

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Adams	19,200,943	19,214,427	19,257,518	21,108,667	20,957,515
Altoona	19,401,164	19,399,362	19,425,241	21,261,208	21,105,178
Centre	25,321,097	25,348,328	25,407,599	27,958,442	27,764,755
DVRPC	305,274,541	304,470,710	304,392,675	335,639,867	332,147,427
Erie	40,923,599	40,914,488	40,976,783	45,190,949	44,846,658
Franklin	24,184,870	24,186,022	24,223,584	26,782,138	26,579,317
Harrisburg	79,650,352	79,636,500	79,746,710	87,631,008	86,936,959
Johnstown	27,932,041	27,960,281	28,027,570	30,339,491	30,132,140
Lancaster	53,357,479	53,234,356	53,226,816	57,353,087	56,795,459
Lebanon	17,274,912	17,242,175	17,239,012	18,374,578	18,222,025
Lehigh Valley	63,938,620	63,760,616	72,226,648	70,710,561	70,043,862
NEPA	86,662,502	86,881,768	98,416,588	97,985,456	97,337,607
North Central	91,743,708	92,040,838	92,431,801	102,050,712	101,446,479
Northern Tier	109,160,012	109,656,102	110,262,401	123,809,125	123,068,184
Northwest	92,304,222	92,552,802	92,909,503	101,199,797	100,567,907
Reading	44,375,685	44,292,049	50,209,877	49,125,420	48,662,496
S. Alleghenies	86,525,072	89,882,085	90,201,572	103,079,595	102,345,738
Scranton-WB	89,682,059	100,123,439	100,433,284	109,448,996	108,770,713
SEDA-COG	99,920,065	86,839,128	87,232,295	95,193,372	94,655,170
SPC	418,849,185	419,420,554	420,637,901	468,069,934	464,473,484
SVTS	28,377,371	28,417,542	28,491,554	31,617,295	31,406,646
Wayne County	25,107,746	25,263,951	25,434,109	29,731,380	29,558,805
Williamsport	29,874,614	29,940,950	30,040,195	32,377,607	32,167,026
York	52,363,580	52,271,970	52,281,207	56,605,757	56,100,891
Statewide	590,599,000	601,368,000	623,944,000	632,651,000	632,632,000
TOTAL	2,522,004,441	2,534,318,441	2,587,076,442	2,775,295,442	2,758,724,442

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. 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)
 - Act 44 Bridge
 - \$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.