



Southwestern Pennsylvania Funding Profile

Navigating the transportation funding process, especially the federal funding process, can be difficult for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts that determine how decisions get made. To understand the system, it is helpful to learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Pittsburgh and the Southwestern Pennsylvania region.

The focus of this profile is on un- or underutilized programs for bicycling and walking projects, like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, the Highway Safety Improvement Program (HSIP), & Section 402 Safety Grants. Information on Transportation Enhancements (TE), a large source of bicycle and pedestrian funding, can be found at the Transportation Clearinghouse (<http://www.enhancements.org/profile/Paprofile.php>). Information on Pennsylvania Safe Routes to School can be found at the National Partnership (<http://www.saferoutespartnership.org/state/network/pennsylvania>) and the National Center (<http://www.saferoutesinfo.org/program-tools/find-state-contacts/pennsylvania>).

Thanks to Sara Walfourt, Transportation Planning Manager for the Southwestern Pennsylvania Commission, for significant contributions to this funding profile.

About the Southwestern Pennsylvania Commission & Region

The Southwestern Pennsylvania Commission (SPC) is the Metropolitan Planning Organization (MPO) for a ten county region. Every City in the U.S. with more than 250,000 residents is required by federal law to belong to an MPO.

The composition of the MPO is determined by commuting patterns identified by the US Bureau of the Census. Prior to the 2000 Census, the SPC region consisted of six counties. However, with the economic downturn of the 1980's and 1990's, more and more people living on the fringes of the region found themselves commuting to jobs in the Pittsburgh metro area, rather than in Cities such as Sharon, New Castle, Kittanning and Uniontown. The region grew to accommodate these new commuter patterns, and four additional counties.

Today, the Southwestern Pennsylvania Commission is made up of the ten southwestern-most Counties of the Commonwealth of Pennsylvania. These counties encompass 7,000 square miles, making the region larger in area than several US States. An estimated 2.6 million residents call this region home.

In addition to the City of Pittsburgh, the County seats of Kittanning, Beaver, Butler, Uniontown, Waynesburg, Indiana, New Castle, Washington and Greensburg are established urban communities offering cultural, educational and employment opportunities. There are a total of 500 local municipalities (Cities, Boroughs, Townships, etc) in the SPC region. Each County and each municipality in the region has a role in the local transportation planning process.

Pennsylvania Department of Transportation (PennDOT) Districts and the Transportation Management Associations also play a role in regional transportation planning. PennDOT maintains eleven Engineering Districts statewide. Each is responsible for maintenance, as well as participation in the planning and programming of transportation projects in designated counties.

The ten counties of the Southwestern Pennsylvania Commission fall into three distinct PennDOT Districts. PennDOT District 10: Butler, Armstrong and Indiana Counties (and Clarion County, outside the SPC region). PennDOT District 11: Allegheny, Beaver and Lawrence Counties. PennDOT District 12: Washington, Greene, Fayette and Westmoreland Counties.

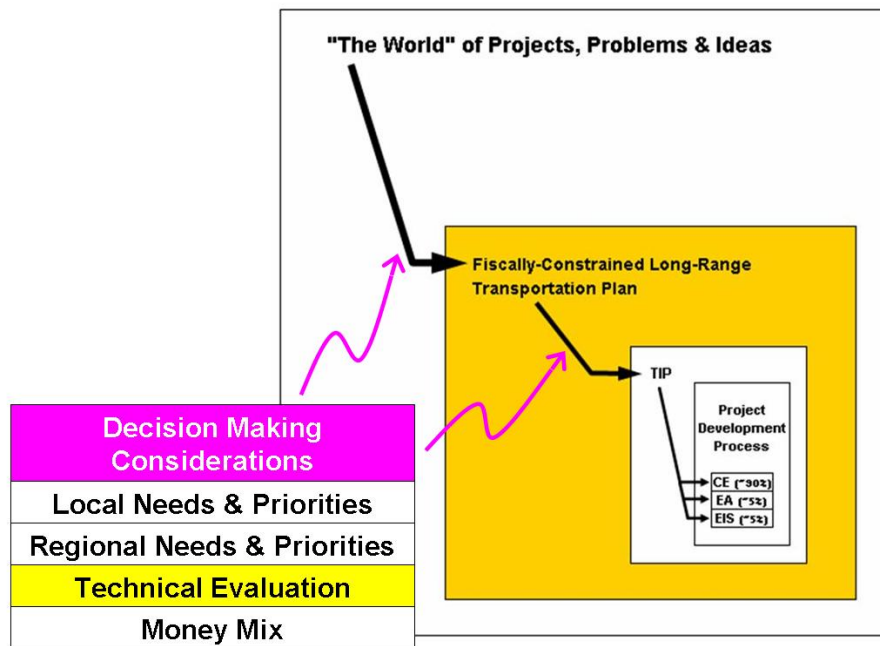
Three Transportation Management Associations are also active in the region, and plan and implement for pedestrians and bicyclists. The TMAs in the region are Airport Corridor Transportation Association (ACTA), Pittsburgh Downtown Partnership (PDP), and Oakland Transportation Management Association (OTMA). See page 16 for a more in-depth discussion of regional planning.

Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

What is the Project Prioritization Process?

Prioritizing transportation projects is a three-step process. 1. Transportation system needs and project ideas are identified through public involvement processes, County Comprehensive Plans, PennDOT District planning efforts, transit provider plans, freight carriers, and economic development agencies. 2. The highest priority needs and projects are included on the region’s fiscally-constrained long-range transportation plan (LRTP). 3. Projects are added to the Transportation Improvement Program (TIP). Once on the TIP, projects proceed into the project development process which includes environmental review, design and construction. There are four basic considerations that are incorporated into the decision making process at the key prioritization points: Local Needs & Priorities, Regional Needs & Priorities, Technical Evaluation, and Money Mix.



“Pedestrian & Bicycle” is one of the 15 project categories. The Pedestrian & Bicycle category includes bicycle lanes, sidewalks, and shared use pathways that improve accessibility and mobility for bicyclists and pedestrians. This includes rail-trails and other pathways that provide non-motorized links in the

transportation network. Federal transportation funds may not be spent on projects that are used for purely recreational purposes.

For more information, refer to the Technical Project Evaluation for Southwestern Pennsylvania's Long-Range Transportation Plan & Transportation Improvement Program:

http://www.bikeleague.org/resources/reports/pdfs/spc_project_evaluation.pdf

Who sets the project selection policy?

The project technical evaluation process implemented by SPC was developed through the cooperative efforts of SPC staff, regional city and county planning offices, and technical staff from three PennDOT Districts, as well as PennDOT Central Office and the Federal Highway Administration. Input was also solicited from the general public.

What is the project selection process?

According to the Technical Project Evaluation for Southwestern Pennsylvania's Long-Range Transportation Plan & Transportation Improvement Program, "Pedestrian and Bicycle projects are typically not of the magnitude to be included on a regional long-range transportation plan ...Rather than including a list of specific Ped-Bike projects, the LRTP contains line items for funding set aside to do these types of projects... In Southwestern Pennsylvania, the funding set aside to do stand-alone Ped-Bike projects is typically limited to Transportation Enhancements (TE) funds. Because the Enhancements program is virtually the only source of funds for stand-alone Ped-Bike projects, the technical evaluation processes and criteria developed for that funding program are the de facto standards for evaluating these types of projects."

Who selects the projects to be funded?

The SPC Transportation Technical Committee "programs" transportation funds, with input from the general public and the Transit Operators Committee. The Transportation Technical Committee (TTC) recommends the adoption of the TIP to the SPC Board (the Commission).

The TTC meets each month in advance of SPC meetings, and, as needed, creates sub-committees tasked with specific assignments. The Committee includes the planning directors of the ten SPC member counties, the City of Pittsburgh, and representatives of PennDOT Central Office, Pennsylvania DEP, and the Port Authority of Allegheny County. Nonvoting members of the Committee include PennDOT District Offices, FHWA, FTA, EPA, and the Allegheny County Bureau of Air Pollution Control.

SPC's Transit Operators Committee has responsibility for the transit portion of the regional TIP.

What does the project application look like? How was it written?

There is no formal project application form or process. Public input for project candidates is submitted during advertised public comment period, or through comments received in Advisory Committee meetings.

Who rates the projects?

The SPC Transportation Technical Committee. SPC, in consultation with PennDOT, the transit operators, and other project sponsors prioritize projects from the 2040 Plan to be included on the TIP.

How are the projects rated?

First priority is given to advancing previously programmed and already funded (carryover) projects.

Then, projects are proposed to the SPC for possible inclusion in the TIP through public involvement processes and agency coordination at the beginning of the update period. The region's transportation partners first screen these projects to assure their consistency with the Long Range Plan and county comprehensive plans and when/if deemed viable, request additional information from the project's sponsor. These candidate projects are then evaluated using technical criteria. They are also assessed against local and regional needs and available funds to determine if they can be placed into the fiscally constrained TIP program and/or the Long Range Plan.



Workers install sharrows on Friendship Ave and Millvale Avenues in Bloomfield

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion. See our Advocacy Advance report on CMAQ:

http://www.advocacyadvance.org/docs/lab_cmaq.pdf

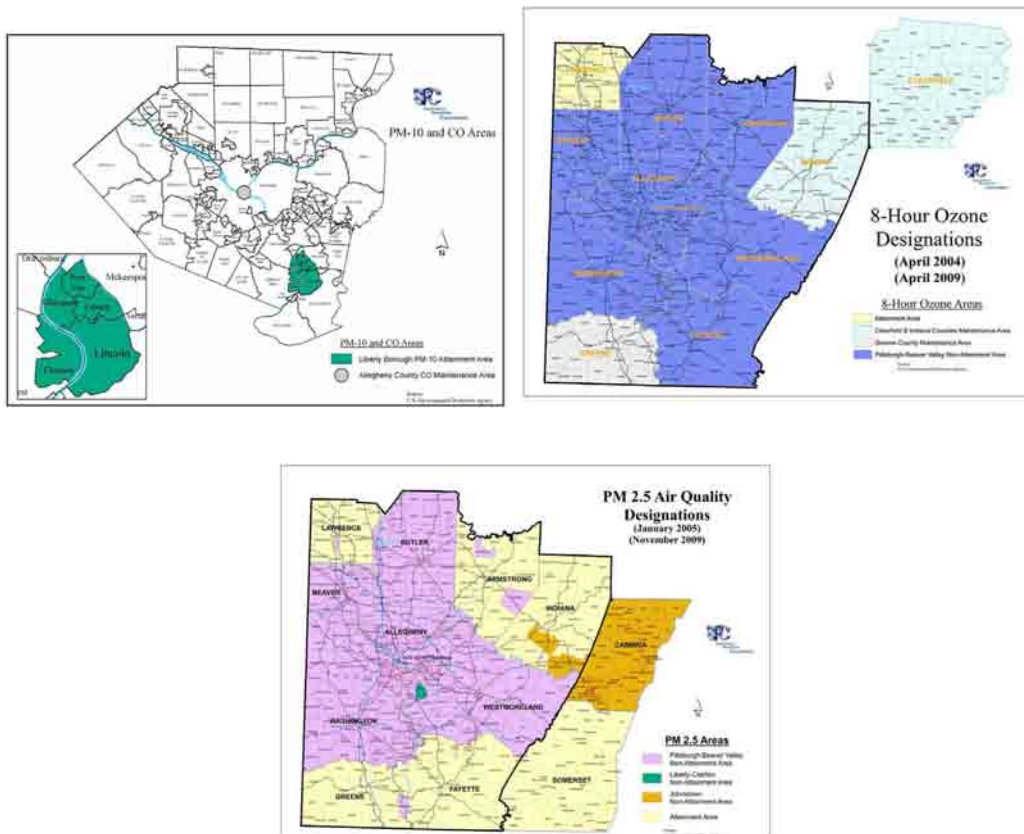
FHWA recently confirmed that Bike/ped projects are eligible for CMAQ funds:

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

CMAQ funds are intended for areas that do not meet, or previously have not met, federal air quality standards. These are known as non-attainment areas or maintenance areas.

Where are the region’s non-attainment areas?

The SPC region has four different non-attainment areas. Allegheny County is classified as a “maintenance area” for CO. Heavily industrialized, Monongahela River Valley (Mon Valley) in southeastern Allegheny County is a PM-10 non-attainment area.



Nine of the ten counties in the SPC region are either non-attainment areas or maintenance areas for Ozone, per current federal standards. Only Lawrence County, in the northwestern corner of the region is an attainment area for Ozone. Much of the SPC region is classified as a non-attainment area for PM-2.5

(fine particulates). These areas fall into either the Pittsburgh-Beaver Valley Non-Attainment area, or are associated with the Johnstown Non-Attainment area, directly east of the SPC region. A small non-attainment area is also centered around the same Liberty-Clairton Area of southeastern Allegheny County which was identified as a non-attainment area for PM-10 standards.

Who sets project selection policy?

CMAQ Project Evaluation Process developed was by a CMAQ Project Evaluation Committee. The CMAQ Project Evaluation Committee is made up of regional planning partners, PennDOT staff, the regional Transportation Management Associations and Air Quality Agencies. Regional pedestrian-bicycle interests and regional freight interests are also represented on the Committee.

What does the CMAQ that application look like?

Here is the CMAQ Commuter Bicycle/Pedestrian Improvements application:

<http://www.spcregion.org/pdf/cmaq11/4%20-%20Commuter%20Bicycle%20or%20Pedestrian%20Improvements.pdf>

To gauge the potential ridership of the project, the application asks, among other things, for the population within ¼ mile and within one mile of the project, for a specific employment area or parking center targeted by the project, and if the project supports connections to transit.

Who makes the project-selection decisions?

The CMAQ Project Evaluation Committee makes recommendations to the Transit Operators Committee and Transit Technical Committee. They in turn make recommendations to the SPC Commission. Final determination of project funding is made by PennDOT pursuant to funds available statewide.

When are programming decisions made?

Since CMAQ projects must be programmed onto the regional TIP, the CMAQ project selection process generally occurs about one year prior to TIP adoption. The SPC Transit Operators Committee and Transportation Technical Committee made their recommendations for CMAQ projects to be included in the 2013-2016 TIP to the SPC Commission in December, 2011.

Can good bike/ped projects compete well for CMAQ funds?

Arguably, good pedestrian and bicycle projects can compete, but traditionally they have not been awarded funding.

According to the CMAQ application instructions:

“Based on federal guidance and regional priorities, the following four categories of eligible projects will be given CMAQ funding priority:

- Diesel Retrofits
- Traffic Flow Improvements
- Transportation Demand Management
- *Commuter Bicycle/Pedestrian Improvements*”

Source: http://www.bikeleague.org/resources/reports/pdfs/spc_cmaq.pdf

Funding History

To date, only two CMAQ funded ped/bike projects have appeared on the regional TIP. A third, funding for a regional bike share project, has been recommended for inclusion in the 2013-2016 TIP later this year.

What is the competition?

Structurally deficient bridges, highway network.



Two-way bicycle lane in Munhall

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, county and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:

http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf

Are bicycle and pedestrian safety identified as emphasis areas in Pennsylvania’s Strategic Highway Safety Plan?

Improving pedestrian safety was one of Pennsylvania’s “Vital Six” Safety Focus Areas in the 2006 Pennsylvania Comprehensive Strategic Highway Safety Improvement Plan.

According to PennDOT statistics, pedestrian fatalities account for 11 percent of all highway fatalities in Pennsylvania.

Summary of Safety Focus Areas - Priorities	PA's Priority Ranking	Crash Category	Total Fatalities in All Crashes (PA)							
			Actual Avg. 1999 - 2003	Actual 2004	Goal 2004	Actual 2005	Goal 2005	Goal 2006	Goal 2007	Goal 2008
Reducing Aggressive Driving-Related Crashes	1	Aggressive Driving-related	798	868	775	1016	728	685	634	587
Reducing Impaired (DUI) Driving	2	Alcohol-related	558	542	542	579	509	479	443	410
Increasing Seatbelt Usage and Proper Infant/Child Restraint	3	Unbelted Occupant	641	578	623	647	585	550	509	471
Reducing the Severity and Frequency of Hit Fixed Object Crashes (with utility poles, trees, guiderail, etc.)	4a	Hit Fixed Object Crashes	622	600	604	658	568	534	494	457
Reducing Run-off-the-Road Crashes	4b	Run-off-the road Crashes (single vehicle)	555	575	539	620	507	476	441	408
Improving Intersection Safety	4c	Total Intersection Crashes	375	363	364	368	342	322	298	276
Reducing Head-On and Cross-Median Crashes	4d	Head-on crashes	272	217	264	177	248	233	216	200
Improving the Crash Records System and other Information/Decision Support Systems	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Improving Pedestrian Safety	6	Pedestrians	177	151	172	162	162	152	141	130

Key strategies aimed at enhancing pedestrian safety included:

1. Implement safe-crossing designs for mid-block crossings (responsible parties, PENNDOT - Districts; Municipalities)

2. Continue to deploy yield-to pedestrian channelizing devices to communities across the commonwealth and measure their effectiveness. (responsible parties, PENNDOT - Districts, local Police, Municipalities (school districts), State Agencies)
3. Continue to improve pedestrian safety in Transportation Enhancements (TE), Hometown Streets (HS) and Safe Routes to Schools (SR2S) programs (responsible parties, PENNDOT - Districts; Municipalities, MPOs, RPOs)
4. Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries (responsible parties, PENNDOT - Districts, Municipalities, LTAP, Grantees)
5. Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals) (responsible parties, PENNDOT - Districts, Municipalities)
6. Promote legislation to establish a Universal Pedestrian Access component to all projects (responsible party, PA State Legislature)

In addition to the “vital six” safety goals identified above, the 2006 PA Coordinated Safety Plan also calls for advancement of safety initiatives in fourteen additional goal areas.

Summary of Safety Focus Areas - Priorities	PA's Priority Ranking	Crash Category	Total Fatalities in All Crashes (PA)							
			Actual Avg. 1999 - 2003	Actual 2004	Goal 2004	Actual 2005	Goal 2005	Goal 2006	Goal 2007	Goal 2008
Summary - In order of Priority Ranking										
Enhancing Safety on Local Roads	7	Local Road Crashes	271	234	263	239	247	233	215	199
Improving Younger Driver Safety	8	In crashes w/drivers 16-17 yrs.	104	92	101	89	95	89	83	76
Improving Heavy Truck Safety	9	Heavy Truck-related	193	183	188	186	176	166	153	142
Reducing Crashes Involving Inattentive or Drowsy Drivers	10	Distracted and Drowsy Driver-related (total)	68	95	66	26	62	58	54	50
Improving Motorcycle Safety and Increasing Motorcycle Awareness	11	Motorcyclists (& their passengers)	136	158	132	205	124	117	108	100
Improving Older Driver Safety and Mobility	12	In crashes w/drivers 65 yrs+	262	271	274	307	257	242	224	207
Improving Bicycle Safety	13	Bicyclists	18	14	17	18	16	15	14	13
Improving Emergency Response Time	14	Fatalities due to poor EMS response time	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Improving Work Zone Safety	15	Work Zone Crashes	27	15	26	30	25	23	21	20
Reducing Vehicle-Train Crashes	16	Vehicle-Train Crashes	3	0	3	4	3	3	2	2
Increasing Safety Enhancements in Vehicles	N/A	Vehicle Failure-related	14	4	14		13	12	11	10
Enhancing Driver Education and Licensing Programs	N/A	Unlicensed Drivers and drivers with a suspended / revoked license (total)	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Increasing Driver Safety Awareness	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Implementing an Integrated Safety Management System	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
		Overall Fatality Rate (per 100 M/MT)	1.52	1.40	1.42	1.31	1.31	1.21	1.10	1.00
		Total Fatalities	1559	1490	1515	1616	1423	1338	1238	1146
		Fatality Reduction Needed to meet goal	N/A		44		136	221	321	413

All of the strategies to promote bicycle safety on Pennsylvania Highways relate in some way to the education of bicyclists, or the promotion of safer operation of bicycles:

1. Increase public awareness through expanded public education and marketing campaigns
2. Educate community professionals on effective ways to promote safe bicycling
3. Expand school and community programs that teach bicycle safety to children and adult bicyclists
4. Include safe bicycling and sharing the road concepts in driver's education programs
5. Continue to create tools that can be used at the state and local levels to promote bicycle-helmet use
6. Continue to assist communities in enforcing bicycle safety laws

The 2010 Pennsylvania Highway Safety Plan identifies seven priority safety initiatives, but does not include pedestrian safety among them. However, reducing pedestrian fatalities related to motor vehicle crashes remains a Core Performance Measure.

Have state HSIP funds been allocated to bicycle and pedestrian safety at a “fair share” in proportion to fatalities?

No.

The SPC region receives approximately \$9 million annually in Highway Safety Improvement Program funds. Highway Safety Improvement Program (HSIP) funds are allocated to each region based on lane miles, vehicle miles traveled, fatalities and reportable crashes.

What are the project selection criteria?

The allocation of HSIP funds is the responsibility of the three PennDOT Districts in the region, in accordance with the goals, strategies and performance measures identified in the PA Highway Safety Plan.

Who sets the project selection criteria?

The project selection criteria are “set” by the goals, strategies and core performance measures of the PA Highway Safety Plan. The reduction of the most severe accidents, and those resulting the gravest injury (or fatality) are prioritized.

Section 402 – State and Community Highway Safety Grants

Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

Which agency administers 402 grants?

PennDOT, with applications being made to NHTSA. In 2010 the application deadline was September 1st.

What is the selection process and who makes the selection decisions?

The Safety Management Division of the PennDOT Bureau of Highway Safety and Traffic Engineering (BHSTE) is the Highway Safety Office in Pennsylvania. All Highway Safety Grants require the signature of the Deputy Secretary for Highway Administration (R. Scott Christie, P.E.), the Director of the Bureau of Highway Safety and Transportation Engineering, and the Chief of the Safety Management Division (or their designee). All grants, except PennDOT grants, must be approved through the Legal Office and the Office of the Comptroller. It may also require the signature of the Office of General Counsel.

Funding history

No bicycling and walking projects have been funded, but pedestrian and bicycling enhancements have been included other safety projects (by adding ped-heads, crosswalks, etc.)

What else do we need to know?

There is difficulty in accounting for pedestrian, and especially bicycle, accidents and fatalities at the state level. There are more than 1300 local law enforcement agencies in Pennsylvania. They do not have

automated accident reporting systems and bicycle accidents are not treated or recorded in a unique way. They get classed with all other incidents. In Pennsylvania, accidents are considered “reportable” only if a) an operator or occupant is removed from the scene by ambulance; or b) a vehicle involved in the accident requires towing. With a large number of local law enforcement agencies, and no automated system of checking for pedestrian or bicycle incidents, there is no reliable system to track accident data for pedestrians and bicycles.



Opening day of Hot Metal Bridge



Millvale Trail Connection, elevated trail section to replace section of trail along the North Shore of the Allegheny River, between the 31st and 40th Street bridges.

General Information

Who owns the majority of the roads?

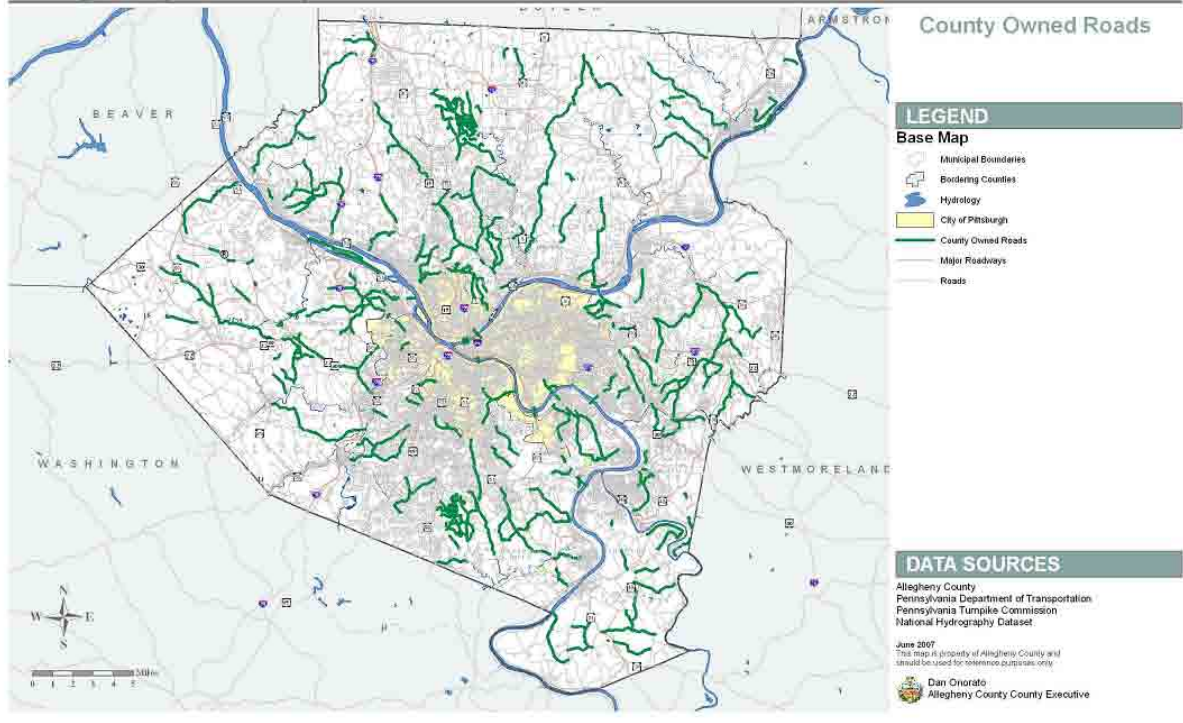
2009 Mileage - By Jurisdiction - SPC Region

COUNTY	PENNDOT LINEAR MILES	OTHER AGENCIES LINEAR MILES*	TURNPIKE LINEAR MILES	TOLL BRIDGE LINEAR MILES	LOCAL MUNICIPAL LINEAR MILES	TOTAL LINEAR MILES
02 ALLEGHENY	1,176.66	6.70	38.60	0.00	4,595.00	5,816.96
03 ARMSTRONG	655.85	14.10	0.00	0.00	1,149.25	1,819.20
04 BEAVER	604.37	23.60	24.40	0.00	1,035.46	1,687.82
10 BUTLER	653.70	44.17	4.40	0.00	1,598.36	2,300.63
26 FAYETTE	758.73	14.65	28.00	0.30	1,301.12	2,102.80
30 GREENE	573.74	13.52	0.00	0.00	928.96	1,516.22
32 INDIANA	798.74	29.65	0.00	0.00	1,266.03	2,094.42
37 LAWRENCE	385.12	2.70	17.39	0.00	793.34	1,198.55
62 WASHINGTON	1,092.45	10.86	20.58	0.00	1,749.34	2,873.22
64 WESTMORELAND	1,198.88	34.64	54.10	0.00	2,386.58	3,674.19
REGIONAL TOTAL	7,898.23	194.59	187.47	0.30	16,803.43	25,084.02
STATEWIDE TOTAL	39,838.75	4,058.34	556.02	10.79	77,526.24	121,990.13

In addition, Allegheny County is responsible for maintaining 800 lane miles of roadway, which puts Allegheny County in a unique position of maintaining more lane miles of road than all the other counties combined in Pennsylvania. These are largely discontinuous sections of road, and are scattered throughout the County.

Within Allegheny County, there are a total of 1197 bridges, 20 feet or more in length. Of those bridges PennDOT owns 804, the County owns 174, local municipalities, and the City of Pittsburgh, own 186. Other entities, such as the Port Authority Allegheny County, own 33. Allegheny County also owns and maintains another 346 bridges less than 20 feet in length, for a total responsibility of 520 bridges throughout the County.

Allegheny County



Roads owned by Allegheny County

What advantages do bicycle and pedestrian projects have currently?

Two of the ten counties in the region have adopted “active transportation plans.” Active Allegheny is the non-motorized component of the Allegheny County Comprehensive Plan, and it identifies and prioritizes recommendations for enhancements to non-motorized transportation opportunities in our central county. There are no funding programs associated with the Active Allegheny Plan.

The County of Indiana, in the far northeastern reaches of the region, has recently adopted a County Bicycle Plan. As with the Active Allegheny Plan, it makes recommendations for the enhancement of bicycle opportunities, but does not provide or prioritize funds for such projects.

In Beaver and Lawrence Counties, the two counties have jointly funded the position of Trails and Greenways Coordinator, and his part time staffer works closely with both trail groups and local officials in the design and implementation of pedestrian and bicycle friendly improvements.

The City of Pittsburgh has hired a full time Pedestrian and Bicycle Coordinator. A City Wide Bike Plan, a Citywide Route and Signage Plan and other important projects are currently underway.

What are barriers to funding bicycle and pedestrian projects in Pennsylvania?

An aged and deteriorating infrastructure and lack of interest from some local governments.

How are the non-federal matching funds paid for?

Local funds.

How do the various jurisdictions within the MPO work together? What are the relevant considerations?

SPC's traditional "planning partners" include the county planning offices for each of the ten counties, three PennDOT districts (all of whom do things differently), and ten transit providers. The region encompasses 550 municipalities, all or most of whom own SOME roads or bridges. For the most part, our region is unable to fund local roads or bridges.

Transportation Planning in the Region

One of the key functions of the MPO is the evaluation and prioritization of regional investments in transportation. Funding for transportation improvements are generated through a myriad of user fees (taxes on fuel purchased, tolls, etc) and occasionally through state or federal capital budget processes (tax revenues). Whether the funding is administered by the federal government or the State government, the responsibility of using those funds to complete highway repairs, build bike trails, buy buses or otherwise invest in the regional transportation network falls to the MPO.

SPC does not make such decisions on its own, but serves as the region's forum for collaboration and decision-making. SPC is responsible for the preparation of three important documents: The Long Range Transportation Plan; the Transportation Improvement Plan; and the regional Air Quality Conformity Determination.

The Long Range Transportation Plan (2040 Transportation and Development Plan for Southwestern Pennsylvania) sets long term vision for the region. It identifies goals and objectives for the economic vibrancy and overall livability of the region. Although, in general, the 2040 Transportation and Development Plan for Southwestern Pennsylvania does not list specific projects, there is a federal requirement that the Long Range Plan be "fiscally constrained." In other words, if a project is identified for completion in a given time frame, there must be clear and compelling evidence that the project sponsor will have the funds required to complete the project in the timeframe identified.

Implementation of the Long Range Plan is achieved through the region's Transportation Improvement Program, or TIP. This is a list of specific projects that will be completed over the four years of the program.

As with the Long Range Plan, the TIP is required to be fiscally constrained. Again, that means that the document must clearly identify that there are adequate funds to complete the projects (or phases of projects) identified in the TIP document. To keep funds flowing at a steady rate, and to maximize efficiency, projects are often broken down into phases for inclusion in the TIP.

The SPC TIP typically identifies about \$1.2 million worth of transportation investment – about \$300 million worth of projects from state and federal formula funds in a given year for highway and bridge projects. Taking into account the phasing of the projects identified in the 2011-2014 Transportation Improvement Program (the current TIP), and allowing for the need to shift some project priorities to accommodate emergency repair needs, it is anticipated that the projects in the TIP will be completed in the 2019-2020 timeframe.

In addition to the projects funded through these more predictable “formula” funding programs, the TIP also includes projects funded with other types of funds. These may include programs for the funding of transit construction projects (not transit operations or service); Congestion Mitigation Air Quality (CMAQ) funds for the enhancement of regional air quality through congestion relief or other method; and Transportation Enhancement (TE) and Safe Routes to School funds often used for the development of hiking and biking trails, sidewalks and other pedestrian and bicycle friendly projects.

Highway funds are allocated based on an Urban/Rural funding distribution:

- Flex \$25 million per year to transit statewide.
- Reserve \$25 million per year for economic development opportunities statewide.
- Twenty percent of the balance is reserved for distribution by the Secretary of Transportation to offset impact of high priority projects or programs (“spikes”) which are beyond a region’s allocation.
- The remainder is distributed to urban and rural regions based on the average of 2011-2014 Transportation Improvement Program for Southwestern Pennsylvania Southwestern Pennsylvania Commission those regions’ population, lane miles, and vehicle miles of travel.
- Within urban regions the remaining funding is further subdivided based on lane miles and vehicle miles of travel.
- Within rural regions the remaining funding is further subdivided by lane miles.
- Bridge funds are allocated based upon the square feet of deck area of deficient bridges in each region.
- Surface Transportation Program-Urban (STU) funds are allocated to each region based on federal formulas.
- Congestion Mitigation and Air Quality (CMAQ) funds are allocated based on federal factors that take into account each region’s air quality classification and population within the areas affected by air pollution.
- Highway Safety Improvement Program (HSIP) funds are allocated to each region based on lane miles, vehicle miles traveled, fatalities and reportable crashes.
- Transportation Enhancements Program (TE) funds are distributed on the basis of population (80 percent) and land area (20 percent). Safe Routes to School funds are distributed through the Transportation Enhancements Program formula.

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Section 402 safety grants

PennDOT BHSTE, as per earlier in the document

Safe Routes to Schools

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Links to useful documents

Safety plans - <http://www.nhtsa.gov/nhtsa/whatsup/safeteaweb/FY10/FY10HSPs/PAFY10HSP.pdf>

Southwestern Pennsylvania Commission Clean air policies -
http://www.spcregion.org/trans_airreport.shtml

Southwestern Pennsylvania Commission TIP/STIPs - http://www.spcregion.org/trans_tip_report.shtml

Southwestern Pennsylvania Commission Long Range Plan - http://www.spcregion.org/trans_lrp.shtml