

## **IV. 2011-2014 TIP Program Contents**

The primary purpose of the TIP is to present a staged, fiscally constrained, multi-year program for effectively investing federal transportation funds in the region's highest priority transportation improvement projects. In the following discussion, the scope and content of the 2011-2014 TIP is outlined for the Title I Surface Transportation (Highway) Program and for the Title III Public Transportation Program.

Detailed technical information for the 2011-2014 TIP is contained in the appendices to this TIP Summary Report.

### **Appendix 1: Financial Plan for the Title I Highway Program**

Appendix 1 presents the Financial Plan for the Title I Highway Program.

### **Appendix 2: Highway Program Project Lists**

Appendix 2 identifies the Highway Program Project Listing for the region, arranged in alphabetical order by county and the City of Pittsburgh. Project lists include a fiscal summary, map index, project map, and a project list containing a programming record for each highway project identified in the 2011-2014 TIP.

### **Appendix 3: Title III Public Transportation Program**

Appendix 3 presents the Public Transportation Program. It includes a summary table of all public transportation projects programmed for funding under all Title III funding categories, as well as tables, project detail and the required financial capacity documentation for each individual project sponsor's program of projects. A table containing information on the current status of the region's sub-allocation of funding derived from the Federal Transit Administration's Urbanized Area Formula funding program is also included for information purposes.

### **Appendix 4: Turnpike Project List**

Appendix 4 presents the Turnpike Project List. These are projects within the SPC region that are being advanced by the Pennsylvania Turnpike Commission. Federal regulations require MPO TIPs to report on all significant transportation projects in the MPO area regardless of funding source. These projects are presented here for information purposes, as they are accounted for in the MPO air quality and transportation demand computer models of the region's transportation network.

### **Appendix 5: TE/HS/SRTS Project List**

Appendix 5 presents the Project List for previously-approved Transportation Enhancements, Hometown Streets, and Safe Routes to School (TE/HS/SRTS) Projects. These projects have been selected through their respective SPC project selection processes and are eligible for funding from the Enhancement Line Item that is shown in the Title I Highway Program. As a TE/HS/SRTS project is ready to enter into a formal contract, money from the budgeted line item will be drawn down and reserved or programmed for the eligible project at the amount shown in Appendix 5.

### **Appendix 6: Statewide Interstate Maintenance Program for Southwestern Pennsylvania**

Appendix 6 presents the Statewide Interstate Maintenance Program for Southwestern Pennsylvania. It identifies capital maintenance projects on the Interstate System in Southwestern Pennsylvania that are funded through the statewide program. These projects are presented for information purposes only. PennDOT, rather than SPC, is the decision-making authority and will make any necessary changes in this program after consulting with the region's planning partners.

### **Appendix 7: TIP Revision Procedures**

Appendix 7 presents the TIP Revision Procedures. The procedures describe the process that SPC will use to make changes to the TIP. It is presented as a Memorandum of Understanding between SPC and PennDOT.

### **Appendix 8: Pennsylvania's 2010 Transportation Program Financial Guidance**

### **Appendix 9: Changes to the 2011-2014 Transportation Improvement Program in Response to Public Comments**

Appendix 9 identifies the changes to the 2011-2014 TIP that were made in response to public comments.

## **Title I - Surface Transportation (Highway) Program**

The Highway Program is developed through SPC's Transportation Technical Committee, and involves staff members from SPC; members from the planning departments in Allegheny County, Armstrong County, Beaver County, Butler County, Fayette County, Greene County, Indiana County, Lawrence County, Washington County, Westmoreland County, the City of Pittsburgh and the Port Authority of Allegheny County; and representatives from PennDOT's Central Office and Engineering Districts 10-0, 11-0, and 12-0. While referred to as the Highway Program, many surface transportation modes are included, as evidenced by a high priority on bridges, safety, intersection improvements, traffic signals and other operations projects, as well as highway projects.

The Highway Program includes transportation improvements recommended for implementation with SAFETEA-LU Title I funding, state highway and bridge funding, as well as major improvements funded through other sources during the four-year TIP period. Projects are derived from or are consistent with the region's current long range plan, the *2035 Transportation and Development Plan for Southwestern Pennsylvania (2035 Plan)*.

Projects included in the 2011-2014 TIP Highway Program are identified in Appendix 2. There is a project record for each transportation improvement project, which includes cost information, funding sources, project staging, project sponsor, project location, and a brief description.

There is a regional project list identified by project number, followed by project lists broken out by geographic areas for Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland counties. Projects within the limits of the City of Pittsburgh are presented in a section separate from the Allegheny County section, which lists only projects outside of the city limits. Maps and map indexes are also provided.

### **Pennsylvania Turnpike Commission (PTC) Projects**

The 2011-2014 TIP includes two major Turnpike projects for which the PTC has identified 100 percent of the proposed funding from sources separate from SPC's formula allocation of federal and state funds. A small amount of federal funding is identified in the programming record, originating from SAFETEA-LU-designated federal earmarks for these projects. The remaining funds identified for the projects in the four-year TIP period are from Turnpike bond financing, as well as from portions of state oil franchise tax and state registration fees designated to the Turnpike Commission through legislation passed by the state legislature in 1991 and 1997.

The PTC has identified the following proposed interstate-type toll facilities in the Pittsburgh Transportation Management Area: the Mon-Fayette Expressway from Uniontown to Brownsville Phase 2; and the Southern Beltway from US 22 to I-79. These projects are included in the 2011-2014 TIP and the companion Air Quality Conformity Determination for information purposes to satisfy federal reporting requirements.

### **TE/HS/SRTS Projects**

For the 2011-2014 TIP, rather than listing projects for the Transportation Enhancements Program (TE), the Hometown Streets Program (HS) and the Safe Routes to School Program (SRTS) individually, there are enhancement line items that will be drawn down on a first-come, first-served basis as project sponsors are ready to proceed, as long as funds remain available in the line item. Projects that are approved as eligible to use the line item funds are identified, and the eligible federal funding amount is also listed for each project.

### **Statewide Interstate Maintenance Program (IMP)**

This is a program which took effect in fiscal year 2007. PennDOT and planning partners across the state have agreed to focus resources on the state's aging interstate system, especially on those parts in greatest need of repair. Approximately \$460 million per year has been made available regionwide for this program from federal Interstate Program funds, associated federal Bridge Program funds, and state matching funds. This program is for system preservation projects only, which are selected based on engineering criteria developed by PennDOT. IMP projects are programmed centrally by PennDOT in consultation with MPOs and RPOs (Rural Planning Organizations). Projects in the Statewide IMP for the Southwestern Pennsylvania region are listed in Appendix 6 of the 2011-2014 TIP Summary Report. Not all interstate maintenance

projects are funded under the IMP, however, and SPC has funded additional interstate projects from its base TIP funds.

### **Title III – Federal Public Transportation Act Program**

The Public Transportation Program of the 2011-2014 TIP is developed cooperatively through the SPC Transit Operators Committee, which is comprised of the following members:

- Beaver County Transit Authority
- Butler Township-City Joint Municipal Transit Authority
- Fayette Area Coordinated Transportation
- Indiana County Transit Authority
- Mid-County Transit Authority
- Mid-Mon Valley Transit Authority
- New Castle Area Transit Authority
- Port Authority of Allegheny County
- Westmoreland County Transit Authority
- City of Washington
- Washington County Transportation Authority
- Greene County Human Services Transportation
- Airport Corridor Transportation Association
- Oakland Transportation Management Association
- Pittsburgh Downtown Partnership Transportation Management Association

The Public Transportation Program of the 2011-2014 TIP identifies the public transportation improvements recommended for advancement with federal and non-federal assistance during the program period. Projects are to be derived from or be consistent with the region's adopted long range plan. The TIP must also reflect reasonable estimates of available funds and anticipated costs. Public transportation improvement projects must be included on the TIP in order to be eligible for federal funding.

The Public Transportation Program of the 2011-2014 TIP identifies the public transportation projects eligible to receive funding during the four-year period from October 1, 2010 through September 30, 2014.

Project cost and staging information is summarized in Appendix 3, as well as project descriptions that have been received from the project sponsors. The Public Transportation Program preparation is consistent with the Federal Transit Administration's (FTA) direction. Projects are listed on the 2011-2014 TIP are

consistent with the manner in which the implementing agency will later package the project submission for FTA approval.

The various federal funding programs authorized by the Federal Public Transportation Act of 2005 (Title III of SAFETEA-LU) and cited throughout the Public Transportation Program are briefly described below. In addition to funds made available through the Federal Public Transportation Act, federal funds from several surface transportation programs authorized through Title I of SAFETEA-LU may also be used for public transportation related purposes under certain conditions. Several projects included in the 2011-2014 TIP will be financed in whole or in part through a transfer of funds from Title I programs to Title III programs.

Under three FTA formula programs, the Special Needs of Elderly Individuals and Individuals with Disabilities Program (Section 5310), Job Access and Reverse Commute (Section 5316), and New Freedoms Initiatives (Section 5317), there is a requirement that the Governors' designated recipient competitively select projects and that the projects must be derived from a locally developed coordinated public transportation/human service transportation plan.

#### **Urbanized Area Formula Program (Section 5307)**

This program provides funds for planning, acquisition, construction, preventive maintenance, improvement, operating costs, and associated capital maintenance items. Distribution of Urbanized Area Formula funds is by statutory formula to individual urbanized areas. A portion of the Urbanized Area Formula funding is derived from the Federal General Fund. The remainder is from the Mass Transit Account of the Highway Trust Fund. Urbanized Area Formula funds apportioned to urbanized areas with populations of 200,000 and over cannot be used for operating assistance. In smaller urban areas there is no limitation on the amount of available apportioned funds that can be used for operating assistance. In those small urban areas, operating assistance is available on a 50 percent federal/50 percent local matching ratio.

Urbanized Area Formula assistance for most other allowable purposes is available on an 80 percent federal/20 percent local matching ratio. Projects that address requirements of the Clean Air Act Amendments of 1990 (CAAA 90) or of the Americans with Disabilities Act (ADA) may be funded at a 90 percent federal/10 percent local (or, in some instances, 95 percent federal/5 percent local) matching ratio. At least one percent of the Urbanized Area Formula funds apportioned to urban areas with populations of 200,000 and over must be expended for projects and project elements defined under the Urbanized Area Formula Program as "transit enhancements". Each urbanized recipient must also certify that one percent of formula funds are spent on "public transportation security projects".

#### **Federal Capital and Discretionary Capital Program (Section 5309)**

A portion of the funding authorized through this program is provided on a formula basis to individual urbanized areas for modernization and rehabilitation of public

transportation fixed-guideway facilities (Fixed-Guideway Modernization Program). The remainder of the Capital Program funding is distributed on a discretionary basis to provide capital assistance for (1) fixed-guideway systems; (2) introduction of new technology; (3) projects that enhance the effectiveness of mass transportation; and, (4) acquisition, construction and improvement of bus and rail facilities and equipment (buses and bus-related equipment and facilities are eligible only if they cannot be funded under the Urbanized Area Formula Program). All Capital Program funds are available at an 80 percent federal/20 percent local matching ratio. The source of all federal Capital Program funding is the Mass Transit Account of the Highway Trust Fund.

SAFETEA-LU specifies a new category of projects to be funded separately out of the section 5309 New Starts program. This new category encompasses smaller scale projects, referred to as Small Starts, beginning in FY 2007. Projects requesting less than \$75 million in section 5309 New Starts funds with a total project cost less than \$250 million will be eligible to receive funds under the new Small Starts provision.

**Elderly and Persons with Disabilities Program (Section 5310)**

This program authorizes grants and loans to private, non-profit organizations and certain eligible public agencies to assist in the purchase and/or lease of wheelchair accessible vehicles and other equipment to provide needed transportation services for elderly and disabled persons who cannot be reasonably accommodated by existing transportation services. Elderly and Persons with Disabilities Program funds are available on an 80 percent federal/20 percent local matching ratio. They are apportioned to individual states by formula from the Mass Transit Account of the Highway Trust Fund.

**Non-Urbanized Area Formula Program (Section 5311)**

This program provides funds to eligible project sponsors in rural areas for planning, acquisition, construction, improvement, operating costs, and associated capital maintenance items. Distribution of Non-Urbanized Area Formula funds is by statutory formula to individual states. A portion of the Non-Urbanized Area Formula funding is derived from the Federal General Fund. The remainder is from the Mass Transit Account of the Highway Trust Fund. Non-Urbanized Area Formula funding used for operating assistance is available on a 50 percent federal/50 percent local matching ratio. Non-Urbanized Area Formula assistance for other allowable purposes is available on an 80 percent federal/20 percent local matching ratio. In addition, each state must spend at least 15 percent of its Non-Urbanized Area Formula apportionment to develop and support intercity bus transportation.

**Job Access and Reverse Commute Program (Section 5316)**

The Job Access and Reverse Commute (JARC) program provides formula funding to States and designated recipients to support the development and maintenance of job access projects designed to transport eligible individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities. States and designated recipients must solicit grant applications and select

projects competitively, based on application procedures and requirements established by the designated recipient, consistent with the federal JARC program objectives.

Funds are available to support the capital and operating costs of transportation services that address the needs of welfare recipients and eligible low-income individuals that are not met by other transportation services. Federal JARC funds may be used for 80 percent of capital expenses and 50 percent of operating expenses. Funds provided under other federal programs (other than those of the U.S. DOT) may be used for local/state match for funds provided under section 5316, and revenue from service contracts may be used as local match. JARC earmarks carried over from TEA-21 are subject to the terms and conditions under which they were originally appropriated. The local match for both capital and operating assistance remains consistent with the TEA-21 authorization as a 50 percent federal/50 percent local matching ratio.

### **New Freedoms Initiatives (NFI) Program (Section 5317)**

Established in SAFETEA-LU, the New Freedoms Initiatives program provides formula funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. States and designated recipients must solicit grant applications and select projects competitively, based on application procedures and requirements established by the recipient.

Funds are available to support the capital and operating costs of new public transportation services and public transportation alternatives that are beyond those required by the Americans with Disabilities Act. Federal New Freedoms funds may be used for 80 percent of capital expenses and 50 percent of operating expenses. There is no limitation on the amount of funds that can be used for operating expenses. Funds provided under other federal programs (other than those of the U.S. DOT) may be used as match for capital funds provided under Section 5317, and revenue from contract services may be used as local match.

### **Alternatives Analysis Program (Section 5339)**

Alternatives Analysis is no longer included in the eight percent of the section 5309 New Starts program that can be used for projects prior to final design and construction. Instead, \$25 million annually is provided for Alternatives Analysis grants under section 5339. As before, Metropolitan Planning funds and Urbanized Area Formula funds can also be used to support Alternatives Analysis.

The following section includes brief descriptions of the major state funding programs for public transportation authorized through various Pennsylvania statutes:

### **Act 44 Section 1513- Urban and Rural Operating Assistance Program**

Annual state funding to urban public transportation organizations to help pay for the cost, not covered by fares and other operating revenue, of providing fixed route and

specialized ADA public transportation service. Annual funding consists of a combination of sales tax revenue, trust fund revenue and PTAF revenue, and the amounts allocated are determined using the formula specified in Act 44 based on total ridership, senior citizen ridership and revenue vehicle miles and hours. This state funding requires local matching funds equal to 15percent of the amount of annual state funding provided. Systems that provided less than this required percentage of local matching funds at the time Act 44 was enacted (July 2007) are allowed to provide the amount applicable at that time, but are then required to increase their local contribution by at least 5percent each year until their amount of local funding equals at least 15percent of state assistance.

**Act 44 Section 1514 Discretionary Urban and Rural Bond-Funded Capital Assistance- Asset Improvement Program**

State funding provided for capital projects that are (1) authorized in an approved state capital budget; (2) released for payment by the Governor's Budget Office and (3) are approved by PennDOT. This funding is provided to help pay for the cost of durable assets, such as buses, bus garages and related equipment including fare boxes, air conditioners, etc. The amount of state funding provided is typically 19.355percent of total project costs for 80percent federally funded capital projects, or 96.775percent of total projects costs for non-federal capital projects. Funding is provided to grantees on a cost reimbursement basis for eligible expenses incurred by grantees. Available funding is provided by the sale of general state obligation bonds, and grantees must provide local matching funds equal to at least .645percent of total project costs for 80percent federally funded projects, or 3.225percent of total project costs for non-federal capital projects.

**Act 44 Section 1514 Discretionary Urban and Rural Trust-Funded Capital Assistance- Asset Improvement Program**

State funding which is provided on a case-by-case basis to help pay for the cost of durable assets , such as buses, bus garages and related equipment including fare boxes, air conditioners, etc. The amount of state funding provided is typically 19.355percent of total project costs for 80percent federally funded capital projects, or 96.775percent of total project costs for non-federal capital projects. Funding is provided on a cost reimbursement basis for eligible expenses incurred by grantees. Available funding is provided by Turnpike Commission tolls, and grantees must provide local matching funds equal to .645percent of total project costs for 80percent federally funded capital projects or 3.225percent of total project costs for non-federal capital projects.

**Act 44 Section 1517 Formula Urban and Rural Capital Assistance- Capital Improvement Program**

Annual state funding which is allocated to each local public transportation organization based on their proportion of overall statewide ridership. This capital funding is provided to help pay for the cost of durable assets such as buses, bus garages and related equipment including fare boxes, air conditioners, etc. Since there are no local matching funds required for this category of state assistance, this funding typically is used to cover the 20percent non-federal share of 80percent federally funded capital projects, or

the entire cost of non-federal capital projects. The annual funding allocated for this program is provided by using 16.67percent of the total amount of state sales tax revenue transferred each year to help fund public transportation programs. Grantees receive their share of this allocated funding on a cost reimbursement basis.

### **Bond Funded Capital Assistance (CB)**

State urban and rural bond-funded capital assistance is discretionary funding based on individual capital projects authorized in legislatively enacted state capital budgets. By policy, PennDOT annually releases approximately 70 percent of available state bond funding for Southeastern Pennsylvania Transit Authority (SEPTA) capital projects, 25 percent for Port Authority of Allegheny County (PAAC) capital projects, and the balance of 5 percent for all other public transportation system capital projects. The actual percentage shares vary from year to year based on project status and funding needs.

### **Free Transit Program for Senior Citizens**

Pennsylvania State Lottery funds are distributed for this program based on senior citizen ridership during specified off-peak hours times the average or base fare (whichever is less) for fare-paying passengers. General funds are distributed based on senior citizen ridership during the specified off-peak hours times the average or base fare (whichever is higher) for fare-paying passengers, minus the Lottery funds.

### **Shared-Ride Program for Senior Citizens**

Participating shared-ride transportation providers are reimbursed for up to 85 percent of the general public shared-ride fare for each senior citizen who rides and pays 15 percent of the general public shared-ride fare.

## **Public Transportation Program - Pittsburgh Urbanized Area**

The federal formula block grant funds available to the Pittsburgh Urbanized Area consist of funds authorized by the Urbanized Area Formula Program of the Federal Public Transportation Act. Federal funds have been apportioned to the Pittsburgh Urbanized Area under this program since the inception of the program in federal fiscal year 1984. SAFETEA-LU reauthorized this program through federal fiscal year 2009 and extended it through continuing legislation through December 30, 2010. In fiscal year 2010, a total of \$33,496,403 was apportioned to the Pittsburgh Urbanized Area through the Urbanized Area Formula Program. That total amount was distributed through a locally agreed-upon process to the eligible public transportation project sponsors within the Pittsburgh Urbanized Area.

For planning purposes, SPC and the region's urban public transportation sponsors have utilized fiscal guidance provided by the Pennsylvania Department of Transportation – Bureau of Public Transportation that assumed a 3percent annual increase in the Federal Urbanized Area Formula Program assistance across the four-year TIP period. When the actual annual federal appropriations are approved by Congress and

announced by FTA, it may be necessary to modify the program to account for the actual funds available.

The endorsed distribution of the Urbanized Area Formula Program funds to individual Pittsburgh Urbanized Area public transportation sponsors is shown in Appendix 3. The suballocation table also shows the amount of federal Urbanized Area Formula funding available to each recipient for programming on the 2011-2014 TIP. The table develops the amount of federal formula assistance available to each recipient at the start of fiscal year 2010 by summarizing usage of formula funds during fiscal year 2009. The eligible regional transit project sponsors will update this table annually. At the request of the project sponsors, SPC will continue to monitor and assist in the development of the suballocation of the Pittsburgh Urbanized Area Formula Program funds in future years.

## **Public Transportation Program – Governor’s Apportionment**

Federal formula block grant funds are available through the Governor’s Apportionment to the Monessen Urbanized Area and Uniontown-Connellsville Urbanized Area. This funding is derived from funds authorized by the Urbanized Area Formula Program of the Federal Public Transportation Act. Under provisions of the Urbanized Area Formula Program, the annual distribution of formula funding to urbanized areas with a population of less than 200,000 begins with an allocation to each state known as the Governor's Apportionment, which is then distributed to eligible small urbanized areas within each state.

There are 15 eligible small urbanized areas within Pennsylvania. Three of the 15 (the Monessen Urbanized Area, the Uniontown/Connellsville Urbanized Area and the Pennsylvania portion of the Steubenville/Weirton Urbanized Area) are within the boundaries of the Pittsburgh Transportation Management Area (TMA). SAFETEA-LU requires that formula funds apportioned to a TMA must be used in the TMA. In fiscal year 2010 a total of \$967,133 was made available to the Pittsburgh TMA, and distributed to the Mid-Mon Valley Transit Authority and the Fayette Area Coordinated Transportation. These two transit project sponsors are the only eligible Governor's Apportionment recipients within the Pittsburgh Transportation Management Area.

The amount of federal Urbanized Area Formula funding available to these recipients from the Governor’s Apportionment is presented in Appendix 3. That table develops both the capital and operating federal formula funds available at the start of fiscal year 2010 by summarizing usage of formula funds during fiscal year 2009. For planning purposes, it has been assumed that the annual funding from the Urbanized Area Formula Program, for each of the four fiscal years in the TIP period, will be no less than the fiscal year 2010 allocation.

## **Elderly and Persons with Disabilities Program (Section 5310)**

The Elderly and Persons with Disabilities Program of the Federal Public Transportation Act authorizes a public transportation capital assistance program. Under this program,

private nonprofit corporations and certain eligible public agencies may apply for federal capital assistance to fund up to 80 percent of the purchase and/or lease cost of wheelchair accessible vehicles and related equipment to provide needed transportation services for elderly and disabled persons who cannot be reasonably accommodated by existing transportation providers.

A block grant is allocated annually to each state. Pennsylvania's fiscal year 2010 allocation was \$6,063,618. A comparable level of funding is expected for fiscal years 2011 through 2014. Pennsylvania's funds are administered through the Pennsylvania Department of Transportation Bureau of Public Transportation in cooperation with the Departments of Aging, Education, Health, Labor and Industry, and Public Welfare. A task force has been formed to assist in the administration of this program. This task force makes the final recommendation to the Federal Transit Administration regarding the disposition of each funding application.

While there is no regional allocation of Elderly and Persons with Disabilities Capital Assistance Program funds, applicants proposing services within a Transportation Management Area must have their projects included in the TIP before their grant requests can receive final approval. SPC's Transit Operators Committee routinely amends the TIP once a year to include the region's Elderly and Persons with Disabilities Program project proposals. The timing of that amendment is dependent upon the grant application schedule announced by PennDOT at the beginning of the federal fiscal year.

#### **Non-Urbanized Area Formula Program (Section 5311)**

The public transportation funding program authorized by the Non-Urbanized Area Formula Program of the Federal Public Transportation Act provides for operating and capital assistance to eligible recipients in rural areas and provides for the development and support of intercity bus transportation.

A block grant is allocated annually to each state. Pennsylvania's fiscal year 2010 allocation was \$20,220,781. A comparable level of funding is expected for fiscal years 2011 through 2014. Pennsylvania's funds are administered through the Pennsylvania Department of Transportation Bureau of Public Transportation. Projects within a Transportation Management Area must be included in the TIP for that Management Area before U.S. DOT can approve funding. All project funding decisions are made by the Pennsylvania Department of Transportation Bureau of Public Transportation with the cooperation of the Federal Transit Administration.

Eligible Section 5311 grant recipients within the Pittsburgh Transportation Management Area include the Beaver County Transit Authority, Butler Township-City Joint Municipal Transit Authority, Mid-County Transit Authority, the Indiana County Transit Authority, New Castle Area Transit Authority and Westmoreland County Transit Authority. Intercity bus operators providing service to the region and also receiving Non-Urbanized Area Formula Program assistance include Greyhound Buslines, Inc., Fullington Trailways and Myers Coach.

**Job Access Reverse Commute (Section 5316)**

Since the enactment of TEA-21, federal Job Access Reverse Commute (JARC) funds have been apportioned to the Pittsburgh Urbanized Area. SAFETEA-LU formularized this program to support the development and maintenance of job access projects designed to transport eligible individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities. In Fiscal Year 2010 a total of \$967,703 was apportioned to the Pittsburgh Urbanized Area. SPC is the designated recipient of the formula funds. The Accessible Transportation Workforce Interagency Cooperative reviews and approves the projects funded through the JARC program.

**New Freedoms Initiatives Program (Section 5317)**

SAFETEA-LU established the New Freedoms Initiatives (NFI) Program for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. In Fiscal Year 2010 a total of \$608,353 was apportioned to the Pittsburgh Urbanized Area through the Urbanized Area Formula Program. The Accessible Transportation Workforce Interagency Cooperative reviews and approves the projects funded through the NFI program.