

City of Pittsburgh Transportation Improvement Program (TIP) Summary

The Transportation Improvement Program (TIP) is the mechanism for allocating financial resources to the Southwestern Pennsylvania region's prioritized list of federally and state funded transportation improvement projects. It identifies the roadway, bridge, and transit projects recommended for advancement during a four-year period. It is updated every 2 years. To receive federal funding, a project must be included in the TIP. As priorities or project readiness change, the TIP is amended between the regular update cycles. The TIP must be fiscally constrained to the amount of resources that will be allocated to the SPC Region. Most projects are funded with 80% federal dollars and require a local match to cover the remaining 20% of project costs. The local match is usually from the project sponsor but can come from a variety of sources.

Southwestern Pennsylvania Commission (SPC) is the 10-county Metropolitan Planning Organization (MPO) that develops the TIP. The four major project sponsors in Allegheny County that can advance the planned projects via the TIP are PennDOT District 11, Allegheny County, City of Pittsburgh or Port Authority of Allegheny County. The TIP development process involves extensive inter-agency coordination and public outreach. Public meetings are held before the development and adoption where the general public and public officials can give their testimony as to the preferred projects of the region. Though most of the projects in the TIP are the traditional highway, bridge and public transit projects, it also includes bicycle and pedestrian projects, freight-related projects, and innovative air quality projects.

The Congestion Mitigation/Air Quality (CMAQ) program is a federally funded program and enables the region to target funding to innovative programs that help manage congestion as we work to meet the national air quality standards.

The Transportation Enhancement (TE) program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law (ISTEA and TEA-21) requires states to set aside 10% of their federal Surface Transportation Program funds to the TE Program.

The Home Town Streets (HS) and Safe Routes to School (SRS) Programs are intended to improve the quality of life in our communities. The Department of Transportation (PennDOT) recognizes that the streets that run through the centers of our cities and towns provide vital connections. Sprucing up these streets will bring people back to our town centers and promote healthy living. PennDOT can also contribute to the safety of our children by making improvements to the routes children take to school.

Home Town Streets projects include a variety of streetscape improvements that are vital to reestablishing our downtown and commercial centers. These will include activities undertaken within a defined "downtown" area that collectively enhance that environment and promote positive interactions with people in the area. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, community "gateway" plantings, signage and other visual elements.

Safe Routes to School includes projects for bicyclists and pedestrians that permit safe passage for children to walk or bike to school. This includes activities that enhance the transportation system through the construction of new facilities or the improvement of existing facilities to make them more usable for pedestrians and bicyclists. Some examples of eligible activities include: sidewalk

improvements, pedestrian/bicycle crossing improvements, bike lanes, traffic diversion improvements, off-street bicycle and pedestrian facilities. In addition, this program may fund traffic calming measures to slow the speed of cars such as the following:

- curb extensions, bulb-outs
- traffic circles
- raised median islands
- speed humps
- textured or raised crosswalks

Funds cannot be used to fund bicycle and pedestrian facilities that are solely for recreational use. Projects will be principally for transportation purposes. Examples of eligible projects include: acquisition, development, and construction of separate bicycle and pedestrian facilities on or off road rights-of-way or in relation to transit facilities, widening curb lanes or re-striping to create wider curb lanes, paving shoulders, or pedestrian paths which separate these modes of travel from the motorized transportation system, or the provision of pedestrian phases in traffic signals along walking routes to school. This could include provision of sidewalks and required curb ramps.

Other TIP Funding Sources

PennDOT Highway Restoration Program (also referred to as the Betterment Program). This could be either Federal Funds (80% Federal with 20% matching State funds) or 100% State funds.

PennDOT County Maintenance Funds. 100% State funds allocated out of the particular County Maintenance Budget in which the road is located.

Federal Critical Bridge Program. Part of the TIP program but funds can only be used to repair, rehabilitate or replace bridges.

PennDOT Bridge Bill. Can be a combination of State and/or Local funds but can only be used on a bridge that has been placed on the current bridge bill as passed by the State Legislature.

2005- 2008

FUNDING SUMMARY BY YEAR

Pittsburgh City

**Cost of Projects
(\$000's)**

	2005	2006	2007	2008	TOTAL
ENGINEERING	\$15,054.5	\$4,266.0	\$4,500.0	\$3,475.0	\$27,295.5
RIGHT-OF-WAY	\$3,075.0	\$8,050.0	\$5,560.0	\$13,985.3	\$30,670.3
CONSTRUCTION	\$59,563.4	\$62,060.0	\$44,382.0	\$29,710.0	\$195,715.4
TOTAL	\$77,692.8	\$74,376.0	\$54,442.0	\$47,170.3	\$253,681.1
FEDERAL	\$63,267.9	\$52,147.8	\$35,053.6	\$34,836.2	\$185,305.5
STATE	\$9,850.9	\$19,060.0	\$17,318.4	\$7,601.6	\$53,830.9
LOCAL	\$4,574.1	\$3,168.2	\$2,070.0	\$4,732.5	\$14,544.8