

4.3 Alternate Future Revenue Scenario / TFAC

During the latter stages of developing this LRTP, Governor Tom Corbett established the Governor's Transportation Funding Advisory Commission (TFAC) by Executive Order to investigate a comprehensive, strategic proposal for addressing the state's transportation funding needs (www.tfac.pa.gov). Those needs include an estimated shortcoming of \$3.5 billion in 2010 statewide transportation funding that may increase to \$7.2 billion in 10 years if action is not taken to close the gap. The TFAC identified a list of potential revenue sources and cost-saving modernization options to begin addressing the problem. The proposed measures would initially focus on providing \$2.5 billion in additional resources over an immediate five-year period, allowing time for longer-term funding solutions to come on line throughout a more gradual transition period.

However, as it relates to the 2040 LRTP, the final status and/or direction of any potential TFAC funding is still unknown. To position Erie County to take full advantage any funding increase should it occur, this plan included Alternate Future planning for a potential TFAC funding scenario. Based on information provided by PennDOT, it is estimated that the additional TFAC-generated revenues available to Erie County could amount to over \$443 million over the life of the plan (*Exhibit 4.3.1*). In the short-term, the majority of that funding would be dedicated to PennDOT's planned "Decade of Investment" strategy that will focus on substantial maintenance and improvement of the existing transportation infrastructure (*see sidebar*).

Decade of Investment

PennDOT has determined that the potential maintenance & preservation benefits of a TFAC funding increase are substantial. Through the year 2022 within Erie County, benefits are estimated to include:

- *Approximately 104 additional maintenance projects at a cost exceeding \$135 million.*
- *Approximately 114 segment miles of roadway improvements.*
- *Approximately 69 bridges worked on.*
- *Approximately 19 SD bridges removed from SD status.*



In addition to the maintenance increase and allowing for 10% discretionary projects (in-line with the same financial guidance utilized for the preferred scenario), it is estimated that the TFAC increase would provide the equivalent of \$26 million more in today's dollars that could be available to fund additional discretionary projects. Reviewing the previously-generated list of prioritized project candidates developed as part of this plan, the following additional projects could be recommended for further consideration should the TFAC funding come to pass (see the Chapter 4.6 "Aspirations List" for additional detail):

- US 19 / Peach Street Widening: Townhall Road to Robison Road
- US 6N Study Improvements / US 6N & Scotland Road Intersection
- Sterrettania Road Improvements
- US 20 / Manchester to Milfair Turn Lane
- US 20 / Crayton Road Safety Improvements
- US 6N Study Improvements / Upgrades to Fry Road & Crane Road
- Lexington Road Railroad Underpass
- Additional funding for the Preferred Scenario's "Operational Improvements Line-Item"

*Exhibit 4.3.1 - Erie LRTP Total Projected Funding with TFAC Estimate
(Year of Expenditure \$000's)*

Funding Category	2011-2012	2013-2018	2019 - 2024	2025-2040	Total
NHS	\$ 4,508	\$ 25,884	\$ 38,316	\$ 123,920	\$ 192,627
STP	\$ 11,874	\$ 24,978	\$ 36,975	\$ 119,583	\$ 193,409
State Hwy	\$ 4,739	\$ 8,472	\$ 12,541	\$ 40,560	\$ 66,312
Federal Bridge	\$ 8,808	\$ 27,592	\$ 40,843	\$ 132,096	\$ 209,339
State Bridge	\$ 5,690	\$ 6,786	\$ 9,815	\$ 31,744	\$ 54,036
Safety	\$ 2,076	\$ 7,863	\$ 11,640	\$ 37,645	\$ 59,224
CMAQ	\$ 5,705	\$ 19,365	\$ 28,665	\$ 92,709	\$ 146,444
Rail	\$ 699	\$ 2,918	\$ 4,320	\$ 13,970	\$ 21,907
Enhancements	\$ 1,005	\$ 3,601	\$ 5,331	\$ 17,241	\$ 27,178
Act 44	\$ 4,964	\$ 14,334	\$ 14,334	\$ 38,224	\$ 71,856
Bridge Bond	\$ 2,835	\$ -	\$ -	\$ -	\$ 2,835
TFAC	\$ -	\$ 48,460	\$ 83,705	\$ 311,447	\$ 443,613
Total	\$ 52,903	\$ 190,252	\$ 286,484	\$ 959,140	\$ 1,488,779

Following the modeling and analysis approach outlined in previous chapters, the TFAC Alternate Future was also evaluated through the County's updated TDM and compared to the Preferred Scenario. System-wide and in addition to PennDOT's "Decade of Investment" maintenance benefits, this comparison demonstrated that definitive performance benefits will result from the net effect of the TFAC additions. These benefits are best reflected in a 24% increase in user-benefits – an additional \$3.4 million annually – based on a 4-7% reduction in overall network delay and almost 30% improvement in the number of intersections operating better than LOS D, E, or F.