

**2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHWESTERN PENNSYLVANIA**

**APPENDIX 4
TIP FINANCIAL SUMMARY**

Appendix 4. TIP Financial Summary

Federal law requires that the MPO, public transit agencies and state cooperatively develop estimates of funds that are reasonably expected to be available to support transportation program implementation. MPOs are then required to balance the programmed costs in their TIPS at the level of anticipated revenues. To produce a fiscally-constrained TIP, the MPO first considers the projects in the existing program that already have funding commitments. After updating project costs and schedules for the committed projects, the MPO may consider other projects eligible for federal or state transportation funding. The MPO finalizes the proposed program by prioritizing the projects and balancing the overall program costs to the estimated revenues.

The estimate of available revenues in the Commonwealth of Pennsylvania is developed in compliance with the federal regulations by PennDOT in coordination with its transportation partners (MPOs and RPOs from across the state). In its guidance document, Pennsylvania's 2023 Transportation Program Financial Guidance, PennDOT has established a set of formulas to ensure equitable distribution of anticipated funding. These agreed-upon formulas consider criteria such as roadway lane miles, vehicle travel, bridge size, bridge condition, air quality attainment status, population, population density, senior transit ridership, transit service area, level of transit service, and accidents at rail-highway crossings. The formulas identified in the state financial guidance document are hereby incorporated by reference into the 2023-2026 TIP for Southwestern Pennsylvania.

Financial Summary of the SPC 2023-2026 TIP					
Funding Category	2023	2024	2025	2026	Total
Highway Program Formula Funds					
Federal NHPP	93,590,000	88,372,000	83,655,000	79,025,000	344,642,000
Federal STP	38,926,000	39,760,000	40,930,000	42,123,000	161,739,000
Federal STP-Urban	39,272,000	40,058,000	40,859,000	41,676,000	161,865,000
Federal Bridge - BRIP	52,795,000	52,795,000	52,795,000	52,795,000	211,180,000
State Highway	45,969,000	49,993,000	50,966,000	56,278,000	203,206,000
State Bridge	49,056,000	48,082,000	48,073,000	47,863,000	193,074,000
Federal Off System Bridge - BOF	34,128,000	34,128,000	34,128,000	34,128,000	136,512,000
Federal Safety - HSIP	13,550,000	14,020,000	14,499,000	14,988,000	57,057,000
Federal CMAQ	22,909,000	23,485,000	24,072,000	24,671,000	95,137,000
Federal TAP	3,657,000	3,733,000	3,811,000	3,891,000	15,092,000
Total - Highway & Bridge Formula Funds	393,852,000	394,426,000	393,788,000	397,438,000	1,579,504,000
Transit Program					
Federal Transit Formula Funds ¹	74,730,195	70,704,681	75,565,419	64,731,562	285,731,857
Federal Transit Flex ²	6,172,200	6,172,200	6,172,200	6,172,200	24,688,800
State Transit Funding	420,019,179	414,805,969	419,230,324	418,221,377	1,672,276,849
Local Transit Funding	46,202,154	49,917,098	47,848,101	47,774,622	191,741,975
Total - Public Transportation Funding	547,123,728	541,599,948	548,816,044	536,899,761	2,174,439,481
Local Funding - Local Match, Extra Local Match & 100% Local Projects					
Local Match to TIP Formula Funds	7,136,582	7,772,346	8,761,598	6,530,688	30,201,214
Additional Local Funds	2,315,000	4,195,000	8,374,000	12,740,000	27,624,000
Projects with 100% Local Funding	4,852,075	15,534,000	0	0	20,386,075
Total Local Funding	14,303,657	27,501,346	17,135,598	19,270,688	78,211,289
State Managed Programs, Discretionary/Spike Programs and Other Discretionary Projects					
Interstate, Other State Managed Programs		\$1,119,127,914 subtotal			
Interstate Program	179,875,750	186,152,300	193,524,800	265,351,033	824,903,883
Spike Adjustment to Interstate Total ³	-575,000	-1,419,564	0	-250,000	-2,244,564
State Managed Programs HSIP/TAP/Rail Safety ⁴	8,155,000	9,100,000	1,500,000	2,082,851	20,837,851
Additional Non-TIP State Funds ⁵	420,046,564	423,074,710	426,097,771	429,143,430	1,698,362,475
State Economic Development	5,184,744	795,000	2,500,000	2,580,000	11,059,744
Spike Programs		\$54,176,971 subtotal			
Federal Discretionary STP	2,333,000	10,674,564	20,479,407	20,690,000	54,176,971
Other Discretionary & PTC		\$17,542,000 subtotal			
Special Discretionary Funds ⁶	1,602,000	10,664,000	5,276,000	0	17,542,000
PTC Maint. & Widening for Toll 76/376/66/43 ⁷	40,486,263	38,649,648	54,778,404	82,939,284	216,853,599
Total - Add'l State, Discretionary & Other	237,061,757	254,615,948	278,058,611	373,393,168	2,841,491,959
Grand Total for SPC TIP	1,192,341,142	1,218,143,242	1,237,798,253	1,327,001,617	6,673,646,729

Based on the Pennsylvania 2023 Transportation Program Financial Guidance published by PennDOT.

¹ Federal transit formula funds are derived from available estimates provided by Federal Transit Administration in April 2022

² A statewide reserve of \$25 million per year in federal CMAQ funds to flex to transit in accordance with agreements associated with PA Act 3 of 1997.

³ The Interstate Program includes projects that are partially funded through the PA Spike Programs in addition to regular Interstate Program funding. A Spike Adjustment (above) is subtracted from the Interstate Program Total to accurately identify investment total attributable to state-managed Interstate Program revenues.

⁴ Project selection from state managed programs: Rail-Safety-TA. Includes already-approved projects; additional state-selected projects will be added to the SPC TIP when PennDOT project selection has been completed.

⁵ This funding includes:
County/Municipal Liquid Fuels Tax Fund Allocations
Statewide Distribution of funds through:
PennDOT County Maintenance A-582 A-409
Green Light Go
Highway Transfer/Turnback Program
Highway Systems Technology
Debt Service
Pennsylvania Infrastructure Bank (PIB)
Act 44 Bridge
\$5 County Fee for Local Use Fund
Marcellus Shale
A-409 Discretionary

⁶ The City of Pittsburgh Smart Spines System project in FY2023 includes \$880,000 from the federal ATCMTD program (Advanced Transportation and Congestion Management Deployment) and \$722,000 from the state Greenlight GO program, which are also the funding sources for the remaining project years.

⁷ Includes capital maintenance and widening projects along the Turnpike Mainline and completed sections of the MFE. Estimated costs by year from PTC 2022 Capital Program.