

## Appendix 4. TIP Financial Summary

Federal law requires that the MPO, public transit agencies and state cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation. MPOs are then required to balance the programmed costs in their TIPs at the level of anticipated revenues. To produce a fiscally-constrained TIP, the MPO first considers the projects in the existing program that already have funding commitments. After updating project costs and schedules for the committed projects, the MPO may consider other projects eligible for federal transportation funding. The MPO finalizes the proposed program by prioritizing the projects and balancing the overall program costs to the estimate of available revenues.

The documentation of the estimate of available revenues in the Commonwealth of Pennsylvania is developed in compliance with the federal regulations by PennDOT in coordination with its transportation partners (MPOs and RPOs from across the state). In its guidance document, *Pennsylvania's 2019 Transportation Program Financial Guidance*, PennDOT has established a set of formulas to ensure equitable distribution of anticipated funding. These agreed-upon formulas consider criteria such as roadway lane miles, vehicle travel, bridge condition, air quality attainment status, population, population density, senior transit ridership, transit service area, level of transit service, and accidents at rail-highway crossings. The formulas contained in *Pennsylvania's 2019 Transportation Program Financial Guidance* are hereby incorporated by reference into the 2019-2022 TIP for Southwestern Pennsylvania.



Financial Summary of the SPC 2019-2022 TIP					
Funding Category	2019	2020	2021	2022	Total
<b>Highway and Bridge TIP Funds</b>					
Federal NHPP	114,391,000	118,423,000	118,403,000	118,383,000	469,600,000
Federal STP	76,394,000	78,604,000	78,589,000	78,573,000	312,160,000
Federal Off-System Bridge	18,527,000	18,527,000	18,527,000	18,527,000	74,108,000
Federal CMAQ	19,065,000	19,558,000	22,340,000	22,340,000	83,303,000
Federal HSIP	10,993,000	11,398,000	11,398,000	11,398,000	45,187,000
Federal TAP	1,813,000	1,813,000	1,813,000	1,813,000	7,252,000
State Highway	69,897,000	77,287,000	82,347,000	90,631,000	320,162,000
State Bridge	66,433,000	66,416,000	66,409,000	66,392,000	265,650,000
Local Sponsor Matching Funds	5,208,656	6,201,944	6,222,917	5,993,350	23,626,867
<b>Total - Highway and Bridge TIP Funds</b>	<b>382,721,656</b>	<b>398,227,944</b>	<b>406,048,917</b>	<b>414,050,350</b>	<b>1,601,048,867</b>
<b>Transit Program</b>					
Federal Transit Formula Funds	74,667,781	70,734,871	71,829,145	72,397,701	289,629,498
Federal Transit Flex <sup>1</sup>	6,172,200	6,172,200	6,172,200	6,172,200	24,688,800
Pittsburgh Bus Rapid Transit - FTA <sup>2</sup>	48,875,000	48,875,000			97,750,000
State and Local Bus Rapid Transit	9,775,000	9,775,000			19,550,000
Local/Other/State Transit Funds	433,019,059	432,205,342	435,278,909	434,151,913	1,734,655,223
<b>Total - Transit Funds</b>	<b>572,509,040</b>	<b>567,762,413</b>	<b>513,280,254</b>	<b>512,721,814</b>	<b>2,166,273,521</b>
<b>State Managed Programs and Other Discretionary Projects</b>					
<b>Spike Programs</b>	\$74,842,000 subtotal				
Federal Discretionary NHPP/STP	7,242,000	19,100,000	8,000,000	27,000,000	61,342,000
State Discretionary	7,000,000	6,500,000			13,500,000
<b>Interstate, Other State Programs</b>					
\$515,488,059 subtotal					
Interstate Maintenance Program	17,444,135	52,379,100	54,545,350	41,000,000	165,368,585
State HSIP/TAP/Rail Safety <sup>3</sup>	9,090,345	5,813,028	9,579,282	1,746,515	26,229,170
A-409 Maintenance Programs	66,724,000	66,833,000	66,946,000	67,054,000	267,557,000
State Economic Development	500,000	8,585,000	500,000		9,585,000
Local/Other Match to State Programs	830,314	9,398,820	11,220,000		21,449,134
<b>Other Discretionary</b>					
\$564,321,943 subtotal					
Special Discretionary Funds <sup>4</sup>	15,000,000		21,899,318		36,899,318
PTC SB/US-22 to I-79 <sup>5</sup>	271,352,000	102,552,000			373,904,000
PTC MFE/SR-51 to I-376 <sup>6</sup>	9,023,708	34,828,304	23,862,364	55,251,292	122,965,668
Local/Private	15,915,000	7,000,000	7,637,957		30,552,957
<b>Total - State / Other</b>	<b>420,121,502</b>	<b>312,989,252</b>	<b>204,190,271</b>	<b>192,051,807</b>	<b>1,129,352,832</b>
<b>Grand Total for SPC TIP</b>	<b>1,375,352,198</b>	<b>1,278,979,609</b>	<b>1,123,519,442</b>	<b>1,118,823,971</b>	<b>4,896,675,220</b>

<sup>1</sup> A statewide reserve of \$25 million per year in federal CMAQ funds to flex to transit in accordance with agreements associated with PA Act 3 of 1997.

<sup>2</sup> The Pittsburgh BRT project includes FTA discretionary 5309 funding as noted. The total project cost is \$195,500,000 including three existing BRT-associated TIP projects and City of Pittsburgh In-kind Station Improvements. Two associated projects on the current TIP include PAAC Bus Purchases, PAAC Oakland BRT Signal Improvements, and one associated project on the current and draft TIP includes the City's Smart Spines project. The local project sponsors - Allegheny County, City of Pittsburgh, Port Authority and URA are responsible for the identified local matching funds.

<sup>3</sup> Future project selection from state reserve funding. Approved projects will be added to the SPC TIP upon PennDOT project selection.

<sup>4</sup> \$19,000,000 from the federal TIGER program has been identified in FY2019 for the I-579 Cap Park project.

The City of Pittsburgh Smart Spines System project in FY2021 includes \$10,899,318 from the federal ATCMD program (Advanced Transportation and Congestion Management Deployment) and \$7,000,000 from the state Greenlight GO program.

<sup>5</sup> The total project cost for SB/US-22 to I-79 is \$770 million over a seven year period; partial project funding has been expended in the pre-TIP period.

<sup>6</sup> The total project cost for MFE/SR-51 to I-376 is \$2.16 billion over the twenty year period through 2036. Construction of the initial section (SR-51 to SR-837) should be completed by 2026 at a construction cost of \$742 million for this project section.