,960,276
Federal Bridge	469,849	474,547	493,529	513,270	1,951,196
Less Statewide Reserve	20,096	20,297	21,109	21,953	83,455
Federal Bridge to Allocate	449,753	454,250	472,420	491,317	1,867,741
State Bridge	122,500	122,500	122,500	122,500	490,000
Less Statewide Reserve	5,024	5,074	5,277	5,488	20,864
State Bridge to Allocate	117,476	117,426	117,223	117,012	469,136
Total Fed. + Sta. Bridge	567,229	571,676	589,643	608,329	2,336,877
Enhancements	28,559	28,844	29,998	31,198	118,599
Less Secretary's Reserve	5,712	5,769	6,000	6,240	23,720
Enhancements \$ to Allocate	22,847	23,075	23,998	24,958	94,879
Federal Safe Routes to School	6,405	6,469	6,728	6,997	26,600
Less Administrative Costs	80	80	80	80	320
Safe Routes to School to Alloc.	6,325	6,389	6,648	6,917	26,280
Urban to Allocate	87,255	88,128	91,653	95,319	362,355
CMAQ to Allocate	108,087	109,168	113,534	118,076	448,864
Rail/Hwy Crossings to Allocate	7,410	7,484	7,784	8,095	30,773
Safety to Allocate	47,227	47,699	49,607	51,591	196,123
Interstate Maintenance to Allocate	217,758	219,935	228,733	237,882	904,308
Appalachian Development to Allocate	105,494	106,549	110,811	115,243	438,096
Interstate Construction to Allocate	8,859	8,859	8,859	8,859	35,436
Bridge Bond	185,000	170,000	155,000	140,000	650,000
Act 44 Revenue	165,000	165,000	165,000	165,000	660,000
Less Secretary's Discretionary	24,750	24,750	24,750	24,750	99,000
Act 44 to Allocate	140,250	140,250	140,250	140,250	561,000
TOTAL FUNDS TO ALLOCATE	1,979,227	1,978,516	2,021,244	2,066,280	8,045,267

Appendix 2

Highway/Bridge Base Funding Allocations
FFY 2011 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	Act 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	39,595	38,314	21,218	55,701	17,112	43,104	9,923	40,885	1,203	5,950	28,732	22,912	324,649
Southwest Penna	0	36,719	35,621	19,726	113,067	34,636	21,203	9,214	24,730	1,749	4,671	29,448	46,509	377,293
Harrisburg	0	7,368	7,240	4,009	11,304	3,502	4,363	2,313	4,915	317	924	5,251	4,650	56,156
Scranton/WB	0	7,093	6,827	3,781	11,317	3,492	4,625	2,023	5,142	345	930	5,010	4,655	55,239
Lehigh Valley	0	7,309	7,142	3,955	13,625	4,186	6,631	2,149	5,592	298	935	4,937	5,604	62,364
Altoona	0	1,763	1,713	949	4,246	1,305	0	546	1,247	85	246	1,482	1,747	15,328
Johnstown	0	2,521	2,444	1,354	3,316	1,029	0	584	1,473	63	297	1,765	1,364	16,211
Centre County	0	2,006	1,955	1,083	2,565	792	0	631	1,311	49	315	1,384	1,055	13,147
Williamsport	0	2,134	2,068	1,145	3,651	1,140	0	606	0	49	305	1,420	1,502	14,021
Erie	0	3,675	3,546	1,964	3,789	1,173	0	1,033	2,712	348	500	2,482	1,559	22,779
Lancaster	0	6,364	6,286	3,481	9,655	2,991	3,926	1,782	4,544	405	797	4,352	3,972	48,556
York	0	5,193	5,040	2,791	5,025	1,550	0	1,540	3,686	321	660	3,346	2,067	31,219
Reading	0	5,046	4,934	2,732	12,114	3,718	2,879	1,591	3,607	182	644	3,763	4,983	46,193
Lebanon	0	1,621	1,580	875	2,018	620	0	546	1,162	183	216	1,135	830	10,787
SVATS	0	2,169	2,090	1,158	4,910	1,508	524	701	1,161	141	248	1,642	2,020	18,270
Total Urban	0	130,576	126,800	70,220	256,302	78,754	87,255	35,182	102,167	5,740	17,638	96,147	105,427	1,112,208
Northwest	0	5,973	5,743	3,181	11,192	3,444	0	1,642	0	230	722	3,723	4,604	40,454
Northcentral	0	5,658	5,446	3,016	17,263	5,278	0	1,575	805	334	868	4,291	7,101	51,635
Northern Tier	0	5,871	5,637	3,122	10,281	3,187	0	1,439	1,078	54	673	3,730	4,229	39,301
Southern Allegh.	0	5,287	5,101	2,825	12,277	3,779	0	1,517	0	170	629	3,822	5,050	40,457
NEPA	0	8,205	7,924	4,388	15,353	4,699	0	2,606	1,907	100	968	4,983	6,315	57,448
SEDA-COG	0	7,241	7,031	3,893	16,169	5,003	0	2,092	0	496	889	4,623	6,651	54,089
Adams	0	1,776	1,747	967	2,840	871	0	504	881	101	189	1,094	1,168	12,137
Franklin	0	2,039	1,983	1,098	2,307	710	0	669	1,249	186	271	1,318	949	12,779
Total Rural	0	42,050	40,612	22,490	87,682	26,970	0	12,044	5,920	1,670	5,209	27,584	36,067	308,300
Interstate Program	217,758	16,689	0	26,050	105,768	11,752	0	0	0	0	0	16,518	43,506	438,041
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,325	0	0	6,325
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	105,494
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	217,758	189,315	167,412	118,760	449,753	117,476	87,255	47,227	108,087	7,410	29,172	140,250	185,000	1,979,227

* SRTS = Federal Safe Routes to School

Appendix 2

Highway/Bridge Base Funding Allocations
FFY 2012 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	39,991	38,754	21,158	56,258	17,085	43,535	10,023	41,294	1,215	6,010	28,732	21,054	325,108
Southwest Penna	0	37,086	36,030	19,671	114,197	34,581	21,415	9,307	24,977	1,766	4,718	29,448	42,738	375,935
Harrisburg	0	7,442	7,323	3,998	11,417	3,497	4,406	2,336	4,964	321	933	5,251	4,273	56,160
Scranton/WB	0	7,164	6,905	3,770	11,430	3,486	4,671	2,044	5,193	348	939	5,010	4,277	55,238
Lehigh Valley	0	7,382	7,224	3,944	13,761	4,179	6,698	2,171	5,648	301	945	4,937	5,150	62,339
Altoona	0	1,781	1,732	946	4,289	1,303	0	551	1,259	86	248	1,482	1,605	15,282
Johnstown	0	2,546	2,472	1,350	3,349	1,028	0	590	1,488	64	300	1,765	1,253	16,205
Centre County	0	2,026	1,978	1,080	2,590	791	0	637	1,324	50	318	1,384	969	13,148
Williamsport	0	2,155	2,092	1,142	3,688	1,138	0	612	0	50	308	1,420	1,380	13,985
Erie	0	3,711	3,586	1,958	3,827	1,171	0	1,043	2,739	351	505	2,482	1,432	22,806
Lancaster	0	6,427	6,359	3,471	9,752	2,986	3,966	1,800	4,590	409	805	4,352	3,650	48,567
York	0	5,245	5,098	2,783	5,075	1,547	0	1,555	3,723	324	667	3,346	1,899	31,263
Reading	0	5,096	4,990	2,725	12,235	3,712	2,908	1,607	3,644	184	650	3,763	4,579	46,092
Lebanon	0	1,637	1,598	873	2,038	619	0	552	1,173	185	218	1,135	763	10,791
SVATS	0	2,191	2,114	1,154	4,959	1,506	529	708	1,173	143	250	1,642	1,856	18,223
Total Urban	0	131,882	128,257	70,023	258,865	78,629	88,128	35,534	103,188	5,797	17,814	96,147	96,879	1,111,144
Northwest	0	6,033	5,809	3,172	11,304	3,439	0	1,658	0	232	729	3,723	4,230	40,330
Northcentral	0	5,715	5,508	3,007	17,436	5,269	0	1,591	813	338	877	4,291	6,525	51,370
Northern Tier	0	5,929	5,702	3,113	10,384	3,182	0	1,454	1,089	54	679	3,730	3,886	39,203
Southern Allegh.	0	5,340	5,160	2,817	12,400	3,773	0	1,532	0	171	636	3,822	4,641	40,291
NEPA	0	8,287	8,015	4,376	15,506	4,691	0	2,632	1,926	101	978	4,983	5,803	57,299
SEDA-COG	0	7,314	7,111	3,882	16,331	4,995	0	2,112	0	501	898	4,623	6,112	53,880
Adams	0	1,794	1,767	965	2,868	869	0	509	890	102	191	1,094	1,073	12,121
Franklin	0	2,059	2,006	1,095	2,330	709	0	676	1,261	188	274	1,318	872	12,788
Total Rural	0	42,471	41,078	22,427	88,559	26,928	0	12,165	5,979	1,687	5,261	27,584	33,143	307,282
Interstate Program	219,935	16,856	0	26,310	106,826	11,870	0	0	0	0	0	16,518	39,979	438,294
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,389	0	0	6,389
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	106,549
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	219,935	191,208	169,336	118,760	454,250	117,426	88,128	47,699	109,168	7,484	29,465	140,250	170,000	1,978,516

* SRTS = Federal Safe Routes to School

Appendix 2

**Highway/Bridge Base Funding Allocations
FFY 2013 (\$000)**

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	41,591	40,533	20,917	58,508	16,975	45,277	10,423	42,946	1,264	6,250	28,732	19,196	332,612
Southwest Penna	0	38,570	37,684	19,447	118,765	34,359	22,272	9,679	25,976	1,837	4,906	29,448	38,967	381,910
Harrisburg	0	7,740	7,659	3,952	11,874	3,474	4,583	2,429	5,163	333	970	5,251	3,896	57,324
Scranton/WB	0	7,450	7,222	3,727	11,887	3,464	4,858	2,125	5,401	362	977	5,010	3,900	56,384
Lehigh Valley	0	7,678	7,556	3,899	14,311	4,153	6,966	2,257	5,874	313	983	4,937	4,695	63,621
Altoona	0	1,852	1,812	935	4,460	1,294	0	573	1,310	90	258	1,482	1,463	15,530
Johnstown	0	2,648	2,586	1,334	3,483	1,021	0	614	1,548	66	312	1,765	1,143	16,520
Centre County	0	2,107	2,069	1,068	2,694	786	0	663	1,377	52	331	1,384	884	13,414
Williamsport	0	2,241	2,188	1,129	3,835	1,131	0	636	0	52	320	1,420	1,258	14,211
Erie	0	3,860	3,751	1,936	3,980	1,164	0	1,085	2,848	365	525	2,482	1,306	23,302
Lancaster	0	6,685	6,650	3,432	10,142	2,967	4,124	1,872	4,773	426	837	4,352	3,328	49,588
York	0	5,454	5,332	2,752	5,278	1,537	0	1,617	3,872	337	694	3,346	1,732	31,951
Reading	0	5,300	5,220	2,694	12,725	3,688	3,025	1,671	3,789	191	676	3,763	4,175	46,915
Lebanon	0	1,703	1,672	863	2,120	615	0	574	1,220	193	227	1,135	695	11,016
SVATS	0	2,278	2,211	1,141	5,157	1,496	550	736	1,220	148	260	1,642	1,692	18,532
Total Urban	0	137,157	134,144	69,226	269,220	78,124	91,653	36,955	107,316	6,029	18,527	96,147	88,330	1,132,828
Northwest	0	6,274	6,076	3,136	11,756	3,417	0	1,725	0	242	758	3,723	3,857	40,964
Northcentral	0	5,943	5,761	2,973	18,133	5,235	0	1,654	846	351	912	4,291	5,950	52,050
Northern Tier	0	6,167	5,963	3,077	10,800	3,161	0	1,512	1,133	56	706	3,730	3,543	39,849
Southern Allegh.	0	5,553	5,397	2,785	12,896	3,749	0	1,594	0	178	661	3,822	4,231	40,865
NEPA	0	8,619	8,383	4,326	16,126	4,661	0	2,738	2,003	105	1,017	4,983	5,291	58,252
SEDA-COG	0	7,606	7,438	3,838	16,984	4,963	0	2,197	0	521	934	4,623	5,572	54,677
Adams	0	1,866	1,848	954	2,983	864	0	529	926	106	198	1,094	979	12,345
Franklin	0	2,141	2,098	1,083	2,423	705	0	703	1,311	196	285	1,318	795	13,058
Total Rural	0	44,170	42,964	22,172	92,101	26,755	0	12,651	6,218	1,755	5,472	27,584	30,218	312,060
Interstate Program	228,733	17,530	0	27,362	111,099	12,344	0	0	0	0	0	16,518	36,451	450,038
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,648	0	0	6,648
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	110,811
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	228,733	198,857	177,108	118,760	472,420	117,223	91,653	49,607	113,534	7,784	30,646	140,250	155,000	2,021,244

* SRTS = Federal Safe Routes to School

Appendix 2

**Highway/Bridge Base Funding Allocations
FFY 2014 (\$000)**

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	43,254	42,383	20,667	60,849	16,861	47,088	10,840	44,664	1,314	6,500	28,732	17,339	340,490
Southwest Penna	0	40,113	39,403	19,214	123,516	34,128	23,163	10,066	27,015	1,910	5,103	29,448	35,196	388,275
Harrisburg	0	8,049	8,008	3,905	12,349	3,451	4,766	2,526	5,369	347	1,009	5,251	3,519	58,550
Scranton/WB	0	7,748	7,552	3,682	12,362	3,440	5,052	2,210	5,617	377	1,016	5,010	3,523	57,591
Lehigh Valley	0	7,985	7,901	3,852	14,884	4,125	7,244	2,348	6,109	326	1,022	4,937	4,241	64,972
Altoona	0	1,926	1,895	924	4,639	1,286	0	596	1,362	93	269	1,482	1,322	15,792
Johnstown	0	2,754	2,704	1,318	3,622	1,014	0	638	1,609	69	325	1,765	1,032	16,851
Centre County	0	2,192	2,163	1,055	2,802	781	0	689	1,432	54	344	1,384	798	13,693
Williamsport	0	2,331	2,288	1,116	3,989	1,123	0	662	0	54	333	1,420	1,137	14,452
Erie	0	4,014	3,922	1,913	4,140	1,156	0	1,128	2,962	380	546	2,482	1,180	23,822
Lancaster	0	6,952	6,954	3,391	10,548	2,947	4,289	1,947	4,964	443	871	4,352	3,006	50,662
York	0	5,673	5,576	2,719	5,489	1,527	0	1,682	4,026	351	721	3,346	1,564	32,674
Reading	0	5,512	5,458	2,661	13,234	3,663	3,146	1,738	3,941	198	703	3,763	3,771	47,788
Lebanon	0	1,771	1,748	852	2,204	611	0	597	1,269	200	236	1,135	628	11,252
SVATS	0	2,369	2,312	1,128	5,363	1,486	572	766	1,269	154	270	1,642	1,528	18,859
Total Urban	0	142,644	140,266	68,397	279,989	77,599	95,319	38,434	111,608	6,270	19,268	96,147	79,782	1,155,722
Northwest	0	6,525	6,353	3,098	12,226	3,394	0	1,794	0	251	789	3,723	3,484	41,637
Northcentral	0	6,181	6,024	2,937	18,859	5,200	0	1,721	879	365	948	4,291	5,374	52,780
Northern Tier	0	6,413	6,236	3,041	11,232	3,140	0	1,573	1,178	59	735	3,730	3,200	40,535
Southern Allegh.	0	5,775	5,643	2,752	13,412	3,723	0	1,657	0	185	688	3,822	3,822	41,479
NEPA	0	8,964	8,766	4,274	16,771	4,630	0	2,847	2,083	109	1,057	4,983	4,779	59,263
SEDA-COG	0	7,911	7,777	3,792	17,663	4,930	0	2,285	0	542	971	4,623	5,033	55,528
Adams	0	1,940	1,932	942	3,102	858	0	551	963	110	206	1,094	884	12,582
Franklin	0	2,227	2,194	1,070	2,520	700	0	731	1,364	203	296	1,318	718	13,341
Total Rural	0	45,936	44,924	21,906	95,785	26,575	0	13,157	6,467	1,825	5,691	27,584	27,294	317,146
Interstate Program	237,882	18,231	0	28,457	115,543	12,838	0	0	0	0	0	16,518	32,924	462,393
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,917	0	0	6,917
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	115,243
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	237,882	206,811	185,190	118,760	491,317	117,012	95,319	51,591	118,076	8,095	31,876	140,250	140,000	2,066,280

* SRTS = Federal Safe Routes to School

Appendix 2

**Highway/Bridge Base Funding Allocations
TOTAL FFY 2011-2014 (\$000)**

	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhance ments	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	164,432	159,983	83,960	231,316	68,032	179,004	41,210	169,788	4,997	24,710	114,927	80,501	1,322,859
Southwest Penna	0	152,488	148,737	78,058	469,546	137,706	88,052	38,266	102,699	7,262	19,398	117,794	163,408	1,523,414
Harrisburg	0	30,599	30,230	15,865	46,944	13,925	18,118	9,604	20,411	1,318	3,836	21,003	16,337	228,189
Scranton/WB	0	29,456	28,506	14,960	46,996	13,882	19,205	8,403	21,353	1,432	3,863	20,042	16,355	224,451
Lehigh Valley	0	30,353	29,822	15,651	56,580	16,643	27,539	8,925	23,221	1,238	3,885	19,746	19,691	253,295
Altoona	0	7,323	7,152	3,753	17,634	5,187	0	2,266	5,178	354	1,021	5,926	6,137	61,932
Johnstown	0	10,470	10,206	5,356	13,769	4,092	0	2,427	6,118	262	1,234	7,061	4,792	65,787
Centre County	0	8,332	8,165	4,285	10,650	3,150	0	2,619	5,443	205	1,308	5,537	3,706	53,401
Williamsport	0	8,861	8,636	4,532	15,164	4,533	0	2,515	0	205	1,265	5,681	5,277	56,688
Erie	0	15,260	14,806	7,770	15,737	4,664	0	4,289	11,260	1,444	2,075	9,926	5,477	92,708
Lancaster	0	26,428	26,249	13,776	40,097	11,892	16,306	7,400	18,871	1,683	3,311	17,407	13,954	197,373
York	0	21,564	21,046	11,045	20,867	6,161	0	6,395	15,306	1,334	2,743	13,384	7,262	127,106
Reading	0	20,954	20,602	10,812	50,309	14,780	11,958	6,607	14,981	755	2,673	15,050	17,508	186,988
Lebanon	0	6,732	6,599	3,463	8,380	2,465	0	2,269	4,825	761	897	4,538	2,916	43,845
SVATS	0	9,007	8,728	4,581	20,389	5,995	2,174	2,911	4,823	586	1,028	6,567	7,096	73,885
Total Urban	0	542,259	529,467	277,866	1,064,377	313,105	362,355	146,106	424,279	23,836	73,246	384,589	370,418	4,511,903
Northwest	0	24,806	23,982	12,586	46,479	13,694	0	6,819	0	955	2,999	14,892	16,175	163,386
Northcentral	0	23,497	22,739	11,934	71,691	20,982	0	6,541	3,343	1,389	3,605	17,164	24,950	207,834
Northern Tier	0	24,380	23,537	12,352	42,697	12,670	0	5,978	4,478	223	2,793	14,920	14,859	158,888
Southern Allegh.	0	21,955	21,301	11,179	50,984	15,024	0	6,300	0	705	2,614	15,289	17,743	163,093
NEPA	0	34,075	33,089	17,365	63,756	18,680	0	10,823	7,918	414	4,020	19,933	22,188	232,262
SEDA-COG	0	30,072	29,357	15,406	67,147	19,892	0	8,686	0	2,059	3,693	18,494	23,368	218,174
Adams	0	7,375	7,293	3,828	11,793	3,462	0	2,093	3,660	418	784	4,375	4,104	49,186
Franklin	0	8,466	8,280	4,346	9,581	2,824	0	2,778	5,185	773	1,126	5,272	3,334	51,966
Total Rural	0	174,627	169,578	88,995	364,128	107,228	0	50,018	24,585	6,937	21,634	110,338	126,722	1,244,788
Interstate Program	904,308	69,305	0	108,179	439,236	48,804	0	0	0	0	0	66,073	152,860	1,788,765
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	26,280	0	0	26,280
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	438,096
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	35,436
Grand Total	904,308	786,191	699,046	475,040	1,867,741	469,136	362,355	196,123	448,864	30,773	121,159	561,000	650,000	8,045,267

* SRTS = Federal Safe Routes to School

Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2011

	OPERATOR	Asset Improvement		Capital#	Improvement	New Initiatives	Operating+ Assistance	JARC	New Freedoms	Total	
		Bond	Discretionary *								
URBAN	SEPTA	84,000	0		43,999	0	517,022	4,259	276	649,556	
	PAAC	30,000	0		9,037	0	184,458	2,345	278	226,118	
	AMTRAN -- Blair	0	0		82	0	2,387	0	0	2,469	
	BARTA -- Berks	0	0		396	0	6,948	0	0	7,344	
	BCTA -- Beaver	0	0		104	0	2,756	0	0	2,860	
	CAT -- Dauphin	0	0		343	0	6,417	0	0	6,760	
	CATA -- Centre	0	0		887	0	3,378	0	0	4,265	
	CCTA -- Cambria	0	0		166	0	4,420	0	0	4,586	
	COLTS -- Lackawanna	0	0		276	0	6,336	0	0	6,612	
	EMTA Erie	0	0		400	0	6,817	0	0	7,217	
	Fayette County	0	0		15	0	583	0	0	598	
	HPT -- Hazleton	0	0		33	0	1,561	0	0	1,594	
	LANTA -- Lehigh-Northampton	0	0		723	0	11,641	0	0	12,364	
	LCTA -- Luzerne	0	0		228	0	4,877	0	0	5,105	
	COLT -- Lebanon	0	0		42	0	1,351	0	0	1,393	
	MMVTA -- Mid Mon Valley	0	0		47	0	2,125	0	0	2,172	
	Pottstown	0	0		36	0	939	0	0	975	
	RRTA -- Lancaster	0	0		278	0	4,440	0	0	4,718	
	SVSS -- Shenango Valley	0	0		14	0	649	0	0	663	
	Washington	0	0		6	0	956	0	0	962	
	WBT -- Williamsport	0	0		175	0	3,231	0	0	3,406	
	WCTA -- Westmoreland	0	0		44	0	1,569	0	0	1,613	
	YCTA -- York	0	0		219	0	3,662	0	0	3,881	
	Unallocated	5,000	0		0	0	0	0	0	5,000	
	Urban Total	119,000	0		57,550	0	778,523	6,604	554	962,231	
	RURAL	ATA	0	0		47	0	3,198	0	0	3,245
		BCTA -- Beaver	0	0		2	0	240	0	0	242
		BTA -- Butler	0	0		29	0	591	0	0	620
Carbon		0	0		1	0	202	0	0	203	
CATA -- Crawford		0	0		26	0	501	0	0	527	
CCTA -- Cambria		0	0		15	0	1,414	0	0	1,429	
DUFAST		0	0		8	0	448	0	0	456	
EMTA -- Endless Mtns.		0	0		17	0	553	0	0	570	
ICTA -- Indiana		0	0		31	0	981	0	0	1,012	
MCTA -- Monroe		0	0		44	0	1,647	0	0	1,691	
Mid-County -- Armstrong		0	0		8	0	502	0	0	510	
Mt. Carmel		0	0		7	0	284	0	0	291	
NCATA -- New Castle		0	0		147	0	3,522	0	0	3,669	
STS -- Schuylkill		0	0		32	0	1,353	0	0	1,385	
TAWC -- Warren		0	0		9	0	513	0	0	522	
VCTO -- Venango		0	0		8	0	268	0	0	276	
WCTA -- Westmoreland		0	0		12	0	821	0	0	833	
YCTA -- York		0	0		7	0	333	0	0	340	
Unallocated		0	0		0	0	0	0	0	0	
Rural Total		0	0		450	0	17,371	0	0	17,821	
Reserve		6,000	0		0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0		0	0	0	0	1,972	1,972		
GRAND TOTAL	125,000	0		58,000	0	795,894	9,130		988,024		

* Discretionary Asset Improvement funding will decrease to \$0 million in SFY 2010-11 if there is no action on tolling, leasing of the turnpike or legislative action.

Capital Improvement (formula distribution) is expected to grow at an average annual rate of 2% (depending on Sales and Use Tax receipts).

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Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2012

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	84,000	0	43,999	517,022	4,259	276	649,556
	PAAC	30,000	0	9,037	184,458	2,345	278	226,118
	AMTRAN -- Blair	0	0	82	2,387	0	0	2,469
	BARTA -- Berks	0	0	396	6,948	0	0	7,344
	BCTA -- Beaver	0	0	104	2,756	0	0	2,860
	CAT -- Dauphin	0	0	343	6,417	0	0	6,760
	CATA -- Centre	0	0	887	3,378	0	0	4,265
	CCTA -- Cambria	0	0	166	4,420	0	0	4,586
	COLTS -- Lackawanna	0	0	276	6,336	0	0	6,612
	EMTA Erie	0	0	400	6,817	0	0	7,217
	Fayette County	0	0	15	583	0	0	598
	HPT -- Hazleton	0	0	33	1,561	0	0	1,594
	LANTA -- Lehigh-Northampton	0	0	723	11,641	0	0	12,364
	LCTA -- Luzerne	0	0	228	4,877	0	0	5,105
	COLT -- Lebanon	0	0	42	1,351	0	0	1,393
	MMVTA -- Mid Mon Valley	0	0	47	2,125	0	0	2,172
	Pottstown	0	0	36	939	0	0	975
	RRTA -- Lancaster	0	0	278	4,440	0	0	4,718
	SVSS -- Shenango Valley	0	0	14	649	0	0	663
	Washington	0	0	6	956	0	0	962
	WBT -- Williamsport	0	0	175	3,231	0	0	3,406
	WCTA -- Westmoreland	0	0	44	1,569	0	0	1,613
	YCTA -- York	0	0	219	3,662	0	0	3,881
Unallocated	5,000	0	0	0	0	0	5,000	
Urban Total	119,000	0	57,550	778,523	6,604	554	962,231	
RURAL	ATA	0	0	47	3,198	0	0	3,245
	BCTA -- Beaver	0	0	2	240	0	0	242
	BTA -- Butler	0	0	29	591	0	0	620
	Carbon	0	0	1	202	0	0	203
	CATA -- Crawford	0	0	26	501	0	0	527
	CCTA -- Cambria	0	0	15	1,414	0	0	1,429
	DUFAST	0	0	8	448	0	0	456
	EMTA -- Endless Mtns.	0	0	17	553	0	0	570
	ICTA -- Indiana	0	0	31	981	0	0	1,012
	MCTA -- Monroe	0	0	44	1,647	0	0	1,691
	Mid-County -- Armstrong	0	0	8	502	0	0	510
	Mt. Carmel	0	0	7	284	0	0	291
	NCATA -- New Castle	0	0	147	3,522	0	0	3,669
	STS -- Schuylkill	0	0	32	1,353	0	0	1,385
	TAWC -- Warren	0	0	9	513	0	0	522
	VCTO -- Venango	0	0	8	268	0	0	276
	WCTA -- Westmoreland	0	0	12	821	0	0	833
	YCTA -- York	0	0	7	333	0	0	340
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	450	17,371	0	0	17,821
Reserve	6,000	0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0	0	0	1,972		1,972	
GRAND TOTAL	125,000	0	58,000	795,894	9,130		988,024	

* Discretionary Asset Improvement funding will decrease to \$0 million in SFY 2010-11 if there is no action on tolling, leasing of the turnpike or legislative action.

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Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2013

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	84,000	0	43,999	517,022	4,259	276	649,556
	PAAC	30,000	0	9,037	184,458	2,345	278	226,118
	AMTRAN -- Blair	0	0	82	2,387	0	0	2,469
	BARTA -- Berks	0	0	396	6,948	0	0	7,344
	BCTA -- Beaver	0	0	104	2,756	0	0	2,860
	CAT -- Dauphin	0	0	343	6,417	0	0	6,760
	CATA -- Centre	0	0	887	3,378	0	0	4,265
	CCTA -- Cambria	0	0	166	4,420	0	0	4,586
	COLTS -- Lackawanna	0	0	276	6,336	0	0	6,612
	EMTA Erie	0	0	400	6,817	0	0	7,217
	Fayette County	0	0	15	583	0	0	598
	HPT -- Hazleton	0	0	33	1,561	0	0	1,594
	LANTA -- Lehigh-Northampton	0	0	723	11,641	0	0	12,364
	LCTA -- Luzerne	0	0	228	4,877	0	0	5,105
	COLT -- Lebanon	0	0	42	1,351	0	0	1,393
	MMVTA -- Mid Mon Valley	0	0	47	2,125	0	0	2,172
	Pottstown	0	0	36	939	0	0	975
	RRTA -- Lancaster	0	0	278	4,440	0	0	4,718
	SVSS -- Shenango Valley	0	0	14	649	0	0	663
	Washington	0	0	6	956	0	0	962
	WBT -- Williamsport	0	0	175	3,231	0	0	3,406
	WCTA -- Westmoreland	0	0	44	1,569	0	0	1,613
	YCTA -- York	0	0	219	3,662	0	0	3,881
Unallocated	5,000	0	0	0	0	0	5,000	
Urban Total	119,000	0	57,550	778,523	6,604	554	962,231	
RURAL	ATA	0	0	47	3,198	0	0	3,245
	BCTA -- Beaver	0	0	2	240	0	0	242
	BTA -- Butler	0	0	29	591	0	0	620
	Carbon	0	0	1	202	0	0	203
	CATA -- Crawford	0	0	26	501	0	0	527
	CCTA -- Cambria	0	0	15	1,414	0	0	1,429
	DUFAST	0	0	8	448	0	0	456
	EMTA -- Endless Mtns.	0	0	17	553	0	0	570
	ICTA -- Indiana	0	0	31	981	0	0	1,012
	MCTA -- Monroe	0	0	44	1,647	0	0	1,691
	Mid-County -- Armstrong	0	0	8	502	0	0	510
	Mt. Carmel	0	0	7	284	0	0	291
	NCATA -- New Castle	0	0	147	3,522	0	0	3,669
	STS -- Schuylkill	0	0	32	1,353	0	0	1,385
	TAWC -- Warren	0	0	9	513	0	0	522
	VCTO -- Venango	0	0	8	268	0	0	276
	WCTA -- Westmoreland	0	0	12	821	0	0	833
	YCTA -- York	0	0	7	333	0	0	340
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	450	17,371	0	0	17,821
Reserve	6,000	0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0	0	0	1,972		1,972	
GRAND TOTAL	125,000	0	58,000	795,894	9,130		988,024	

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Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2014

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	84,000	0	43,999	517,022	4,259	276	649,556
	PAAC	30,000	0	9,037	184,458	2,345	278	226,118
	AMTRAN -- Blair	0	0	82	2,387	0	0	2,469
	BARTA -- Berks	0	0	396	6,948	0	0	7,344
	BCTA -- Beaver	0	0	104	2,756	0	0	2,860
	CAT -- Dauphin	0	0	343	6,417	0	0	6,760
	CATA -- Centre	0	0	887	3,378	0	0	4,265
	CCTA -- Cambria	0	0	166	4,420	0	0	4,586
	COLTS -- Lackawanna	0	0	276	6,336	0	0	6,612
	EMTA Erie	0	0	400	6,817	0	0	7,217
	Fayette County	0	0	15	583	0	0	598
	HPT -- Hazleton	0	0	33	1,561	0	0	1,594
	LANTA -- Lehigh-Northampton	0	0	723	11,641	0	0	12,364
	LCTA -- Luzerne	0	0	228	4,877	0	0	5,105
	COLT -- Lebanon	0	0	42	1,351	0	0	1,393
	MMVTA -- Mid Mon Valley	0	0	47	2,125	0	0	2,172
	Pottstown	0	0	36	939	0	0	975
	RRTA -- Lancaster	0	0	278	4,440	0	0	4,718
	SVSS -- Shenango Valley	0	0	14	649	0	0	663
	Washington	0	0	6	956	0	0	962
	WBT -- Williamsport	0	0	175	3,231	0	0	3,406
	WCTA -- Westmoreland	0	0	44	1,569	0	0	1,613
	YCTA -- York	0	0	219	3,662	0	0	3,881
Unallocated	5,000	0	0	0	0	0	5,000	
Urban Total	119,000	0	57,550	778,523	6,604	554	962,231	
RURAL	ATA	0	0	47	3,198	0	0	3,245
	BCTA -- Beaver	0	0	2	240	0	0	242
	BTA -- Butler	0	0	29	591	0	0	620
	Carbon	0	0	1	202	0	0	203
	CATA -- Crawford	0	0	26	501	0	0	527
	CCTA -- Cambria	0	0	15	1,414	0	0	1,429
	DUFAST	0	0	8	448	0	0	456
	EMTA -- Endless Mtns.	0	0	17	553	0	0	570
	ICTA -- Indiana	0	0	31	981	0	0	1,012
	MCTA -- Monroe	0	0	44	1,647	0	0	1,691
	Mid-County -- Armstrong	0	0	8	502	0	0	510
	Mt. Carmel	0	0	7	284	0	0	291
	NCATA -- New Castle	0	0	147	3,522	0	0	3,669
	STS -- Schuylkill	0	0	32	1,353	0	0	1,385
	TAWC -- Warren	0	0	9	513	0	0	522
	VCTO -- Venango	0	0	8	268	0	0	276
	WCTA -- Westmoreland	0	0	12	821	0	0	833
	YCTA -- York	0	0	7	333	0	0	340
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	450	17,371	0	0	17,821
Reserve	6,000	0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0	0	0	1,972		1,972	
GRAND TOTAL	125,000	0	58,000	795,894	9,130		988,024	

* Discretionary Asset Improvement funding will decrease to \$0 million in SFY 2010-11 if there is no action on tolling, leasing of the turnpike or legislative action.

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Appendix 3
State Transit Funds
 Estimated Total Funding (\$000) 2011-2014

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	336,000	0	175,996	2,068,088	17,036	1,104	2,598,224
	PAAC	120,000	0	36,148	737,832	9,380	1,112	904,472
	AMTRAN -- Blair	0	0	328	9,548	0	0	9,876
	BARTA -- Berks	0	0	1,584	27,792	0	0	29,376
	BCTA -- Beaver	0	0	416	11,024	0	0	11,440
	CAT -- Dauphin	0	0	1,372	25,668	0	0	27,040
	CATA -- Centre	0	0	3,548	13,512	0	0	17,060
	CCTA -- Cambria	0	0	664	17,680	0	0	18,344
	COLTS -- Lackawanna	0	0	1,104	25,344	0	0	26,448
	EMTA Erie	0	0	1,600	27,268	0	0	28,868
	Fayette County	0	0	60	2,332	0	0	2,392
	HPT -- Hazleton	0	0	132	6,244	0	0	6,376
	LANTA -- Lehigh-Northampton	0	0	2,892	46,564	0	0	49,456
	LCTA -- Luzerne	0	0	912	19,508	0	0	20,420
	COLT -- Lebanon	0	0	168	5,404	0	0	5,572
	MMVTA -- Mid Mon Valley	0	0	188	8,500	0	0	8,688
	Pottstown	0	0	144	3,756	0	0	3,900
	RRTA -- Lancaster	0	0	1,112	17,760	0	0	18,872
	SVSS -- Shenango Valley	0	0	56	2,596	0	0	2,652
	Washington	0	0	24	3,824	0	0	3,848
	WBT -- Williamsport	0	0	700	12,924	0	0	13,624
WCTA -- Westmoreland	0	0	176	6,276	0	0	6,452	
YCTA -- York	0	0	876	14,648	0	0	15,524	
Unallocated	20,000	0	0	0	0	0	20,000	
Urban Total	476,000	0	230,200	3,114,092	26,416	2,216	3,848,924	
RURAL	ATA	0	0	188	12,792	0	0	12,980
	BCTA -- Beaver	0	0	8	960	0	0	968
	BTA -- Butler	0	0	116	2,364	0	0	2,480
	Carbon	0	0	4	808	0	0	812
	CATA -- Crawford	0	0	104	2,004	0	0	2,108
	CCTA -- Cambria	0	0	60	5,656	0	0	5,716
	DUFAST	0	0	32	1,792	0	0	1,824
	EMTA -- Endless Mtns.	0	0	68	2,212	0	0	2,280
	ICTA -- Indiana	0	0	124	3,924	0	0	4,048
	MCTA -- Monroe	0	0	176	6,588	0	0	6,764
	Mid-County -- Armstrong	0	0	32	2,008	0	0	2,040
	Mt. Carmel	0	0	28	1,136	0	0	1,164
	NCATA -- New Castle	0	0	588	14,088	0	0	14,676
	STS -- Schuylkill	0	0	128	5,412	0	0	5,540
	TAWC -- Warren	0	0	36	2,052	0	0	2,088
	VCTO -- Venango	0	0	32	1,072	0	0	1,104
	WCTA -- Westmoreland	0	0	48	3,284	0	0	3,332
	YCTA -- York	0	0	28	1,332	0	0	1,360
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	1,800	69,484	0	0	71,284
Reserve	24,000	0	0	0	0	0	24,000	
Other Unallocated (Urban/Rural)	0	0	0	0	7,888		7,888	
GRAND TOTAL	500,000	0	232,000	3,183,576	36,520		3,952,096	

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Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit	FY 2011				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,048	0	296	198	8,541
Altoona*	1,187	0	0	0	1,187
Erie*	3,265	0	0	0	3,265
Harrisburg***	5,404	0	162	117	5,684
Hazleton*	677	0	0	0	677
Johnstown*	1,423	0	0	0	1,423
Lancaster**	7,539	0	149	107	7,795
Lebanon*	1,190	0	0	0	1,190
Monessen*	1,272	0	0	0	1,272
Philadelphia***	96,666	96,060	2,299	1,374	196,399
Pittsburgh***	33,282	22,877	1,032	632	57,823
Pottstown*	855	0	0	0	855
Reading**	5,662	0	148	89	5,898
Scranton/Wilkes-Barre***	4,373	0	263	174	4,811
Sharon*	4,140	0	0	0	4,140
State College*	2,149	0	0	0	2,149
Uniontown-Connellsville*	997	0	0	0	997
Williamsport*	1,415	0	0	0	1,415
York	2,707	0	0	0	2,707
Unallocated Small Urban			1,148	684	1,832
Unallocated Non Urbanized			1,362	841	2,202
TOTALS	182,252	118,937	6,859	4,217	312,265

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit	FY 2012				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,369	0	308	206	8,883
Altoona*	1,235	0	0	0	1,235
Erie*	3,396	0	0	0	3,396
Harrisburg***	5,621	0	169	122	5,911
Hazleton*	704	0	0	0	704
Johnstown*	1,480	0	0	0	1,480
Lancaster**	7,840	0	155	111	8,106
Lebanon*	1,238	0	0	0	1,238
Monessen*	1,323	0	0	0	1,323
Philadelphia***	100,532	99,902	2,391	1,429	204,255
Pittsburgh***	34,613	23,792	1,074	658	60,136
Pottstown*	889	0	0	0	889
Reading**	5,888	0	154	92	6,134
Scranton/Wilkes-Barre***	4,548	0	274	181	5,003
Sharon*	4,306	0	0	0	4,306
State College*	2,235	0	0	0	2,235
Uniontown-Connellsville*	1,037	0	0	0	1,037
Williamsport*	1,471	0	0	0	1,471
York	2,816	0	0	0	2,816
Unallocated Small Urban			1,194	712	1,905
Unallocated Non Urbanized			1,416	874	2,290
TOTALS	189,542	123,694	7,134	4,386	324,755

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit	FY 2013				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,704	0	320	214	9,238
Altoona*	1,284	0	0	0	1,284
Erie*	3,532	0	0	0	3,532
Harrisburg***	5,845	0	175	127	6,148
Hazleton*	733	0	0	0	733
Johnstown*	1,539	0	0	0	1,539
Lancaster**	8,154	0	161	116	8,431
Lebanon*	1,288	0	0	0	1,288
Monessen*	1,376	0	0	0	1,376
Philadelphia***	104,554	103,898	2,487	1,486	212,425
Pittsburgh***	35,998	24,744	1,117	684	62,542
Pottstown*	925	0	0	0	925
Reading**	6,124	0	160	96	6,380
Scranton/Wilkes-Barre***	4,730	0	285	189	5,203
Sharon*	4,478	0	0	0	4,478
State College*	2,325	0	0	0	2,325
Uniontown-Connellsville*	1,078	0	0	0	1,078
Williamsport*	1,530	0	0	0	1,530
York	2,928	0	0	0	2,928
Unallocated Small Urban			1,241	740	1,982
Unallocated Non Urbanized			1,473	909	2,382
TOTALS	197,124	128,642	7,419	4,561	337,745

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit	FY 2014				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	9,052	0	333	223	9,608
Altoona*	1,336	0	0	0	1,336
Erie*	3,673	0	0	0	3,673
Harrisburg***	6,079	0	182	132	6,394
Hazleton*	762	0	0	0	762
Johnstown*	1,601	0	0	0	1,601
Lancaster**	8,480	0	168	120	8,768
Lebanon*	1,339	0	0	0	1,339
Monessen*	1,431	0	0	0	1,431
Philadelphia***	108,736	108,054	2,586	1,546	220,922
Pittsburgh***	37,437	25,733	1,161	711	65,043
Pottstown*	962	0	0	0	962
Reading**	6,368	0	166	100	6,635
Scranton/Wilkes-Barre***	4,919	0	296	196	5,411
Sharon*	4,657	0	0	0	4,657
State College*	2,418	0	0	0	2,418
Uniontown-Connellsville*	1,121	0	0	0	1,121
Williamsport*	1,592	0	0	0	1,592
York	3,045	0	0	0	3,045
Unallocated Small Urban			1,291	770	2,061
Unallocated Non Urbanized			1,532	946	2,477
TOTALS	205,009	133,787	7,716	4,744	351,255

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit	Total FY 2011 - FY 2014				
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	34,174	0	1,256	840	36,270
Altoona*	5,042	0	0	0	5,042
Erie*	13,866	0	0	0	13,866
Harrisburg***	22,950	0	689	498	24,137
Hazleton*	2,876	0	0	0	2,876
Johnstown*	6,043	0	0	0	6,043
Lancaster**	32,012	0	632	455	33,099
Lebanon*	5,055	0	0	0	5,055
Monessen*	5,402	0	0	0	5,402
Philadelphia***	410,487	407,914	9,764	5,835	834,001
Pittsburgh***	141,330	97,145	4,384	2,686	245,545
Pottstown*	3,630	0	0	0	3,630
Reading**	24,042	0	628	377	25,047
Scranton/Wilkes-Barre***	18,571	0	1,118	741	20,429
Sharon*	17,582	0	0	0	17,582
State College*	9,127	0	0	0	9,127
Uniontown-Connellsville*	4,232	0	0	0	4,232
Williamsport*	6,008	0	0	0	6,008
York	11,497	0	0	0	11,497
Unallocated Small Urban	0	0	4,873	2,907	7,780
Unallocated Non Urbanized	0	0	5,783	3,569	9,352
TOTALS	773,926	505,060	29,127	17,908	1,326,021

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 5
2011-2014 Federal and State Transit Funding by Region
(\$000)

Region	2011			2012			2013			2014			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
Delaware Valley	197,254	650,531	847,785	205,144	650,531	855,675	213,350	650,531	863,881	221,884	650,531	872,415	837,631	2,602,124	3,439,755
Southwest Penna	60,092	241,209	301,301	62,496	241,209	303,705	64,996	241,209	306,205	67,595	241,209	308,804	255,179	964,836	1,220,015
Harrisburg	5,684	6,760	12,444	5,911	6,760	12,671	6,148	6,760	12,908	6,394	6,760	13,154	24,137	27,040	51,177
Scranton/WB	5,488	13,311	18,799	5,708	13,311	19,019	5,936	13,311	19,247	6,173	13,311	19,484	23,305	53,244	76,549
Lehigh Valley	8,541	12,364	20,905	8,883	12,364	21,247	9,238	12,364	21,602	9,608	12,364	21,972	36,270	49,456	85,726
Altoona	1,187	2,469	3,656	1,235	2,469	3,704	1,284	2,469	3,753	1,336	2,469	3,805	5,042	9,876	14,918
Johnstown	1,423	6,015	7,438	1,480	6,015	7,495	1,539	6,015	7,554	1,601	6,015	7,616	6,043	24,060	30,103
Centre County	2,149	4,265	6,414	2,235	4,265	6,500	2,325	4,265	6,590	2,418	4,265	6,683	9,127	17,060	26,187
Williamsport	1,415	3,406	4,821	1,471	3,406	4,877	1,530	3,406	4,936	1,592	3,406	4,998	6,008	13,624	19,632
Erie	3,265	7,217	10,482	3,396	7,217	10,613	3,532	7,217	10,749	3,673	7,217	10,890	13,866	28,868	42,734
Lancaster	7,795	4,718	12,513	8,106	4,718	12,824	8,431	4,718	13,149	8,768	4,718	13,486	33,099	18,872	51,971
York	2,707	4,221	6,928	2,816	4,221	7,037	2,928	4,221	7,149	3,045	4,221	7,266	11,497	16,884	28,381
Reading	5,898	7,344	13,242	6,134	7,344	13,478	6,380	7,344	13,724	6,635	7,344	13,979	25,047	29,376	54,423
Lebanon	1,190	1,393	2,583	1,238	1,393	2,631	1,288	1,393	2,681	1,339	1,393	2,732	5,055	5,572	10,627
SVATS	4,140	663	4,803	4,306	663	4,969	4,478	663	5,141	4,657	663	5,320	17,582	2,652	20,234
Total Urban	308,230	965,886	1,274,116	320,559	965,886	1,286,445	333,382	965,886	1,299,268	346,717	965,886	1,312,603	1,308,888	3,863,544	5,172,432
Northwest	0	1,325	1,325	0	1,325	1,325	0	1,325	1,325	0	1,325	1,325	0	5,300	5,300
Northcentral	0	3,701	3,701	0	3,701	3,701	0	3,701	3,701	0	3,701	3,701	0	14,804	14,804
Northern Tier	0	570	570	0	570	570	0	570	570	0	570	570	0	2,280	2,280
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEPA	0	3,279	3,279	0	3,279	3,279	0	3,279	3,279	0	3,279	3,279	0	13,116	13,116
SEDA-COG	0	291	291	0	291	291	0	291	291	0	291	291	0	1,164	1,164
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Rural	0	9,166	9,166	0	9,166	9,166	0	9,166	9,166	0	9,166	9,166	0	36,664	36,664
Unallocated	4,034	6,972	11,006	4,196	6,972	11,168	4,364	6,972	11,336	4,538	6,972	11,510	17,132	27,888	45,020
Reserve	0	6,000	6,000	0	6,000	0	0	6,000	0	0	6,000	0	0	24,000	0
Grand Total	312,265	988,024	1,300,289	324,755	988,024	1,306,779	337,745	988,024	1,319,769	351,255	988,024	1,333,279	1,326,021	3,952,096	5,254,117

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

APPENDIX 6

SCHEDULE FOR DEVELOPING & APPROVING THE 2011 TRANSPORTATION PROGRAM

- By 8/14/09 General and Procedural Work Group, Financial Guidance Work Group finalize draft guidance for the 2011 Program update.
- On 8/18/09 A conference call with all Planning Partners' and Districts is held. Department program priorities are shared along with the draft schedule for developing the 2011 Program, draft general/procedural guidance and draft financial guidance. The goal is to reach consensus on the guidance.
- By 8/25/09 The Department issues final guidance to planning partners for the development of the 2011 Program.
- 8/20/09 to 9/17/09 State Transportation Commission, PennDOT and planning partners conduct public hearings for the update of the 12 Year Program. Environmental justice (EJ) activities are also initiated.
- By 9/25/09 PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to planning partners.
- By 10/2/09 PennDOT project priorities are shared with all planning partners. PennDOT will provide the MPO/RPOs with a listing of the draft Interstate Management Program projects.
- 10/19/09 to 10/21/09 A three-day Planning Partners' Meeting is held in State College to discuss the program update process and other transportation issues.
- By 12/1/09 MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2011 Program. TIP negotiations begin.
- On 12/10/09 State Transportation Commission meets and is updated on development of the 2011 Program.
- By 12/31/09 MPO and RPO "Boards" meet to discuss the 2011 schedule and guidance; set their TIP approval meeting dates for the spring of 2010.
- By 12/31/09 MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.
- By 1/15/10 Program Center completes initial review of preliminary draft TIPs to

ensure that Department priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.

- By 1/30/10 Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues.
- By 1/30/10 Interagency (FHWA, FTA, EPA & PennDOT) air quality consultation initiated. All air quality significant projects are shared with FHWA, FTA and EPA before conformity determination work begins by planning partners or PennDOT. TIP negotiations continue.
- By 2/13/10 PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, including the final “spike” decisions, and share this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the PA Air Quality Conformity Working Group.
- By 3/1/10 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/1/10 Interagency air quality consultations are concluded and conformity analyses are underway.
- By 5/15/10 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/24/10 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/30/10 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
- By 8/13/10 State Transportation Commission approves the Twelve Year Program.
- By 8/17/10 Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
- By 9/30/10 PennDOT obtains joint approval from FHWA and FTA on the 2011 Program.