Housekeeping Items

• Mute your microphone and turn your camera off

• Questions must be entered into the chat box
  - Answers will follow at end of presentation
  - All questions will be part of a Q&A document

• Available on SPC website after presentation
  - PowerPoint presentation
  - Recording of presentation
  - Q&A for all questions received during presentation

• Please be advised that this meeting is being recorded for future use and sharing.
Workshop Outline

• What is Southwestern Pennsylvania Commission
• Current SPC Funding Opportunities
  - TA Program & CMAQ Program

• Other State Funding Programs
  - Project Examples

• Locally Administered Projects
  - Steps, Resources, and Best Practices for Successful Project Delivery
• Q & A
Southwestern Pennsylvania Commission

• The Region’s Metropolitan Planning Organization (MPO) & Local Development District (LDD)

• Focused upon Transportation & Economic Development and related programs

• Comprised of County Commissioner appointments, PennDOT, Transit Authorities, and Local, State and Federal Agencies

- 10 Counties
- >7,000 square miles
- 2.6 million citizens
- 548 municipalities
- 132 School Districts
- 3 PennDOT Districts
- 10 Transit Agencies
What does SPC do?

• Center for regional collaboration & cooperation
• Coordinates Regional Transportation Planning Efforts
• Regional Long Range Transportation Plan
• Transportation Improvement Program (TIP)
• Technical Assistance
• Regional Data Center
• Commuter Info van pool program
• Water Resource Center
• Small Business Assistance (loans & procurement)
• Economic Development Coordination (PREP/KOZ/ARC)
Transportation Planning

• Who is involved in the process?
  - Public
  - Municipalities
  - Freight, Ped-Bike, Multi-Modal Stakeholders
  - Transportation Management Associations (TMAs)
  - City/County Planning Agencies
  - PennDOT and other State Agencies
  - Regional Transit Providers
  - Elected and Appointed Officials
  - Federal Highway Administration (FHWA) and other Federal Agencies
What is the TIP and What it Means to You.

• The TIP identifies the **region’s highest priority transportation projects**, develops a multi-year program of implementation, and **coordinates available funding** for identified projects. The TIP is updated every two years through a cooperative effort of local, state, and federal agencies and the general public.

• Monitor upcoming projects in your municipality for opportunities for collaboration/input.

• Discuss vision/goals of your community with SPC, your County planning office and PennDOT on local priorities and transportation needs.

• Build/maintain relationships with PennDOT, SPC, and your County Planning Department.
SPC Funding Opportunities

SPC Regional Transportation Alternatives Set-Aside (TA) Program

SPC Congestion Management and Air Quality (CMAQ) Program
Federal Funding

SPC & PennDOT Administered: Transportation Alternatives Set-Aside Programs (TA)

*SPC & PennDOT programs run concurrently but separate processes and applications.*

**Type:** Reimbursement

**Match:** Local (preconstruction activities act as local match for 100% federal construction)

**Available Funding:** $1.8 million/year, region-wide, and $18 million/year statewide. Projects selected by competitive application process every 2 years

**Other:** Must be consistent regional long range transportation plan.

**Eligible Applicants:** See handout
Federal Funding

SPC & PennDOT Administered:
Transportation Alternatives Set-Aside Programs (TA)

Eligible Uses:
- Bicycle and Pedestrian Facilities
- Safe Routes for Non-Drivers
- Conversion of Abandoned Railway Corridors to Trails
- Historic Preservation of Transportation Facilities
- Construction of Turn-Outs, Overlooks and Viewing Areas
- Outdoor Advertising Management
- Environmental Mitigation (incl. Stormwater & Vegetation Management)
Homewood Pedestrian, Student, & Transit Connectivity Project

**SPC TA Approval Amount:** $500,000

**PennDOT TA Approval Amount:** $498,793

**Sponsor:** URA

The project builds upon community priorities and the URA’s Homewood TOD Study of 2015, which examined possible infrastructure improvements to initiate Transit Oriented Development in the neighborhood. The project improves existing & creates new multi-modal connections and facilities near the E. Busway Homewood station, Faison elementary school, and regional employment & education centers; improving safety and accessibility.
TA Application Period

• **PennDOT** accepting applications from June 28 to October 15, 2021
  Application and guidance can be found at: [https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside-%20Surface%20Trans.%20Block%20Grant%20Program.aspx](https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside-%20Surface%20Trans.%20Block%20Grant%20Program.aspx)

• **SPC** accepting applications from June 28 to October 15, 2021
  Application and guidance can be found at: [https://www.spcregion.org/funding-programs/](https://www.spcregion.org/funding-programs/)
SPC Review and Selection Process

• Voting membership of SPC’s Transportation Technical Committee (TTC), PennDOT, the three Transportation Management Associations (TMAs), will act as the selection committee.

• Oct. 18 thru Nov. 17 the applications are reviewed and technically scored by SPC staff.

• Oct. 21 TTC Meeting – applications are reviewed.

• Projects are scored for deliverability.

• Nov. 18 TTC Meeting – Scoring is finalized.

• December TTC Meeting – TA Projects are recommended by TTC.

PennDOT’s TA Process is handled separately by PennDOT. See PennDOT website.
Federal Funding

SPC Administered:

Congestion Mitigation and Air Quality (CMAQ) Improvement

*Type:* Reimbursement

*Match:* 20%

*Available Funding:* Approximately $18 million/year, region-wide. Projects selected through competitive application process every two years

*Other:* Must be consistent with regional long range transportation plan. Must be used in Air Quality Non-Attainment or Maintenance Areas

*Eligible Applicants:* Nonprofit organizations are not eligible as direct recipients of funds, but may partner with any eligible entity on a project
Federal Funding

Congestion Mitigation and Air Quality (CMAQ) Improvement

*Eligible Uses:*

- Public Transportation (Bus Procurement, Park and Rides)
- Traffic Flow and HOV Lanes (non-Single Occupancy Vehicle capacity increases)
- Non-recreational bicycle and pedestrian facilities
- Ride Sharing and Transportation Demand Management (TDM)
- Alternative Fuels
- Traffic Signal Upgrades and Modernizations; Adaptive Signals
- Intermodal Connections

*Examples of Projects NOT Eligible* – New Highway Capacity Adding Projects, Maintenance Projects, Planning Studies
CMAQ Application Period

• SPC accepting applications from August 23 to September 24, 2021
• Application and guidance will be available on SPC’s website
• **Pre-Qualification Screening:** To be eligible for CMAQ funds a project must be a transportation project consistent with the region's adopted Long-Range Transportation Plan (Smart Moves for a Changing Region), be located in an air quality nonattainment or maintenance area, and have demonstrated air quality benefits within the nonattainment area. For example, projects in an ozone nonattainment area should be able to demonstrate reductions in ozone precursor emissions. Likewise, projects in PM nonattainment areas should be able to demonstrate reductions in particulate emissions
8-Hour Ozone Areas
PM 2.5 Air Quality Designations

Southwestern Pennsylvania Commission
SPC Review and Selection Process

• CMAQ Evaluation Committee (CEC) assists in prioritizing the candidate projects and makes recommendations to SPC’s TTC.

• Membership of the CEC is a balanced and diverse representation the SPC committees and air quality planning partners.

• The CEC will prioritize the candidate projects based on the air quality technical analysis, the ancillary selection factor ratings that will be completed by SPC staff, and the evaluation of deliverability/project readiness.

• Candidate projects will be recommended in December of 2021 to the SPC’s Executive Committee.
Allegheny Circle Phase 2

**CMAQ Approval Amount:** $1,200,000  
**Total Project Cost:** $2,638,000  
**Sponsor:** City of Pittsburgh

This project is the conversion of Allegheny Circle from one-way traffic to two-way traffic. The project includes the upgrading of signals, pavement markings, delineation, signing, ADA ramps, the removal of concrete islands at the intersections, and the reconfiguration of the intersections to protected intersections with small separation islands to minimize conflicts between traffic and bicycles and pedestrians.
Other CMAQ Example Projects Funded by SPC

- Transit Bus replacements – various transit operators
- Regional Signal Improvement Program
- Freeway Service Patrols (Parkway and SR 28)
- Port of Pittsburgh Marine Diesel Retrofits
- Pittsburgh Healthy Ride Bike Share start-up
- Pittsburgh Bus Rapid Transit Downtown Improvements
- Westmoreland Transit’s new PNR lot at Carpenter Lane and Route 30.
- Adaptive Signal Technology Systems on PennDOT Roadways (SR 19 Washington Road, SR 19 Banksville Road, SR 51 Clairton Boulevard, SR 88 Library Road, and others)
Local Transportation & Community Funding Programs

Pedestrian Improvements
Bicycle Improvements
Connecting Community Assets

- Multimodal Transportation Funds
- Greenways Trails Recreation Program
- DCNR: Community Conservation Partnerships
Multimodal Transportation Fund

*Type:* Reimbursement: on a monthly basis, based on invoices

*Match:* 30% of requested amount

Other state or federal agency grant cannot be used as match

*Available Funding:* $77 million/year, state-wide. Projects selected by competitive application process, usually every year, fall-winter.

*Other:* Project cost of $100,000 or more; grants normally will not exceed $3,000,000.
PennDOT

Multimodal Transportation Fund

*Eligible Uses:*

- Projects which coordinate local land use with transportation assets to enhance existing communities
- Streetscapes, lighting, and pedestrian safety
- Projects improving connectivity or the utilization of existing transportation assets
- Projects related to the development of transit-oriented development
SR 51 Island Ave.  
(CSX Multimodal Project)

PennDOT MTF Approval Amount: $1,102,300

Sponsor: CSX

The intersection improvement project installed a traffic signal and center turn lane and updated ADA curb ramps in McKees Rocks, PA.
Department of Community and Economic Development (DCED)

Multimodal Transportation Fund

**Type:** Reimbursement - DCED will release funds to the applicant at 30-day intervals

**Match:** 30% of requested amount; (cash contributions or equivalents for the appraised value of the real estate necessary to construct project)

**Eligibility/Availability:**
- Round opens annually, summer

**Other:** Projects must have a total cost of $100,000; generally requests do not exceed $3,000,000.
Multimodal Transportation Fund

Eligible Uses:

- Projects which coordinate local land use with transportation assets to enhance existing communities, ensure a reliable transportation system, and encourage economic development
- Streetscapes, lighting, and pedestrian safety
- Projects improving connectivity or the utilization of existing transportation assets
- Projects related to the development of transit-oriented development
Greenways, Trails & Recreation Program

**Type:** Reimbursement - DCED will release funds to the applicant at 30-day intervals

**Match:** 15% Local; cash match of the total project cost or cash equivalents for the appraised value of real estate

**Available Funding:** Opens annually (winter-spring), grant not to exceed $250,000
DCED: Act 13 Program

Greenways, Trails & Recreation Program

*Eligible Uses:*

- Projects: Public Park & Recreation Areas, Greenways & Trails, Rivers Conservation
- Activities: development, rehabilitation, improvement, planning, & acquisition
**Etna Riverfront Park & Trail Project**

**TA Approval Amount:** $400,000  
**PennDOT TA Amount:** $383,000  
**Total Project Cost:** $1,330,000  
**Other Funds:** MTF, GTRP, others  
**Sponsor:** Borough of Etna  

A key component to the connections needed for the further development of the Three Rivers Heritage Trail, part of the proposed Erie to Pittsburgh Trail and the Harrisburg to Pittsburgh Mainline Canal Greenway. The project will construct a riverfront park, trail, and trail access point on a former brownfield site owned by the Borough of Etna, located upstream of Sharpsburg Borough and downstream of Shaler Township.
Community Recreation and Conservation Program (C2P2):

Awarded to municipalities and authorized non-profit organizations for recreation, park, and conservation projects

*Activities:* planning, land acquisition, new development & rehabilitation

*Match:* 50%, which can include a combination of cash and at times in-house services, donated services, equipment use, and volunteer labor

*Available Funding:* Opens annually (winter-spring), awarded amounts vary based on project
New Castle Multimodal Regional Riverwalk Project (Phase II)

TA Approval Amount: $1,103,939
DCNR Approval Amount: $462,000
Sponsor: City of New Castle

The overall project will replace deteriorated infrastructure to create a pedestrian and bicycle friendly environment that is well connected to existing infrastructure and new access points, resulting in a more walkable and livable regions, while promoting tourism and economic development.
Local Transportation & Community Funding Programs

Traffic Signal Programs

• Green Light-Go Program
• Automated Red Light Enforcement Program
Green Light-Go Program*

*Type:* Reimbursement

*Match:* 20% Local

*Available Funding:* up to $40 million/cycle, state-wide. Projects usually selected annually by competitive application process

*Other:* Projects are completed on existing signals on state and local highways

*Eligible Applicants:* Municipalities, Counties, Planning Organizations
Green Light-Go Program*

*Eligible Uses:*

- Study and removal of unwarranted signals
- Traffic signal timing
- LED replacements
- Asset management
- Traffic signal operations and maintenance
- Innovative technologies
- Communications
- Detection and controller upgrades
- Modernization upgrades
Automated Red Light Enforcement Transportation Enhancement Program (ARLE)

*Type:* Reimbursement

*Match:* N/A; however, limited funds available and cost sharing is encouraged.

*Available Funding:* Historically between $3 and $8.8 million/year, statewide. Projects selected by competitive application process (every year).
Automated Red Light Enforcement Transportation Enhancement Program (ARLE)

Eligible Uses:

- Study and removal of unwarranted signals
- Traffic signal timing
- LED replacements
- Construction of turn lanes
- Signage, roadway re-striping, guiderails, and center line rumble strips
- Traffic signal operations and maintenance
- Innovative signal technologies
- Communications
- Detection and controller upgrades
- Modernization and safety upgrades
- Drainage improvements
Local Transportation & Community Funding Programs

- Bridge Improvements
- Loan Programs
- Other Funding Programs
- Planning Programs

- TIP Funds
- Pennsylvania Infrastructure Bank
- Foundations, County Programs, & Others
Federal & State Funding

Transportation Improvement Program (TIP) Off-System Bridge Funds

- Municipalities must work with their County Planning Departments and SPC for a project to be considered and deemed eligible for TIP funding.

*Type:* Reimbursement

*Match:* 20% (can use state funding as match)

*Available Funding:* Approximately $18.5 million/year, region-wide. Projects selected through TIP process.

*Other:* Bridge must be structurally deficient & project must be consistent with regional long range transportation plan.
Loans, Foundations, County Programs & Others

Pennsylvania Infrastructure Bank

A PennDOT program that provides low-interest loans to accelerate priority transportation projects, spur economic development and assist local governments with their transportation needs

**Type:** Loan; current interest rate is 1.625%

**Eligible Uses:**
- Design, engineering, right-of-way, repair, and construction of public transportation facilities, highways, bridges and private airports, railroads, and rail freight facilities

County Programs

- Certain counties have specific programs for their municipalities.
- Gaming Revenue (Local Share Account Program, CITF, GEDF)

Foundations & Other Grant Opportunities

- There are other options depending on your needs; contact us!
Planning Programs

DCNR C2P2
DCED Municipal Assistance Program
GTRP
PA Department of Health: *PA WalkWorks*
LOCALLY ADMINISTERED PROJECTS

STEPS, RESOURCES, AND BEST PRACTICES FOR SUCCESSFUL PROJECT DELIVERY
Where to Start?

Municipal Plans
  • Comprehensive Plan

County Plans
  • Comprehensive Plan
  • Active Transportation

Regional Plans
  • SmartMoves for a Changing Region
Where to Start?

Purpose

• Broad statement of overall objective
  • Can also include secondary goals

Need

• Key problems to be addressed
  • Tangible & fact based
  • Focused on transportation, not solutions
Typical Categories of Needs

Congestion/Capacity
Facility Deficiencies/Structure Conditions
System Linkage/Connectivity/Modal Interrelationships
Economic Development
Legislative Intent
## Deficiencies

<table>
<thead>
<tr>
<th>Original</th>
<th>Improved</th>
</tr>
</thead>
<tbody>
<tr>
<td>“The existing bridge needs to be replaced.”</td>
<td>“The one-lane bridge is in poor condition and weight restricted, causing 10-mi detours for buses &amp; EMS providers”</td>
</tr>
<tr>
<td>• Why?</td>
<td></td>
</tr>
<tr>
<td>• What is wrong with the existing bridge?</td>
<td></td>
</tr>
</tbody>
</table>

### Facts could have to support:
- Is it poor condition/functionally obsolete? (List specific deficiencies.)
- Is it a single lane? Does it include shoulders?
- Are there sight distance/approach issues?
- What is the traffic mix/volume?
- Is it weight restricted? EMS/bus issues?
- Where is the next crossing?

### Facts/Evidence:
- Fire trucks/buses cannot cross weight-restricted bridge
- Detour is 10 miles (explain hardship for EMS/buses)
- Substantial traffic crosses this bridge (give #s)
## Connectivity

<table>
<thead>
<tr>
<th>Original</th>
<th>Improved</th>
</tr>
</thead>
<tbody>
<tr>
<td>“The trails along the river need to be connected”</td>
<td>“There are numerous biking/walking trails along the north and south banks of the river; however, there is no means to cross the river between the trail system”</td>
</tr>
<tr>
<td>• What is the evidence?</td>
<td></td>
</tr>
</tbody>
</table>

**Facts could have to support:**
- Provide trail maps
- How heavily are the trails used?
- Would users cross if that were an option?
- Show nearest river crossing locations/conditions

**Facts:**
- Provide trail maps
- Trail use
- Show nearest river crossing locations/conditions
Who to Call?

Contact your Local PennDOT District / SPC / County to discuss your proposed project.

A pdf handout with contacts is available on the website (link will be in chat box).
Get Educated

PennDOT’s Local Project Delivery Manual

• Overview of required processes for delivering local projects using federal / or state funding administered through PennDOT
• Prepared by PennDOT in coordination with FHWA

• Local Project Delivery Website: www.penndot.gov/Doing-Business/LocalGovernment/Pages/Local-Project-Delivery.aspx

PennDOT Publication 740
Get Educated

- Online Library
- Informational Videos
- Specifically for Local Public Agencies

www.fhwa.dot.gov/federal-aidessentials/
Get Educated

• Early Community Collaboration
• Ensures a Holistic Process
• Opportunity to be innovative when thinking about solutions
• [www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx](http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx)
Project Administration

Project Scope, Cost Estimate, Schedule

- Preliminary scope reviewed during PennDOT Connects Discussion
- Estimate provided by person familiar with PennDOT processes
- Build schedule according to PennDOT timeframe
- Every project is unique
# General Project Development Flowchart

## Locally Sponsored Projects

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Planning &amp; Programming</th>
<th>Project Start-Up</th>
<th>Design</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE FUNDING</td>
<td>6 Mos. - 2 Yrs.</td>
<td>3 - 12 Mos.</td>
<td>4 - 8 Mos.</td>
<td>1 - 2 Yrs.</td>
</tr>
<tr>
<td>FEDERAL FUNDING</td>
<td>6 Mos. - 2 Yrs.</td>
<td>3 - 12 Mos.</td>
<td>8 Mos. - 1.5 Yrs.</td>
<td>1 - 2 Yrs.</td>
</tr>
</tbody>
</table>

**Factors that can Impact a Schedule:**
- Historic Bridges
- Right of Way Acquisitions
- Parks/Recreational Areas
- Endangered Species
- Archaeology
- Railroad Involvement
- Utilities
- Waterway Permitting

### Approximate time to complete

- **Planning & Programming:** 6 Mos. - 2 Yrs.
- **Project Start-Up:** 3 - 12 Mos.
- **Design:** 4 - 8 Mos.
- **Construction:** 1 - 2 Yrs.

#### Critical Steps:

- **Planning & Programming**
  - Identify Project
  - Contact SPC to consider project as a TIP Candidate

- **Project Start-Up**
  - Execute Reimbursement Agreements, Engineering Agreements or Work Orders
  - Hold Project Scoping Field View

- **Design**
  - Preliminary Engineering (PE)
    - Environmental Clearance
    - Preliminary Bridge/Roadway Design

- **Construction**
  - Final Design (FD)
    - Right of Way Clearance
    - Permit Approvals
    - Final Bridge/Roadway Design

- **Construction**
  - Construct Project
Project Administration

Information on how to register as a Business Partner can be found on the ECMS home page.
Project Administration

- Agreements can take 3-4 months to go through the process
- Agreement **must** be fully executed before any work that will be reimbursed can start
- Reimbursement Program, *Not a Grant Program*
Publication 93
Policy and Procedures for the Administration of Consultant Agreements

Engineering & Construction Management System (ECMS)

Prepared by:
Pennsylvania Department of Transportation
Bureau of Project Delivery
Highway Delivery Division
Contract Management Section

PUB 93 (11-19)
Project Administration

Select consultant using appropriate selection procedures

Large Project Procedures
- Contracts > $150K

Small Project Procedures
- Contracts < $150K

Utilize Designated Municipal Engineer

*TIP: Utilize consultants with previous experience with similar projects and/or PennDOT procedures*
Project Administration

Utilize Designated Municipal Engineer

- Select using an approved competitive, qualification-based selection procedure
- Qualified to complete specific type of work
- Must be approved by PennDOT
- Designation of municipal engineer valid for a period of no more than 5 years
Project Administration - Milestones

Environmental Clearance
Utility Clearance
Railroad Clearance
Right-of-Way Clearance
PS&E Package
Summary

Must be a PennDOT Business Partner, get RAS access and follow Pub. 93.

Projects with PennDOT require a Reimbursement Agreement

- Through RAS site
- Resolution for signatory authority

A consultant with PennDOT experience is very helpful

- Scoping
- Budgeting
- Designing
- Understanding the schedule and what significantly impacts schedule
Questions?