

Appendix IV: Regional Vision Project Lists for Southwestern Pennsylvania

- **IV-1: Revenues and Projects Currently
Within Fiscal Capacity (Updated July
2022)**

Appendix IV-1: Revenues and Projects Currently Within Fiscal Capacity

Introduction

The Fiscally Constrained Plan identifies a set of multimodal fiscally-constrained transportation projects, programs and initiatives undertaken to advance the Regional Vision, Goals and Strategies. Public transit investments are key strategies in providing mobility for Southwestern Pennsylvania residents, as well as mitigating the impacts such as air pollution and congestion that are inherent in a vehicle-based transportation system, while additionally contributing to many of the highway system goals. Highway system investments support state of good repair goals for highway infrastructure, reduced fatalities and injuries from vehicle transport, reduced congestion and efficient highway operations, strengthened rural access to markets, and support for regional economic development, while mitigating the environmental impacts from still-growing levels of traffic. The linkage between the investments contained in this section and how they support and advance the *Smart Moves* Vision, Goals and Strategies is described in the previous Appendix III: Investment and Strategy Linkage.

This Appendix (IV-1) presents the Revenues and Projects Currently within Fiscal Capacity (fiscally constrained investment plan); anticipated funding for this part of the Plan is provided through the SPC TIP. The LRP also includes sections related to additional transportation investments from funding sources beyond the SPC TIP: Pennsylvania's Interstate Management Program and the PTC's Turnpike Capital Projects (Appendix IV-5). This Appendix also includes a list of unfunded Interstate needs for consideration into the Interstate Management Program.

A list of Projects Currently Beyond Fiscal Capacity is included as Appendix IV-2. It contains regional high priority projects that are part of the Regional Vision of *SmartMoves*. These projects are unfunded at present; however, SPC is committed to pursuing additional funding so that they can be advanced within the plan period. For many of these projects, through collaboration with our Planning Partners, project needs are identified and often advanced through the early planning stages, preparing them as well defined priority candidates for other state or national discretionary funding sources (except where noted) beyond SPC's TIP resources.

Table IV-1 introduces the financial planning section by identifying constrained revenue amounts for transportation investments expected to be delivered through the SPC 2023-2026 TIP and *SmartMoves*.

The Revenues and Projects Currently within Fiscal Capacity element is presented in two sections - Transit Program and Highway Program. The lists are grouped by investment categories and represent a broad range of multimodal transportation improvement projects. The Investment and Strategy Linkage Appendix (III) describes the transit and highway investment categories and the types of improvements categorized under each category. Appendix III also discusses

the linkages between the Investment Categories and the *SmartMoves* Strategies and federal performance metrics.

Each program, transit and highway, presents an overview of the program, documents project selection processes, highlights performance features, summarizes investment results, and identifies project lists for each investment category. Summary tables for each program provide a means for comparing transportation investments at both the program level and investment category level. The Transit Program includes tables identifying prospective transit capital investments for each transit agency. The Highway Program summary includes breakout details for each PennDOT District area.



Investment Category-based project lists were developed through cooperative planning processes grounded in the Regional Vision, Goals and Strategies; the ten federal Planning Factors and the federal National Performance Goals. The project selection process considers overall transportation needs (transit, multimodal mobility, highway operations, safety, and state of good repair/condition of highway and transit physical assets, environmental and economic development impacts), and federal performance requirements, within identified fiscal-constraint limits. Detailed information on federal performance measures and future performance targets is provided in Appendix II.

Current system condition and measured performance are generally favorable for the SPC region relative to the Commonwealth as a whole; however, mid-range performance targets for highway and bridge conditions are expecting an overall decline during the plan period because many of the region's pavements and bridges are nearing the end of their expected life cycles and at current funding levels, expected revenues are not sufficient to meet the region's needs.

Figures IV-1 and IV-2 compare constrained revenues with the extensive overall asset management needs for preservation and reconstruction of the region's highways and bridges. These charts do not include needs for safety, system operations and modernization or any added capacity. The comparison signals a significant funding gap between needs and available future revenues. SPC needs estimates were developed using pavement and bridge asset management measures and processes that are consistent with the PennDOT Transportation Asset Management Plan (TAMP).

The revenue shortfall demonstrated in the asset management numbers extends to other transportation investment categories – transit as well as highway. This funding gap is also chronic – national and state reports have highlighted a growing problem in transportation finance for more than 15 years. If federal and state transportation revenues are not increased during this LRP period the condition and performance of the overall transportation system would be expected to significantly worsen.

Strategies included in Section II: Vision to Action discuss matching revenues to needs, identifying new revenues sources, and promoting public/private partnerships are intended to initiate a regional dialogue as how to best bridge funding shortfalls.

Transportation Financial Planning

In accordance with federal and state financial planning guidance, the plan includes an estimate of the revenues reasonably expected to be available to support a long range, multimodal transportation program. For this plan (2021-2045), financial estimates are based on Pennsylvania's 2023 Transportation Program Financial Guidance, which was developed by a statewide work group and used to establish funding levels for the 2023-2026 Transportation Improvement Program (TIP). The guidance identifies federal and state funding formulas that are used to allocate revenues to planning regions across the state. The formulas are considered to be needs-based and are responsive to program-specific performance criteria. Representative examples of current statewide needs criteria include: population; population density; transit service area; highway lane miles; bridge deck area; crashes; air quality deficiencies; vehicle miles traveled; truck usage; and the physical condition of roads, bridges, and transit infrastructure.

Revenue estimates are provided for plan Stage 1, Stage 2, and Stage 3. Stage 1 matches the four-year TIP cycle (2023-2026). Stage 2 includes the remaining eight-year period of the state's Twelve Year Program (TYP) (2027-2034). Stage 3 includes the remaining years in the plan period (2035-2047). Revenues are calculated using an assumed revenue growth rate of 2% per year. A 2% annual inflation rate is also applied to estimated project costs¹.

Transit projects in the plan are funded from these broad categories:

¹ SPC LRTP Forecast of Inflation and Revenue Growth (April 2019)"

- Federal transit formula funds, such as the FTA Section 5307 program
- Federal highway funds that are “flexed” annually to fund transit projects
- State and federal discretionary funding sources—such as the “New Starts” program—that are used to add new capacity to the public transit network
- Other local or state transit funding programs, such as the Allegheny County drink tax

This plan assumes that federal formula and transit flex sources will continue over the three stages of the plan, through 2047. Likewise, since state and local funding is largely used to match these federal sources, this funding is also assumed to remain consistent.

However, discretionary funding for new capacity projects, such as new bus rapid transit or new commuter bus options, are only accessed as projects become approved. This plan recognizes the discretionary nature of transit expansion by showing this funding as “To Be Determined” for Stage II (FY2027-34) and Stage III (FY2035-47). This is another instance that the Strategies found in Section II: Vision to Action, which discusses sustainable public transit funding and regional collaboration can help bring these transformative, capacity adding transit projects to fruition.

Estimated Revenue for the Highway Program is about \$1.9 billion for Stage 1 (the TIP period); \$3.6 billion for Stage 2, and; \$6.7 billion for Stage 3. Estimated Transit Program revenue is \$310 million for Stage 1; \$621 million for Stage 2, and; \$1.0 billion for Stage 3. The regional Grand Total for constrained highway and transit program investments is \$14.2 billion for the 25-year period.

Table IV-1: Constrained Revenue Summary by Funding Source

LRP Transportation Investment Plan Constrained Revenue Summary (PA23TPFG)				
Fiscal Category	Short-term 2023-2026	Mid-term 2027-2034	Long-term 2035-2047	Total 2023-2047
Highway Program²				
Federal NHPP	344,642,000	512,702,000	943,864,699	1,801,208,699
Federal STP	161,739,000	336,984,000	628,631,261	1,127,354,261
Federal STP-Urban	148,365,000	305,408,000	576,460,364	1,030,233,364
Federal Bridge - BRIP	211,180,000	422,360,000	787,897,049	1,421,437,049
Federal Bridge Off- System	136,512,000	273,024,000	509,316,233	918,852,233
Federal HSIP	57,057,000	119,904,000	223,676,503	400,637,503
Federal CMAQ	95,137,000	197,368,000	368,182,747	660,687,747
Federal TAP	15,092,000	31,128,000	58,068,139	104,288,139
State Highway	203,206,000	449,622,000	837,816,845	1,490,644,845
State Bridge	193,074,000	382,306,000	712,248,784	1,287,628,784
A-409 - District Maintenance ³	264,771,000	523,673,000	976,487,920	1,764,931,920
Local Sponsor Matching Funds	78,211,289	64,000,000	104,000,000	246,211,289
Subtotal - Highway Program	1,908,986,289	3,618,479,000	6,726,650,545	12,254,115,834
Transit Program				
Fed Transit Formula Funds	285,732,000	571,464,000	928,629,000	1,785,825,000
Federal Transit Flex	24,688,800	49,377,600	92,583,000	166,649,400
Subtotal - Transit Program	310,420,800	620,841,600	1,021,212,000	1,952,474,400
Total for SPC TIP/Plan	2,219,407,089	4,239,320,600	7,747,862,545	14,206,590,234

2 Funding for the Interstate Program is managed as a statewide program and is not included in the LRP revenue estimates. Other Statewide Discretionary Programs and toll-supported projects through the Pennsylvania Turnpike Commission are also managed and identified separately.

3 A-409 Maintenance spending is determined by the state for use at the PennDOT District-level. It is commonly used to support regular maintenance tasks, operations (including winter treatments for snow and ice), drainage and guiderail repairs, and various pavement or bridge repairs or preservation. This funding is not available for capital investment projects listed in the Long Range Transportation Plan.

Transit Program Project Selection

The Pennsylvania Department of Transportation (PennDOT) is responsible for managing all public transit programs for the Commonwealth. The public transit annual budget includes \$1.5 billion in state funds and more than \$30 million in direct federal funds. PennDOT plays a central role in transit project selection for transit investments in the TIP and plan due to their position as the dominant funding source for public transit programs.

Transit Capital Investments for nearly all of the region's public transportation agencies are managed utilizing consolidated planning activities and grant-making through the PennDOT Bureau of Public Transportation (BPT). For management purposes, transit agencies fall into two basic types based on size and mode. Port Authority of Allegheny County is a Tier I agency, operating bus and rail fixed guideway service as well as a fixed route bus system with more than 100 vehicles. There are 15 "small" Tier II agencies in the region operating fewer than 100 vehicles in either fixed route or non-fixed route modes.

All public transportation agencies are required to use reviewed and accepted Transit Asset Management (TAM) planning practices to reach and maintain assets in a State-of-Good-Repair (SGR). TAM planning accounts for the full life-cycle of an asset used for public transportation service, from procurement through operations and maintenance to final disposition. Basic objectives for the TAM planning model are:

- Monitor and manage public transportation assets
- Improve safety
- Increase reliability and performance
- Establish asset performance measures

Tier I agencies such as the Port Authority manage their TAM planning functions internally. Planning systems and outputs, including performance measures and targets, are reviewed directly by the Federal Transit Administration (FTA). Federal grant-making is also direct with FTA. State funding and grant-making processes are managed through PennDOT. Small transit agencies as recipients of FTA Section 5310 and Section 5311 funding are required to participate in a state-managed TAM Group Plan. In addition, small transit agencies can also elect to participate in the PennDOT TAM Group Plan to fulfill planning responsibilities for other transit funding (Section 5307, etc.).

PennDOT has established a TAM Group Plan that provides consolidated transit asset management services for both required and elective program participants. The TAM Group Plan fulfills federal PBPP requirements (Performance Based Planning and Programming) and encourages communications between participating transit agencies and their respective MPOs. All of the small transit agencies in the SPC region have established formal cooperative agreements with PennDOT guiding their participation in PennDOT's TAM Group Plan.

PennDOT annually updates performance targets for each agency based on two primary elements: prior year's performance, and anticipated/obligated funding levels.

In summary, transit agencies use the PennDOT TAM Plan tool – the CPT – to input information on asset inventories and detailed asset conditions into a statewide transit asset management computer system. The TAM tool uses the input data for each agency to generate four-year capital plans and performance targets based on asset-specific State-of-Good-Repair performance criteria for various categories of vehicles, equipment, and facilities. These sources inform the development of annual capital programs, which are shared with the MPO for approval and inclusion in the region's TIP⁴. The annual capital programs become an agency's funding application within PennDOT's electronic grants system. Proposed transit investments from the annual capital program have already been prioritized against competing statewide project needs and available statewide funding, so the agency applications are typically funded as submitted.

The TAM tool also provides an opportunity for users to input projects beyond the four-year capital plan period. These additional projects have been provided to SPC for inclusion in the Stage 2 and Stage 3 project lists, and fall within the funding limits of the Revenues and Projects Currently within Fiscal Capacity. In Stage 2 and Stage 3, total transit investment identified in the investment category project lists is less than the amount of available transit revenue in Table IV-2. The remaining funding that is not yet committed to projects will be held in reserve for the identification of future project needs.

Transit Capital Investments

Transit investments for Stage 1 (FY2021-24) of the plan are taken directly from SPC's TIP. Stage 2 and Stage 3 projects are taken from these sources:

- Operating Assistance projects are assumed to remain stable over the life of the plan
- The PennDOT Bureau of Public Transportation's Capital Planning Tool estimates the state's capital investment priorities through the year 2030—for example, by projecting when an agency's buses will exceed their useful operating life—and these projects are listed
- Port Authority of Allegheny County's long range capital improvement plans

Transit new capacity projects are typically funded through a mix of federal and state formula funding as well as discretionary sources. These projects are shown separately because some projects or project elements are not yet developed to the extent that they can be accurately modeled for air quality conformity. They are also not currently within the fiscal capacity of the plan and additional discretionary funds will be necessary in delivering these transformative regional projects. Descriptions of these projects can be found in Appendix IV-2.

⁴ The region's transit agencies share with the SPC Transit Operators Committee and Transportation Technical Committee project information from the agencies' annual capital programs and four-year capital plans, providing SPC partners with the opportunity to review and comment on the project candidates. The projects are then programmed in SPC's Draft TIP, taken out for public comment, and adopted by the Commission in its approved TIP.

Table IV-2: Transit Capital Investment Summary by Investment Category

	Stage I (2019-22)	Stage II (2023 -30)	Stage III (2031-45)	2019-45 LRTP
Bus Associated Transit Enhancements	\$ -	\$ 16,716	\$ -	\$ 16,716
Bus Rolling Stock	\$ 169,936,181	\$ 161,569,283	\$ 1,332,000,000	\$ 1,663,505,464
Bus Stations/Stops/Terminals	\$ 2,520,000	\$ 181,241,901	\$ -	\$ 183,761,901
Bus Support Equip/Facilities	\$ 33,171,344	\$ 434,903,904	\$ 298,000,000	\$ 766,075,248
New Capacity (Fixed Guideway)	\$ 117,300,000	(see below)	(see below)	\$ 117,300,000
Operating Assistance	\$ 1,446,670,290	\$ 2,893,340,580	\$ 5,425,013,588	\$ 9,765,024,458
Other Capital Items (Bus)	\$ 111,678,651	\$ 410,000,000	\$ -	\$ 521,678,651
Rail Rolling Stock	\$ -	\$ 549,000,000	\$ -	\$ 549,000,000
Rail Transitways/Lines	\$ 262,568,726	\$ 32,000,000	\$ -	\$ 294,568,726
Signal & Communication Equip - Bus	\$ 68,483	\$ 14,780,290	\$ -	\$ 14,848,773
Total:	\$ 2,143,913,675	\$ 4,676,852,674	\$ 7,055,013,588	\$ 13,875,779,937

Table: IV-3: Transit New Capacity: Stages II and III

	Stage II (2023-30)	Stage III (2031-45)	Total: 2019-2045
Port Authority of Allegheny County	\$ 763,000,000	\$ 5,847,000,000	\$ 6,610,000,000

Table IV-4: Stage II Transit Capital Investment Projects

Agency	Project	Investment Category	Est. Cost
ACTA	Operating Assistance	Operating Assistance	\$ 6,240,100
ACTS	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 3,348,829
BCTA	Preventive Maintenance	Operating Assistance	\$ 11,617,150
BCTA	Operating Asst. - Rural	Operating Assistance	\$ 4,506,000
BCTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 945,252
BCTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 11,908
BCTA	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 190,792
BCTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 1,537,726
BCTA	Bus: Transit Enhancements: Acquisition project	Bus Associated Transit Enhancements	\$ 16,716

Agency	Project	Investment Category	Est. Cost
BTA	Operating Assistance	Operating Assistance	\$ 15,220,700
BTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 19,450
BTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 1,884
BUTLER	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 1,418,000
BUTLER	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 20,344
FACT	Operating Assistance	Operating Assistance	\$ 15,546,392
FACT	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 3,388,548
FACT	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 126,208
FACT	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 188,834
GREENE	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 262,972
GREENE	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 5,596
HHF	Operating Assistance	Operating Assistance	\$ 8,475,294
ICTA	Operating Assistance - Rural	Operating Assistance	\$ 15,434,000
ICTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 670,876
ICTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 66,128
ICTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 286,076
MDCO	Operating Assistance	Operating Assistance	\$ 10,901,370
MDCO	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 128,116
MDCO	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 506
MDCO	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 21,416
MMVTA	Operating Assistance - Urban	Operating Assistance	\$ 27,200,000
MMVTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 4,900,740
MMVTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 77,236
MMVTA	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 41,374

Agency	Project	Investment Category	Est. Cost
MMVTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 233,728
NCATA	Operating Assistance - Rural	Operating Assistance	\$ 45,031,032
NCATA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 2,695,536
NCATA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 78,028
PAAC	Shared Ride	Operating Assistance	\$ 121,848,000
PAAC	Cap. Cost Contract - Access	Operating Assistance	\$ 129,683,200
PAAC	Preventive Maint. Bus	Operating Assistance	\$ 130,074,870
PAAC	Operating Assistance	Operating Assistance	\$ 2,146,164,500
PAAC	Preventive Maint. - Rail	Operating Assistance	\$ 142,196,500
PAAC	50 new LRT vehicles	Rail Rolling Stock	\$ 465,000,000
PAAC	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 120,283,994
PAAC	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 14,052,696
PAAC	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 103,893,782
PAAC	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 109,211,596
PAAC	First/last mile connections to 10 stations	Bus Stations/Stops/Terminals	\$ 7,000,000
PAAC	New bus garage for alternative fuel buses	Bus Support Equip/Facilities	\$ 323,000,000
PAAC	Rehab 28 LRT vehicles	Rail Rolling Stock	\$ 84,000,000
PAAC	Rehabilitate Panhandle LRT bridge	Rail Transitways/Lines	\$ 32,000,000
PAAC	Station improvement at five stations	Bus Stations/Stops/Terminals	\$ 28,000,000
PAAC	Technological improvements	Other Capital Items (Bus)	\$ 410,000,000
PAAC	Transit Centers	Bus Stations/Stops/Terminals	\$ 42,000,000
SPC	CCOC	Operating Assistance	\$ 7,109,472
WASH	Operating Asst. State	Operating Assistance	\$ 12,012,000
WASH	Operating Assistance	Operating Assistance	\$ 2,000,000
WASH	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 5,687,849
WASH	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 162,606
WCTA	State Operating Asst.	Operating Assistance	\$ 27,680,000
WCTA	Operating Assistance - Rural	Operating Assistance	\$ 10,400,000
WCTA	Preventive Maintenance	Operating Assistance	\$ 4,000,000

Agency	Project	Investment Category	Est. Cost
WCTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 17,966,687
WCTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 278,204
WCTA	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 20,492
WCTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 176,414

Table IV-5: Stage III Transit Capital Investment Projects

Agency	Project	Investment Category	Est. Cost
ACTA	Operating Assistance	Operating Assistance	\$ 11,700,188
BCTA	Preventive Maintenance	Operating Assistance	\$ 21,782,156
BCTA	Operating Asst. - Rural	Operating Assistance	\$ 8,448,750
BTA	Operating Assistance	Operating Assistance	\$ 28,538,813
FACT	Operating Assistance	Operating Assistance	\$ 29,149,485
HHF	Operating Assistance	Operating Assistance	\$ 15,891,176
ICTA	Operating Assistance - Rural	Operating Assistance	\$ 28,938,750
MDCO	Operating Assistance	Operating Assistance	\$ 20,440,069
MMVTA	Operating Assistance - Urban	Operating Assistance	\$ 51,000,000
NCATA	Operating Assistance - Rural	Operating Assistance	\$ 84,433,185
PAAC	Entire bus fleet powered with diversified fuels	Bus Rolling Stock	\$ 1,332,000,000
PAAC	Retrofit existing garages & Manchester facility for alternative fuel buses	Bus Support Equip/Facilities	\$ 298,000,000
PAAC	Shared Ride	Operating Assistance	\$ 228,465,000
PAAC	Cap. Cost Contract - Access	Operating Assistance	\$ 243,156,000
PAAC	Preventive Maint. Bus	Operating Assistance	\$ 243,890,381
PAAC	Preventive Maint. - Rail	Operating Assistance	\$ 266,618,438
SPC	CCOC	Operating Assistance	\$ 13,330,260
WASH	Operating Asst State	Operating Assistance	\$ 22,522,500
WASH	Operating Assistance	Operating Assistance	\$ 3,750,000
WCTA	State Operating Asst	Operating Assistance	\$ 51,900,000
WCTA	Operating Assistance - Rural	Operating Assistance	\$ 19,500,000
WCTA	Preventive Maintenance	Operating Assistance	\$ 7,500,000

Table IV-6: Transit New Capacity Stages II & III (Beyond Current Fiscal Capacity)

Agency	Project	Investment Category	Est. Cost	LRP Stage
PAAC	New Park-and-Ride	New Capacity	\$ 13,000,000	II
PAAC	East Busway Extension to Eastern suburbs/Mon Valley	New Capacity (Fixed Guideway)	\$ 750,000,000	II
PAAC	West Busway Extension to Airport	New Capacity (Fixed Guideway)	\$ 1,033,000,000	III
PAAC	Improve link from Downtown PGH to West Busway	New Capacity (Fixed Guideway)	\$ 353,000,000	III
PAAC	Improved transit link from downtown Pittsburgh to North Hills	New Capacity (Fixed Guideway)	\$ 2,537,000,000	III
PAAC	On-street BRT Corridors	New Capacity (Fixed Guideway)	\$ 1,924,000,000	III

Constrained Investment Plan – Highway and Bridge Program

The Highway Program Investment Summary (Table IV-7) identifies about \$12.4 billion in anticipated revenues and their subsequent investments in plan Stage 2 (2027-2034) and Stage 3 (2035-2047)⁵. Investments include highways and bridges (preservation and reconstruction), safety, operational and reliability improvements, sustainability and livability enhancements, air quality enhancing projects, new capacity and regular maintenance and snow removal. Many projects are concentrated on the National Highway System (NHS); another large share is designated for asset management projects on other federal-aid network roadways. Bridge projects account for 60% of the future asset management budget, consistent with the average during the previous ten years.

Like the Public Transit Program, there are few new capacity projects within the Revenues and Projects Currently Within Fiscal Capacity list, but many additional needs are identified in Appendix IV-2 as part of a strategy to secure additional discretionary funds through state managed programs (Interstate Maintenance and the Spike), as well as federal discretionary programs such as INFRA and BUILD.

Investments are reasonably balanced across the eleven highway program investment categories. They work to support the region in achieving 17 near-term federal performance targets recently adopted by the Commission and described in Appendix II: Transportation Performance Management. Performance over the longer term, particularly in terms of asset condition, will depend on increasing revenues to match an expected increase in overall needs caused by necessary future reconstruction work.

⁵ Stage 1 of the planning cycle is the current 2023-2026 TIP. The project lists include a sampling of major projects from around the region. For a complete listing refer to the [SPC TIP](#) web page.

Highway and Bridge Program Project Selection

SPC developed the Highway and Bridge Program and investment category-based project lists through a coordinated, cooperative and comprehensive transportation planning process similar to the TIP development process. Plan development was guided and supported by the SPC Transportation Technical Committee (TTC) and member agency planning and technical staff. Program Development Work Groups were established for each of the three PennDOT Districts. Project list development was advanced through eight TTC meetings and nine program work group meetings held at the region's PennDOT District Offices.

The Work Groups reviewed an extensive number of prospective candidate projects and programs collected from multiple state, regional and local planning documents and other sources:

- Ongoing TIP projects
- Still-current projects from *Mapping the Future* (2015) Long Range Plan
- The Regional Operations Plan and Safety Action Plans
- The region's Congestion Management Process
- Public and stakeholder comments received through the 2021 TIP and SPC Plan-development processes and public meetings
- Candidate projects identified by PennDOT, counties, the City of Pittsburgh, transit providers and the three TMAs

Stakeholders submitted additional candidate projects via the SPC LRTP candidate project template. Required information includes a project need description, project cost estimate, investment category and performance criteria checklist. Members identified candidate projects based on their system management methodologies, plans, and priorities in areas of asset management, safety, congestion management and air quality, livability and mobility, as well as economic development.

The Work Group updated project costs and scheduling information for carryover projects. Public comments and new candidates were compared with existing projects and already-confirmed candidates to eliminate duplication.

Work Group participants discussed and reviewed overall transportation needs, available revenues, specific corridor needs, transportation system performance measures, and expected spending based on current conditions. Due to overall needs far outweighing the available

Program Development Work Group Participants

- PennDOT Central Office
- PennDOT Districts
- County Planning
- City of Pittsburgh
Department of Mobility
and Infrastructure
- Transit Providers
- Transportation
Management
Associations

revenue estimates, many projects requested for delivery in Stage 2 were delayed to Stage 3 period because of funding limitations.

The recommended project lists were designed to identify large projects that require a significant up-front planning and financial commitment. For most of the investment categories, the project lists identify a limited set of these financially-significant projects, while purposefully retaining a reserve of uncommitted funding that during future TIP update processes can be matched against the many medium and smaller candidate projects that have been identified through the ongoing planning process and retained for future use.

Finally, each of the program development work groups reviewed the investment plan to ensure that priorities and resource allocations are consistent with both FAST Act performance measures and the Regional Vision, Goals and Strategies. The Work Groups determined that Revenues and Projects Currently within Fiscal Capacity establishes a solid foundation where future SPC resource allocations can be effectively compared to the federal performance measures and their related targets.

Highway and Bridge Program Project Lists

The summary of Highway and Bridge Program planned investments demonstrates significant commitment across all categories of needs, with special attention to the National Highway System (NHS) and asset management needs in particular. Important investment categories such as Safety, Efficiency and Operations, Sustainability, Livability and Air Quality and Routine Maintenance each receive sufficient funding attention to advance the region in achieving identified near-term performance targets.

Estimated Revenue for the Highway Program is more than \$12.2 billion: about \$1.9 billion for the TIP period (Stage 1); \$4.1 billion for Stage 2; and \$8.4 billion for Stage 3. Available funding includes more than \$4 billion in NHS projects through the year 2047 for preservation and reconstruction of highways and bridges, about 55% of the highway and bridge investment for Stages 2 and 3.

Livability, Sustainability and Air Quality Reserve – The investment plan forecasts the revenue sources that typically fund projects such as bicycle and pedestrian infrastructure and programs; project that link land use and transportation planning; community enhancements; first and last mile transit connections; and other types of projects that enhance air quality and reduce congestion. These include the SPC CMAQ Program, the SPC Transportation Alternatives Set-Aside Program, and the SPC Livability through Smart Transportation (SMART) Program.

Each of these programs maintains programmatic requirements and detailed, competitive selection processes associated with the TIP update, therefore no projects are shown on the Revenues and Projects Currently within Fiscal Capacity list. However, the list in Appendix IV-2:

Projects Currently Beyond Fiscal Capacity, shows projects submitted through the Work Groups and public engagement that are anticipated to be advanced by local sponsors through these and other programs. In fact, many segments of the trail networks outlined in Appendix IV-2 have been successful in securing federal funds through SPC's competitive programs. Through the plan's extensive public engagement, a major reoccurring theme was the need for additional funding for active transportation modes and the need for community enhancements that promote equity, resiliency and sustainability. To address these needs the amount of funds available through the SMART Program was increased by 200% over the life of the plan.

Specified Reserve Funds were also established for identified special needs:

- **Local Bridges/Off System Bridges** – within each of the program development Work Groups, concern was voiced that in the era of federal performance measures and focus on the NHS that lower level network bridges may suffer. In response, SPC in collaboration with Work Group members established a specified reserve amount for off system/local bridges within the Revenues and Projects Currently within Fiscal Capacity list.
- **Landslide Remediation** - based on current experience, several high profile incidents, and future projections, landslides are anticipated to become an increasingly expensive impact on the region's transportation program. The counties with the highest incidence of and susceptibility for landslides are Allegheny, Beaver, Fayette, Greene, Washington and Westmoreland. Reserve funding amounts have been identified as a portion of the roadway investment categories for use in addressing roadways impacted by landslides in these areas.



A comprehensive investment summary presents anticipated project-based spending levels for each investment category for the region and each PennDOT District in Table IV-7. The relative importance of various investment categories might change across the region depending on the specific characteristics of the highway network within each PennDOT District. There are noticeable differences in the number of bridges and roadway mileage as well as varying ages and physical condition of specific pavements and bridges. Highway mileage designated as National Highway System is also a contributing factor.

Table IV-7: Highway Program Investment Summary

3/25/2022

Investment Category	Region		District Ten		District Eleven		District Twelve	
	Stage 2	Stage 3	Stage 2	Stage 3	Stage 2	Stage 3	Stage 2	Stage 3
New Capacity	138,600,000	98,700,000	71,600,000	14,600,000	67,000,000	34,100,000	0	50,000,000
CMAQ-TA-Smart	280,700,000	562,500,000						
All Bridges (federal-aid only)	1,432,600,000	2,973,300,000	253,500,000	526,200,000	829,000,000	1,720,100,000	350,100,000	727,000,000
NHS Preservation	461,500,000	382,800,000	38,700,000	80,400,000	320,700,000	222,800,000	102,100,000	79,600,000
NHS Reconstruction	514,600,000	992,500,000	100,600,000	208,400,000	378,200,000	577,800,000	35,700,000	206,300,000
non-NHS Preservation	118,800,000	418,500,000	19,400,000	62,200,000	84,100,000	240,800,000	15,300,000	115,500,000
non-NHS Reconstruction	337,700,000	1,179,500,000	94,800,000	175,200,000	46,000,000	678,700,000	196,900,000	325,600,000
Off-System Bridges	298,800,000	598,800,000	52,200,000	104,600,000	157,400,000	315,400,000	89,200,000	178,800,000
All Pavements	906,600,000	2,045,800,000	129,600,000	413,900,000	455,200,000	1,045,300,000	321,800,000	586,600,000
NHS Preservation	161,800,000	281,400,000	51,000,000	112,400,000	84,000,000	112,300,000	26,800,000	56,700,000
NHS Reconstruction	360,000,000	906,500,000	30,800,000	186,700,000	229,200,000	374,200,000	100,000,000	345,600,000
non-NHS Preservation	208,900,000	346,900,000	27,700,000	87,700,000	47,100,000	202,500,000	134,200,000	56,700,000
non-NHS Reconstruction	175,900,000	510,900,000	20,000,000	27,000,000	95,000,000	356,300,000	60,900,000	127,700,000
A-409 Maintenance	614,800,000	1,242,600,000	133,500,000	269,800,000	250,700,000	506,800,000	230,600,000	466,000,000
TOS (Ops and Safety)	396,200,000	847,300,000	78,300,000	155,800,000	197,200,000	403,400,000	120,700,000	288,100,000
Efficiency, Operations	170,200,000	636,900,000	5,200,000	107,100,000	84,600,000	269,800,000	80,400,000	259,900,000
Safety	226,000,000	210,500,000	73,100,000	48,600,000	112,700,000	133,600,000	40,300,000	28,200,000
Investment Total	4,068,200,000	8,369,000,000	718,700,000	1,484,800,000	1,956,500,000	4,025,100,000	1,112,300,000	2,296,600,000

LRP Stage 2 covers the period 2027-2034. LRP Stage 3 covers the period 2035-2047.

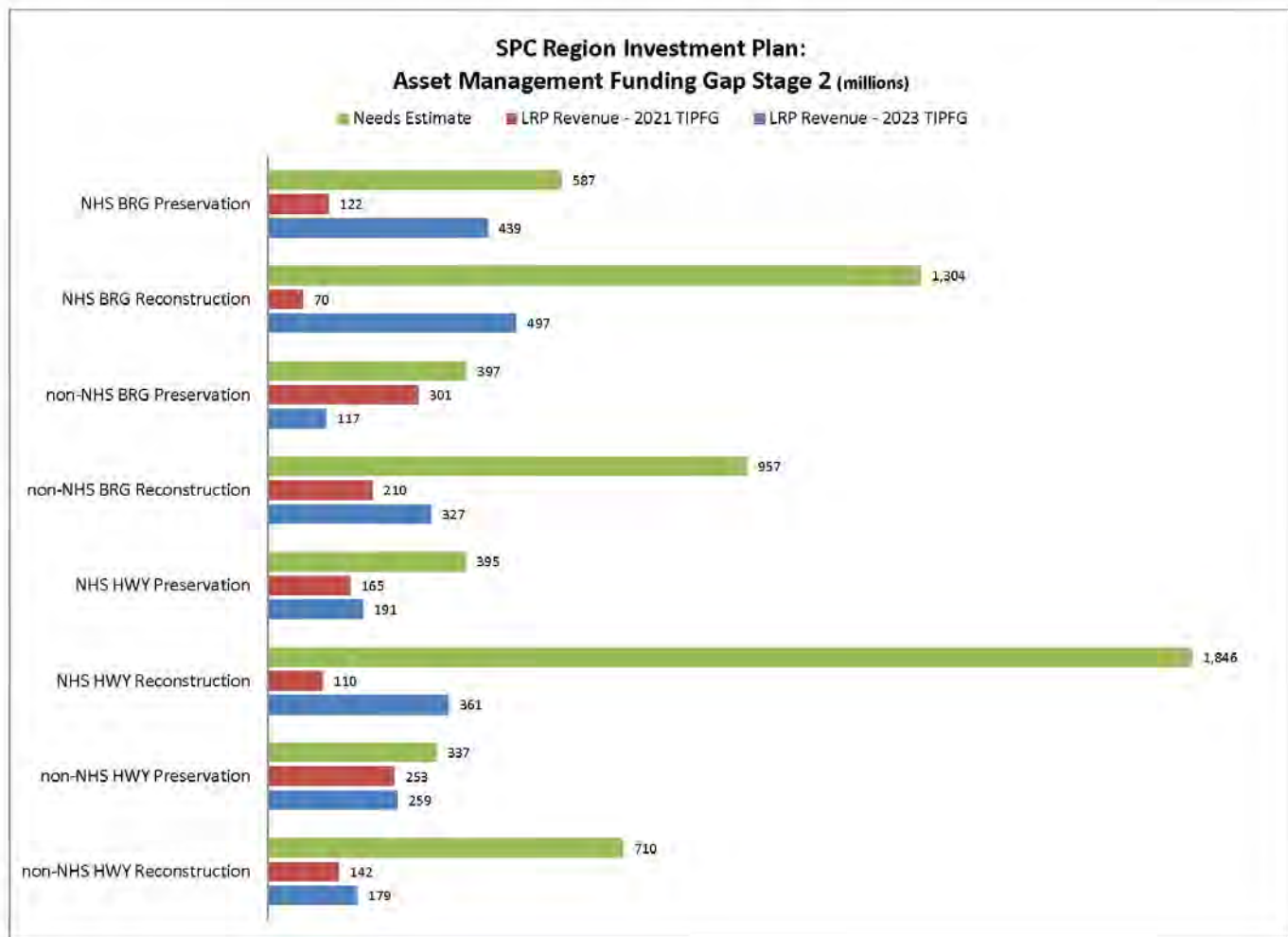
SmartMoves Investment Plan Update - Mar 22 (PA23TPFG)

All Bridges = NHS and STP networks only (not OSB)

Expectations for Transportation Systems Performance and Future Funding Needs

While it is important to understand that the expected highway and bridge spending supported by the region's Revenues and Projects Currently within Fiscal Capacity list will have a significant positive impact on future transportation system performance, overall transportation needs are much greater than available funding – more than double the funding that is currently being collected through current revenue sources.

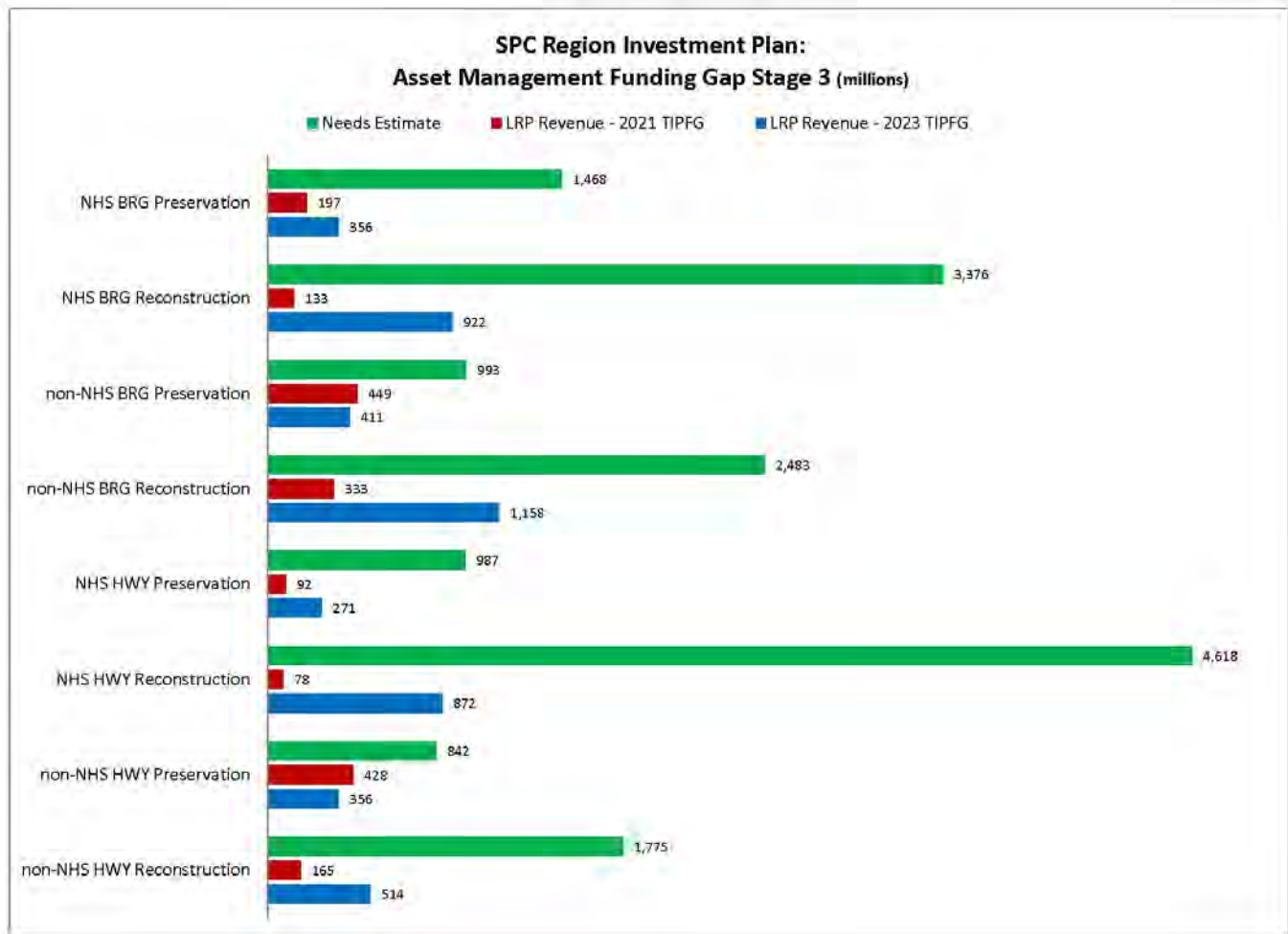
Figure IV-1: Estimated Asset Management Funding Gap Stage 2



The Highway Program includes about \$3.6 billion in revenues assigned for preservation and reconstruction of NHS and non-NHS highways and bridges in Stage 2 and Stage 3, a 60% decrease (\$5.4 billion) from 2019 TIP revenue levels. The funding needed to keep these assets in about the same condition as today is much higher, however, at \$20.4 billion. About \$13.6 billion in additional revenue is needed (above the 2021 TIP revenue levels) to achieve about the same level of physical condition as today. The numbers are consistent across categories – about 21% of the overall need for NHS, non-NHS, Bridges, and Pavements is expected to be met through anticipated revenues in Stage 2, declining to only 11% in Stage 3. Preservation needs are funded at a higher level than reconstruction in Stage 2 (27%) but by Stage 3 funding levels for each are equally low (11%). Programming levels vary modestly between PennDOT Districts.

The overall conclusion is that investment decisions for the highway and bridge asset management categories are usefully balanced and reflect an appropriate overall commitment to Capital Maintenance spending. But the overall shortfall in available funding is serious and means that without an overall increase in funding, transportation system performance will deteriorate during the period of this plan.

Figure IV-2: Estimated Asset Management Funding Gap Stage 3



The Revenues and Projects Currently within Fiscal Capacity project list highlights eleven Regionally Significant Corridors – major corridors that span multiple counties in which numerous projects from multiple investment categories are clustered. Associated projects have been grouped by corridor with details of the individual projects shown on corridor mapping. The remaining projects in the Revenues and Projects Currently within Fiscal Capacity list are then listed by corridor, also identifying estimated project costs, timeframe, investment category and a description of the project need. It is also noted if a project could contain multimodal connections. Potential multimodal connections are noted in the project tables so that infrastructure owners can plan accordingly, before Stage 2 and 3 projects begin the project development process. This reinforces the Strategy of Prioritizing and Streamlining Project Development by considering all modes of transportation early in the planning process.

The following tables and maps represent the projects in *SmartMoves for a Changing Region* that are within current fiscal capacity of this plan.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Allegheny	62nd Street Bridge*	\$20,000,000	8	Mid-Term (2027-2034)	Bridge preservation on the 62nd Street Bridge in the City of Pittsburgh, Allegheny County	Bridge Preservation	100958
Butler	PA 8 General Butler Bridge PM	\$4,984,000	8	Mid-Term (2027-2034)	Preservation of existing structure carrying State Route 8 over Connoquenessing Creek, Quarry Street and railroads in Butler City, Butler County	Bridge Preservation	113652
Butler	PA 8 over Muddy Creek	\$4,000,000	8	Mid-Term (2027-2034)	Replacement of the existing structure carrying PA 8 over Muddy Creek in Clay Township, Butler County.	Bridge Reconstruction	24722
Butler	SR 8 Butler City to SR 308*	\$7,259,220	8	Mid-Term (2027-2034)	Resurfacing to include, bituminous patching, minor drainage, milling, leveling, binder and wearing courses along SR 8 from the intersection of SR 68 north to the intersection of SR 308 in Butler and Center Townships, Butler County	Road Preservation	114789
Beaver	SR 18 Tornado Bridge*	\$5,500,000	18	Mid-Term (2027-2034)	Bridge preservation on SR 18, Big Beaver Boulevard over Service Road and Wallace Run in City of Beaver Falls, Beaver County	Bridge Preservation	113669
Lawrence	PA 18 Resurfacing	\$5,890,000	18	Mid-Term (2027-2034)	Resurface on PA 18 from the Beaver County Line to the Mahoning River in the City of New Castle, Neshannock and North Beaver Townships, and Wampum and New Beaver Boroughs, Lawrence County.	Road Preservation	100916
Lawrence	PA 18, Wilmington Road	\$5,000,000	18	Mid-Term (2027-2034)	Mill and overlay on SR 18, Wilmington Road in Wilmington and Neshannock Townships, Lawrence County	Road Preservation	100917
Washington	PA 18: Oak Grove Road to PA 50	\$4,500,000	18	Mid-Term (2027-2034)	The project is to resurface PA 18 from State Route 4020 (Oak Grove Road) to PA 50 in the City of Washington and Chartiers Township, Washington County.	Road Preservation	100467
Washington	PA 18: Old Scales Road to Oak Grove Road	\$1,000,000	18	Mid-Term (2027-2034)	The project is to resurface PA 18 from State Route 3009 (Old Scales Road) to State Route 4020 (Oak Grove Road) in South Franklin Township and the City of Washington, Washington County.	Road Preservation	100448
Allegheny	West End Bridge*	\$66,700,000	19	Mid-Term (2027-2034)	Bridge preservation and painting of the West End Bridge (SR 19) over the Ohio River and CSX Railroad in the City of Pittsburgh, Allegheny County.	Bridge Preservation	100956
Washington	US 19: SR 1002 to Valley Brook Rd	\$6,850,000	19	Mid-Term (2027-2034)	This project is for the resurfacing of US 19 (Washington Road) from State Route 1002 (McMurray Road) to State Route 1010 (Valley Brook Road) in Peters Township, Washington County.	Road Preservation	100413
Lawrence	PA 19: Perry Highway 2*	\$1,000,000	19	Mid-Term (2027-2034)	Mill and Overlay on SR 19, Perry Highway from segment 10 to segment 80 in Shenango and Slippery Rock Townships, Lawrence County.	Road Preservation	109386
Greene	PA 19/221 Ruff Creek Int*	\$5,200,000	19	Mid-Term (2027-2034)	This project is the study to determine if improvements need made to the PA 19 (Washington Road) and PA 221 (Dunn Station Road/Lippencot Road) Intersection in Washington Township, Greene County.	Safety	105358
Indiana	SR 22 Penn View PM	\$14,187,800	22	Mid-Term (2027-2034)	Preventative Maintenance project to include minor drainage, patching, guiderail upgrades and a Binder & Wearing overlay along SR 22 from Snyder Lane in Burrell Township to just east of Kettle Hollow Road in West Wheatfield Township, Indiana County.	Road Preservation	112424
Indiana	SR 22 Through Blairsville PM	\$13,047,700	22	Mid-Term (2027-2034)	Preventative maintenance along SR 22 from Blairsville/Westmoreland County Line east to Snyder Lane in Burrell Township, Indiana County.	Road Preservation	112423
Allegheny	US Route 22 - Washington	\$8,100,000	22	Mid-Term (2027-2034)	milling and resurfacing on US 22 from the Washington County Line to McKee Road in North Fayette and Findlay Townships, Allegheny County	Road Preservation	100768
Allegheny	US 22 - US 30 to McKee Rd	\$6,500,000	22	Mid-Term (2027-2034)	Concrete rehabilitation of US 22 from US 30 to McKee Road in North Fayette Township	Road Preservation	100769
Indiana	SR 22 Armagh Bypass Reconstruct	\$18,387,000	22	Mid-Term (2027-2034)	Highway reconstruction along US 22 from the West Wheatfield Township line east to 0.12 miles east of the US 422/PA 403 Interchange in East Wheatfield Township, Indiana County.	Road Reconstruction	97102
Allegheny	PA 28 NB over PA 910	\$13,000,000	28	Mid-Term (2027-2034)	Bridge preservation on State Route 28 northbound over State Route 910 in the Harmarville Interchange in Harmar Township	Bridge Preservation	100959
Butler	Butler Latex Group Bridges (SR 28)	\$10,339,400	28	Mid-Term (2027-2034)	Preservation of various structures carrying various routes over various features in various municipalities in Butler County.	Bridge Preservation	117377
Allegheny	PA 28: Bull Ck to Butler	\$21,000,000	28	Mid-Term (2027-2034)	Reconstruction of PA 28 from Bull Creek to the Butler County Line in Harrison, Fawn Townships and Tarentum Borough	Road Reconstruction	100778
Allegheny	PA 28:Highland Pk to RIDC	\$13,000,000	28	Mid-Term (2027-2034)	Reconstruction of PA 28 from Highland Park to Regional Industrial Development Corporation (RIDC) Park in O'Hara Township, Fox Chapel, Aspinwall, and Sharpsburg Borough, and the City of Pittsburgh	Road Reconstruction	100776
Allegheny	PA 28: Allegheny Valley	\$10,000,000	28	Mid-Term (2027-2034)	Reconstruction of PA 28 from Regional Industrial Development Corporation (RIDC) to Yutes Run in Springdale, O'Hara, and Harmar Townships	Road Reconstruction	100774
Allegheny	PA 28/East Ohio Street	\$5,200,000	28	Mid-Term (2027-2034)	Patch and overlay on PA 28, from General Robinson Street to Heinz Wall in the City of Pittsburgh, Allegheny County	Road Reconstruction	100773

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Armstrong	SR 28 Hays Run 3R	\$26,759,000	28	Mid-Term (2027-2034)	Safety improvements including reconstruction, rehabilitation and resurfacing along PA 28 SR 1028 (Anderson Creek Road) to T-535 (McAuley Falls Road) in Rayburn and Boggs Townships.	Safety	91262
Allegheny	Westinghouse Bridge*	\$15,600,000	30	Mid-Term (2027-2034)	Bridge preservation on SR 30, Westinghouse Bridge over Turtle Creek and railroad tracks, one mile west of SR 148 in East Pittsburgh Borough, Allegheny County.	Bridge Preservation	111624
Westmoreland	US 30 Corridor Impvmnts - Western Section*	\$21,727,500	30	Mid-Term (2027-2034)	This project is for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area from the intersection of US 30/PA 48 to Malts Lane in Allegheny and Westmoreland Counties.	Road Reconstruction	110900
Allegheny	Lincoln Hwy: I-376 to Westinghouse Bridge*	\$10,000,000	30	Mid-Term (2027-2034)	Mill and overlay on SR 30, Lincoln Highway, from I-376 to Westinghouse Bridge in North Braddock and East Pittsburgh Boros, Allegheny County.	Road Reconstruction	88441
Washington	B'ville High Level Brdg	\$33,600,000	40	Mid-Term (2027-2034)	This project is for the preservation of the structure carrying US 40 over the Monongahela River, PA 88 (Blainsburg Hill Road), State Route 4003 (Brownsville Road), State Route 4035 (Market Street) and 2 railroads in West Brownsville Borough, Fayette County, and Brownsville Borough, Washington County.	Bridge Preservation	98847
Washington	US 40 National Pike Pavement Preservation*	\$5,821,000	40	Mid-Term (2027-2034)	This project is for the resurfacing of SR 0040 from SEG 0010/0000 to SEG 0120/0100 (PA State Line to Lafayette Street) for a total length of 5.5 miles in Donegal Township, Washington County. Pavement preservation project to include guiderail upgrades, sign replacement, tree trimming and minor drainage improvements.	Road Preservation	116176
Washington	US 40: I-79 to PA 519	\$4,087,000	40	Mid-Term (2027-2034)	This project is for betterment improvements to US 40 (National Pike) from Interstate 79 to PA 519 in Amwell Township, Washington County.	Road Preservation	98351
Allegheny	SR 48 Mosside Blvd-PA 130 to Haymaker	\$3,300,000	48	Mid-Term (2027-2034)	Resurfacing on Mosside Boulevard from PA 130 to Haymaker Road in Monroeville Borough, Allegheny County.	Road Preservation	100782
Allegheny	PA 50-Wash County Line	\$16,000,000	50	Mid-Term (2027-2034)	Rehabilitation of existing concrete pavement from Washington County Line to Miller's Run Road in South Fayette Township	Road Reconstruction	100784
Allegheny	PA 50: I-79 to Thoms Run	\$13,600,000	50	Mid-Term (2027-2034)	Roadway widening for additional lanes and intersection improvement of PA 50/I-79, from Mayer Street to Great Southern Shopping Center and from I-79 to Thoms Run Road in Collier Township, Allegheny County.	Safety	109640
Beaver	SR 51, Beaver Rochester Bridge	\$10,000,000	51	Mid-Term (2027-2034)	Bridge preservation on SR 51 over Beaver River in Beaver Boro, Beaver County.	Bridge Preservation	111604
Allegheny	PA 51-Curry Hollow - SR 88*	\$14,000,000	51	Mid-Term (2027-2034)	Resurface PA 51 from (SR 2040) Lebanon Church Road to SR 88 (Library Road) in the City of Pittsburgh, and Baldwin, Pleasant Hills, Whitehall and Brentwood Boroughs, Allegheny County	Road Preservation	100793
Allegheny	Saw Mill Run Blvd: PA 88 to US 19*	\$18,000,000	51	Mid-Term (2027-2034)	Reconstruction of Saw Mill Run Boulevard from PA 88 (Library Road) to I376 in the City of Pittsburgh, Allegheny County.	Road Reconstruction	100789
Beaver	PA 51/McKinley - Ohio State	\$17,000,000	51	Mid-Term (2027-2034)	Reconstruction of Constitution Boulevard from McKinley Road to the Ohio State Line in Chippewa Township, Beaver County	Road Reconstruction	101232
Allegheny	PA 51, Hayden Boulevard*	\$14,000,000	51	Mid-Term (2027-2034)	Mill and overlay on PA 51, Hayden Boulevard from Aery Road to Hutchinson Road in Forward and Elizabeth, Allegheny County	Road Reconstruction	105450
Beaver	SR 51, Constitution Boulevard - Mill and Overlay2	\$11,000,000	51	Mid-Term (2027-2034)	Mill and overlay on SR 51, Constitution Boulevard, between Dilworth Run and Branch Small Run in Darlington Township, Beaver County	Road Reconstruction	116588
Beaver	SR 51, Constitution Boulevard - CPR*	\$5,500,000	51	Mid-Term (2027-2034)	Concrete pavement reconstruction on SR 51, Constitution Boulevard in the City of Aliquippa, Beaver County	Road Reconstruction	116587
Beaver	SR 51, Constitution Boulevard - Mill and Overlay*	\$5,000,000	51	Mid-Term (2027-2034)	Mill and overlay on SR 51, Constitution Boulevard, between Beaver Rochester Road to Brady's Run Creek in Fallston Boro, Beaver County	Road Reconstruction	115203
Indiana	SR 56 Buena Vista Bridge Pres.	\$5,431,000	56	Mid-Term (2027-2034)	Preservation (preventative maintenance) of the existing structure carrying PA 56 over Blacklick Creek and the Conrail Railroad in East Wheatfield Township, Indiana County.	Bridge Preservation	98805
Westmoreland	SR 56, Vandergrift Bridge*	\$5,400,000	56	Mid-Term (2027-2034)	This project is for preservation activities of the Vandergrift Bridge carrying PA-56 over PA-2054, railroad, and Kiskiminetas River in East Vandergrift Borough, Westmoreland County. *No new capacity will be added*	Bridge Reconstruction	112391
Allegheny	SR 65 Eckert Street Bridge (65 ov Eckert St., City of Pittsburgh)*	\$27,000,000	65	Mid-Term (2027-2034)	Bridge deck replacement on PA 65, Ohio River Boulevard over Eckert Street in the City of Pittsburgh, Allegheny County	Bridge Preservation	115421
Allegheny	SR 65 Spruce Run Rd Bridge*	\$17,000,000	65	Mid-Term (2027-2034)	Bridge rehabilitation on SR 65 (Spruce Run Road) over Spruce Run in Ben Avon Boro, Allegheny County.	Bridge Preservation	56883
Allegheny	PA 65: Fort Duquesne to Kendal*	\$14,000,000	65	Mid-Term (2027-2034)	Milling and resurfacing on R 65, Ohio River Boulevard in the City of Pittsburgh, Bellevue, Avalon, Ben Avon and Emsworth, Allegheny County	Road Preservation	79448

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Allegheny	PA 65/Emsworth to I-79*	\$9,000,000	65	Mid-Term (2027-2034)	Patch and overlay on PA 65 (Ohio River Blvd) from Emsworth to I-79 in Kilbuck Township and Emsworth and Glenfield, Boroughs, Allegheny County	Road Preservation	109349
Allegheny	PA 65, Ohio River Blvd-Terrace Av*	\$3,500,000	65	Mid-Term (2027-2034)	Concrete pavement reconstruction on Ohio River Boulevard from Terrace Avenue to River Avenue in Kilbuck Township and Emsworth and Glenfield Boroughs, Allegheny County	Road Preservation	100796
Allegheny	Ohio River Blvd-Ped Walkway*	\$2,500,000	65	Mid-Term (2027-2034)	Resurfacing on PA 65, Ohio River Boulevard from the Pedestrian walk way to 200 feet past Eckert Street Bridge in City of Pittsburgh	Road Preservation	100798
Allegheny	Ohio River Blvd-River Ave*	\$2,000,000	65	Mid-Term (2027-2034)	Resurfacing on PA 65, Ohio River Boulevard from River Avenue to Edgeworth Lane in Edgeworth and Sewickley Boroughs	Road Preservation	100797
Allegheny	PA 65: Frt Duquesne Br to Cal Ave	\$2,000,000	65	Mid-Term (2027-2034)	Concrete pavement restoration of SR 65 from the Fort Duquesne Bridge to California Avenue in the City of Pittsburgh Allegheny County.	Road Reconstruction	92279
Armstrong	1/112th Infantry Bridge and Graff Ramp Rehabilitation	\$1,744,230	66	Mid-Term (2027-2034)	Bridge Rehabilitation of the existing structure carrying SR 66 and the Graff Bridge Ramp (SR 8008) over US 422, SR 2025 (Garretts Run Road), and Garretts Run in Manor Township, Armstrong County.	Bridge Reconstruction	109622
Butler	Karns Crossing Bridge	\$12,269,500	68	Mid-Term (2027-2034)	Replacement, including intersection improvements and replacement and/or extension of the twin-cell arch culvert, of the existing structure carrying PA 68 over the Bessemer and Lake Erie and Buffalo and Pittsburgh Railroads and Connoquenessing Creek in Butler and Summit Townships, Butler County.	Bridge Reconstruction	86105
Beaver	PA 68 -Midland Beaver Road*	\$13,248,000	68	Mid-Term (2027-2034)	Mill and Overlay on SR 68, Midland Beaver Road from segment 10 to segment 210 in Center and Chippewa Townships, Beaver County	Road Reconstruction	109356
Allegheny	Neville Island Bridge Ramps - Phase 3	\$8,000,000	79	Mid-Term (2027-2034)	Bridge preservation on SR 79 NB Ramp to PA 65 NB in Glenfield Boro, Allegheny County.	Bridge Preservation	105457
Washington	PA 88 ov Br Peters Crk	\$2,250,000	88	Mid-Term (2027-2034)	This project is for the replacement/rehabilitation of the structure carrying PA 88 over Peters Creek in Finleyville Borough, Washington County. *No new capacity will be added*	Bridge Preservation	116204
Indiana	US 119 over SR 8001 Bridges	\$5,955,120	119	Mid-Term (2027-2034)	Rehabilitation of the existing structures carrying US 119 northbound and southbound over SR 8001 in White Township, Indiana County.	Bridge Reconstruction	25621
Indiana	US 119 over Pine Run	\$1,000,000	119	Mid-Term (2027-2034)	Replacement of the existing structure carrying US 119 over Pine Run in East Mahoning Township, Indiana County.	Bridge Replacement	83227
Fayette	SR 119 McClure/Kingview Road Interchange	\$21,800,000	119	Mid-Term (2027-2034)	This project is for intersection improvements on US 119 at McClure Road and Kingview Road in Upper Tyrone and Bullsken Townships, Fayette County. The project will eliminate two signalized intersections on US Route 119 with Kingview Road and McClure Road, and a new full-access interchange would be constructed in between the two existing intersections. A new bridge carrying a new connector road would be constructed.	Safety	96661
Westmoreland	West Newton Bridge*	\$6,800,000	136	Mid-Term (2027-2034)	This project is the replacement of the structure carrying PA 136 (Main Street) over Youghiogheny River in West Newton Borough, Westmoreland County. *No new capacity will be added*	Bridge Reconstruction	98869
Butler	228 Mars RR Bridge West Expansion	\$71,567,000	228	Mid-Term (2027-2034)	Intersection improvements and widening of PA 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) west to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County.	New Capacity	92908
Butler	SR 228 Three Degree Rd Intersection	\$8,214,000	228	Mid-Term (2027-2034)	This safety improvement project includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of the intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of the intersection with SR 3007 (Three Degree Road) as well as sidewalks, ADA ramps, bicycle consideration and the addition of a roundabout on Three Degree Road in Adams Township, Butler County.	Road Reconstruction	91286
Butler	SR 268, State Game Lands 95 Br	\$7,860,000	268	Mid-Term (2027-2034)	Bridge replacement of the existing structure carrying PA 268 over Bear Creek in Parker Township, Butler County.	Bridge Replacement	24409
Allegheny	North Shore Expressway Preservation	\$13,000,000	279	Mid-Term (2027-2034)	Bridge preservation on North of Ft. Duquesne bridge on I-279 in the City of Pittsburgh, Allegheny County.	Bridge Preservation	115515
Indiana	SR 286 First Sergeant Alexander Kelly Memorial Bridge	\$17,787,800	286	Mid-Term (2027-2034)	Replacement of the existing structure carrying SR 286 over the Kiskiminetas River in Saltsburg Borough, Indiana County.	Bridge Replacement	117685

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Allegheny	286/Sagamore-Sandune PH2*	\$34,000,000	286	Mid-Term (2027-2034)	Widening to add turn lanes and through lanes; milling and resurfacing; reconstruction, drainage; curbs, driveway adjustments; signals; structure work. Located on SR 286, from Old Frankstown Road/ Sagamore Road to just north of Presque Isle Drive/Sandune Drive, in Plum, Allegheny County. Approx. 2.02 miles.	New Capacity	80508
Allegheny	286/Sandune-Logans*	\$33,000,000	286	Mid-Term (2027-2034)	Widening with bituminous to add a center turn lane; milling and resurfacing; shoulder work; curbs, drainage, drive adjustments; signal updates, structure work. Located on SR 286, begins at Presque Isle Drive/Sandune Drive and end just north of Logans Ferry Road, in Plum, Allegheny County and Murrysville, Westmoreland County. Approx. 1.49 miles.	New Capacity	27505
Indiana	SR 286 Oakland Avenue Ped Safety	\$3,028,000	286	Mid-Term (2027-2034)	Pedestrian safety improvements from IUP (Maple Street) to Plaza Drive in White Township and Indiana Borough, Indiana County.	Safety	99709
Westmoreland	Freeport Bridge Truss Preservation*	\$1,000,000	356	Mid-Term (2027-2034)	This project is for truss preservation activities to the Freeport Bridge carrying PA 356 over the Kiskiminetas River in Allegheny Township, Westmoreland County.	Bridge Preservation	116790
Allegheny	Tarentum Bridge ov NS RR*	\$21,000,000	366	Mid-Term (2027-2034)	Bridge restoration/replacement on PA 366, Tarentum Bridge over Norfolk Southern Rail and Allegheny River, in Tarentum Borough, Allegheny County.	Bridge Reconstruction	100624
Allegheny	Pkwy East Active Traffic Management	\$9,400,000	376	Mid-Term (2027-2034)	The Parkway East Active Traffic Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County. The limits of the project are between the Grant Street interchange (MP 70.5) and the eastern terminus of I-376 at the Pennsylvania Turnpike and US 22 (MP 84.5).	Efficiency & Operations	94651
Allegheny	I-376/Banksville Interchange (TYP second 4 yrs)	\$53,000,000	376	Mid-Term (2027-2034)	Interchange improvement on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. Includes US 19 (Banksville Road), PA 51 ramps and Banksville Interchange ramps (SR 8075).	Safety	97028
Fayette	PA 381: PA 711 to Imel Rd	\$3,018,750	381	Mid-Term (2027-2034)	This project is the resurfacing of PA 381 (Indian Creek Valley Road) from PA 711 to Imel Road in Saltlick Township, Fayette County.	Road Preservation	98427
Westmoreland	PA 381: PA 31 to PA 130*	\$2,200,000	381	Mid-Term (2027-2034)	This project is for the resurfacing of PA 381 from the intersection with PA 31 to the intersection with PA 130 in Donegal and Cook Townships, Westmoreland County.	Road Preservation	101066
Westmoreland	PA 381 - SR 2043 to US 30	\$1,000,000	381	Mid-Term (2027-2034)	This project is for the resurfacing of PA 381 from the intersection with State Route 2043 (Weavertown Road) to the intersection with US 30 in Ligonier Township, Westmoreland County.	Road Preservation	101067
Allegheny	Bigelow Boulevard*	\$10,750,000	400	Mid-Term (2027-2034)	Mill and Overlay on SR 400 (Bigelow Boulevard) from segment 4 to segment 20 in the City of Pittsburgh, Allegheny County.	Road Reconstruction	109383
Indiana	Bridge to Nowhere EB PM & WB PM	\$13,440,000	422	Mid-Term (2027-2034)	Bridge Rehabilitation of the existing structure carrying US 422 eastbound over SR 4422 (Ben Franklin Road), State Route 4005 (Indian Springs Road), State Route 3035 (Old US 119) and the Buffalo and Pittsburgh Railroad in White Township, Indiana County.	Bridge Preservation	98811 98827
Armstrong	Graff Bridge Preservation	\$1,500,000	422	Mid-Term (2027-2034)	Preservation of the existing structure carrying US 422 over the Allegheny River in North Buffalo Township, Armstrong County	Bridge Preservation	23978
Butler	US 422 over PA 356	\$8,013,000	422	Mid-Term (2027-2034)	Replacement of the existing structure carrying US 422 over PA 356 in Butler Township, Butler County.	Bridge Reconstruction	24663
Butler	US 422 Shawwood Pipe	\$10,009,800	422	Mid-Term (2027-2034)	Replacement/repair of the existing culvert carrying a tributary to Muddy Creek beneath US Route 422 in Muddy Creek Township, Butler County.	Bridge Replacement	83611
Lawrence	Benjamin Franklin Highway	\$8,000,000	422	Mid-Term (2027-2034)	Mill and overlay on SR 422, Benjamin Franklin Highway, from the Ohio State line to Harbor Village Drive in Pulaski Township, Lawrence County.	Road Preservation	92282
Armstrong	US 422 Kittanning East PM	\$6,743,650	422	Mid-Term (2027-2034)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from intersection of Redmill Road East to just east of the intersection of SR 2007 in Kittanning and Manor Townships, Armstrong County	Road Preservation	115094
Indiana	US 422 County Line to Bypass	\$5,644,200	422	Mid-Term (2027-2034)	Resurfacing to include milling of exiting roadway surface, level and wearing courses, minor drainage, guiderail upgrades and shoulder back-up along SR 422 from the Armstrong County line East to the Bypass near the intersection of SR 4422, in Armstrong Township, Indiana County	Road Preservation	114605

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Lawrence	SR 422, Benjamin Franklin Hwy	\$10,200,000	422	Mid-Term (2027-2034)	Mill and overlay on US422 from New Butler Rd intersection to US 19 intersection in Shenango, Union and Slippery Rock Townships, Lawrence County.	Road Reconstruction	116560
Armstrong	SR 422 Dunbar Dip	\$43,300,000	422	Mid-Term (2027-2034)	This project would involve the construction of a 3-lane section from the eastern limit of the Kittanning Elementary project listed above and would continue east for approximately 1.75 miles. Work would also involve the realignment of several intersections and extensive geometry improvements in Kittanning Township, <u>Armstrong County.</u>	Safety	98689
Butler	PA 528 over Lake Arthur	\$23,127,000	528	Mid-Term (2027-2034)	Reconstruction of the existing structure carrying PA 528 over Lake Arthur in Franklin Township, <u>Butler County.</u>	Bridge Reconstruction	24241
Butler	PA 528 over Big Run	\$2,311,800	528	Mid-Term (2027-2034)	Replacement of the existing structure carrying State Route 528 (Arbor Drive) over Big Run in Brady Township, <u>Butler County.</u>	Bridge Reconstruction	83323
Washington	PA 844: PA 231 to Wellsburg Rd	\$7,500,000	844	Mid-Term (2027-2034)	This project is for the resurfacing of PA 844 (Washington Pike) from PA 231 to Wellsburg Road in Canton and Hopewell Townships, and West Middletown Borough, <u>Washington County.</u>	Road Preservation	98348
Allegheny	SR 885 (Bates Street) Improvement (pending study)*	\$25,000,000	885	Mid-Term (2027-2034)	Widening on S.R. 885 (Bates Street) from Second Ave. to Boulevard of the Allies in the <u>City of Pittsburgh, Allegheny County.</u>	Safety	98125
Allegheny	I-79 at PA 910 Interchange	\$11,017,000	910	Mid-Term (2027-2034)	This project is on the CMAQ Program for congestion reduction at the I79/PA 910 Interchange by widening and improving traffic flow at on/off ramps to Interstate 79 in <u>Marshall Township, Allegheny County.</u>	Efficiency & Operations	104328
Lawrence	SR 956 Mercer Rd - New Wilm Twp line - Safety Improvements*	\$6,000,000	956	Mid-Term (2027-2034)	Corridor and safety improvements along SR 956 from Mercer Road to the New Wilmington Township line in Wilmington Township, Lawrence County, including roadway reconstruction to accommodate 11 ft lanes and 8 ft shoulders	Safety	20192018
Westmoreland	LVTIP: Norvelt to Pleasant Unity	\$35,500,000	981	Mid-Term (2027-2034)	This project is for corridor improvements to PA 981 from the village of Norvelt to the village of Pleasant Unity in Mt Pleasant Township, Westmoreland County. SR 981, Section V20 is approximately 3.5 miles and begins north of the SR 981 and SR 2021 (Kecksburg Road)/Mt. Pleasant Road intersection (Norvelt intersection) in Mount Pleasant Township. From just north of the Norvelt intersection, the project area extends generally along SR 2023 to the intersection with SR 130 in Unity Township. Section V20 primarily follows existing SR 2023 with some offline shifts to improve the roadway.	Efficiency & Operations	108010
Westmoreland	LVTIP: Pleasant Unity to Airport	\$7,500,000	981	Mid-Term (2027-2034)	The LVTIP (Laurel Valley Transportation Improvement Project) project will upgrade 12 miles of the PA 981 corridor from the intersection with PA 819 in Mount Pleasant Township to the Westmoreland County Airport in Unity Township. The LVTIP will be constructed in three separate sections. Section Y10 is the northern most and will tie into the recently completed 981-V10 project near the airport. SR 981-Y10 is approximately 2.5 miles in length and begins at the SR 2023 intersection with SR 130 in Unity Township. Corridor improvements would include on-line upgrades as well as segments of new alignment where upgrades are not feasible due to physical/environmental constraints.	Efficiency & Operations	108140
Allegheny	Highland Park Bridge	\$35,000,000	1005	Mid-Term (2027-2034)	Bridge preservation on SR 1005 (Highland Park) over Allegheny River, Norfolk Southern Railway and AVR Railroad in Sharpsburg Borough, <u>Allegheny County.</u>	Bridge Preservation	109549
Westmoreland	Salina Bridge	\$13,000,000	1060	Mid-Term (2027-2034)	This project is for improvement to the structure (Salina Bridge) carrying State Route 1060 (Bridge Street) over the Kiskiminetas River and Norfolk Southern Railroad in Bell Township, Westmoreland County. *No new capacity will be added*	Bridge Reconstruction	81747
Allegheny	Streets Run Road	\$20,350,000	2046	Mid-Term (2027-2034)	Mill & overlay on SR 2046 (Streets Run Road) from Prospect Road to Baldwin Road in <u>Baldwin and West Mifflin Boroughs, Allegheny County.</u>	Road Preservation	91796
Allegheny	SR 2048 Hall Station Bridge*	\$12,500,000	2048	Mid-Term (2027-2034)	Bridge preservation on SR 2048 over Thompson Run in Monroeville Boro, <u>Allegheny County.</u>	Bridge Preservation	111630

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Washington	Old B'ville Bridge Rehab	\$6,400,000	2067	Mid-Term (2027-2034)	This project is the rehabilitation of the Old Brownsville Bridge (SR 2067 over NS R/R, MON, CITY ST) in West Brownsville Borough, Washington County. *No new capacity will be added*	Bridge Reconstruction	91135
Allegheny	Electric Ave ov Falls Run*	\$28,000,000	2112	Mid-Term (2027-2034)	Bridge restoration/replacement on SR 2112, Electric Avenue over Falls Run in East Pittsburgh and Turtle Creek Boroughs, Allegheny County.	Bridge Reconstruction	78232
Allegheny	40th Street Bridge Preservation*	\$35,000,000	2124	Mid-Term (2027-2034)	40th Street Bridge Located on the 40th St. Br. over the Allegheny River in the City of Pittsburgh, Allegheny County. Preserve 2,364 foot bridge with full paint, repair cracks and section loss.	Bridge Preservation	69071
Beaver	SR 3007, Broadhead Road, Frankfort Rd - Allegheny Co Line	\$9,222,000	3007	Mid-Term (2027-2034)	Mill and overlay on PA 3007, Brodhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County	Road Preservation	105453
Beaver	Ambridge-Aliquippa Bridge*	\$30,000,000	3052	Mid-Term (2027-2034)	Bridge rehabilitation on SR 3052 over the Ohio River in Ambridge and Aliquippa Boroughs, Beaver County.	Bridge Preservation	117987
Allegheny	McKees Rocks Bridge Phase 3*	\$70,000,000	3104	Mid-Term (2027-2034)	Bridge rehabilitation on State Route 3104 (McKees Rocks Bridge) over Ohio River and Norfolk Southern Railroad in the City of Pittsburgh	Bridge Preservation	100701
Allegheny	Sewickley Bridge Preservation Phase 2*	\$38,000,000	4025	Mid-Term (2027-2034)	Bridge rehabilitation on SR 4025, Sewickley Bridge, over the Ohio River in Sewickley Boro, Allegheny County.	Bridge Preservation	114106
Fayette	Layton Bridge	\$26,000,000	4038	Mid-Term (2027-2034)	This project is for the improvement of the Layton Bridge (State Route 4038, Layton Street) over the Youghiogheny River and Great Allegheny Passage Trail in Perry Township, Fayette County. *No new capacity will be added*	Bridge Reconstruction	81192
Beaver	SR 4042, Old Rochester-Bridgewater Rd Bridge*	\$5,600,000	4042	Mid-Term (2027-2034)	Bridge preservation on SR 4042, Old Rochester-Bridgewater Rd over Beaver River and Norfolk Southern Railroad in Rochester and Bridgewater Boroughs, Beaver County	Bridge Preservation	28918
Westmoreland	W. Leechburg Bridge*	\$4,000,000	4093	Mid-Term (2027-2034)	This project is for preservation activities of the West Leechburg Bridge carrying PA-4093 over the railroad and Kiskiminetas River in West Leechburg Borough, Westmoreland County. *No new capacity will be added*	Bridge Preservation	112395
Lawrence	Rose Point Bridge	\$4,270,000	7212	Mid-Term (2027-2034)	(Sponsor = Slippery Rock) Bridge replacement or restoration on Old Route 422 (T-741) over Slippery Rock Creek in Slippery Rock Township, Lawrence County.	Bridge Reconstruction	29402
Allegheny	Homestead Grays Bridge*	\$40,000,000	7301	Mid-Term (2027-2034)	Bridge rehabilitation on Homestead Grays Bridge over parking lot parallel to CSX Railroad in Homestead Borough, Allegheny County	Bridge Reconstruction	103366
Allegheny	Swindell Bridge*	\$27,000,000	7301	Mid-Term (2027-2034)	Swindell Bridge Rehabilitation located between Essen Street and N. Charles Street over I-279, HOV, Ramp G, and East Street in the City of Pittsburgh, Allegheny County.	Bridge Reconstruction	114150
Allegheny	Charles Anderson Bridge*	\$23,300,000	7301	Mid-Term (2027-2034)	(Sponsor = City of Pittsburgh) Bridge replacement/rehabilitation on Charles Anderson Bridge over Schenley Park, Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County.	Bridge Reconstruction	91907
Allegheny	Larimer Avenue Bridge*	\$16,407,600	7301	Mid-Term (2027-2034)	(Sponsor = City of Pittsburgh) Bridge restoration/replacement on Larimer Avenue Bridge over Allegheny Valley Railroad in the City of Pittsburgh, Allegheny County.	Bridge Reconstruction	106386
Allegheny	S. Millvale Avenue Bridge*	\$13,000,000	7301	Mid-Term (2027-2034)	Bridge rehabilitation on S. Millvale Avenue over NS & East Busway in the City of Pittsburgh, Allegheny County	Bridge Reconstruction	27138
Allegheny	Rankin Bridge*	\$27,000,000	7456	Mid-Term (2027-2034)	Bridge preservation over Monongahela River, SR 9111, Union R/R, P&LE R/R and Kenmawr Avenue in Rankin Boro, Allegheny County.	Bridge Preservation	56960
Allegheny	Talbot Avenue Ramp Bridge Rehabilitation*	\$5,000,000	7456	Mid-Term (2027-2034)	Bridge rehabilitation on Ramp located on Rankin Bridge to Talbot Ave, over Union RR, in Rankin Borough, Allegheny County.	Bridge Reconstruction	93915
Allegheny	Blvd of Allies - Ramp H	\$20,000,000	8002	Mid-Term (2027-2034)	Deck replacement on Ramp H from Crosstown Blvd. (SR 0579) to Blvd. of the Allies, in the City of Pittsburgh, Allegheny County	Bridge Reconstruction	109562
Allegheny	Corliss Tunnel*	\$17,000,000	9900	Mid-Term (2027-2034)	(Project sponsor = City of Pittsburgh) Tunnel reconstruction and preservation work on the structure that carries Corliss Street from the intersection of West Carson Street westward toward Crafton Heights in the City of Pittsburgh, Allegheny County.	Bridge Preservation	27806
Allegheny	County Road Painters Run Rd*	\$30,000,000	9900	Mid-Term (2027-2034)	Highway restoration and roadway improvements of Painters Run Road from Bower Hill Road in Upper St. Clair Township to Rob Hollow Road in the Municipality of Mt. Lebanon; Project sponsor is Allegheny County	Road Reconstruction	20192029

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Allegheny	Neville Road*	\$6,000,000	9900	Mid-Term (2027-2034)	(Sponsor = Allegheny County) Highway restoration on Neville Road from Grand Avenue to the Fleming Park Bridge in Neville Township, Allegheny County.	Road Reconstruction	106269
Allegheny	Beck's Run Road	\$2,000,000	9900	Mid-Term (2027-2034)	(Sponsor = Allegheny County) Highway reconstruction on Beck's Run Road between East Carson Street and Brownsville Road in the City of Pittsburgh, Allegheny County.	Road Reconstruction	27491
Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$75,000,000	9901	Mid-Term (2027-2034)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, and Lawrence Counties	Road Reconstruction	TBD
Allegheny	Mansfield Bridge	\$5,000,000	H523	Mid-Term (2027-2034)	Bridge preservation on Mansfield Bridge over the Monongahela River in Dravosburg Boro, Allegheny County.	Bridge Preservation	117775
Fayette, Greene, Washington, Westmoreland	Bridge NHS Preservation Line Item	\$65,297,000	TBD	Mid-Term (2027-2034)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Preservation Line Item	\$40,369,000	TBD	Mid-Term (2027-2034)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Bridge NON NHS Preservation Line Item	\$23,501,000	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Armstrong, Butler, Indiana	Bridge NON NHS Preservation Line Item (stage 2)	\$13,957,000	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NON NHS Preservation Line Item	\$11,288,000	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Armstrong, Butler, Indiana	Bridge NHS Preservation Line Item (stage 2)	\$8,444,600	TBD	Mid-Term (2027-2034)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NON NHS Reconstruction Line Item	\$144,677,000	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$118,706,400	TBD	Mid-Term (2027-2034)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Reconstruction Line Item	\$115,949,000	TBD	Mid-Term (2027-2034)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$89,207,000	TBD	Mid-Term (2027-2034)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Bridge NON NHS Reconstruction Line Item (stage 2)	\$61,533,200	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Local/Off System Bridges (stage 2)	\$52,187,000	TBD	Mid-Term (2027-2034)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Bridge NHS Reconstruction Line Item (stage 2)	\$39,821,550	TBD	Mid-Term (2027-2034)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NHS Reconstruction Line Item	\$30,339,000	TBD	Mid-Term (2027-2034)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NON NHS Reconstruction Line Item	\$18,967,000	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Region	Region CMAQ Line Item	\$215,985,000	TBD	Mid-Term (2027-2034)	CMAQ Program Reserve	CMAQ, TA, Smart	TBD
Region	Region TAP Line Item	\$34,064,000	TBD	Mid-Term (2027-2034)	TAP Program	CMAQ, TA, Smart	TBD
Region	SPC Smart Tr. Initiative	\$30,641,000	TBD	Mid-Term (2027-2034)	Smart Transportation Reserve	CMAQ, TA, Smart	TBD
Allegheny, Beaver, Lawrence	Efficiency & Operations NHS Line Item	\$64,135,000	TBD	Mid-Term (2027-2034)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
Fayette, Greene, Washington, Westmoreland	Efficiency & Operations NHS Line Item	\$21,441,000	TBD	Mid-Term (2027-2034)	NHS Efficiency and Operations Reserve	Efficiency & Operations	TBD
Armstrong, Butler, Indiana	Efficiency & Operations NHS Line Item	\$5,229,000	TBD	Mid-Term (2027-2034)	NHS Efficiency and Operations Reserve	Efficiency & Operations	TBD
Fayette, Greene, Washington, Westmoreland	Roadway Non NHS Preservation	\$114,939,250	TBD	Mid-Term (2027-2034)	Non-NHS Roadway Preservation Reserve	Road Preservation	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Preservation (stage 2)	\$27,738,000	TBD	Mid-Term (2027-2034)	Non-NHS Bridge Preservation Reserve	Road Preservation	TBD

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Allegheny, Beaver, Lawrence	Roadway NHS Preservation (Stage 2)	\$15,163,000	TBD	Mid-Term (2027-2034)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$10,023,000	TBD	Mid-Term (2027-2034)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Armstrong, Butler, Indiana	Roadway NHS Preservation (stage 2)	\$4,166,430	TBD	Mid-Term (2027-2034)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Preservation (Stage 2)	\$3,479,000	TBD	Mid-Term (2027-2034)	Non-NHS Roadway Preservation Reserve	Road Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Roadway Non NHS Reconstruction	\$60,863,000	TBD	Mid-Term (2027-2034)	Non-NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Slide Remediation & Reconstruction	\$44,000,000	TBD	Mid-Term (2027-2034)	District Wide Slide Reserve Contract for FFY 2031-20234	Road Reconstruction	117586
Fayette, Greene, Washington, Westmoreland	Roadway NHS Reconstruction Line Item	\$34,235,500	TBD	Mid-Term (2027-2034)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Reconstruction (stage 2)	\$20,000,000	TBD	Mid-Term (2027-2034)	Non-NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Reconstruction(Stage 2)	\$20,000,000	TBD	Mid-Term (2027-2034)	Non-NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Roadway NHS Reconstruction (Stage 2)	\$9,306,000	TBD	Mid-Term (2027-2034)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Armstrong, Butler, Indiana	Roadway NHS Reconstruction (stage 2)	\$4,209,000	TBD	Mid-Term (2027-2034)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Safety Line Item	\$15,057,000	TBD	Mid-Term (2027-2034)	Safety Reserve	Safety	TBD
Fayette, Greene, Washington, Westmoreland	Safety Line Item	\$13,283,000	TBD	Mid-Term (2027-2034)	Safety Reserve	Safety	TBD
Washington	I-79 Interstate Detour Improvement plan implementation- -	\$8,000,000	Various	Mid-Term (2027-2034)	This project is various pavement and intersection improvements to the ancillary State Routes that are used as detour routes for Interstate 79 in various municipalities in Washington County	Efficiency & Operations	20192122
Washington	I-70 Interstate Detour Improvement plan implementation-	\$8,000,000	Various	Mid-Term (2027-2034)	This project is various pavement and intersection improvements to the ancillary State Routes that are used as detour routes for Interstate 70 in various municipalities in Washington County	Efficiency & Operations	20192121
Allegheny	Washington Blvd Reconstruction*	\$20,000,000	8	Long-Term (2035-2047)	Reconstruction of Washington Boulevard to improve flooding conditions in City of Pittsburgh, Allegheny County, Contingent upon study recommendations	Road Reconstruction	20192010
Washington	SR 18: within Burgettstown Boro*	\$13,000,000	18	Long-Term (2035-2047)	This project is for the reconstruction of SR 18 (Main Street, JL Brunner Memorial Bypass) within the Burgettstown Borough limits in Burgettstown Borough, Washington County	Road Reconstruction	20192100
Washington	US 19 corridor and intersection imprv (Old Oak - Waterdam)	\$9,592,000	19	Long-Term (2035-2047)	This project is for efficiency and operations improvements to the US 19 (Washington Road) corridor and intersection at Old Oak and Waterdam Roads in Peters Township, Washington County	Efficiency & Operations	20192101
Butler	SR 19 Cranberry PM*	\$18,250,000	19	Long-Term (2035-2047)	Preventative maintenance along US 19 from the Allegheny/Butler County line north to Zelenople in Cranberry and Jackson Townships, Butler County	Road Preservation	112422
Washington	US 19/40: I-79 to Chestnut Street*	\$3,159,000	19	Long-Term (2035-2047)	This project is for betterment improvements to US 19/US 40 from the intersection with I-79 to the intersection of Chestnut Street in South Strabane and Amwell Townships, and the City of Washington, Washington County.	Road Preservation	105493
Fayette	PA 21 Operational & Safety (also see New Cap)*	\$30,000,000	21	Long-Term (2035-2047)	The project is for efficiency and operations improvements to the SR 21 (Row E. Furman Highway) corridor in Masontown Borough and German Township, Fayette County	Efficiency & Operations	20192102

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Fayette/Greene	PA 21 Widening	\$50,000,000	21	Long-Term (2035-2047)	(Not Fully Funded) This project is to add new capacity to the SR 21 Corridor from the Masontown Bridge to the Village of Revere in German, Menallen, and South Union Townships, and Masontown Borough, Fayette County. In addition, this project is partially funding the implementation of the future Greene County SR 21 Feasibility and Capacity Study in the area I-79 to the Fayette County line in Franklin, Jefferson, Cumberland and Monongahela townships, Greene County.	New Capacity	990031
Greene	SR 21 Operations and Capacity Feasibility Study GRCO	\$1,500,000	21	Long-Term (2035-2047)	This project is to study the operation and capacity needs along SR 21 in Greene County.	Study	TBD
Indiana	US 22 & SR 217 Interchange improvement	\$16,000,000	22	Long-Term (2035-2047)	Interchange reconstruction along US 22 and PA 217 in Burrell Township and Blairsville Borough.	Efficiency & Operations	25543
Allegheny	PA 28 - Fox Chapel Bottleneck Widening (RIDC to Fox Chapel)	\$34,100,000	28	Long-Term (2035-2047)	Widen to accommodate 2nd southbound thru lane from RIDC to Fox Chapel on SR 28 in Fox Chapel Boro, Allegheny County	New Capacity	20192013
Allegheny	SR 28: Resurfacing and Bridge Preservation	\$27,000,000	28	Long-Term (2035-2047)	Mill and overlay, bridge preservation on SR 28 from Bailey's Run to Butler County Line in Tarentum Borough, East Deer, Fawn and Harrison Townships	Road Preservation	20192011
Armstrong	PA 28 Resurfacing	\$4,600,000	28	Long-Term (2035-2047)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along PA 28 from 0.56 miles west of the SR 1027 intersection to the T-810 (Calhoun Road) intersection in Boggs and Mahoning Townships.	Road Preservation	99933
Armstrong/Butler	SR 28 AVE Reconstruction	\$35,800,000	28	Long-Term (2035-2047)	Highway reconstruction along SR 28 from the Allegheny/Butler County Line north to US 422 Interchange in Buffalo, North Buffalo, South Buffalo and East Franklin Townships, Butler County	Road Reconstruction	112427
Armstrong	PA 28 Slabtown South	\$13,325,000	28	Long-Term (2035-2047)	Highway reconstruction along PA 28 between SR 1035 and T-821 (Heffelfinger Road) in Boggs Township.	Road Reconstruction	101134
Allegheny	PA 28: Millvale-Etna Interchange	\$9,189,000	28	Long-Term (2035-2047)	Mill and overlay - Millvale to Etna Interchange in Allegheny County	Road Reconstruction	92271
Armstrong	SR 28 Corridor Improvements - Kittanning to Clarion County Line	\$30,000,000	28	Long-Term (2035-2047)	Corridor and safety improvements including roadway reconstruction, intersection improvements, and roadway realignments to improve traffic and freight movement operations through the corridor.	Safety	990038
Westmoreland	US 30 Walworth Viaduct	\$17,230,000	30	Long-Term (2035-2047)	This project is for the replacement/rehabilitation of the Walworth Viaduct on US 30 (Lincoln Highway) in Hempfield Township, Westmoreland County	Bridge Reconstruction	20192103
Westmoreland	US 30 Operations & Safety*	\$48,000,000	30	Long-Term (2035-2047)	This project is for safety and operations improvements to the US 30 (Lincoln Highway) Corridor from the Allegheny County Line to the Somerset County Line in various municipalities in Westmoreland County	Efficiency & Operations	20192108
Westmoreland	US 30 & Georges Station Intersection*	\$28,717,000	30	Long-Term (2035-2047)	This project is for improvements to the intersection of US 30 (Lincoln Highway) and State Route 1053 (Georges Station Road), located in Hempfield Township, Westmoreland County.	Efficiency & Operations	114390
Westmoreland	Route 30 Interchange with Donohoe Road	\$25,000,000	30	Long-Term (2035-2047)	This project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the State Route 1026 (Donohoe Road) intersection in Hempfield Township, Westmoreland County	Efficiency & Operations	20192105
Westmoreland	US Route 30 Reconstruction ALCO line to Irwin*	\$90,000,000	30	Long-Term (2035-2047)	This project is for the reconstruction of US 30 (Lincoln Highway) from the Allegheny County Line to Irwin Borough in North Huntingdon Township, Westmoreland County	Road Reconstruction	20192106
Westmoreland	SR 66: US 22 to County Line*	\$21,000,000	66	Long-Term (2035-2047)	This project is for the reconstruction of SR 66 (Freeport Road, SR 0066 SH, Main Street) from the intersection of SR 66 and US 22 (William Penn Highway) to the Armstrong County Line in Salem and Washington Townships; and Delmont and Oklahoma Boroughs, Westmoreland County	Road Reconstruction	20192109
Butler	SR68 Safety Improvements	\$10,000,000	68	Long-Term (2035-2047)	Safety improvements along SR 68 in Forward, Connequenessing, and Butler Townships, Butler County	Safety	990041
Washington	I-79 Ramp at McClelland Rd	\$5,973,000	79	Long-Term (2035-2047)	This project is for intersection improvements to the I-79 Ramp to SR 1023 (McClelland Road) Intersection in North Strabane Township, Washington County.	Safety	105352
Greene	Point Marion Bridge	\$5,000,000	88	Long-Term (2035-2047)	This project is for the preservation activities of the Point Marion Bridge carrying PA 88 (Dilliner Road) over the Monongahela River in Dunkard Township, Greene County. *No new capacity will be added*	Bridge Preservation	112387
Greene	SR 88 Safety improvements at SR 2016 and 2014	\$6,000,000	88	Long-Term (2035-2047)	This project is for safety improvement on SR 88 at two intersections: Maple Town Crossroads (SR 2016) and Fieldson's Crossroads (SR 2014) in Monongahela Township, Greene County	Safety	990032

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Indiana	US 119 Lutz School Rd SB Bridge	\$3,446,000	119	Long-Term (2035-2047)	Reconstruction of the existing structure carrying US 119 southbound over SR 1003 (Lutz School Road) in White Township, Indiana County	Bridge Reconstruction	112661
Indiana	US 119 Lutz School Rd NB Bridge	\$3,446,000	119	Long-Term (2035-2047)	Reconstruction of the existing structure carrying US 119 northbound over SR 1003 (Lutz School Road) in White Township, Indiana County	Bridge Reconstruction	112632
Indiana	US 119 Sullivan NB Bridge	\$3,446,000	119	Long-Term (2035-2047)	Reconstruction of the existing structure carrying US 119 over SR 954 in White Township, Indiana County	Bridge Reconstruction	112537
Indiana	US 119 Hamill Southbound Bridge	\$3,446,000	119	Long-Term (2035-2047)	Preservation (preventative maintenance) of the existing structure carrying US 119 Southbound over PA 286 in White Township.	Bridge Reconstruction	95728
Indiana	US 119 Hamill Northbound Bridge	\$3,446,000	119	Long-Term (2035-2047)	Preservation (preventative maintenance) of the existing structure carrying US 119 northbound over PA 286 in White Township.	Bridge Reconstruction	95727
Indiana	US 119 Sullivan SB Bridge	\$3,446,000	119	Long-Term (2035-2047)	Reconstruction of the existing structure carrying US 119 over SR 954 in White Township, Indiana County	Bridge Reconstruction	25616
Fayette	US 119 Operations & Safety*	\$50,000,000	119	Long-Term (2035-2047)	This project is for safety and operations improvements to the US 119 (Morgantown Street, Morgantown Road, Main Street, George C. Marshall Parkway, University Drive, Morrell Avenue, Eighth Street, Memorial Boulevard) Corridor from the West Virginia State Line to the Westmoreland County Line in various municipalities in Fayette County	Efficiency & Operations	20192111
Indiana	SR 119 South PM	\$33,000,000	119	Long-Term (2035-2047)	Preventative maintenance along SR 119 from the SR 119/22 interchange north to its intersection with SR 56 in Center and Burrell Townships, Indiana County	Road Preservation	112421
Fayette	US Route 119 Reconstruction: Connellsville to Kingview*	\$108,000,000	119	Long-Term (2035-2047)	This project is for the reconstruction of US 119 (Memorial Highway) from the City of Connellsville to Kingview Road in Bullskin and Connellsville Townships, Fayette County	Road Reconstruction	20192113
Fayette	US Route 119 Reconstruction: Uniontown to Penn State	\$108,000,000	119	Long-Term (2035-2047)	This project is for the reconstruction of US 119 (George C. Marshall Parkway) from the city of Uniontown to Penn State Fayette Campus in North Union Township, Fayette County	Road Reconstruction	20192112
Indiana	SR 119 Indiana Bypass Reconstruction	\$41,353,000	119	Long-Term (2035-2047)	Highway reconstruction along US 119 from 1/2 mile south of the US 119/422 Interchange, north to the SR 110 Interchange in Center, White and Rayne Townships	Road Reconstruction	112431
Indiana	SR 119 Wake Robin Curve	\$32,500,000	119	Long-Term (2035-2047)	Two-lane relocation/realignment of US Route 119 south of the intersection with SR 4008 (Chambersville Road) in Rayne Township, Indiana County.	Road Reconstruction	69988
Westmoreland	Avonmore Bridge*	\$5,743,000	156	Long-Term (2035-2047)	This project is for the replacement/rehabilitation of the Avonmore Bridge carrying PA-156 over the Kiskiminetas River in Avonmore Borough, Westmoreland County.	Bridge Preservation	112392
Westmoreland	PA 201 Ramp to PA 51 South	\$5,973,000	201	Long-Term (2035-2047)	This project is for intersection safety improvements at the PA 201 & Ramp SR 8011 to PA 51 South intersections in Rostraver Township, Westmoreland County.	Safety	105350
Butler	Mars RR Bridge West Expansion	\$14,600,000	228	Long-Term (2035-2047)	Intersection improvements and widening of PA 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) west to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County.	New Capacity	92908
Westmoreland	PA 286: Allegheny Co Line to Indiana Co Line	\$13,000,000	286	Long-Term (2035-2047)	This project is for the reconstruction of SR 286 (Saltsburg Road) from the Allegheny County Line to the Indiana County Line in Murrysburg Borough, and Washington, Bell, and Loyahanna Townships, Westmoreland County	Road Reconstruction	20192114
Westmoreland	PA 366 over PA 400/380	\$17,000,000	366	Long-Term (2035-2047)	Improvements to the structure carrying PA 366 over PA 400 and PA 380 in Murrysburg Borough, Westmoreland County.	Bridge Reconstruction	88617
Westmoreland	PA 366: Allegheny Co Line to PA 66*	\$7,000,000	366	Long-Term (2035-2047)	This project is for roadway preservation activities on SR 366 (Tarentum Road, Stevenson Boulevard, Greensburg Road) from the Allegheny County Line to SR 66 in the City of New Kensington, Lower Burrell Borough, Upper Burrell and Washington Townships, Westmoreland County	Road Preservation	20192115
Lawrence	SR 422 Bridges (Benjamin Franklin & Taylor Township)	\$70,000,000	422	Long-Term (2035-2047)	Bridge Rehabilitation. located on SR 422 (Benjamin Franklin Township) in Taylor Township Lawrence County	Bridge Reconstruction	20192017
Armstrong	US 422 & Dutch Ridge Rd Intersection	\$13,000,000	422	Long-Term (2035-2047)	Intersection improvements including addition of turning lanes at Dutch Ridge Road & US 422 in Elderton Borough, Armstrong County	Efficiency & Operations	990037
Butler	SR 422 Butler Bypass PM	\$21,000,000	422	Long-Term (2035-2047)	Preventative maintenance along SR 422 from the SR 356 Interchange East to 0.50 miles west of Bonniebrook Road Intersection in Butler, Summit, Connoquenessing, and Franklin Townships	Road Preservation	112434
Armstrong	SR 422 Kittanning Bypass PM	\$13,750,000	422	Long-Term (2035-2047)	Preventative maintenance along SR 422 from 1/4 mile west of the SR 66 Interchange, east to the SR 85 intersection in Manor and North Buffalo Townships	Road Preservation	112432

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**SPC Long Range Transportation Plan
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County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Butler	SR 422, Interstate 79 West Resurf	\$2,500,000	422	Long-Term (2035-2047)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along US 422 from the Lawrence County Line to Interstate 79 in Muddy Creek Township, Butler County.	Road Preservation	100061
Indiana	SR 422 Indiana Bypass Reconstruction	\$35,609,000	422	Long-Term (2035-2047)	Highway reconstruction along SR 422 from the SR 119 Interchange East to 1/2 mile east of SR 553 Interchange in Cherryhill Township	Road Reconstruction	112430
Indiana	SR 422 Cheese Rn Rd to Trim Tree Rd	\$11,946,000	422	Long-Term (2035-2047)	Highway reconstruction including vertical and horizontal geometry improvements along US 422 between T-408 (Cheese Run Road) and T-433 (Trim Tree Road) in Armstrong Township.	Road Reconstruction	100289
Armstrong	PA 839 over Mahoning Cr.	\$4,719,000	839	Long-Term (2035-2047)	Replacement of the existing structure carrying PA 839 over Mahoning Creek in Wayne Township.	Bridge Reconstruction	99129
Allegheny	Glenwood Bridge	\$10,000,000	885	Long-Term (2035-2047)	Bridge Rehabilitation on Glenwood Bridge in Located in Baldwin, Pittsburgh and West Homestead, Allegheny County	Bridge Reconstruction	TBD
Allegheny	I-79 at PA 910 Interchange	\$16,200,000	910	Long-Term (2035-2047)	This project is on the CMAQ Program for congestion reduction at the I79/PA 910 Interchange by widening and improving traffic flow at on/off ramps to Interstate 79 in Marshall Township, Allegheny County.	Efficiency & Operations	104328
Westmoreland	Larimer Bridge	\$5,000,000	993	Long-Term (2035-2047)	This project is for the replacement/rehabilitation of the Larimer Bridge carrying PA 993 (Irwin Trafford Road) over Brush Creek in North Huntingdon Township, Westmoreland County.	Bridge Preservation	112394
					No new capacity will be added to the structure		
Washington	McMurray Rd US 19 to Morganza Rd*	\$11,487,000	1002	Long-Term (2035-2047)	This project is for efficiency and operations improvements to West McMurray Road from US 19 (Washington Road) to SR 1009 (Morganza Road) in Peters and North Strabane Townships, Washington County	Efficiency & Operations	20192124
Allegheny	Highland Park Bridge/Ramps Reconstruction	\$90,000,000	1005	Long-Term (2035-2047)	Bridge and ramp restoration on SR 1005 over the Allegheny River Includes Ramps F and G(SR 8082) in the City of Pittsburgh, O'Hara Township, Sharpsburg Borough, and Indiana Township	Road Reconstruction	20192012
Washington	SR 1032 Southpointe Blvd from I-79 to Morganza Rd (concept 4)*	\$15,000,000	1032	Long-Term (2035-2047)	This project is for efficiency and operations improvements to State Route 1032 (Southpointe Boulevard) from Interstate 79 to State Route 1009 (Morganza Road) in North Strabane Township, Washington County	Efficiency & Operations	20192118
Washington	Weavertown Rd Corridor from US 19 to Morganza Rd (concept 7)	\$18,000,000	1025	Long-Term (2035-2047)	This project is for efficiency and operations improvements to State Route 1025 (Weavertown Road) from US Route 19 (Washington Road) to State Route 1009 (Morganza Road) in North Strabane Township, Washington County	Efficiency & Operations	20192116
Washington	Donora-Monessen High Bridge	\$9,189,000	1077	Long-Term (2035-2047)	This project is for preservation activities of the Donora Monessen High Level Bridge carrying PA 1077 (Vance Dei Cas Highway) over PA 837, PA 906, railroad and the Monongahela River in Donora Borough, Washington County.	Bridge Reconstruction	112389
					No new capacity will be added to any of the structures		
Allegheny	Clairton-Glassport Bridge*	\$19,000,000	2038	Long-Term (2035-2047)	Bridge rehabilitation on SR 2038 over Monongahela River in the City of Clairton	Bridge Preservation	20192019
Allegheny	Birmingham Bridge*	\$66,000,000	2085	Long-Term (2035-2047)	Bridge rehabilitation on SR 2085, Birmingham Bridge in the City of Pittsburgh	Bridge Reconstruction	20192021
Allegheny	10th Street Bridge Preservation*	\$12,000,000	7301	Long-Term (2035-2047)	Bridge Preservation work on the structure that carries 10th Street from the intersection of 2nd Avenue and the Armstrong Tunnel to near Muriel Street on the South Side in City of Pittsburgh, Allegheny County; Project sponsor is Allegheny County	Bridge Preservation	20192027
Allegheny	PGH Signal updates phase 5*	\$8,000,000	9900	Long-Term (2035-2047)	Signal Software and Hardware upgrade/replacement project within the City of Pittsburgh; affected locations not yet determined; Project sponsor is City of Pittsburgh	Efficiency & Operations	TBD
Allegheny	Smallman Street Reconstruction	\$11,000,000	9900	Long-Term (2035-2047)	Highway reconstruction on Smallman Street from 31st Street to 21st Street in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Road Reconstruction	20192034
Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$100,000,000	9901	Long-Term (2035-2047)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, and Lawrence Counties	Road Reconstruction	TBD
Allegheny	16th Street Bridge	\$10,000,000	H021	Long-Term (2035-2047)	Bridge Rehabilitation on 16th Street Bridge in Pittsburgh, Allegheny County	Bridge Reconstruction	TBD
Allegheny	Jacks Run Road Bridge No. 1	\$10,000,000	H265	Long-Term (2035-2047)		Bridge Reconstruction	TBD

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Allegheny, Beaver, Lawrence	Bridge NON-NHS Preservation Line Item	\$240,826,000	TBD	Long-Term (2035-2047)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Preservation Line Item	\$181,830,000	TBD	Long-Term (2035-2047)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NON-NHS Preservation Line Item	\$99,782,000	TBD	Long-Term (2035-2047)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Armstrong, Butler, Indiana	Bridge NHS Preservation Line Item (stage 3)	\$73,489,000	TBD	Long-Term (2035-2047)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NHS Preservation Line Item	\$62,355,000	TBD	Long-Term (2035-2047)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Armstrong, Butler, Indiana	Bridge NON-NHS Preservation Line Item (stage 3)	\$62,174,000	TBD	Long-Term (2035-2047)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Bridge NON-NHS Reconstruction Line Item	\$668,711,000	TBD	Long-Term (2035-2047)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Reconstruction Line Item	\$431,753,000	TBD	Long-Term (2035-2047)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NON-NHS Reconstruction Line Item	\$325,578,000	TBD	Long-Term (2035-2047)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$315,399,000	TBD	Long-Term (2035-2047)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Bridge NHS Reconstruction Line Item (stage 3)	\$194,628,000	TBD	Long-Term (2035-2047)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NHS Reconstruction Line Item	\$180,159,000	TBD	Long-Term (2035-2047)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$178,771,000	TBD	Long-Term (2035-2047)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Bridge NON-NHS Reconstruction Line Item (stage 3)	\$170,504,000	TBD	Long-Term (2035-2047)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Local/Off System Bridges (stage 3)	\$104,584,000	TBD	Long-Term (2035-2047)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Region	SPC Region CMAQ Line Item	\$432,837,000	TBD	Long-Term (2035-2047)	CMAQ Program Reserve	CMAQ, TA, Smart	TBD
Region	SPC Region TA Line Item	\$68,265,000	TBD	Long-Term (2035-2047)	Transportation Alternatives Set-Aside Program Reserve	CMAQ, TA, Smart	TBD
Region	SPC Region Smart Tr. Initiative	\$61,405,000	TBD	Long-Term (2035-2047)	Smart Transportation Program Reserve	CMAQ, TA, Smart	TBD
Allegheny, Beaver, Lawrence	Efficiency & Operations NHS Line Item	\$241,141,000	TBD	Long-Term (2035-2047)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
Armstrong, Butler, Indiana	Efficiency & Operations NHS Line Item	\$78,119,000	TBD	Long-Term (2035-2047)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
Fayette, Greene, Washington, Westmoreland	Efficiency & Operations NHS Line Item	\$20,168,000	TBD	Long-Term (2035-2047)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Preservation (Stage 3)	\$202,497,000	TBD	Long-Term (2035-2047)	Non-NHS Roadway Preservation Reserve	Road Preservation	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Preservation (stage 3)	\$87,747,000	TBD	Long-Term (2035-2047)	Non NHS Roadway Preservation Reserve	Road Preservation	TBD
Allegheny, Beaver, Lawrence	Roadway NHS Preservation (Stage 3)	\$85,267,000	TBD	Long-Term (2035-2047)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Roadway Non NHS Preservation Line Item	\$56,675,000	TBD	Long-Term (2035-2047)	Roadway Non NHS Preservation Reserve	Road Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$45,087,000	TBD	Long-Term (2035-2047)	Roadway NHS Preservation Reserve	Road Preservation	TBD
Armstrong, Butler, Indiana	Roadway NHS Preservation (stage 3)	\$19,320,000	TBD	Long-Term (2035-2047)	NHS Roadway Preservation Reserve	Road Preservation	TBD

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Allegheny, Beaver, Lawrence	Roadway NHS Reconstruction (Stage 3)	\$255,034,000	TBD	Long-Term (2035-2047)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Reconstruction (Stage 3)	\$180,277,000	TBD	Long-Term (2035-2047)	Non-NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Local, County, and State Slide Remediation & Reconstruction	\$75,000,000	TBD	Long-Term (2035-2047)	This project is the location of a line item for funds anticipated for slide remediation and road reconstruction in Fayette, Greene, Washington and Westmoreland Counties in the third stage of the Long Range Transportation Plan (Years 2031 to 2045)	Road Reconstruction	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Reconstruction (stage 3)	\$26,978,000	TBD	Long-Term (2035-2047)	Non NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Roadway Non NHS Reconstruction (Stage 3)	\$26,662,000	TBD	Long-Term (2035-2047)	Roadway Non NHS Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Roadway NHS Reconstruction (Stage 3)	\$18,557,000	TBD	Long-Term (2035-2047)	Roadway NHS Reconstruction Reserve	Road Reconstruction	TBD
Armstrong, Butler, Indiana	Roadway NHS Reconstruction (stage 3)	\$16,199,000	TBD	Long-Term (2035-2047)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Safety Line Item	\$133,581,000	TBD	Long-Term (2035-2047)	Safety Reserve	Safety	TBD
Armstrong, Butler, Indiana	Safety Line Item	\$8,647,000	TBD	Long-Term (2035-2047)	Safety Reserve	Safety	TBD
Fayette, Greene, Washington, Westmoreland	Safety Line Item	\$7,227,000	TBD	Long-Term (2035-2047)	Safety Reserve	Safety	TBD
Allegheny	Beaver Ave Conversion	\$4,500,000	TBD	Long-Term (2035-2047)	Possible new roadway alignment in an effort to mitigate traffic around the North Shore, particularly around Heinz Field and Rivers Casino during sporting events in the City of Pittsburgh, Allegheny County.	Efficiency & Operations	102815
Allegheny	ALCO Roads (Bethel Ch, Lebanon Ch, McKees Rks Strochein Rd, Haymaker Rd.)	\$65,000,000	TBD	Long-Term (2035-2047)	Roadway restoration of various roadways (Bethel Ch, Lebanon Ch, McKees Rks Strochein Rd, Haymaker Rd) in Allegheny County	Road Reconstruction	TBD
Greene	I-79 Mt. Morris Interchange Area Improvements	\$7,000,000	TBD	Long-Term (2035-2047)	This project is for safety improvements on the local road system surrounding the Mount Morris Interchange in Mount Morris Township, Greene County	Safety	990033

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