

**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHWESTERN PENNSYLVANIA**

**APPENDIX 4
TIP FINANCIAL SUMMARY**

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 transportation 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 or state transportation funding. The MPO finalizes the proposed program by prioritizing the projects and balancing the overall program costs to the estimated revenues.

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 2021 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 size, 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 identified in the state financial guidance document are hereby incorporated by reference into the 2021-2024 TIP for Southwestern Pennsylvania.

Financial Summary of the SPC 2021-2024 TIP					
Funding Category	2021	2022	2023	2024	Total
Highway Program Formula Funds					
Federal NHPP	90,320,000	79,829,000	59,111,000	50,032,000	279,292,000
Federal STP	76,402,000	76,235,000	72,510,000	72,270,000	297,417,000
Federal Off System Bridge	17,148,000	17,148,000	17,080,000	17,080,000	68,456,000
Federal CMAQ	22,340,000	22,340,000	22,340,000	22,339,000	89,359,000
Federal HSIP	10,336,000	10,336,000	10,336,000	10,336,000	41,344,000
Federal TAP	1,813,000	1,813,000	1,813,000	1,813,000	7,252,000
State Highway	55,425,000	60,151,000	51,305,000	58,288,000	225,169,000
State Bridge	64,642,000	64,624,000	57,358,000	57,339,000	243,963,000
Local Match Funding	8,138,037	7,571,433	6,700,007	5,676,196	28,085,673
Total - Highway & Bridge Formula Funds	346,564,037	340,047,433	298,553,007	295,173,196	1,280,337,673
Transit Program					
Federal Transit Formula Funds	76,796,897	76,530,254	69,310,734	75,141,173	297,779,058
Federal Transit Flex ¹	6,172,200	6,172,200	6,172,200	6,172,200	24,688,800
Pittsburgh Bus Rapid Transit - FTA ²	49,975,000	49,975,000			99,950,000
State and Local BRT	9,775,000	9,775,000			19,550,000
Local/Other/State Transit Funds	442,195,234	440,469,875	450,175,082	451,719,310	1,784,559,501
Total - Public Transportation Funding	584,914,331	582,922,329	525,658,016	533,032,683	2,226,527,359
Additional Local Funding - Extra Local Match & 100% Local Projects					
Projects with "Extra" Local Match	16,187,957	2,520,000	2,200,000	1,280,000	22,187,957
Projects with 100% Local Funding	1,160,000	3,704,730	12,624,000	0	17,488,730
Total - Additional Local Funding	17,347,957	6,224,730	14,824,000	1,280,000	39,676,687
State Managed Programs, Discretionary/Spike Programs and Other Discretionary Projects					
Interstate, Other State Managed Programs		\$724,865,761 subtotal			
Interstate Program	104,324,760	72,750,000	103,354,500	192,476,800	472,906,060
Spike Adjustment to Interstate Total ³	-6,000,000	-6,000,000	-11,500,000	-11,600,000	-35,100,000
State Managed Programs HSIP/TAP/Rail Safety ⁴	5,397,303	11,968,945	794,415	1,003,878	19,164,541
District A-409 Maintenance Programs	66,355,000	66,553,000	66,515,000	66,299,000	265,722,000
State Economic Development	250,000	701,255	1,221,905	0	2,173,160
Spike Programs		\$67,314,450 subtotal			
Federal Discretionary STP	16,706,000	1,154,450	8,189,000	6,165,000	32,214,450
State Highway Discretionary	6,000,000	6,000,000	11,500,000	11,600,000	35,100,000
Other Discretionary & PTC		\$1,283,203,780 subtotal			
Special Discretionary Funds ⁵	14,087,957				14,087,957
PTC Maint. & Widening for I-76 and I-43 ⁶	79,625,000	71,800,000	93,500,000	36,000,000	280,925,000
PTC SB/US-22 to I-79 ⁷	220,000,000	225,000,000			445,000,000
PTC MFE/SR-51 to I-376 ⁸	55,980,629	122,963,640	182,123,277	182,123,277	543,190,823
Total - Add'l State, Discretionary & Other	562,726,649	572,891,290	455,698,097	484,067,955	2,075,383,991
Grand Total for SPC TIP	1,511,552,974	1,502,085,782	1,294,733,120	1,313,553,834	5,621,925,710

¹ 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.

² The Pittsburgh BRT project includes FTA discretionary 5309 funding as noted in the Transit Program Summary above (\$99,950,000) and state and local match (\$19,550,000) in addition to the activities completed in the current TIP. Associated projects on the 2021-2024 TIP include PAAC Bus Purchases, Pittsburgh BRT - Downtown Improvements (\$6,423,000), Pittsburgh Bus Shelters/Mobility Hubs (\$3,240,000) and the City's Smart Spines project (\$14,087,957).

³ The Interstate Program includes projects that are partially funded through the PA Spike Programs in addition to regular Interstate Program funding. A Spike Adjustment (above) must be subtracted from the Interstate Program Total to accurately account for the actual Interstate Program revenues being invested in the SPC region during the TIP period. In the SPC 2021 TIP, spike funding applied to SPC's interstate projects is 100% State Highway Spike (s581) - \$35.1 million total.

⁴ Future project selection from state reserve funding. Approved projects will be added to the SPC TIP upon PennDOT project selection.

⁵ The City of Pittsburgh Smart Spines System project in FY2021 includes \$7,000,000 from the federal ATCMTD program (Advanced Transportation and Congestion Management Deployment) and a \$7,087,957 remaining balance from a state Greenlight GO program grant.

⁶ Includes capital maintenance and widening projects along the Turnpike Mainline and completed sections of the MFE. SPC estimates are based on total project costs provided by the PTC and the years scheduled for project activities. Costs are assigned proportionally to the active project years.

⁷ The total project cost for SB/US-22 to I-79 is \$800 million over a seven year period; about \$350 million has been expended through 2020. The estimated completion date is 2022.

⁸ The total project cost for MFE/SR-51 to I-376 is \$2.16 billion over a twenty year period through 2036. The estimated completion date is 2027 for construction of the two sections from SR-51 to SR-837; the estimated construction cost for these sections is \$570 million.