

Financial Constraint

Introduction

In the summer of 2021, PennDOT released Procedural and Financial Guidance to all planning partners and transit agencies in the state. This included funding amounts and types for the next four years. When the passage of the Federal Bipartisan Infrastructure Law (BIL), the Financial Guidance was revised to incorporate new funds and create a new type of funds—Bridge Investment Program (BRIP).

The Financial Constraint Tables show the base Highway/Bridge funding allocated to the Erie MPO and the amount of funds attached to projects in the 2023-2026 Highway/Project Transportation Improvement Program. They also shows funds that appear on the Highway/Bridge TIP in addition to the base allocation.

It is important to note that funds listed on the TIP are not the only transportation funds being spent in Erie County. Local funds used by municipalities to improve local roads are not included on the TIP. In addition, some state funding sources do not appear on the TIP either. These funds are distributed directly to Erie County, the 38 municipalities and through PennDOT maintenance. While these funds do not appear in the TIP, there are an essential part of transportation planning in the County.

This funding includes:

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

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. The term “asset management” means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth’s transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth of Pennsylvania and contributes significantly to providing a state of good repair. It should be noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multi-modal assets like public transit, aviation, rail, marine, ports, bicycle, pedestrian, etc.

**Pennsylvania Transportation Funding
NOT Included in the Erie MPO TIP**

Planning Partner	State Fiscal Year 2022-23	State Fiscal Year 2023-24	State Fiscal Year 2024-25	State Fiscal Year 2025-26	State Fiscal Year 2026-27
Erie	\$40,801,091	\$41,104,004	\$41,355,348	\$41,604,624	\$41,859,603

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed							
NHPP	\$5,537,000	\$5,537,000	\$5,228,000	\$5,228,000	\$4,949,000	\$4,949,000	\$4,675,000	\$4,675,000	
STP	\$3,744,000	\$3,744,000	\$3,824,000	\$3,824,000	\$3,937,000	\$3,937,000	\$4,051,000	\$4,051,000	
State Highway (581)	\$4,820,000	\$4,820,000	\$5,206,000	\$5,206,000	\$5,299,000	\$5,299,000	\$5,808,000	\$5,808,000	
State Bridge (185/183)	\$3,376,000	\$3,376,000	\$3,315,000	\$3,315,000	\$3,315,000	\$3,315,000	\$3,303,000	\$3,303,000	
BOF	\$2,953,000	\$2,953,000	\$2,953,000	\$2,953,000	\$2,953,000	\$2,953,000	\$2,953,000	\$2,953,000	
HSIP	\$2,096,000	\$2,096,000	\$2,153,000	\$2,153,000	\$2,212,000	\$2,212,000	\$2,272,000	\$2,272,000	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
BRIP	\$2,763,000	\$2,763,000	\$2,763,000	\$2,763,000	\$2,763,000	\$2,763,000	\$2,763,000	\$2,763,000	
Total	\$25,289,000	\$25,289,000	\$22,679,000	\$22,679,000	\$22,665,000	\$22,665,000	\$23,062,000	\$23,062,000	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
RRX	\$750,000	\$400,000	\$329,000	\$300,000	Huntly Road Bridge RR Crossing (MPMS 111147) FFY 2023 \$350,000; Bayfront Parkway CSX (MPMS 113215) FFY 2023 \$400,000, FFY 2024 \$400,000, FFY \$100,000; Norfolk Southern Circuitry Upgrade (MPMS 114480) FFY 2025 \$229,000 and FFY 2026 \$300,000
sHSIP	\$1,000,000	\$824,000	\$0	\$0	Erie County High Friction Surface Treatment (MPMS 117991) FFY 2024 \$824,000; Zuck Rd: Zimmerly to 26th St (MPMS 109147) FFY 2023 \$1,000,000
sSTP	\$3,809,250	\$159,250	\$0	\$0	I-90 Erie County ITS Addition SR 19-TSMO (MPMS 116639) FFY 2023 \$79,625 and FFY 2024 \$79,625 I-79 Erie County ITS Addition Interchange - TSMO (MPMS 116638) FFY 2023 \$79,625 and FFY 2024 \$79,625 Central Bayfront Parkway Multimodal (MPMS 108952) FFY 2023 \$3,650,000
Total	\$5,559,250	\$1,383,250	\$329,000	\$300,000	