

## 7. Funding Projections

Federal planning regulations 450.324(e) require LRTPs to be financially constrained, and also require that LRTPs demonstrate how the existing transportation system will be adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are to be included on the LRTP, based on a fiscal constraint analysis included in the plan.

The CCMPO staff has estimated the amount of revenue from various federal, state, and local funding sources that is anticipated to be available to advance projects through 2050.

Federal and state funds are authorized and appropriated through legislative actions, and local funds are appropriated by Centre County, municipalities, and other entities on a project-by-project basis. Most local funding is necessary to match federal and/or state dollars, although local funds may also be contributed on a voluntary basis to leverage federal and state dollars and expedite the implementation of projects.

At the federal level, the U.S. Congress is in discussions about the reauthorization of the federal Fixing America's Surface Transportation (FAST) Act, which expires on September 30, 2020. One of the key challenges involved in reauthorization of the FAST Act is how to ensure the long-term solvency of the federal Highway Trust Fund. Reauthorization proposals have been prepared by the U.S. Senate and the U.S. House of Representatives, however there is concern that a long-term reauthorization bill may not be approved until after the November 2020 presidential election.

The following tables provide the estimated funding allocations for highway/bridge and transit for the 30-year horizon of the LRTP 2050. The tables have been revised from previous LRTPs to reflect current funding sources and allocations, as specified in the financial guidance for the new 2021-2024 Transportation Improvement Program (TIP). The tables include a base funding section reflecting federal, state, and local funding sources and a discretionary funding section.

Table 18: Estimated Funding Allocation for LRTP – Highways and Bridges

	Funding Allocation for 2021-2024 TIP	Funding for Projects in 2025-2028	Funding for Projects in 2029-2032	Funding for Projects in 2033-2040	Funding for Projects in 2041-2050	Total Funding 2021-2050
<b>Base Funding Source</b>						
Federal National Highway Performance Program (NHPP)	\$10,038,000	\$5,978,000	\$3,987,000	\$7,974,000	\$9,967,500	<b>\$37,944,500</b>
Federal Surface Transportation Program (STP)	\$6,979,000	\$7,857,000	\$7,857,000	\$15,714,000	\$19,642,500	<b>\$58,049,500</b>
Federal Highway Safety Improvement Program (HSIP)	\$3,968,000	\$3,968,000	\$3,968,000	\$7,936,000	\$9,920,000	<b>\$29,760,000</b>
State Highway (Capital)	\$11,261,000	\$13,703,000	\$13,687,000	\$27,374,000	\$34,217,500	<b>\$100,242,500</b>
Other Funds (Local) Atherton Street (Section 153)	\$2,512,300	\$0	\$0	\$0	\$0	<b>\$2,512,300</b>
<b>HIGHWAY TOTAL</b>	<b>\$34,758,300</b>	<b>\$31,506,000</b>	<b>\$29,499,000</b>	<b>\$58,998,000</b>	<b>\$73,747,500</b>	
Federal Off-System Bridge	\$2,425,000	\$2,673,000	\$2,673,000	\$5,346,000	\$6,682,500	<b>\$19,799,500</b>
State Bridge	\$7,389,000	\$8,671,000	\$8,654,000	\$17,308,000	\$21,635,000	<b>\$63,657,000</b>
Other Funds (Local)	\$0	\$100,000	\$100,000	\$200,000	\$200,000	<b>\$600,000</b>
<b>BRIDGE TOTAL</b>	<b>\$9,814,000</b>	<b>\$8,771,000</b>	<b>\$8,754,000</b>	<b>\$17,508,000</b>	<b>\$21,835,000</b>	
<b>BASE HIGHWAY AND BRIDGE TOTALS</b>	<b>\$44,572,300</b>	<b>\$40,277,000</b>	<b>\$38,253,000</b>	<b>\$76,506,000</b>	<b>\$95,582,500</b>	
<b>Total Base Funding</b>						<b>\$312,565,300</b>
<b>Discretionary Funding Source</b>						
State College Area Connector (SCAC)	\$26,000,000	\$121,000,000	\$160,000,000	\$350,000,000	\$0	\$657,000,000
Rail Crossing (RRX)	\$775,000	\$0	\$0	\$0	\$0	\$775,000
I-80/I-99 High Speed Interchange	\$64,519,000	\$64,519,000	\$0	\$0	\$0	\$129,038,000
I-80/SR 26 Local Access Interchange	\$43,910,000	\$0	\$0	\$0	\$0	\$43,910,000
<b>DISCRETIONARY FUNDING TOTALS</b>	<b>\$135,204,000</b>	<b>\$185,519,000</b>	<b>\$160,000,000</b>	<b>\$350,000,000</b>	<b>\$0</b>	
<b>Total Discretionary Funding</b>						<b>\$830,723,000</b>

Table 19: Estimated Funding Allocation for LRTP – Transit

Base Funding Source	Funding Allocation for 2019-2022 TIP	Funding Allocation for 2021-2024 TIP	Funding for Projects in 2025-2028	Funding for Projects in 2029-2032	Funding for Projects in 2033-2040	Funding for Projects in 2041-2050	Total Funding 2021-2050
<b>FEDERAL FUNDING</b>							
<b>Federal Section 5307</b>	\$11,708,000	\$13,320,000	\$12,514,000	\$12,514,000	\$25,028,000	\$31,285,000	<b>\$94,661,000</b>
<b>Federal Section 5310</b>	\$1,336,900	\$1,456,000	\$1,396,500	\$1,396,500	\$2,793,000	\$3,491,300	<b>\$10,533,300</b>
<b>Federal Discretionary Programs</b>	\$500,000	\$0	\$2,000,000	\$2,000,000	\$4,000,000	\$5,000,000	<b>\$13,000,000</b>
<b>STATE FUNDING</b>							
<b>State Operating Assistance - CATA</b>	\$25,721,600	\$28,516,000	\$27,118,800	\$27,118,800	\$54,237,600	\$67,797,000	<b>\$204,788,200</b>
<b>State Operating Assistance - CCOT</b>	\$4,550,400	\$1,952,000	\$3,251,200	\$3,251,200	\$6,502,400	\$8,128,000	<b>\$23,084,800</b>
<b>State Discretionary Capital Programs</b>	\$21,163,900	\$28,076,600	\$30,000,000	\$30,000,000	\$60,000,000	\$75,000,000	<b>\$223,076,600</b>
<b>LOCAL FUNDING</b>							
<b>Local Capital Share - CATA</b>	\$787,800	\$1,754,300	\$1,271,100	\$1,271,100	\$2,542,200	\$3,177,800	<b>\$10,016,500</b>
<b>Local Operating Share - CATA</b>	\$2,615,800	\$2,883,900	\$2,749,900	\$2,749,900	\$5,499,800	\$6,874,800	<b>\$20,758,300</b>
<b>Local Capital Share - CCOT</b>	\$240,000	\$280,000	\$260,000	\$260,000	\$520,000	\$650,000	<b>\$1,970,000</b>
<b>Local Operating Share - CCOT</b>	\$2,528,000	\$4,600,000	\$3,564,000	\$3,564,000	\$7,128,000	\$8,910,000	<b>\$27,766,000</b>
<b>TOTALS</b>	<b>\$71,152,400</b>	<b>\$82,838,800</b>	<b>\$84,125,500</b>	<b>\$84,125,500</b>	<b>\$168,251,000</b>	<b>\$210,313,900</b>	
						<b>Total Base Funding</b>	<b>\$629,654,700</b>

Notes and Assumptions:

- 1) Federal formula allocation funds (Section 5307) are assumed to remain constant at the average of the 2019-2022 and 2021-2024 TIP funding levels. These funds can be used for capital or operating projects.
- 2) Federal Section 5310 funding for paratransit vehicles is allocated on a competitive basis. For this analysis, funds are assumed remain constant at the average of the 2019-2022 and 2021-2024 TIP funding levels.
- 3) Estimates of federal discretionary funds (Section 5309) are based on the amount expected to be requested by CATA and other project sponsors. Amounts received will vary depending on the level of funding requested by these sponsors, as well as the competitiveness of projects. Actual cost of projects advanced with federal discretionary funds will depend on the level of such funding provided by legislation. These funds are generally used for capital projects.
- 4) State operating assistance for both CATA and the CCOT is assumed to remain constant at the average of the 2019-2022 and 2021-2024 TIP funding levels. These funds are used to make up the difference between the operating costs of the services provided, and the proceeds returned at the farebox or through service contracts.
- 5) Estimates of state discretionary capital funds are based on the amount expected to be requested by CATA and other project sponsors. Amounts received will vary depending on the level of funding requested by these sponsors, as well as the competitiveness of projects. Actual cost of projects advanced with state discretionary capital funds will depend on the level of such funding provided by legislation.
- 6) State capital and operating shares for both CATA and the CCOT are assumed to remain constant at the average of the 2019-2022 and 2021-2024 TIP funding levels. These funds are used to leverage different types of state and federal capital and operating funds.