

3/6/2008

**DRAFT - Base Highway and Bridge Funding Estimated to be Available**

					<i>Estimated Funding Allocation for Long Range Plan</i>						
Funding Source	Funding Allocation for 2001-2004 TIP	Funding Allocation for 2003-2006 TIP	Funding Allocation for 2005-2008 TIP	Funding Allocation for 2007-2010 TIP	Funding Allocation for 2009-2010	Funding for Projects in 2011-2018		Funding for Projects in 2019-2026		Funding for Projects in 2027-2030	Total Funding 2009-2030
						2011-2014	2015-2018	2019-2022	2023-2026		
Base Highway (Federal)	\$10,400,000	\$27,500,000	\$27,900,000	\$24,378,000	\$12,350,000	\$27,928,109	\$32,686,920	\$38,239,074	\$44,734,308	\$52,332,813	\$208,271,223
Base Highway (State)	\$14,920,000	\$12,630,000	\$11,500,000	\$8,422,000	\$4,400,000	\$8,595,651	\$9,047,482	\$9,602,667	\$10,191,921	\$10,817,334	\$52,655,055
Base Bridge (Federal)	\$3,000,000	\$10,048,000	\$12,200,000	\$8,917,000	\$4,484,000	\$10,093,595	\$11,807,989	\$13,813,677	\$16,160,048	\$18,904,970	\$75,264,279
Base Bridge (State)	\$6,500,000	\$3,120,000	\$4,200,000	\$4,356,000	\$2,321,000	\$4,693,461	\$4,962,212	\$5,266,711	\$5,589,895	\$5,932,911	\$28,766,191
STX (Rail Crossing)	\$245,000	\$252,000	\$160,000	\$428,000	\$141,000	\$318,485	\$372,582	\$435,868	\$509,904	\$596,516	\$2,374,356
Transportation Enhancements	\$1,400,000	\$655,000	\$1,600,000	\$1,474,000	\$630,000	\$1,417,195	\$1,657,513	\$1,939,056	\$2,268,421	\$2,653,732	\$10,565,917
Act 44	\$0	\$0	\$0	\$3,430,000	\$7,698,000	\$16,451,189	\$18,190,120	\$20,078,489	\$22,162,895	\$24,463,689	\$109,044,381
Local/Other Funds	\$4,333,336	\$2,681,633	\$2,069,038	\$106,250	\$1,500,000	\$69,498	\$78,725	\$89,376	\$101,617	\$115,702	\$1,954,917
											<b>\$488,896,319</b>
<b>Notes and Assumptions:</b>											<b>\$716,866,360</b>

1. A 4% annual increase in the base federal funding for highways, bridges, rail and transportation enhancements is assumed in each four-year period beginning in 2011-2014.
2. A 1.5% annual increase in the base state funding for highways and bridges is assumed in each four-year period beginning in 2011-2014.
3. A 2.5% annual increase in Act 44 funds is assumed in each four-year period beginning in 2011-2014.
4. A 1.5% annual increase in the base local funding is assumed for each four-year period beginning in 2011-2014. The funding allocation for 2009-2010 includes \$1,450,000 in local funds for the Beaver/Fraser Intersection Improvements and Street Realignment project.

3/6/2008

**DRAFT - Spike Highway and Bridge Funding Estimated to be Available**

					<i>Estimated Funding Allocation for Long Range Plan</i>						
Funding Source	Funding Allocation for 2001-2004 TIP	Funding Allocation for 2003-2006 TIP	Funding Allocation for 2005-2008 TIP	Funding Allocation for 2007-2010 TIP	Funding Allocation for 2009-2010	Funding for Projects in 2011-2018		Funding for Projects in 2019-2026		Funding for Projects in 2027-2030	Total Funding 2009-2030
						2011-2014	2015-2018	2019-2022	2023-2026		
Spike Funds	\$0	\$86,400,000	\$41,700,000	\$67,000,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
SXF (Earmarked)	\$114,500,000	\$50,800,000	\$3,550,000	\$5,746,808	\$6,918,040	\$0	\$0	\$0	\$0	\$0	\$6,918,040
Appalachian (APD) Funds	\$94,000,000	\$91,300,000	\$118,300,000	\$60,000,000	\$0	\$55,000,000	\$0	\$0	\$0	\$0	—
Interstate Maintenance (IM) and Interstate Restoration (I4R)	\$42,300,000	\$6,300,000	\$43,400,000	\$9,894,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Notes and Assumptions:</b>											<b>\$11,918,040</b>
<p>5. No "spike" funding is assumed for projects in 2009-2010.</p> <p>6. The SXF (earmarked) funding in 2009-2010 includes: a) \$4,000,000 for the Eastern Inner Loop or related projects; b) \$298,894 for transportation improvements associated with the Penn State University baseball stadium project; c) \$1,500,000 for the Beaver Avenue Betterment (Pavement Restoration) project; and d) \$1,119,146 for the Route 150 Benner Pike Capital Improvements.</p> <p>7. A maximum of \$55 million in Appalachian Highway Development Program (APD) funds is available for completion of the I-99/I-80 Section B18 High Speed Interchange project.</p> <p>8. Additional APD and/or spike funding would be needed to advance the Route 26/I-80 Exit 163 Local Access Interchange, I-99/I-80 Exit 161 High Speed Interchange, Route 322 Corridor O1 and/or South Central Centre County Transportation Study (SCCCTS) projects. These are large, high-cost projects which are not on the project list for the LRTP, but are identified as "projects for future consideration".</p> <p>9. Additional spike funding would be needed to advance major pavement and bridge restoration or rehabilitation projects on non-interstate expressways and principal arterial roadways (e.g. major rehabilitation of all bridges that are part of the Mount Nittany Expressway east of the Park Avenue Interchange).</p> <p>10. Major pavement and bridge restoration or rehabilitation projects on I-99 and I-80 would be addressed by PennDOT with Interstate Maintenance (IM) and Interstate Restoration (I4R) funding through the Interstate Maintenance Program.</p>											