

Available Funding and Projected Revenue

Funding for transportation projects is a mix of federal, state, and local sources. Federal funding is outlined in a federal transportation bill. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted on November 15, 2021. The IIJA authorized funding for highways, highway safety programs, and transit programs. Pennsylvania will receive \$11.3 billion for federal-aid highway apportioned programs and \$1.6 billion for bridge replacement and repairs.

The following assumptions were used in projecting available funding for this plan:

- Federal funding levels equal to IIJA funding levels for years 2023-2026.
- State funding levels consistent with those from the 2023 Transportation Improvement Program Update (TIP) for years 2023-2034.
- For 2035-2042, the remaining base amounts were calculated by averaging base amounts from 2023-2034. Additional APD funds of \$8 million dollars were added to each year.
- Discretionary and Spike funds are consistent with those from the 2023 Transportation Improvement Program Update (TIP) for years 2023-2026.
- A 5% local match was assumed for qualifying off-system bridge projects.

The following is a summary of available and projected revenue used in the development of this plan. A more detailed look at available and projected revenue, and a list of fiscally constrained and non-fiscally constrained projects can be found in the appendices.

| Available and Projected Yearly Revenue 2023-2042 | |
|---|------------------------|
| Short Range (2023-2026) | \$254,605,238 |
| Mid Range (2027-2030) | \$266,899,100 |
| Long Range (2031-2042) | \$720,369,667 |
| All Years | \$1,241,874,005 |

Project Identification, Solicitation, and Development

Projects included on the LRTP project list were selected through asset inventory management, county prioritization processes, and public input. The RPO’s Twelve Year Plan (TYP) forms the majority of the project list as many of those projects were identified through asset inventory management process. Additionally, each of the RPO counties submit their priorities biannually for consideration on the TIP and TYP. Their priorities are formed from public input as well as each county’s individual processes for identifying needs at the county level. The project list is fiscally constrained according to the process listed above. A listing of the county priorities submitted for the 2023 TIP cycle can be found in Appendix N.

Unfunded Needs

Based on current financial projections, there are greater needs than there is available funding to fill them. An illustrative list was devised to highlight viable projects that fall outside of current funding constraints. In the event additional funding becomes available, these projects are to be considered for programming. The illustrative list was devised from county submissions of significant projects that have gone through the respective county's vetting process. These regionally significant projects, which fall outside of the financial constraints of this plan, can be found in Appendix H.