

PENNSYLVANIA’S 2009 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

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

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BACKGROUND

Ten years ago the first financial guidance was issued. It was a long and arduous process to achieve consensus and to agree to fiscally constrain the TIPs and STIP. The 2009 Financial Guidance reflects the changes and refinements that were made in each of the succeeding programs since 1999. In many ways the Financial Guidance for the 2009 Program update has been an even more daunting challenge. Significant uncertainties regarding SAFETEA-LU reauthorization, the financial health of the Highway Trust Fund, nearly \$1 billion per year of unmet state and local transportation infrastructure needs, an under-financed state and federal transit program, and new federal planning regulations combine together to make planning for the 2009 Program a challenging endeavor.

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 a May 1, 2007, meeting. A draft financial guidance document was subsequently circulated for comment to work group members. Where feasible, the work group comments have been incorporated into this document. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained from 2007 Financial Guidance.
- No changes have been made to existing funding formulas for funding distribution except to remove the SAFETEA-LU Safe Routes to School funding from the Transportation Enhancement allocation, and list the Federal Safe Routes to School funding as a statewide line item. This is necessary because of the need to solicit projects specifically meeting federal criteria for the Federal Safe Routes to Schools Program.
- A 4 percent revenue growth assumption for highway and bridge funds and a 2.67 percent growth assumption for transit funding, based on a 17 year review of annual federal funding increases since ISTEA has been included in the financial guidance. The revenue growth assumptions are applied only to federal funds; state funding is expected to remain relatively flat.
- A 4 percent annual inflation factor to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- Continuing to manage the Interstate Program at a statewide level.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2009 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, and all federal highway and bridge funding apportioned or allocated to the Commonwealth. All regionally significant capital projects within a region should 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 includes funding for federal fiscal years 2005 through 2009. Federal funding levels for FFY 2010 through FFY 2012 assume a 4 percent revenue growth rate based on historical federal funding levels over the past 17 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 which require that current TIPs and STIPs utilize "year of expenditure" accounting methods. This regulation takes effect on December 11, 2007.

FUNDING DISTRIBUTION

The distribution of federal funds follows previous formulas and policy decisions that were approved in conjunction with the 2007 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 only change to the distribution is to remove the Federal Safe Routes to School funds from the Transportation Enhancement funding allocation and hold it in a statewide line item. The distribution of the highway and bridge funding is as follows:

- **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 in consultation with MPOs/RPOs. The priority for these funds will be for system preservation. Any capacity adding projects will be advanced through coordination with the MPO/RPO. The following data will comprise the criteria by which projects are selected:

- Mileage that is “out of cycle” for preventive maintenance, restoration or reconstruction. (That is, pavement that is past due for treatment).
- International Roughness Index
- Overall Pavement Index
- Rutting
- Ramps that are “out of cycle” for preventive maintenance, restoration, or reconstruction.
- Remaining Service Life
- Structurally Deficient Bridges
- Vertical Clearance issues

• **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 2009 Program is to program 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.
- **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. No new statewide solicitation of Transportation Enhancement projects is anticipated during the 2009 Program cycle. 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 2009 Program may be utilized to consider additional projects.
- **Safe Routes to School** – funding for this program will be held in a statewide line item. This is a new federal SAFETEA-LU Program. It is anticipated that a solicitation for projects will coincide with the 2009 Program update. 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.
- **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, Bridge, Safety, and CMAQ). Act 44 funds are directed to the Interstate Program consistent with the Financial Guidance. There is no additional set-aside to the Secretary’s discretionary fund, other than what it 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 and federal funding for bridge and highway categories. It should be noted that the "Fed Hwy" column includes only federal funding and does not include matching funds. Likewise, the "Urban", "CMAQ", "SXF", "APD", and all other federal funding columns include only federal funds. Matching funds for these federal funds will come from the "Sta Hwy" column for those types of funding which qualify, and from the "Sta Bridge" column for the "Fed Bridge" funding category. Note that the “Sta Hwy” and “Sta Bridge” reflect the traditional Motor License Fund capital appropriations. State Act 44 funds are shown in a separate column. Local and private funds may also be used to match

state and federal funding. Local and private funding is not included in the tables, and can be considered additional funding above that which is shown. 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 new 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 4 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 2009 Program period (prior to October 1, 2008), and which will require funding during the 2009 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 projects and phases of projects that are to be implemented in a region should 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 in the region's Long Range Plan and on the 2nd and/or 3rd 4 years of the Twelve Year Program.

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.

By January 25, 2008, each planning region will submit its draft program to the Secretary of Transportation. 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 by February 29, 2008.

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 2009 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 is provided through 2009 via SAFETEA-LU and its anticipated successor. Federal revenue growth assumptions of 2.67 percent have been factored in 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 4 through 6. 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 will be 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. A table depicting the structure of Pennsylvania Public Transportation Trust Fund is included as Appendix 3. 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 will be allocated among public transportation providers based on:

1. The operating assistance received in FY 2005-06 increased by a factor of 1.0506; 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 %.

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.

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 fully 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 January 25, 2008. 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
2009 Financial Guidance
Highway and Bridge Funds - (\$000)

Highway Funds	2009	2010	2011	2012	Total
National Highway System	231,981	241,260	250,911	260,947	985,099
Surface Transportation Program	260,589	271,013	281,853	293,127	1,106,582
Interstate Maintenance	213,467	222,006	230,886	240,121	906,480
Equity Bonus	88,670	92,217	95,905	99,742	376,534
Subtotal - Fed. Hwy.	794,707	826,495	859,555	893,937	3,374,695
State Highway	277,731	277,634	275,155	272,589	1,103,109
Bridge Funds					0
Federal Bridge	460,591	479,015	498,175	518,102	1,955,883
State Bridge	194,108	195,512	195,932	196,356	781,908
Other Federal Funds					0
Cong. Mitigation/Air Quality	105,957	110,195	114,603	119,187	449,943
Safety	46,296	48,148	50,074	52,077	196,594
Safe Routes to Schools	6,279	6,530	6,791	7,063	26,664
Appalachian Development	103,415	107,552	111,854	116,328	439,148
Interstate Construction (FAI)	50,483	50,483	50,483	50,483	201,932
Total	2,039,567	2,101,564	2,162,622	2,226,122	8,529,875

*Apportionments Reflect 2% setaside for Statewide Planning

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

Funds	2009	2010	2011	2012	Total
STP	260,589	271,013	281,853	293,127	1,106,582
Plus Equity Bonus	88,670	92,217	95,905	99,742	376,534
Less Enhancements	27,996	29,116	30,280	31,492	118,884
Less Urban	85,536	88,958	92,516	96,216	363,226
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%)	40,905	42,791	44,752	46,792	175,241
STP to Allocate	163,622	171,165	179,010	187,169	700,965
NHS	231,981	241,260	250,911	260,947	985,099
Less Spike (20%)	46,396	48,252	50,182	52,189	197,020
NHS to Allocate	185,585	193,008	200,729	208,758	788,079
State Highway	277,731	277,634	275,155	272,589	1,103,109
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%)	50,236	50,217	49,721	49,208	199,382
State Highway to Allocate	200,945	200,867	198,884	196,831	797,527
Total Federal and State Highway	550,151	565,040	578,622	592,757	2,286,571
Federal Bridge	460,591	479,015	498,175	518,102	1,955,883
Less Statewide Reserve	19,700	20,488	21,308	22,160	83,655
Federal Bridge to Allocate	440,891	458,527	476,868	495,942	1,872,228
State Bridge	194,108	195,512	195,932	196,356	781,908
Less Statewide Reserve	4,925	5,122	5,327	5,540	20,914
State Bridge to Allocate	189,183	190,390	190,605	190,816	760,994
Total Fed. + Sta. Bridge	630,074	648,917	667,473	686,758	2,633,222
Enhancements	27,996	29,116	30,280	31,492	118,884
Less Secretary's Reserve	5,599	5,823	6,056	6,298	23,777
Enhancements \$ to Allocate	22,397	23,293	24,224	25,193	95,107
Federal Safe Routes to School	6,279	6,530	6,791	7,063	26,664
Less Administrative Costs	80	80	80	80	320
Safe Routes to School to Alloc.	6,199	6,450	6,711	6,983	26,344
Urban to Allocate	85,536	88,958	92,516	96,216	363,226
CMAQ to Allocate	105,957	110,195	114,603	119,187	449,943
Rail/Hwy Crossings to Allocate	7,264	7,555	7,857	8,171	30,847
Safety to Allocate	46,296	48,148	50,074	52,077	196,594
Interstate Maintenance to Allocate	213,467	222,006	230,886	240,121	906,480
Appalachian Development to Allocate	103,415	107,552	111,854	116,328	439,148
Interstate Construction to Allocate	50,483	50,483	50,483	50,483	201,932
Act 44 Revenue	390,000	390,000	400,630	411,520	1,592,150
TOTAL FUNDS TO ALLOCATE	2,211,239	2,268,595	2,335,933	2,405,796	9,221,563

**Appendix 2
Highway/Bridge Base Funding Allocations
FFY 2009 (\$000)**

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	Act 44 Revenue	TOTAL
Delaware Valley	0	38,402	36,875	39,532	58,730	30,549	42,255	9,860	40,231	1,031	5,833	79,896	383,194
Southwest Penna	0	36,127	34,955	37,473	100,822	52,406	20,785	9,041	24,334	1,682	4,579	81,889	404,095
Harrisburg	0	7,274	7,071	7,581	12,286	6,452	4,277	2,257	4,836	350	906	14,601	67,890
Scranton/WB	0	7,083	6,594	7,069	11,669	6,110	4,533	1,993	5,059	399	912	13,933	65,353
Lehigh Valley	0	7,200	6,939	7,439	12,050	6,296	6,501	2,042	5,502	285	917	13,727	68,899
Altoona	0	1,734	1,687	1,808	4,559	2,372	0	544	1,227	78	241	4,120	18,370
Johnstown	0	2,473	2,417	2,591	4,576	2,398	0	579	1,450	94	291	4,909	21,778
Centre County	0	2,091	2,058	2,207	2,198	1,158	0	609	1,290	69	309	3,849	15,838
Williamsport	0	2,083	2,028	2,175	3,651	1,931	0	614	0	48	299	3,949	16,777
Erie	0	3,573	3,471	3,721	4,394	2,303	0	1,012	2,668	293	490	6,901	28,825
Lancaster	0	6,233	6,087	6,526	10,558	5,546	3,849	1,678	4,472	379	782	12,101	58,210
York	0	5,092	4,899	5,252	4,982	2,606	0	1,467	3,627	366	647	9,304	38,242
Reading	0	5,000	4,897	5,250	11,407	5,942	2,823	1,514	3,550	182	631	10,463	51,658
Lebanon	0	1,606	1,565	1,678	1,681	881	0	521	1,143	194	212	3,155	12,637
SVATS	0	1,987	2,090	2,241	5,158	2,684	513	687	1,143	106	243	4,565	21,417
Total Urban	0	127,958	123,634	132,541	248,719	129,635	85,536	34,417	100,533	5,556	17,290	267,362	1,273,181
Northwest	0	5,854	5,622	6,027	12,503	6,513	0	1,642	0	229	708	10,352	49,450
Northcentral	0	5,612	5,391	5,779	20,244	10,459	0	1,525	792	378	851	11,932	62,964
Northern Tier	0	5,846	5,490	5,885	12,084	6,323	0	1,455	660	57	659	10,372	48,831
Southern Allegh.	0	5,240	5,163	5,535	14,753	7,676	0	1,506	0	144	617	10,628	51,262
NEPA	0	7,969	7,816	8,379	12,331	6,407	0	2,529	1,876	114	949	13,857	62,225
SEDA-COG	0	7,120	6,951	7,452	16,101	8,457	0	2,090	0	410	872	12,857	62,310
Adams	0	1,689	1,647	1,765	2,480	1,292	0	486	867	107	185	3,041	13,559
Franklin	0	1,953	1,909	2,046	2,745	1,429	0	646	1,229	270	266	3,665	16,157
Total Rural	0	41,283	39,988	42,869	93,241	48,556	0	11,879	5,424	1,708	5,107	76,705	366,760
Interstate Program	213,467	16,343	0	25,534	98,930	10,992	0	0	0	0	0	45,933	411,200
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,199	0	6,199
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	103,415
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	213,467	185,585	163,622	200,945	440,891	189,183	85,536	46,296	105,957	7,264	28,596	390,000	2,211,239

* SRTS = Federal Safe Routes to School

Appendix 2
Highway/Bridge Base Funding Allocations
FFY 2010 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL
Delaware Valley	0	39,938	38,575	39,284	61,079	30,680	43,945	10,254	41,841	1,072	6,066	79,896	392,631
Southwest Penna	0	37,573	36,566	37,239	104,855	52,632	21,617	9,403	25,308	1,750	4,762	81,889	413,592
Harrisburg	0	7,565	7,397	7,533	12,777	6,480	4,448	2,347	5,030	364	942	14,601	69,484
Scranton/WB	0	7,366	6,898	7,025	12,135	6,136	4,715	2,073	5,262	415	948	13,933	66,905
Lehigh Valley	0	7,488	7,259	7,393	12,532	6,324	6,761	2,124	5,722	296	954	13,727	70,580
Altoona	0	1,803	1,765	1,797	4,741	2,382	0	566	1,276	81	251	4,120	18,782
Johnstown	0	2,572	2,528	2,575	4,759	2,408	0	602	1,508	98	303	4,909	22,262
Centre County	0	2,175	2,153	2,193	2,286	1,163	0	633	1,341	72	321	3,849	16,186
Williamsport	0	2,166	2,122	2,161	3,797	1,939	0	638	0	50	310	3,949	17,133
Erie	0	3,716	3,631	3,697	4,569	2,313	0	1,052	2,775	305	509	6,901	29,469
Lancaster	0	6,482	6,368	6,485	10,980	5,570	4,003	1,746	4,650	394	813	12,101	59,591
York	0	5,296	5,124	5,219	5,181	2,618	0	1,526	3,772	381	673	9,304	39,093
Reading	0	5,200	5,123	5,217	11,863	5,968	2,936	1,575	3,692	189	656	10,463	52,880
Lebanon	0	1,670	1,638	1,668	1,748	885	0	542	1,189	202	220	3,155	12,916
SVATS	0	2,067	2,186	2,227	5,364	2,695	534	714	1,189	111	252	4,565	21,904
Total Urban	0	133,077	129,333	131,711	258,668	130,193	88,958	35,794	104,554	5,779	17,982	267,362	1,303,409
Northwest	0	6,088	5,881	5,989	13,004	6,541	0	1,708	0	238	736	10,352	50,537
Northcentral	0	5,836	5,640	5,743	21,053	10,504	0	1,586	824	393	885	11,932	64,397
Northern Tier	0	6,080	5,743	5,849	12,567	6,351	0	1,513	686	59	686	10,372	49,905
Southern Allegh.	0	5,450	5,401	5,500	15,343	7,709	0	1,567	0	150	642	10,628	52,389
NEPA	0	8,288	8,176	8,326	12,824	6,434	0	2,630	1,951	118	987	13,857	63,591
SEDA-COG	0	7,405	7,272	7,405	16,745	8,493	0	2,173	0	426	907	12,857	63,684
Adams	0	1,757	1,723	1,754	2,580	1,297	0	505	902	111	193	3,041	13,862
Franklin	0	2,031	1,997	2,033	2,855	1,435	0	672	1,278	281	276	3,665	16,523
Total Rural	0	42,935	41,832	42,601	96,971	48,765	0	12,354	5,641	1,776	5,311	76,705	374,890
Interstate Program	222,006	16,997	0	26,556	102,888	11,432	0	0	0	0	0	45,933	425,811
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,450	0	6,450
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	107,552
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	222,006	193,008	171,165	200,867	458,527	190,390	88,958	48,148	110,195	7,555	29,743	390,000	2,268,595

* SRTS = Federal Safe Routes to School

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	TOTAL
Delaware Valley	0	41,536	40,343	38,598	63,522	30,639	45,703	10,664	43,514	1,115	6,309	82,074	404,017
Southwest Penna	0	39,075	38,242	36,588	109,049	52,561	22,481	9,779	26,320	1,820	4,953	84,121	424,989
Harrisburg	0	7,867	7,736	7,401	13,288	6,471	4,626	2,441	5,231	378	979	14,999	71,419
Scranton/WB	0	7,661	7,214	6,902	12,621	6,128	4,903	2,155	5,472	431	986	14,313	68,787
Lehigh Valley	0	7,787	7,592	7,264	13,034	6,315	7,031	2,209	5,951	308	992	14,101	72,584
Altoona	0	1,875	1,846	1,766	4,931	2,379	0	588	1,327	84	261	4,232	19,289
Johnstown	0	2,675	2,644	2,530	4,950	2,405	0	626	1,568	101	315	5,043	22,858
Centre County	0	2,262	2,252	2,155	2,377	1,161	0	658	1,395	75	334	3,954	16,623
Williamsport	0	2,253	2,219	2,123	3,949	1,937	0	664	0	52	323	4,057	17,576
Erie	0	3,865	3,797	3,633	4,752	2,310	0	1,094	2,886	317	530	7,089	30,272
Lancaster	0	6,741	6,660	6,372	11,419	5,562	4,163	1,815	4,836	409	845	12,431	61,255
York	0	5,508	5,359	5,128	5,388	2,614	0	1,587	3,923	396	700	9,558	40,161
Reading	0	5,408	5,358	5,126	12,337	5,960	3,053	1,638	3,839	197	682	10,748	54,345
Lebanon	0	1,737	1,713	1,639	1,818	884	0	563	1,236	210	229	3,241	13,270
SVATS	0	2,149	2,287	2,188	5,579	2,692	555	743	1,236	115	262	4,689	22,495
Total Urban	0	138,400	135,261	129,410	269,015	130,017	92,516	37,226	108,736	6,010	18,701	274,649	1,339,939
Northwest	0	6,332	6,151	5,884	13,524	6,533	0	1,776	0	247	766	10,634	51,846
Northcentral	0	6,070	5,898	5,643	21,895	10,490	0	1,650	857	409	920	12,257	66,089
Northern Tier	0	6,323	6,006	5,746	13,070	6,342	0	1,574	714	62	713	10,655	51,204
Southern Allegh.	0	5,668	5,649	5,404	15,956	7,699	0	1,629	0	156	667	10,918	53,747
NEPA	0	8,619	8,551	8,181	13,337	6,425	0	2,735	2,029	123	1,026	14,235	65,262
SEDA-COG	0	7,701	7,605	7,276	17,415	8,482	0	2,260	0	443	943	13,207	65,332
Adams	0	1,827	1,801	1,724	2,683	1,296	0	525	938	115	200	3,124	14,234
Franklin	0	2,112	2,088	1,998	2,969	1,433	0	699	1,329	292	288	3,765	16,973
Total Rural	0	44,652	43,749	41,856	100,850	48,699	0	12,848	5,867	1,847	5,523	78,796	384,688
Interstate Program	230,886	17,677	0	27,618	107,003	11,889	0	0	0	0	0	47,185	442,258
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,711	0	6,711
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	111,854
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	230,886	200,729	179,010	198,884	476,868	190,605	92,516	50,074	114,603	7,857	30,936	400,630	2,335,933

* 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	TOTAL
Delaware Valley	0	43,197	42,182	37,886	66,063	30,593	47,531	11,091	45,255	1,160	6,561	84,305	415,825
Southwest Penna	0	40,638	39,985	35,913	113,411	52,483	23,381	10,170	27,373	1,893	5,151	86,408	436,806
Harrisburg	0	8,182	8,089	7,265	13,820	6,461	4,811	2,539	5,440	394	1,019	15,407	73,426
Scranton/WB	0	7,967	7,543	6,775	13,126	6,119	5,099	2,242	5,691	449	1,026	14,702	70,738
Lehigh Valley	0	8,099	7,938	7,130	13,555	6,306	7,312	2,297	6,189	320	1,032	14,484	74,662
Altoona	0	1,950	1,930	1,733	5,128	2,376	0	612	1,380	88	271	4,347	19,814
Johnstown	0	2,782	2,764	2,483	5,148	2,402	0	651	1,631	106	328	5,180	23,474
Centre County	0	2,352	2,355	2,115	2,472	1,160	0	685	1,451	78	347	4,061	17,075
Williamsport	0	2,343	2,320	2,084	4,107	1,934	0	690	0	54	336	4,167	18,035
Erie	0	4,020	3,970	3,566	4,942	2,306	0	1,138	3,001	330	551	7,282	31,106
Lancaster	0	7,011	6,963	6,254	11,876	5,554	4,330	1,888	5,030	426	879	12,769	62,980
York	0	5,728	5,604	5,033	5,604	2,610	0	1,650	4,080	412	728	9,817	41,266
Reading	0	5,624	5,602	5,031	12,831	5,951	3,175	1,703	3,993	205	710	11,040	55,864
Lebanon	0	1,807	1,791	1,608	1,891	882	0	586	1,286	218	238	3,329	13,636
SVATS	0	2,235	2,391	2,147	5,802	2,688	577	773	1,286	120	273	4,817	23,108
Total Urban	0	143,936	141,426	127,024	279,775	129,824	96,216	38,715	113,086	6,250	19,449	282,115	1,377,816
Northwest	0	6,585	6,431	5,776	14,065	6,523	0	1,847	0	257	796	10,923	53,203
Northcentral	0	6,313	6,167	5,539	22,771	10,475	0	1,716	891	425	957	12,590	67,844
Northern Tier	0	6,576	6,280	5,640	13,593	6,333	0	1,637	742	64	742	10,944	52,550
Southern Allegh.	0	5,895	5,906	5,305	16,595	7,687	0	1,694	0	162	694	11,214	55,152
NEPA	0	8,964	8,940	8,030	13,871	6,416	0	2,844	2,111	128	1,067	14,622	66,993
SEDA-COG	0	8,009	7,952	7,142	18,112	8,469	0	2,350	0	461	981	13,566	67,042
Adams	0	1,900	1,884	1,692	2,790	1,294	0	546	976	120	208	3,209	14,618
Franklin	0	2,197	2,183	1,961	3,088	1,431	0	726	1,382	304	299	3,868	17,439
Total Rural	0	46,438	45,743	41,085	104,884	48,627	0	13,362	6,101	1,921	5,744	80,936	394,842
Interstate Program	240,121	18,384	0	28,723	111,283	12,365	0	0	0	0	0	48,468	459,344
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,983	0	6,983
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	116,328
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	240,121	208,758	187,169	196,831	495,942	190,816	96,216	52,077	119,187	8,171	32,176	411,520	2,405,796

* SRTS = Federal Safe Routes to School

Appendix 2
Highway/Bridge Base Funding Allocations
TOTAL FFY 2009-2012 (\$000)

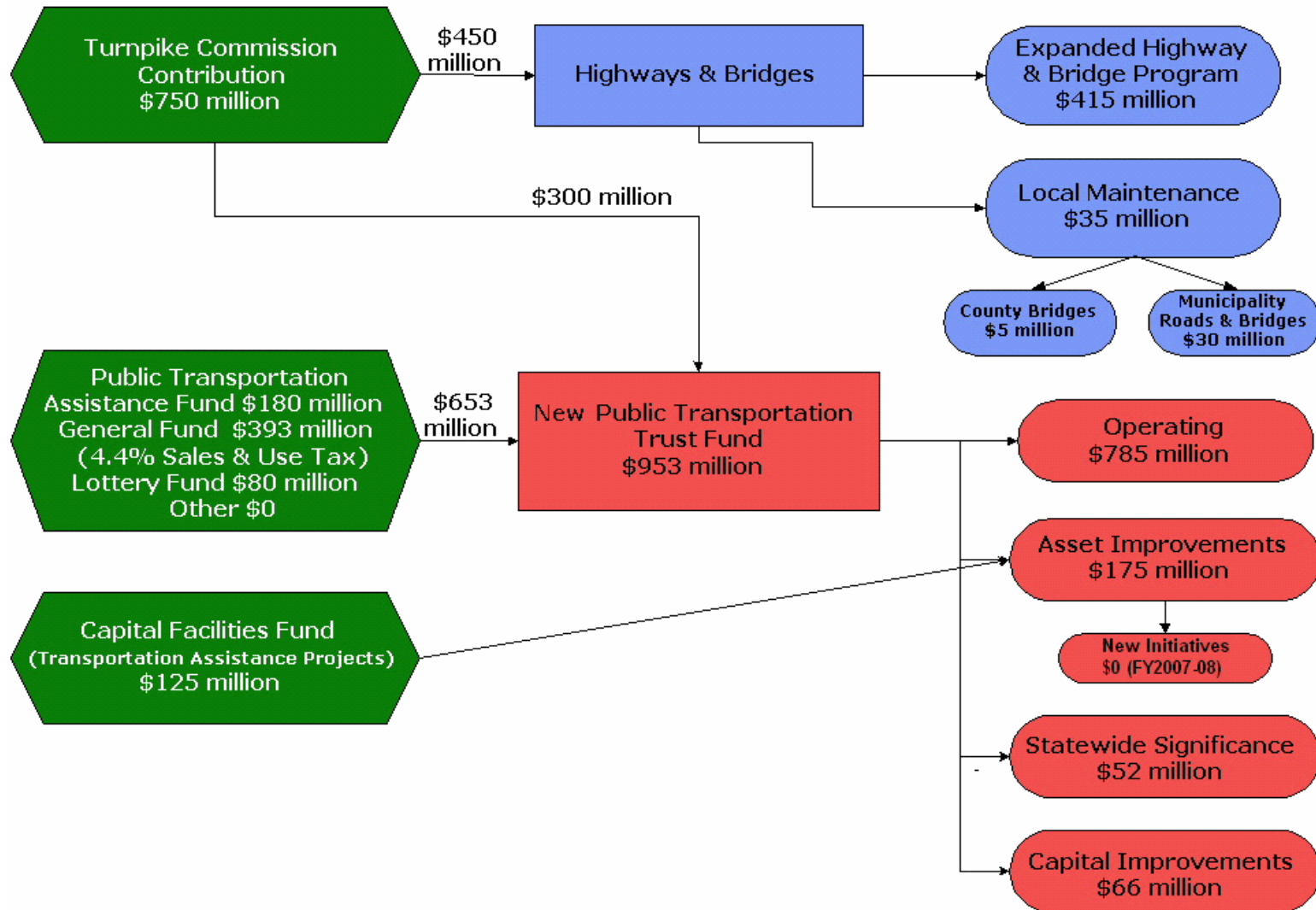
Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL
Delaware Valley	0	163,074	157,975	155,300	249,395	122,461	179,434	41,870	170,841	4,378	24,769	326,171	1,595,666
Southwest Penna	0	153,414	149,749	147,213	428,137	210,082	88,264	38,393	103,335	7,145	19,444	334,307	1,679,483
Harrisburg	0	30,888	30,293	29,780	52,171	25,864	18,161	9,584	20,538	1,486	3,845	59,608	282,218
Scranton/WB	0	30,077	28,248	27,770	49,551	24,492	19,251	8,463	21,485	1,694	3,872	56,881	271,783
Lehigh Valley	0	30,573	29,729	29,226	51,171	25,241	27,605	8,673	23,365	1,209	3,894	56,039	286,725
Altoona	0	7,362	7,227	7,105	19,359	9,509	0	2,310	5,210	331	1,023	16,819	76,254
Johnstown	0	10,503	10,353	10,178	19,433	9,613	0	2,459	6,156	398	1,237	20,041	90,373
Centre County	0	8,880	8,818	8,669	9,333	4,642	0	2,585	5,477	294	1,311	15,713	65,722
Williamsport	0	8,846	8,690	8,543	15,504	7,741	0	2,606	0	202	1,268	16,122	69,521
Erie	0	15,174	14,868	14,616	18,657	9,232	0	4,295	11,330	1,245	2,080	28,173	119,672
Lancaster	0	26,466	26,078	25,637	44,834	22,232	16,345	7,127	18,988	1,608	3,319	49,402	242,036
York	0	21,623	20,986	20,631	21,154	10,448	0	6,229	15,401	1,556	2,749	37,983	158,761
Reading	0	21,231	20,979	20,624	48,438	23,820	11,986	6,429	15,074	773	2,679	42,714	214,747
Lebanon	0	6,821	6,706	6,593	7,138	3,532	0	2,211	4,854	824	899	12,880	52,459
SVATS	0	8,438	8,954	8,802	21,903	10,759	2,179	2,917	4,853	452	1,030	18,636	88,924
Total Urban	0	543,370	529,654	520,686	1,056,177	519,668	363,226	146,152	426,909	23,595	73,422	1,091,488	5,294,346
Northwest	0	24,859	24,084	23,676	53,096	26,110	0	6,974	0	971	3,006	42,261	205,038
Northcentral	0	23,831	23,095	22,704	85,964	41,929	0	6,477	3,364	1,606	3,613	48,711	261,295
Northern Tier	0	24,824	23,519	23,121	51,313	25,349	0	6,178	2,802	243	2,800	42,343	202,491
Southern Allegh.	0	22,253	22,119	21,745	62,646	30,771	0	6,396	0	611	2,620	43,388	212,550
NEPA	0	33,839	33,483	32,916	52,364	25,682	0	10,738	7,967	482	4,030	56,571	258,072
SEDA-COG	0	30,235	29,780	29,275	68,374	33,901	0	8,873	0	1,741	3,702	52,487	258,368
Adams	0	7,173	7,054	6,935	10,532	5,178	0	2,063	3,683	452	786	12,416	56,274
Franklin	0	8,293	8,177	8,038	11,658	5,728	0	2,743	5,217	1,146	1,129	14,964	67,092
Total Rural	0	175,308	171,311	168,410	395,946	194,648	0	50,443	23,033	7,252	21,686	313,142	1,521,180
Interstate Program	906,480	69,401	0	108,431	420,104	46,678	0	0	0	0	0	187,519	1,738,614
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	26,344	0	26,344
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	439,148
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	201,932
Grand Total	906,480	788,079	700,965	797,527	1,872,228	760,994	363,226	196,594	449,943	30,847	121,451	1,592,149	9,221,562

* SRTS = Federal Safe Routes to School

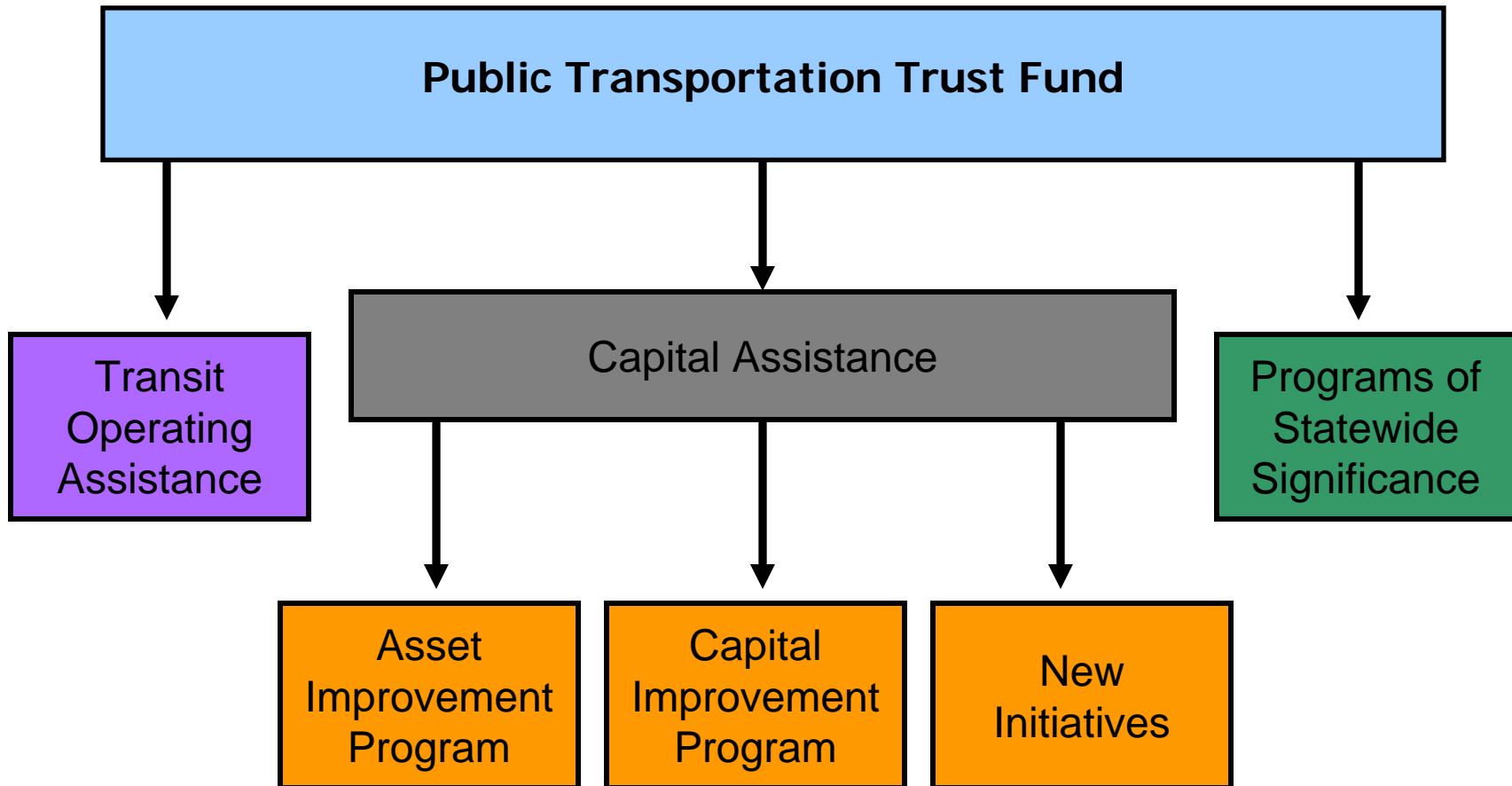
Appendix 3

Act 44 of 2007

Flow of Funds Chart Fiscal Year 2007 - 2008



Act 44 of 2007 Public Transit Funding



**Appendix 5
State Transit Funds**

Estimated Annual Funding (\$000) 2009-2012

	OPERATOR	Asset Improvement		Capital Improvement	Operating Assistance	Total
		Bond	Discretionary			
URBAN	SEPTA	84,000	0	49,233	508,623	641,856
	PAAC	30,000	0	11,504	183,020	224,524
	AMTRAN -- Blair	0	0	119	2,303	2,422
	BARTA -- Berks	0	0	437	5,860	6,297
	BCTA -- Beaver	0	0	107	2,353	2,460
	Capitol Bus	0	0	1	118	119
	CAT -- Dauphin	0	0	380	5,361	5,741
	CATA -- Centre	0	0	1,022	2,815	3,837
	CCTA -- Cambria	0	0	216	4,378	4,594
	COLTS -- Lackawanna	0	0	314	5,828	6,142
	EMTA Erie	0	0	421	5,759	6,180
	Fayette County	0	0	18	486	504
	HPT -- Hazleton	0	0	41	1,490	1,531
	LANTA -- Lehigh-Northampton	0	0	883	9,701	10,584
	LCTA -- Luzerne	0	0	237	4,465	4,702
	COLT -- Lebanon	0	0	39	1,207	1,246
	MMVTA -- Mid Mon Valley	0	0	57	1,880	1,937
	Pottstown	0	0	42	824	866
	RRTA -- Lancaster	0	0	335	3,700	4,035
	SVSS -- Shenango Valley	0	0	20	634	654
	Washington	0	0	7	912	919
	WBT -- Williamsport	0	0	206	2,882	3,088
	WCTA -- Westmoreland	0	0	44	1,345	1,389
	YCTA -- York	0	0	251	3,052	3,303
	Unallocated	5,000	0	0	0	5,000
	Urban Total	119,000	0	65,933	758,996	943,929
RURAL	ATA	0	0	54	2,683	2,737
	BCTA -- Beaver	0	0	3	200	203
	BTA -- Butler	0	0	24	514	538
	Carbon	0	0	2	201	203
	CATA -- Crawford	0	0	25	417	442
	CCTA -- Cambria	0	0	18	1,325	1,343
	DUFAST	0	0	10	390	400
	EMTA -- Endless Mtns.	0	0	19	461	480
	ICTA -- Indiana	0	0	37	854	891
	MCTA -- Monroe	0	0	34	1,485	1,519
	Mid-County -- Armstrong	0	0	9	430	439
	Mt. Carmel	0	0	10	245	255
	NCATA -- New Castle	0	0	182	3,239	3,421
	STS -- Schuylkill	0	0	42	1,128	1,170
	TAWC -- Warren	0	0	11	440	451
	VCTO -- Venango	0	0	10	223	233
	WCTA -- Westmoreland	0	0	13	799	812
	YCTA -- York	0	0	9	288	297
	Unallocated	0	0	0	0	0
	Rural Total	0	0	512	15,322	15,834
Reserve	6,000	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	50,000	0	0	50,000	
GRAND TOTAL	125,000	50,000	66,445	774,318	1,015,763	

Appendix 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2009				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,129		261	180	8,570
Altoona*	1,161		94	51	1,307
Erie*	3,414		204	125	3,742
Harrisburg***	5,329	1,330	143	109	6,910
Hazleton*	662		57	37	756
Johnstown*	1,639		86	53	1,777
Lancaster**	3,979		131	93	4,203
Lebanon*	884		56	35	976
Monessen*	1,515		61	45	1,621
Philadelphia***	151,628	113,138	2,622	1,828	269,217
Pittsburgh***	38,482	22,109	909	642	62,142
Pottstown*	836		41	42	919
Reading**	2,951		131	84	3,166
Scranton/Wilkes-Barre***	4,319		232	150	4,701
Sharon*	4,059		264	145	4,467
State College*	2,263		106	38	2,408
Uniontown-Connellsville*	993		87	44	1,124
Williamsport*	1,825		69	39	1,934
York	2,701		145	111	2,958
TOTALS	236,771	136,576	5,698	3,852	382,897

* 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 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2010				
	Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms
Allentown- Bethlehem***	8,346	0	268	185	8,799
Altoona*	1,192	0	97	53	1,342
Erie*	3,505	0	209	128	3,842
Harrisburg***	5,472	1,365	146	111	7,094
Hazleton*	680	0	58	38	776
Johnstown*	1,683	0	88	54	1,825
Lancaster**	4,086	0	135	95	4,316
Lebanon*	908	0	57	36	1,002
Monessen*	1,555	0	63	46	1,664
Philadelphia***	155,677	116,159	2,692	1,877	276,405
Pittsburgh***	39,509	22,699	933	659	63,801
Pottstown*	858	0	42	43	944
Reading**	3,030	0	134	87	3,251
Scranton/Wilkes- Barre***	4,434	0	238	154	4,826
Sharon*	4,167	0	271	148	4,586
State College*	2,324	0	109	39	2,472
Uniontown- Connellsville*	1,019	0	89	46	1,154
Williamsport*	1,874	0	71	40	1,985
York	2,773	0	149	114	3,037
TOTALS	243,093	140,223	5,850	3,955	393,121

* 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 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2011				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,569	0	275	190	9,034
Altoona*	1,224	0	99	54	1,378
Erie*	3,599	0	215	132	3,945
Harrisburg***	5,618	1,401	150	114	7,284
Hazleton*	698	0	60	39	797
Johnstown*	1,728	0	90	55	1,874
Lancaster**	4,195	0	139	98	4,431
Lebanon*	932	0	59	37	1,028
Monessen*	1,597	0	64	48	1,709
Philadelphia***	159,833	119,261	2,763	1,927	283,785
Pittsburgh***	40,564	23,305	958	677	65,504
Pottstown*	881	0	44	44	969
Reading**	3,111	0	138	89	3,338
Scranton/Wilkes-Barre***	4,553	0	245	158	4,955
Sharon*	4,278	0	278	152	4,709
State College*	2,386	0	112	40	2,538
Uniontown-Connellsville*	1,046	0	92	47	1,185
Williamsport*	1,924	0	73	42	2,038
York	2,847	0	153	117	3,118
TOTALS	249,583	143,967	6,006	4,061	403,617

* 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 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2012				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,798	0	282	195	9,275
Altoona*	1,257	0	102	55	1,414
Erie*	3,695	0	220	135	4,050
Harrisburg***	5,768	1,439	154	117	7,478
Hazleton*	716	0	61	40	818
Johnstown*	1,774	0	93	57	1,924
Lancaster**	4,307	0	142	100	4,549
Lebanon*	957	0	61	38	1,056
Monessen*	1,639	0	66	49	1,754
Philadelphia***	164,101	122,445	2,837	1,979	291,362
Pittsburgh***	41,647	23,927	984	695	67,253
Pottstown*	905	0	45	45	995
Reading**	3,194	0	141	91	3,427
Scranton/Wilkes-Barre***	4,674	0	251	162	5,088
Sharon*	4,393	0	285	157	4,835
State College*	2,450	0	115	41	2,606
Uniontown-Connellsville*	1,074	0	94	48	1,217
Williamsport*	1,976	0	75	43	2,093
York	2,923	0	157	120	3,201
TOTALS	256,247	147,811	6,166	4,169	414,394

* 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 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	Total FY 2009 - FY 2012				
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	33,843	0	1,085	750	35,678
Altoona*	4,835	0	392	213	5,440
Erie*	14,212	0	848	520	15,579
Harrisburg***	22,186	5,535	593	452	28,766
Hazleton*	2,756	0	235	155	3,147
Johnstown*	6,824	0	356	219	7,400
Lancaster**	16,566	0	547	386	17,499
Lebanon*	3,681	0	233	148	4,061
Monessen*	6,307	0	254	188	6,748
Philadelphia***	631,239	471,003	10,914	7,611	1,120,767
Pittsburgh***	160,202	92,040	3,785	2,673	258,700
Pottstown*	3,480	0	172	174	3,826
Reading**	12,287	0	544	351	13,182
Scranton/Wilkes-Barre***	17,980	0	967	624	19,570
Sharon*	16,897	0	1,097	602	18,597
State College*	9,423	0	441	159	10,023
Uniontown-Connellsville*	4,133	0	363	185	4,680
Williamsport*	7,599	0	287	164	8,051
York	11,246	0	605	463	12,314
TOTALS	985,694	568,578	23,719	16,038	1,594,029

* 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 7
2009-2012 Federal and State Transit Funding by Region
(\$000)

Region	2009			2010			2011			2012		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
Delaware Valley	270,135	642,722	912,857	277,348	642,722	920,070	284,753	642,722	927,475	292,356	642,722	935,078
Southwest Penna	64,887	235,715	300,601	66,619	235,715	302,334	68,398	235,715	304,113	70,224	235,715	305,939
Harrisburg	6,910	5,860	12,770	7,094	5,860	12,954	7,284	5,860	13,144	7,478	5,860	13,338
Scranton/WB	5,457	12,375	17,831	5,603	12,375	17,977	5,752	12,375	18,127	5,906	12,375	18,280
Lehigh Valley	8,570	10,584	19,154	8,799	10,584	19,383	9,034	10,584	19,618	9,275	10,584	19,859
Altoona	1,307	2,422	3,729	1,342	2,422	3,764	1,378	2,422	3,800	1,414	2,422	3,836
Johnstown	1,777	5,937	7,714	1,825	5,937	7,762	1,874	5,937	7,811	1,924	5,937	7,861
Centre County	2,408	3,837	6,245	2,472	3,837	6,309	2,538	3,837	6,375	2,606	3,837	6,443
Williamsport	1,934	3,088	5,022	1,985	3,088	5,073	2,038	3,088	5,126	2,093	3,088	5,181
Erie	3,742	6,180	9,922	3,842	6,180	10,022	3,945	6,180	10,125	4,050	6,180	10,230
Lancaster	4,203	4,035	8,238	4,316	4,035	8,351	4,431	4,035	8,466	4,549	4,035	8,584
York	2,958	3,303	6,261	3,037	3,303	6,340	3,118	3,303	6,421	3,201	3,303	6,504
Reading	3,166	6,297	9,463	3,251	6,297	9,548	3,338	6,297	9,635	3,427	6,297	9,724
Lebanon	976	1,246	2,222	1,002	1,246	2,248	1,028	1,246	2,274	1,056	1,246	2,302
SVATS	4,467	654	5,121	4,586	654	5,240	4,709	654	5,363	4,835	654	5,489
Total Urban	382,897	944,254	1,327,152	393,121	944,254	1,337,375	403,617	944,254	1,347,871	414,394	944,254	1,358,648
Northwest	0	1,487	1,487	0	1,487	1,487	0	1,487	1,487	0	1,487	1,487
Northcentral	0	3,217	3,217	0	3,217	3,217	0	3,217	3,217	0	3,217	3,217
Northern Tier	0	891	891	0	891	891	0	891	891	0	891	891
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0
NEPA	0	1,093	1,093	0	1,093	1,093	0	1,093	1,093	0	1,093	1,093
SEDA-COG	0	3,421	3,421	0	3,421	3,421	0	3,421	3,421	0	3,421	3,421
Adams	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	400	400	0	400	400	0	400	400	0	400	400
Total Rural	0	10,509	10,509	0	10,509	10,509	0	10,509	10,509	0	10,509	10,509
Unallocated	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000
State Bond/Act 3	0	6,000	6,000	0	6,000	0	0	6,000	0	0	6,000	0
Federal Sec. 5311	20,427	0	20,427	20,972	0	20,972	21,532	0	21,532	22,107	0	22,107
Grand Total	382,897	965,763	1,348,661	393,121	965,763	1,352,884	403,617	965,763	1,363,380	414,394	965,763	1,374,157

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

Appendix 8

Project Cost Estimating & Year of Expenditure

In general, there are key principles that should be adhered to when preparing a program cost estimate at any stage of a project. It is important that care is taken to present an achievable estimate even in the early stages of the project.

Project cost estimates are central to establishing the basis for key project decisions, for establishing the metrics against which project success will be measured and for communicating the status of a project at any given point in time. Logical and reasonable cost estimates are necessary in maintaining public confidence and trust throughout the life of a project.

Careful attention must be provided when preparing cost estimates for projects. This guidance is intended to assist Planning Partners and PennDOT Districts, and other sponsoring agencies with ensuring that all program cost estimates are prepared using sound practices that result in logical and realistic initial estimated costs of the projects, providing a more stable cost estimate throughout the project continuum.

Year-of-Expenditure Dollars: After the cost estimate is prepared, it should be expressed in year-of-expenditure dollars if there are multiple construction contracts. This can be done by assigning an inflation rate per year to the proposed midpoint of construction. Make certain that the selected year-of-expenditure reflects a realistic scenario, taking into account project planning and development durations, as well as construction. Inflation rates may be different for specific cost elements (e.g. construction vs. right-of-way). Clearly specify how inflation is considered in the estimate and clearly state that the estimate is expressed in year-of-expenditure dollars. This can be done on a per project basis or documented in the cost estimate methodology that accompanies the individual TIPs and STIP. Consider multiple sources for determining the inflation rate, including nationwide and local references. Include consideration of any locality-specific cost factors that may reflect a growth rate significantly in excess of the inflation rate, such as land acquisition costs in highly active markets.

Basis of a Cost Estimate: Estimates should be developed using the best information available. When preparing any estimate, engineering judgment must be applied. For example, bid based estimating is only good if the historic prices are for similar work and similar sized projects. Engineering judgment must also be applied to any assumption made.

For additional information of project cost estimating to the FHWA web link:

<http://www.fhwa.dot.gov/programadmin/mega/cefina/cfm>

Spike Project History
By Planning Partner (\$000)

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Adams RPO:						
US 15/30 Interchange	58136				1,000	
US 15/30 Interchange	58136				500	
US 15 Bridge PM	69127				575	
US 30 Passing Lanes	18136				6,625	
Harrisburg Street Bridge	18112				430	
US 15, Blue Gray Highway PM	63336					6,000
Baltimore Pike & King St.	68581				1,425	
Baltimore Pike I	50549			1,200		
Adams RPO Subtotal:		0	0	1,200	10,555	6,000
Altoona MPO:						
9th Ave Extension	62166			1,000		
7th Street Bridge	21758			2,000		
Plank Road Widening ** (and MPMS 22146)	22147	17,200				
Bellwood Road (and MPMS 21840 & 21841)	21969	6,750				
Convention Center	50674	11,377				
Park Ave Widening	22150	3,650				
US 22 Truck Climbing Lane					3,514	
Altoona MPO Subtotal		38,977	0	3,000	0	0
Centre MPO						
I-80 Preventive Maintenance	77025					7,000
I-80/Yarnell - Bellefonte	3140		27,000	12,279	23,900	
Center St Extend	3075			650		
Center St Extend	3075			4,000		
Connection to 9th St.	3074			1,100		
Connection to 9th St.	3074			1,071		
220 Reloc (A10) Bridges	49035			5,500		
Viaduct Bridges	3137	6,000	6,000			
US 220/I-99 (MPMS 57556/2750/3204)	Var		36,813			
PA 26 @ Whiterock Bridge	49309		800			
Centre MPO Subtotal		6,000	70,613	24,600	23,900	7,000
DVRPC:						
US 202 (310) - Overhead Bridges	64493			10,000		
I-95 Pre-Cast Parapets	67756				10,000	5,000
I-76 Pre-Cast Parapets	67762					5,000
South Street Bridge	17724				25,000	
US 202: Swedesford to PA 29 *	16731					20,000
SR 1058 Connector (to PA 309)	16438					20,000
I-95 (GIR)	17821					20,000
French Creek Parkway	57659				8,000	
PA 29 Phase III	70227				1,900	
I-95 Recon, Bleigh-Academy	47783		20,000			
US 202, Sec 600 Phase I	16755	10,000	24,000			
DVRPC Subtotal		10,000	44,000	10,000	44,900	70,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP Allocation Amount	2001 STIP Allocation Amount	2003 STIP Allocation Amount	2005 STIP Allocation Amount	2007 STIP Allocation Amount
Erie MPO:						
Asbury & 12th/Penin & 26th	68272				1,000	
Asbury & 26th/Penin & 12th	68271				3,000	
Asbury Road Widening/Inter.	68274					2,500
East Side Access #4	1240	2,000	37,036	7,000		
East Side Access #3	1239	1,000	5,000	16,000		
East Side Access #2	1238			14,300		
Nagle Road	1069	9,300				
I-79, Sec A01	949	25,000				
Erie MPO Subtotal		37,300	42,036	37,300	4,000	2,500
Fayette County						
Blunt Ends	30033	180				
982/31 Laurelville I/S		1,300				
Fayette County		1,480	0	0	0	0
Franklin County:						
Rt. 997 Bridge	19346	890	4,500			
I-81 Restoration	50969		5,910			
US Rt. 30 East Widening	19389	8,121	7,840		4,869	
Boyer Mill Rd. Br.	19348	871				
SR 4002 Conocheague Br	19324	893				
Kriner Road Bridge	19270	1,450				
I-81: Scotland Reconstruction	19363		33,945			
Franklin County Subtotal		12,225	52,195	0	4,869	0
Harrisburg MPO:						
US15/PA 581 Improvements	18511	2,500	100	5,000		19,400
PA 743 Realignment	63284		3,000			
US 22 Safety Corridor	19023	6,650				
Capital Beltway ITS West	70336				400	
Capital Beltway ITS West	70336				2,600	
PA 283 RECON 4	19072			5,000		
US 11/15 Archaeology	20553	42,132	3,900			
Lisburn Road	18184	17,060				
Hershey Highway	19024	1,584				
I-83 Ramps at PA 114		5,950				
Harrisburg MPO Subtotal		75,876	7,000	10,000	3,000	19,400
Johnstown MPO:						
PA 56 Intown Expressway	22547			700		4,000
PA 56/US 219 Interchnng Brdgs	22581			700		
Kernville Viaduct	22320	4,479				
Pergrim Hill Rd (\$ from Elton Rd.)***	22643	2,942				
Elton Rd	22325	1,800				
Carrolltown I/S	22515	390				
Bridge Approach Ends		200				
Belmont/Bentwood I/S		500				
Johnstown MPO Subtotal		10,311	0	1,400	0	4,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Lancaster MPO:						
PA 272 Willow St. Pike PM	63371			10,000		
Eby Chiques Rd. Bridge	19997				880	
US 222 PM-2	75766					7,400
US 30 Widening - East	20069	19,792	6,100			
US 30 Widening - West	20067	30,000				
PA 772 and Horseshoe Rd	20033	550				
Wetland Banking	50223	990				
Lancaster MPO Subtotal		51,332	6,100	10,000	880	7,400
Lebanon MPO						
Schaefferstown Bypass	20215			7,000		
9th/10th St. Bridges	20400					4,000
I-81 Reconstruction	20381	7,932	30,394	32,797		
Lebanon County Subtotal		7,932	30,394	39,797	0	4,000
Lehigh Valley MPO:						
Rt. 412 Improvement	12327		2,000	5,000	5,000	
Rt. 33/PA 512 I/C	12187	7,959			7,699	
American Parkway	11443			5,000	3,000	
Freemansburg					125	
PA 145 Safety Project	11237					8,500
Route 222 Trexlertown	11440	26,507				
Route 222 Trexlertown II	11613	16,200				
Route 33 South Const.	12166	13,593				
Jordan Park Widening	11483	4,700				
Rt. 309/Rt. 873 I/S	11491	1,900				
Franks Corner I/S	12183	1,400				
Rt. 309/Sand Spring Rd I/S (SR 4010)		2,000				
Saucon Valley Road. 2	1143	3,815				
Lehigh Valley MPO Subtotal		78,074	2,000	10,000	15,824	8,500
NEPA RPO						
Marshalls Creek	11796		11,253		15,500	
Hauto Industrial Park	65121					1,750
Hauto Industrial Park	65121					500
Hauto Industrial Park	65121					4,000
PA 33/I-80 Realignment	74499				3,000	
I-80 Corridor Study	65033			3,600		
NEPA RPO Subtotal		0	11,253	3,600	18,500	6,250
North Central RPO						
Airport Access Road Ph 2	26075				5,000	
Bradford Bypass	4480			2,600	15,000	
I-80 EB/WB	3346		639	10,311		
Johnsonburg Bypass	4004		11,361			6,000
North Central RPO Subtotal		0	12,000	12,911	20,000	6,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP Allocation Amount	2001 STIP Allocation Amount	2003 STIP Allocation Amount	2005 STIP Allocation Amount	2007 STIP Allocation Amount
Northern Tier RPO						
Lawrenceville Paving	68707				8,000	
Interstate Bridges	75917					2,000
Lawrenceville Bridges (22C)	68706				13,900	
N. Blossburg - Mansfield	7068			1,900		
Tioga - Tioga Junction	7074			2,242		
Lawrenceville Bypass	7075		38,479	9,072		
N. Blossburg - Mansfield Bridges	61988			265		
Lawrenceville PA 49 Widening	63215			537		
Northern Tier RPO Subtotal		0	38,479	14,016	21,900	2,000
Northwest RPO:						
Sportsmans Tavern Curve	2277			2,000		
Crawford I-79 Reconstruction	58379	8,177				
SR 3001/DB1: Superstructure Replacement	68680				250	
Northwest RPO Subtotal		8,177	0	2,000	250	0
Reading MPO:						
PA 183/US 222 Interchange	47070				2,500	
PA 183/US 222 Interchange	47070				2,500	
W. Shore Bypass Restoration	10976				7,800	
Interstate 78 (12M)	10466			10,000		
Warren St. Ext South	10601	16,041				
Lancaster Pike	10319	50,000	15,831			
Reading MPO Subtotal		66,041	15,831	10,000	12,800	0
Scranton/Wilkes-Barre						
Coal Street Realignment	9223				6,000	
Exit 51 Reconst	8162		2,500	5,170		
Mill Creek Bridge (SR 2035)	8742			1,780		
PA 315 Corridor Hwy	8993			1,700		
Shoemaker and 8th St	9243			1,350		
Carey Ave. Bridge	8782		2,500			
Scranton/Wilkes-Barre Subtotal		0	5,000	10,000	6,000	0
SEDA COG RPO						
Lock Haven Bypass	3817			6,000	5,000	
SR 4006 Bridge Replacement	76497				600	
C.S.V.T. ****	7588	14,029				
C.S.V.T. ****	7588			6,000		
Lewistown Narrows	4648			15,000		
PA 54 Climbing Lanes	6643	7,140				
PA 147 Climbing Lanes	6550	5,000				
Cameron Bridge Bypass	46944	680	420			
2 on 4 (PA 147 - all phases)	6769	13,740				
Lewistown Bypass (and MPMS 4663)	47923	74,756		4,000		
Lewistown Narrows Interchange	64878			1,000		
Widen Lewisburg	7538	2,058				
I-80 W. I-180-MP 214	6742	9,600		5,131		
Clinton County Industrial Access Rd.	3841	200				
Danville River Approach	6391	5,500				
Lamar I/C	3804	2,114				
SEDA COG RPO Subtotal		134,817	420	37,131	5,600	0

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Shenango Valley MPO:						
Broadway Corridor	1486		1,000			
SR 62 Bridges	72235					12,000
PA 208/I-79 Interchange	47509				5,000	
PA 208/I-79 Interchange	47509			5,000		
I-80, Sec A04	1878	25,012				
PA 18 N. Hermitage	1634		1,157			
Shenango Valley MPO Subtotal		25,012	2,157	5,000	5,000	12,000
Southern Alleghenies RPO:						
Chestnut Ridge School (and MPMS 49057)	47165	3,607				
Sidling Hill Curve	22805			10,000		
Smithfield Commercial Park	63003				2,000	
I-70/US 522 Warfordsburg Bridge	22787				2,080	
Turnpike South Resurface	50810			1,400		
Youghiogheny River Bridge	64989			1,700		
I-99 Bedford North Rehab	21632			10,000		
Southern Alleghenies RPO Subtotal		3,607	0	23,100	4,080	0
SPC:						
US 422 Expansion	25560			2,000		
Herman Road Bridge	28955			1,000		
PT Marion Bridge	30307			1,850		
SR 28 Third Lane Widening	70202				10,000	
West Kittanning Bridge	23900				2,000	
McKeesport/Duq Flyover Brs	47011				5,000	
TR 28 Widen/Troy - 31st St	27179				6,000	
31st Street Bridge	27129				6,980	
SR 1014 Bridge Replacement	75885				5,300	
SR 4049 over I-70	76181				4,900	
Old Butler Rd. Bridge	74340				1,450	
North Shore LRT	72313				15,000	10,000
TR 31 Three Mile Hill	65118			3,400		
TR 31 Three Mile Hill	30029				1,300	
SR 22 Reconstruction (B02)	31888				20,000	
New Mon River Bridge	48477	20,000				
US 22 Murrys ville	31887		7,000			
US 22/US 30/PA 60 Interchange Study	65122			2,000		
SR 66 Expressway PM	24188			2,600		
Main Street Viaduct	24366			3,150		
MIDA Highway Improvement	60347			1,500		
I-70/I-79 Interchange	31182			1,500		
Ft. Pitt Bridge	27908		6,000			
Kittanning Bypass	23682		5,000			
Banksville Connection	48478	5,000				
US 22/217	25543		2,000			
SPC Subtotal		25,000	20,000	19,000	77,930	10,000
Statewide Programs						
Hometown Streets & Safe Rts to School	71808				76,000	
Statewide Reserve	73562					25,000
Intermodal Projects	61790				22,022	
SubTotal		0	0	0	98,022	25,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP Allocation Amount	2001 STIP Allocation Amount	2003 STIP Allocation Amount	2005 STIP Allocation Amount	2007 STIP Allocation Amount
Williamsport MPO:						
Market St. Bridge	6139	12,645		15,900	10,000	
Appalachian Thruway	5698					2,000
Williamsport MPO Subtotal		12,645	0	15,900	10,000	2,000
York MPO:						
I-83 Exit 10	47529					2,000
Mt. Rose East Prospect Road	61298					3,000
Main Street Bridge	21168					2,000
I-83, Exits 4 & 5 (Deadman's Curve)	21205	1,514	5,000	37,000		
I-83 Exits 18 and 19	62880				3,500	
I-83 PM2	70042				3,500	
York MPO Subtotal		1,514	5,000	37,000	7,000	7,000
GRAND TOTAL		606,320	364,478	336,955	395,010	199,050

**Economic Development Funds
History**

Region	County	MPMS #	Project	Total
				Approved Dollars (\$000)
York	York	20984	US 30 Central	5,100
York	York	21124	US 30 West	8,000
York	York	47528	I-83 Interchange Study	500
Lehigh Valley	Lehigh	48454	Lucent Tech. Improvements	7,500
Harrisburg	Dauphin	47465	Hershey Park Drive Ext.	8,518
Lebanon	Lebanon	65645	Elk/501/Richland Ave	1,114
York	York	64570	Harley US 30/Eden RD	5,000
Fayette	Fayette	63914	SR 4202-04R Prison Rd.	1,968
Reading	Berks	57431	PA 724/I-176	450
DVRPC	Chester	62863	Vanguard PA 100 Improvements	15,000
Harrisburg	Dauphin	66649	US 422/Lingle Ave.	3,986
Harrisburg	Perry	66652	PA 274 Business Campus Entrance	475
Reading	Berks	66735	PA 61/I-78/Cabela's Improvements	5,250
Lehigh Valley	Lehigh	11623	RT 309/Old Packhouse Road	2,588
SPC	Allegheny	27749/70202	Mills/PA 28 Widening	4,000
Harrisburg	Dauphin	67764	TecPort Improvements (Paxton St)	4,630
Altoona	Blair	70021	Logantown Center - Off Site Imp.	2,640
York	York	70444	US 30/Memory Lane	750
Lehigh Valley	Lehigh	70742	PA 309/Center Valley Parkway	10,000
Harrisburg	Dauphin	68692	HIA Intermodal Facility	1,000
SPC	Butler	24465	Route 228 Improvement Proj.	20,000
N. Central	Elk	4004	Johnsonburg Bypass	3,900
SEDA-COG	Union	72028	Allenwood Safety Improvements	600
Johnstown	Cambria	37229	South Park Access - Gamesa	1,000
Lehigh Valley	Lehigh	76428	I-78/PA 100 Area	3,750
DVRPC	Philadelphia		CBS/Viacom	700
SEDA-COG	Northumberland	72537	Coal Township Ind. Park Access	100
SPC	Allegheny		Dick's Sporting Goods - PA 60/McClaren Road	5,000
SPC	Washington	31018	I-79 Meadowlands - Bass Pro	9,000
SPC	Allegheny		Crawford Run Rd. & Old Freeport Road Intersection	100
Williamsport	Lycoming	77438	SR 87 Montour Crossing	500
Scranton/WB	Luzerne	72406	PA 315 & Armstrong Road (Mericle)	1,000
Lehigh Valley	Northampton	72717	Freemansburg Ave. & Rt 33	1,300
Lehigh Valley	Lehigh		Lehigh Valley Baseball Stadium	1,750
SPC	Allegheny		McKeesport - Tom Clark Chevrolet Expansion	800
Northern Tier	Bradford	69303	Road "C"	758
			Totals	138,727

Interstate Management Program Guidelines

June, 2007

PURPOSE

Centralized Interstate Management allows for a consistent Statewide approach to managing and maintaining PennDOT's Interstate network, which consists of 1,285 linear miles and 2,593 bridges (with a total deck area of 34.7 million square feet). While Pennsylvania's Interstate system is the fourth largest in the country, it is not too large to perform a uniform, rigorous analysis and apply a common management approach in order to achieve equitable performance and condition Statewide. The Interstate system is the Department's most analyzed and scrutinized roadway network, both within Pennsylvania and Nationally. This network serves as the "trunk of the tree" with relation to PennDOT's infrastructure, and the functionality of our remaining roadways is a product of that for our Interstates. Furthermore, due to heavy usage and traffic loading, a poorly managed Interstate system would exhaust resources and dramatically reduce our ability to manage and maintain the remaining 39,000 linear miles and 22,600 bridges on the state-owned highway system.

PennDOT has been collecting and maintaining inventory and condition data on its roadways and bridges for over twenty years, and this data, along with establishing and monitoring performance measures, will be key in the centralized Interstate Management (IM) program. However, PennDOT Districts will continue project management responsibility for Interstate projects. Continued coordination with Metropolitan Planning Organizations (MPO's), Regional Planning Organizations (RPO's), the Federal Highway Administration (FHWA), and Districts will be an integral part of the IM program's success.

BACKGROUND

As an outgrowth of developing financial guidance for the 2007 Program update, the financial guidance committee, consisting of members from PennDOT, the FHWA and the Commonwealth's MPO's and RPO's, recommended the formation of a Statewide IM program to function as a separate programming entity. This programming concept is also consistent with PennDOT's philosophy of managing the Interstate System within Pennsylvania as a single, Statewide asset.

Approximately \$370 million annually has been identified for funding Interstate roadway and bridge projects on a Statewide basis. Interstate preservation, rehabilitation, or reconstruction projects will be the only projects funded under this program. Capacity adding projects, and capacity adding portions of maintenance projects will only be advanced through a collaborative process with MPO's and RPO's whereby regional resources are used to fund the capacity portion of the project. Capacity adding projects are not permitted under the IM program.

Approximately 5% of the annual IM fund will be reserved for program adjustments including cost increases, scope changes, project additions, and emergencies. These adjustments are subject to review by PennDOT's Executive staff.

OVERVIEW

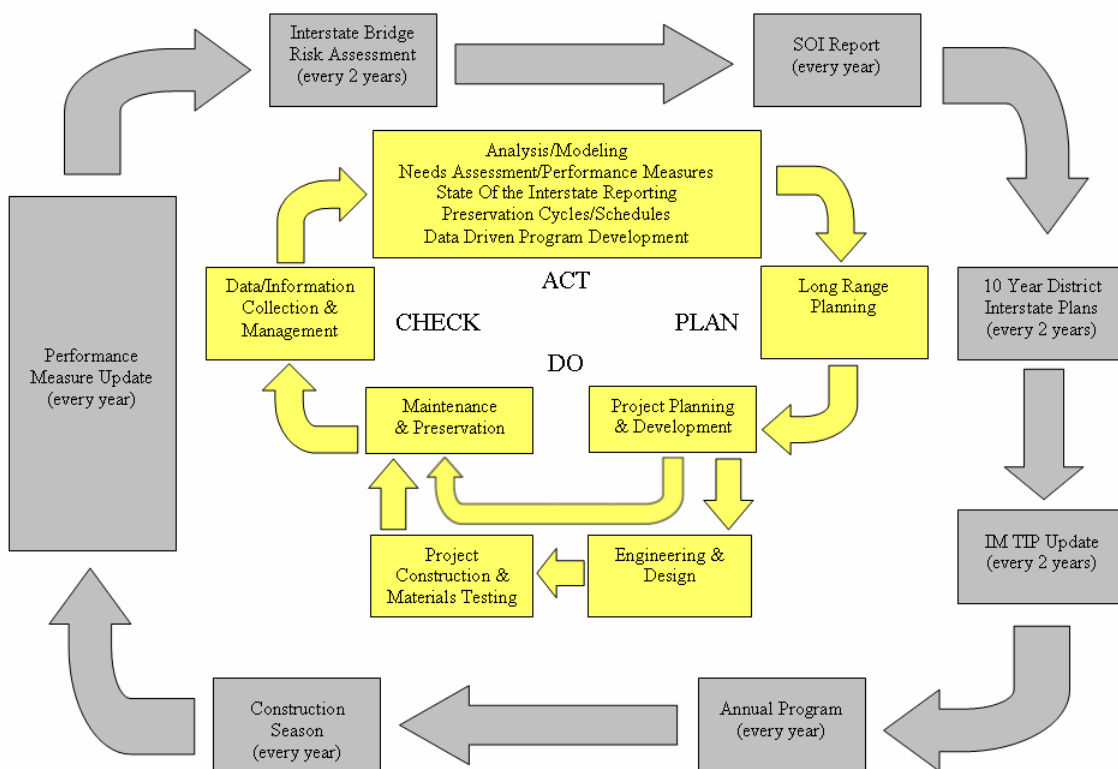
In the 1980's, the annual State of the Interstate (SOI) report was produced by the Roadway Management Division to provide an assessment of condition and project needs on the Interstate system. The report was updated through the 1990's.

With the development of a Statewide Interstate Management (IM) program to function as a separate programming entity to manage the Interstate system within Pennsylvania as a single, Statewide asset, the need to re-establish the SOI report was realized. However, the SOI report will now be provided to the Districts as a tool for their development and update of an Interstate ten-year plan. The report will be provided annually, and updates to these District long-range plans are to be made every two years in advance of the IM Transportation Improvement Program (TIP).

Centralized IM allows for a consistent Statewide approach to managing and maintaining PennDOT's Interstate network, which consists of 1,285 linear miles and 2,593 bridges.

IM program guidelines have been developed in order to define methodology, measures, and responsibilities.

The guidelines and the annual SOI report are only facets of the continuous Plan-Do-Check-Act cycle that will be vital to IM program success.



STRATEGY

As described in the IM guidelines, each District will develop a ten-year plan for their Interstate network. Updates are to be made every two years in advance of the IM Program Transportation Improvement Program (TIP).

The District plan will distinguish IM candidate projects, however all projects and planned maintenance to be performed on Interstate bridges and roadways whether they are to be funded via the IM program, Smoother Roads Initiative, Federal Aid Betterment program, County maintenance funds, or other sources, are to be detailed. Each District will coordinate their planning efforts with all affected MPO's and RPO's, so that projects within their regions that are candidates to be funded via the IM program or via the local TIP are endorsed by all parties. Roadway and bridge projects are to be coordinated to maximize maintenance and protection of traffic cost savings. Also, ramp needs are to be addressed as part of proposed mainline projects.

The Districts should use this report as a basis for candidate project determination and long-range plan development. Field views, also described in the IM guidelines, will be conducted prior to each TIP update to assure uniformity between candidate projects the prioritized needs defined in this report.

District plans that define needs over time as well as programmed projects will streamline future programming efforts and, after prioritization, define a listing of projects to select from as funding is defined and/or made available. We acknowledge that certain Districts already have such a plan in place, but plans from all Districts are needed in order to support the Statewide effort.

The measures in this report not only describe existing condition, but also provide a starting point for the IM program and the ten-year plan development. In conjunction with the defined targets and goals, a common direction for Statewide management of Pennsylvania's Interstate system is formed. Successful Interstate management and maintenance will realize the following goals by 2011:

- **No cycle backlog for pavement preservation.**
- **1% of the Interstate system with poor ride quality.**
- **A reduction of structurally deficient bridges of 0.25% per year.**
- **No increase in Weak Link bridge deck area.**

Assessing Interstate pavement and bridge needs uniformly allows for more objective decision making. Projects will be validated and selected based on whether they address these needs. Using a systematic approach for prioritizing needs on a Statewide basis provides a measure of programming effectiveness and efficient use of funds.

The end result of this report, the District plans, and the field views will be the development of a Statewide Interstate long-range plan and comprehensive project prioritization that can be used for IM program development and adjustment.

1234 Market Street
Philadelphia, PA 19107-3780
(215) 580-7800
Fax (215) 580-3636



Southeastern Pennsylvania Transportation Authority
Safety • Service • Continuous Improvement

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Denise J. Smyler
Herman M. Wooden

General Manager
Joseph M. Casey

April 16, 2008

Mr. Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Financial Capacity Assessment

Dear Mr. Seymour,

In accordance with Federal Transit Administration Circular 7800.1A, attached is the requested financial capacity assessment documentation. The Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Federal FY 2009-2012 Transportation Improvement Program.

Should you have any questions in regards to this information, please contact Catherine Popp-McDonough, Acting Manager, Capital Budgets at 215-580-7374.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", written over a circular scribble.

Joseph M. Casey
General Manager

cc: Keith Lynch, Federal Transit Administration
Toby Fauver, PennDOT
James Ritzman, PennDOT

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

April, 2008

In accordance with FTA Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Federal FY 2009-2012 Transportation Improvement Program.

A. Scope of Operations

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

- 115 Bus Routes
- 8 Trolley (light rail) Lines
- 3 Trackless Trolley Routes
- 2 Subway/Elevated (heavy rail) Lines
- 1 Interurban High-Speed Line (heavy rail)
- 13 Regional Railroad (commuter rail) Lines
- Shared Ride Service in the City of Philadelphia
- ADA Paratransit service throughout the five-county region

SEPTA operates under four distinct divisions. This distinction permits the efficient implementation of various collective bargaining agreements and the computation of local subsidies. Although the revenue and costs are logically accounted for separately, the operating and staff departments exist in a matrix structure and function as a cohesive unit beneath the following four broad operating divisions:

City Transit Division

SEPTA acquired the assets of the former Philadelphia Transportation Company (PTC) in 1968 forming the current City Transit Division. The City Transit Division, which primarily serves the City of Philadelphia, operates 73 bus routes, 6 trolley lines, 3 trackless trolley lines and two subway-elevated lines.

Victory Division

The Victory Division, formerly known as the Philadelphia Suburban Transportation Company, serves Chester, Delaware and Montgomery Counties. Also known colloquially as the Red Arrow Division, the Victory Division is comprised of 21 bus routes, two trolley lines and the Norristown High Speed Line.

Frontier Division

The Frontier Division consists of 21 bus routes serving Bucks and Montgomery Counties. These routes formerly came under the auspices of several private operators including Schuylkill Valley Lines, which was acquired in 1976.

Regional Rail Division

The Regional Rail Division serves the City of Philadelphia, as well as Bucks, Chester, Delaware and Montgomery Counties, with service to Newark, Delaware and Trenton and West Trenton, New Jersey. The infrastructure and assets of the Regional Railroad were previously operated by the Pennsylvania and Reading Railroads. These commuter rail lines were operated by Conrail from 1976 through 1982, and acquired by SEPTA in 1983.

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years, Fiscal 2003 through Fiscal 2007. Passenger fares during this period increased from \$318.2 million to \$342.8 million, or 1.9% per year, and total operating revenues increased from \$416.7 million to \$443.7 million, or 1.6% per year. Operating expenses during the five year period increased from \$843.1 million to \$985.1 million, or 4.0% per year. Operating subsidies increased from \$426.7 million to \$541.6 million, or 6.1% per year. Operations for the Fiscal Years 2003 through 2007 resulted in a relatively small surplus each year as total revenues exceeded total expenses by \$1.4 million for the five year period.

Transportation usage and services increased slightly during the five year period. The number of passengers carried increased from 320.6 million total unlinked passenger trips in FY 2003 to 321.8 million unlinked trips in FY 2007, or 0.1% per year. Service supplied, in the form of total actual vehicle revenue miles, also increased for the five year period from 84.2 million to 85.0 million, or 0.2% per year.

SEPTA was able to meet its financial obligations during the five year period maintaining unrestricted cash and investment balances at year-end. Also, long-term debt, incurred for capital expenditures, has decreased each year from \$415.1 million at June 30, 2003 to \$366.1 million at June 30, 2007. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, remained relatively high ranging between 45.0% and 49.4% during the five year period.

C. Current Condition

For FY 2007, the most recent fiscal year for which comparative information is available, total passenger fares increased 4.2% over the prior fiscal year. Other operating revenues were 16.4% greater than the prior year primarily due to an increase in investment income and advertising revenue. Operating expenses increased 5.5% primarily due to increases in wages, fringe benefits and fuel costs and the impact of the seven-day transit work stoppage from the prior fiscal year. Propulsion power costs were also much higher in Fiscal Year 2007 due to a contract settlement with Amtrak in Fiscal Year 2006. Operating subsidies increased 6.7% over the prior fiscal year primarily due to higher state subsidies resulting from the Authority increasing its use of Act 26 capital subsidies for leasehold and debt service reimbursements. Operations resulted in a relatively small surplus as total revenues exceeded total expenses by \$187 thousand for FY 2007.

For the initial 9-month period of FY 2008 ending March 29, 2008, preliminary unaudited results showed a surplus of \$0.6 million primarily due to higher passenger revenues resulting from an increase in ridership and a fare increase in Fiscal Year 2008.

D. Financial Projections

With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. This legislation created a dedicated funding source with growth potential for public transportation providers throughout the Commonwealth. The growth potential of the new funding allows SEPTA to project balanced budgets for the foreseeable future. Appendix B, Financial Projection: Consolidated Budget, provides the detailed projections through Fiscal 2014.

Forecast Assumptions By Category:

Passenger Revenue The revenue growth for Fiscal 2009 assumes continual gains in ridership. Additional inflationary fare increases are projected for Fiscal 2011 and Fiscal 2014.

Other Revenue This revenue category is forecast to grow by approximately 10% over the five-year period. Income from advertising, parking lot fees and right-of-way leasing for fiber optics is reflected here. Investment income is also included in this category.

Expenses Labor costs assume wage increases based on pattern negotiations for all bargaining units at SEPTA. Due to historical trends and recent market pressures, medical and other fringe benefit costs are forecast to rise at a rate significantly higher than that of general inflation.

The Other Expense categories anticipate nominal price inflation, including third party supplier's increases. Fuel and utility costs are market driven and an allowance has been made for price volatility after Fiscal Year 2009.

Subsidy The subsidy categories reflect the anticipated growth potential of the Public Transportation Trust Fund.

E. Capital Program

The Fiscal Year 2009 Capital Budget was developed based on the following principles:

- Direction set forth by the SEPTA Board;
- Early input from SEPTA Board members, local government officials, the general public, and SEPTA staff;
- Input received from local officials, member governments, riders and the public at a December 14, 2007 public meeting and throughout the year;
- SEPTA's Capital Project Evaluation and Selection Process;
- Expected Federal, State and Local Funding Levels;
- Budgeting based on Annual Cashflow Projections and Financial Obligations.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2009 Capital Budget and Fiscal Years 2009-2020 Capital Program:

- President Bush's Fiscal Year 2009 budget proposal - Announced on February 5, 2008.
- FY 2009 Federal earmark requests submitted by SEPTA.
- Governor Rendell's Fiscal Year 2009 budget proposal - Announced on February 5, 2008.
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2009 Projects

The Fiscal Year 2009 Capital Budget consists of 24 capital projects. Project highlights by capital investment category are described below.

State of Good Repair

Projects programmed include Broad Street Subway Stations Rehabilitation (Girard & Spring Garden), Market Street Elevated Reconstruction, R5 Paoli Line Improvements, Regional Rail Substation Improvements, Infrastructure Safety and Renewal Program, Transit & Regional Rail Station Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement

Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, the purchase of Utility Vehicles, and the Vehicle Overhaul Program.

System Improvement

Projects programmed include New Payment Technologies, Station Accessibility Improvements, Paoli Transportation Center, Regional Rail Signal System Modernization Program, Smart Stations, System Improvements Program, Transit Enhancements, Railroad/Highway Grade Crossing Improvements, and Safety and Security Improvements.

System Expansion

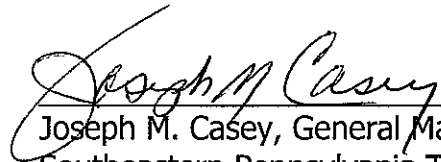
Projects programmed include Elwyn to Wawa Rail Service, U.S. Route 202 Congestion Mitigation Activities, and the continuation of the Parking Expansion Program.

F. Financial Capability

Current levels of federal, state and local funding through FY 2014 are judged to be reliable. With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. These resources provide SEPTA with adequate financial resources to operate and maintain the transit infrastructure and planned improvements.

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital programs included in DVRPC FY 2009-2012 Transit Improvement Program (TIP).



Joseph M. Casey, General Manager
Southeastern Pennsylvania Transportation Authority

Appendices

Appendix A - SEPTA Financial and Statistical Summary

For Fiscal Years Ended June 30, 2007
(Amounts in thousands)

	2003	2004	2005	2006	2007	% Change FY 2006 to FY 2007	Average Annual % Change FY 2003 to FY 2007
Passenger Fares	\$ 318,152	\$ 322,268	\$ 325,815	\$ 328,858	\$ 342,786	4.2%	1.9%
Senior Citizen and Shared Ride Subsidies	69,358	70,592	69,932	68,806	67,401	-2.0%	-0.7%
Total Revenues Based on Ridership	387,510	392,860	395,747	397,664	410,187	3.1%	1.4%
Other Operating Revenues	29,180	27,616	24,436	28,817	33,539	16.4%	3.5%
Total Operating Revenues	416,690	420,476	420,183	426,481	443,726	4.0%	1.6%
Operating Subsidies	426,656	447,476	503,662	507,676	541,607	6.7%	6.1%
Total Revenue	843,346	867,952	923,845	934,157	985,333	5.5%	4.0%
Operating Expenses	843,064	867,752	923,369	933,905	985,146	5.5%	4.0%
Surplus	\$ 282	\$ 200	\$ 476	\$ 252	\$ 187		
Operating Revenue to Expense Ratio	49.4%	48.5%	45.5%	45.7%	45.0%		
Passengers Carried (Annual Unlinked Passenger Trips)	320,584	332,690	334,546	323,051	321,840	-0.4%	0.1%
Actual Vehicle/Car Revenue Miles	84,248	84,746	83,702	83,547	84,998	1.7%	0.2%
Unrestricted Cash and Investments, at Year-end	\$ 109,544	\$ 71,727	\$ 69,431	\$ 37,583	\$ 35,221	-6.3%	-24.7%
Long-term Debt, at Year-end	\$ 415,138	\$ 403,634	\$ 395,249	\$ 386,911	\$ 366,060	-5.4%	-3.1%

Appendix B - Financial Projection: Consolidated Budget

<u>Amounts in thousands ('000)</u>	<u>FY 2009 Proposal</u>	<u>FY 2010 Projection</u>	<u>FY 2011 Projection</u>	<u>FY 2012 Projection</u>	<u>FY 2013 Projection</u>	<u>FY 2014 Projection</u>
REVENUE						
Passenger Revenue	\$ 393,508	\$ 397,443	\$ 438,417	\$ 442,801	\$ 447,229	\$ 488,701
Shared Ride Revenue	21,692	22,126	22,569	23,020	23,480	23,950
Other / Investment Income	<u>30,100</u>	<u>30,702</u>	<u>31,316</u>	<u>31,942</u>	<u>32,581</u>	<u>33,233</u>
TOTAL OPERATING REVENUE	\$ 445,300	\$ 450,271	\$ 492,302	\$ 497,763	\$ 503,290	\$ 545,884
EXPENSES						
Labor	\$ 480,818	\$ 495,243	\$ 510,100	\$ 525,403	\$ 541,165	\$ 557,400
Fringe Benefits	272,280	293,776	315,500	339,100	364,700	392,400
Materials and Services	196,447	202,733	209,814	216,319	222,793	230,578
Injuries & Damage Claims	35,000	35,000	35,000	35,000	35,000	35,000
Propulsion Power	32,160	33,286	34,451	35,656	36,726	38,011
Fuel	42,000	44,100	46,305	48,389	50,325	52,841
Other Expenses	<u>21,169</u>	<u>21,804</u>	<u>22,458</u>	<u>23,132</u>	<u>23,826</u>	<u>24,541</u>
TOTAL EXPENSES	\$ 1,079,874	\$ 1,125,942	\$ 1,173,628	\$ 1,222,999	\$ 1,274,535	\$ 1,330,771
DEFICIT BEFORE SUBSIDY	\$ (634,574)	\$ (675,671)	\$ (681,326)	\$ (725,236)	\$ (771,245)	\$ (784,887)
OPERATING SUBSIDY						
Federal	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200
State	527,736	563,574	568,589	606,877	646,993	658,963
Local	71,338	76,597	77,237	82,859	88,752	90,424
Other	3,300	3,300	3,300	3,300	3,300	3,300
TOTAL SUBSIDY	\$ 634,574	\$ 675,671	\$ 681,326	\$ 725,236	\$ 771,245	\$ 784,887
SURPLUS/(DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -