



2025-2028
Transportation Improvement Program
(TIP) for
Southwestern Pennsylvania

Appendix IX
State Managed Programs
Pennsylvania Discretionary/Spike
Other Projects



Southwestern Pennsylvania Commission
42 21st Street, Suite 101
Pittsburgh, PA 15222
www.spcregion.org
412-391-5590
comments@spcregion.org

Appendix 9: State Managed Programs, PA Discretionary/Spike and Other Projects

In addition to baseline TIP spending through SPC-administered programs (TIP formula funds), there are multiple programs administered as federal or state transportation programs that provide additional funding for projects in the SPC region. These include State Managed Programs, PA Discretionary & Spike Funding, and miscellaneous projects from Other Funding Sources. Pennsylvania's 2025 Transportation Program Financial Guidance describes many of these additional sources. This section of the TIP identifies project investments by non-SPC agencies through these additional programs. The Other category includes major projects by the Pennsylvania Turnpike Commission (PTC), Local Projects financed with 100% local funding, and other projects where the sponsor is seeking additional federal or state funding. Links listed provide more description of the projects and funding opportunities. They are also used to demonstrate SPC support in the TIP for future funding applications by the sponsors. Projects identified in this section of the TIP are provided for information purposes and for public review.

In many cases for the State Managed Programs, PennDOT directly selects transportation investments (or maintenance activities) based on statewide priorities, identified transportation goals, and evaluated needs (e.g., interstates). Alternately, there are competitive state programs that accept project applications from statewide sponsors and competitively evaluate and select the best projects. Other federal or state programs that might not be listed here can also play an occasional role in the region's transportation investments – they can be added to the TIP as active candidate projects are brought to SPC attention.

The Interstate Management Program is (by far) the largest of the state programs. This program has significant impact on the physical condition, efficiency and operations of the interstate highway network within the SPC region. Another large state-funded program is the A-409 District Maintenance Program, managed by the region's three PennDOT Districts. Specific projects are not identified; these are the maintenance funds for winter-weather operations, signage, lighting and guiderail repairs, and vegetation trimming, among many other maintenance-related activities. Other state managed programs include much smaller funding amounts set-aside for Transportation Alternatives Set-Aside (TASA) (projects primarily supporting bicycle and pedestrian activities), highway safety improvements, Transportation System Management and Operations (TSMO), safety improvements specifically for highway-railroad grade crossings (RRX), and the state managed Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT).

The Transit Program is a hybrid program: the federal portion of program funding is allocated to the regional TIP as Formula Funds; the state match to the federal program functions as a state managed program. The state uses their portion of the project cost to guide project selection decisions and to determine the overall size of the project budget. Transit project lists and detailed project information are identified in Appendix 8. The Pittsburgh Regional Transit also receives a \$6.17M annual transfer (often referred to as "flex") of CMAQ funds from the Highway Program. These funds are primarily used for the procurement of replacement buses. This amounts to \$24.68M over the life of the 2025-2028 TIP.

PA Discretionary Funding, also called the Spike Program, includes funding set-asides from three federal and state sources: NHPP Reserves (federal), STP Spike (federal), and State Highway Spike (state 581 program). The funds have historically been used to offset high cost projects, to support strategic projects and statewide initiatives, and more recently to address infrastructure deficiencies under the statewide TAMP. For the 2025 TIP period, about a third of the SPIKE funds to be invested in SPC were programmed through the Interstate Management Program, with the remainder invested in projects on lower highway networks.

The Pennsylvania Turnpike Commission manages a capital maintenance program that includes projects on the I-76 Turnpike Mainline within the SPC region. The PTC makes additional investments in expanding and improving the Turnpike Mainline as well as adding new toll facilities such as the next phase of the Mon-Fayette Expressway.

Local Projects are initiated by municipalities and/or other development agencies to support local development initiatives or other local improvements; the funding can be up to 100% local. This is separate from local funding provided as a required match to federal funds on many types of federal projects.

Other Projects are identified on a case-by-case basis. They often include local development initiatives, project elements supported with extra local funding or private funding, or expressed intentions to seek additional sources federal or state funding to complete an overall funding package. These can include projects funded through federal discretionary programs and the FTA Small Starts Program. Some are associated with projects already on the TIP. The current list includes Pittsburgh's SmartSpines Systems Project, City of Pittsburgh New Pathways to Equity, and Market Place District Improvements.

Project Lists are included for the investment types as listed below:

- Interstate Management Program – Interstate projects (non-PTC) in the SPC Region
- Statewide Highway Safety Improvement Projects (sHSIP)
- Statewide Transportation Alternatives Projects (TASA)
- Highway-Rail Grade Crossings Projects (RRX)
- Statewide Economic Development Projects
- Statewide Transportation System Management and Operations Projects (TSMO)
- Statewide Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation program projects (PROTECT)
- Transit Program (projects are identified in Appendix 8)
- PA Discretionary/Spike Projects
- Pennsylvania Turnpike Commission Projects
 - Capital Maintenance Program
 - Turnpike Expansion
 - Mon-Fayette Expressway Expansion
- Local/Other Projects
 - City of Pittsburgh SmartSpines System
 - Moon Township Market Place District
 - City of Pittsburgh New Pathways to Equity – RAISE Grant

Interstate Management Program

The PennDOT Interstate Management Program is a stand-alone state program reported through the State TIP. The PennDOT Program Center in Harrisburg manages the interstate project selection processes and provides program information to MPOs/RPOs for inclusion in planning agency TIPs for public information. The SPC TIP identifies interstate projects from this region for planning purposes and for public review.

2025 Interstate Management Program: SPC Region

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
81931	I-79, Campbell's-Moon Run	Allegheny	10,539,024	0	0	0	10,539,024
81933	I-79, I-279 to SR 910	Allegheny	2,000,000	2,652,250	48,000,000	27,777,777	80,430,027
87754	I-376, Fort Pitt Bridge to Squirrel Hill-Bridge Preservation and Paving	Allegheny	0	0	0	6,000,000	6,000,000
87767	I-376, Edgewood to Churchill	Allegheny	17,500,000	20,000,000	12,500,000	0	50,000,000
87778	I-376, Churchill to Monroeville	Allegheny	25,000,000	28,200,000	0	0	53,200,000
97027	I-376, Carnegie Interchange	Allegheny	1,060,900	0	0	0	1,060,900
97029	I-376, Greentree Interchange	Allegheny	1,060,900	0	0	0	1,060,900
99874	Squirrel Hill Interchange	Allegheny	6,500,000	5,000,000	0	30,000,000	41,500,000
105438	I-376, Commercial Street Bridge	Allegheny	20,919,000	5,000,000	0	0	25,919,000
109270	Fort Duquesne Bridge Rehab and Preservation	Allegheny	16,000,000	0	4,000,000	0	20,000,000
112249	I-376, Bath Tub Flooding	Allegheny	3,213,150	0	0	0	3,213,150
113362	Frazier Street Bridge	Allegheny	4,500,000	6,500,000	0	25,000,000	36,000,000
119746	ITS Maintenance 2023 (NHPP/PROTECT)	Allegheny	250,000	0	0	0	250,000
120096	I-376, Fort Pitt Bridge to Squirrel Hill Barrier	Allegheny	0	2,121,800	2,731,818	23,635,685	28,489,303
121172	I-376, Banksville Interchange	Allegheny	0	18,000,000	15,000,000	0	33,000,000

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
106274	I-79, Southern Section Reconstruction	Butler	4,502,036	8,898,186	53,685,003	40,000,000	107,085,225
120118	I-79, Cranberry South Concrete Repairs	Butler	4,000,000	0	0	0	4,000,000
91553	I-79, Waynesburg to Ruff Creek	Greene	3,000,000	18,000,000	5,300,000	0	26,300,000
75945	I-70, over SR 3009 Reconstruction & Realignment	Washington	0	0	5,796,370	0	5,796,370
75981	I-70, Bentleyville to PA 519	Washington	13,500,000	10,000,000	0	0	23,500,000
106919	I-70, Belle Vernon Bridge to Bentleyville	Washington	3,000,000	7,051,500	7,529,322	3,477,822	21,058,644
88508	I-70, Arnold City Interchange	Westmoreland	20,000,000	20,000,000	12,420,161	0	52,420,161
Interstate Program for SPC Region - Total			156,545,010	151,423,736	166,962,674	155,891,284	630,822,704

Statewide Transportation Alternatives Set-Aside Program

PennDOT TASA projects in the region total \$2.8 million for projects that build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility.

The Statewide TASA program projects on the 2025 TIP are shown below:

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
118362	Butler-Freeport Community Trail Stream Bank	Butler	750,000				750,000
118319	National Pike Tunnel Rehabilitation	Washington	900,000				900,000
118508	Route 837 Transit Improvements	Allegheny		960,000			960,000
117261	Union Township Sidewalks	Lawrence		270,000			270,000
State TASA Projects in the SPC Region - Total			1,650,000	1,230,000			2,880,000

Currently, there are also four additional projects that have been selected in May of 2024 to received funding from the Statewide Transportation Alternatives Set-Aside Program that have not yet been programmed on the 2025 TIP. These projects are listed below:

- Bike Pittsburgh - \$38,500 to coordinate at least five distribution and education events at five unique Pittsburgh Public or Charter Schools in the city. These events will provide education and encouragement for biking and walking to school in an assembly or classroom format. At least 100 bike light sets and helmets will be distributed to students during each event. Specific time and attention will be placed on proper helmet fitting for each unique student. This pilot year will help establish baseline data for future expansion.
- City of Pittsburgh - \$1,071,661 to construct pedestrian and bicyclist focused safety improvements from Friendship Ave to Broad St section of Negley Avenue
- Ross Township - \$301,984 to construct a new portion of sidewalk from the Toyota dealership to McKnight Road. The sidewalk will be accompanied by the installation of a partial retaining wall. This project includes an improved Pittsburgh Regional Transit (PRT) bus stop located on Browns Lane.
- Indiana County - \$578,672 for the rehabilitation of the Kintersburg Covered Bridge to address significant deterioration of timbers and rods. The reduced capacity of these elements has led to displacement of the bridge structure and has impacted the safety and stability of this historic transportation facility.

Statewide Highway Safety Improvement Program and Vulnerable Road User Program

The purpose of the Statewide Highway Safety Improvement Program (sHSIP) is to achieve a significant reduction of traffic fatalities and serious injuries on all public roads. Projects were selected based upon a combination of factors including benefit/cost analysis, Highway Safety Manual analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability.

Twelve projects were selected for the 2025-2028 TIP and are programmed in the SPC TIP project listings under their respective County and Project #. Statewide HSIP projects for 2027 and 2028 will be selected in the next TIP Update cycle.

Statewide Highway Safety Improvement Program: SPC Region

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
106773	Liberty Ave	Allegheny	2,250,000				2,250,000
118003	PA 18/PA 21 Safety Improvements	Greene	500,000	1,550,000			2,050,000
116179	PA 66 Pavement Preservation	Westmoreland	250,000				250,000
120605	SR 1010 Flashing Beacon	Washington	450,000				450,000
119945	SR 3010 @ Patterson Road Roundabout	Allegheny	300,000	1,700,000			2,000,000
118444	SR 4014 @ SR 4012 Roundabout	Allegheny	611,100	1,250,000			1,861,100
119187	SR 4021 @ SR 4011 Roundabout	Allegheny	850,000	1,650,000			2,500,000
118443	SR 51 @ SR 151 Roundabout	Beaver	722,600	2,250,000			2,972,600
120603	Systemic Curve Improvements	Fayette	200,000				200,000
117911	Wrong Way Detection System	Allegheny	3,150,000				3,150,000
110783	10-2 SR 3021 Corridor Improvements	Butler		2,000,000			2,000,000
120639	SR 4006 Flashing Beacon	Westmoreland		450,000			450,000
State HSIP Projects in the SPC Region - Total			9,283,700	10,850,000			20,133,700

The State programs for highway safety include a subprogram for vulnerable road users (VRU). A VRU may be someone who is walking, biking, rolling, or using a mobility device, such as a wheelchair. The following project, which provides pedestrian improvements, has been selected for funding through the Vulnerable Road User statewide program.

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
116179	PA 66 Pavement Preservation	Westmoreland	600,000				600,000

State HVRU Projects in the SPC Region - Total		600,000				600,000
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Highway-Rail Grade Crossings Program

Highway-railroad grade crossings are intersections where a highway crosses a railroad at-grade. To avoid collisions, warning/control devices are required at grade crossings just like intersecting roads need stop signs or traffic signals. Active Grade Crossings have active warning and control devices such as bells, flashing lights, and gates, in addition to passive warning devices such as crossbucks (the familiar x-shaped signs that mean yield to the train), yield or stop signs and pavement markings. Five projects were selected for the 2025-2028 TIP and are included on the Highway – Bridge project list in Appendix 6 in their respective county and project number.

Statewide Highway-Rail Grade Crossing Program: SPC Region

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
105574	Zelienople Railroad Corridor	Butler	400,000	385,000			785,000
113267	New Kensington Corridor	Westmoreland	1,000,000	1,500,000	1,500,000	1,500,000	5,500,000
121091	YSRR - Constitution Blvd	Beaver		195,000			195,000
105582	Olson Road Crossing	Indiana			300,000		300,000
121377	POHC LED Upgrades	Allegheny			95,000		95,000
State Highway Rail Grade Crossing Projects in the SPC Region - Total			1,400,000	2,080,000	1,895,000	1,500,000	6,875,000

Statewide Transportation Infrastructure Investment Fund Program

The Transportation Infrastructure Investment Fund reserves \$25M per year statewide in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding is at the discretion of The Secretary of Transportation in consultation with the Governor.

Three projects were selected state economic development funding for the 2025-2028 TIP and are included in the Appendix 6 Highway Program Project Listings under their respective County and Project #.

Statewide Economic Development Projects: SPC Region

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
28025	2040/Ceco Dr to Brownsville Rd	Allegheny	2,500,000				2,500,000
112022	Monaca Gateway	Beaver	1,873,899				1,873,899
102661	Aliquippa East End Gateway, Ph1	Beaver		2,000,000	2,500,000		4,500,000
State Economic Development Projects in the SPC Region - Total			4,373,899	2,000,000	2,500,000		8,873,899

Statewide Transportation System Management and Operations Projects

PennDOT makes available approximately \$10 million per year for TSMO projects across the state. Potential projects that advance statewide TSMO initiatives are submitted and competitively funded. The TSMO projects in the SPC region are shown below.

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
120269	I-376 Corridor ITS – Beaver County (Northern Sec)	Beaver	1,937,936	580,000			2,517,936
121368	Fiber Installation 1-79	Washington	1,016,304				1,016,304
State TMSO Projects in the SPC Region - Total			2,954,240	580,000			3,534,240

Statewide Transportation Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation program

PennDOT currently runs the Federal PROTECT Program as a state managed program. Potential projects are submitted for consideration for funding from the pot of funds (approx. \$62 million per year in 2025 & 2026) for projects that ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The PROTECT projects in the SPC region are shown below.

Project No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
74319	Lovedale Rd Br/Wylie Rn	Allegheny	4,000,000				4,000,000
State PROTECT Projects in the SPC Region - Total			4,000,000				4,000,000

PA Discretionary Spike Programs

The Secretary's Discretionary Program, commonly known as the "Spike Program" is funded with a combination of set-asides from federal and state highway and bridge funds. The Secretary makes project selection decisions, but selected projects are managed through the region's TIP program and the Interstate Management Program. Seven projects on SPC's TIP were supported by STP or State Highway Spike Funds in the 2025-2028 TIP cycle, including four supported by the STP Spike program, and three by the State Highway Spike program.

PA Discretionary Funding – STP/PA Spike Program: SPC Region

MPMS	Project Title	County	2025	2026	2027	2028	2025 TIP Total
91796	Streets Run Road	Allegheny	0	0	0	6,000,000	6,000,000
100789	Saw Mill Run Blvd: PA 88 to US 19	Allegheny	3,000,000	0	0	10,000,000	13,000,000
100956	West End Bridge	Allegheny	6,000,000	5,000,000	1,000,000	15,000,000	27,000,000
85574	Margaret Rd Intersection	Armstrong	630,793	0	0	0	630,793
100701	McKees Rocks Bridge Phase 3	Allegheny	0	0	0	5,000,000	5,000,000
108140	LVTIP: Pleasant Unity to Airport	Westmoreland	10,200,000	17,000,000	14,000,000	0	41,200,000
119183	Route 8 at Wildwood	Allegheny	0	4,500,000	0	0	4,500,000
STP PA Spike Program Total			19,830,793	26,500,000	15,000,000	36,000,000	97,330,793

This table excludes SPIKE funded IM projects (already covered).

Pennsylvania Turnpike Commission Projects

The Pennsylvania Turnpike Commission (PTC) manages a capital maintenance program that includes projects on the I-76 Turnpike Mainline and toll road spurs within the SPC region. The PTC is in the process of reconstructing and widening portions of I-76.¹

PTC Turnpike Highway and Bridge Capital Maintenance Program Projects

State Route	Milepost No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
76	MP 9-12	Total Reconstruction	Beaver	0	1,076,400	0	0	1,076,400
76	MP 13.21	Beaver River Bridge Replacement	Beaver	49,608,000	51,344,280	64,304,136	30,204,651	195,461,067
76	MP 17.71	WB-218/WB-222 OH Bridge Replace	Beaver	208,000	215,280	221,738	342,586	987,604
76	MP 24.92	WB-301 OH Bridge Replacement	Butler	0	0	332,608	456,781	789,389
76	MP 28.47	Concrete Repair	Butler	2,756,000	3,498,300	0	0	6,254,300
76	MP 26-38	Total Reconstruction	Butler/Allegheny	1,040,000	1,076,400	1,108,692	1,141,953	4,367,045
76	MP 38-40	Total Reconstruction	Allegheny	520,000	0	0	0	520,000
76	MP 48	ARB Slope and Crack Repair	Allegheny	0	107,640	2,328,253	0	2,435,893
76	MP 49-53	Total Reconstruction	Allegheny	3,567,903	1,468,611	1,385,865	1,256,148	7,678,527
76	MP 53-57	Total Reconstruction	Allegheny	2,496,000	2,386,792	1,330,430	1,370,343	7,583,565
76	MP 56.56	Pill 1/C Ramp Bridge Rehab	Allegheny	187,200	0	0	0	187,200
76	MP 57-68	Total Reconstruction	Allegheny/West moreland	2,238,912	2,386,792	3,798,221	4,029,533	12,453,458
76	MP 63.10	Interchange at SR 130	Westmoreland	1,040,000	1,614,600	1,663,038	1,712,929	6,030,567

¹ For more details, see the Pennsylvania Turnpike Total Reconstruction Initiative: https://www.paturndpike.com/docs/default-source/default-document-library/total-recon-map-june23.pdf?sfvrsn=1ac9c756_1. The capital maintenance plan also includes investments in tolling infrastructure, system infrastructure, and other services that will impact the region but are not included in the table above. See: <https://www.paturndpike.com/about-us/investor-relations/capital-plan>, and <https://www.paturndpike.com/all-electronic-tolling/open-road-tolling> for more details.

State Route	Milepost No.	Project Title	County	2025	2026	2027	2028	2025 TIP Total
76	MP 63.10	New Harrison City Maintenance Facility Design	Westmoreland	5,720,000	16,361,280	16,630,380	17,129,291	55,840,951
76	MP 87-95	Bridge Painting	Westmoreland	0	2,260,440	0	0	2,260,440
76	MP 95.86	Overhead Bridge Replacement	Westmoreland	0	0	0	228,391	228,391
76	MP 99-109	Total Reconstruction	Westmoreland (up to MP 100 only)*	2,151,443	0	0	0	2,151,443
66	MP G6.82	GB-117 Bridge Rehab	Westmoreland	754,000	0	0	0	754,000
PTC Cap. Maint. Prog Projects in the SPC Region – Total				72,287,458	83,796,815	93,103,361	57,872,606	307,060,240

*Prorated to account for the SPC portion of the project.

Mon-Fayette Expressway Projects



In addition to the projects noted in PTC capital maintenance plan, PTC has plans to extend and connect the Southern Beltway (I-576) to the Mon-Fayette Expressway, and to extend the Expressway from Route 51 to I-376, subject to available funding.² Due to funding availability, PTC divided the latter project into two sections: north of the Monongahela River and south of the Monongahela River.³ According to PTC, the total construction cost of the southern section project is currently \$1.5B.⁴ PTC has initiated work on the latter section (from Route 51 to Duquesne), and its plans call for it to be completed in seven parts from 2022-2028.⁵ This section is thus the most relevant project to the TIP period 2025-2028.

County: Allegheny

Municipalities: Jefferson Hills, Clairton West Mifflin, Dravosburg, Duquesne.

Improvement: Toll-Road Expansion

Route Number: 43 (toll)

Project Sponsor: Pennsylvania Turnpike Commission (PTC)

Air Quality Status: New Capacity

Project Schedule: To be completed in seven parts from 2022-2028.

Estimated Total Project Cost: \$1.5B

Estimated Funding for TIP Program Years (2025-2028): \$1.15B

Project Description: Construction of a new four-lane, limited access, tolled expressway from SR-51 to SR-837. Construction is

scheduled to be completed by 2028 at a total cost of \$1.5B. SPC estimates that \$1.15B of that investment will occur during the TIP period. The project is funded on a cash basis using Oil

² Source of graphic: <https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway>.

³ Source: [PA Route 51 to I-376 of the Mon/Fayette Expressway \(paturnpike.com\)](https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway).

⁴ Source: [making-connections-mon-fayette-expressway-updates-may-2023.pdf \(paturnpike.com\)](https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway). This is the most recent estimate available to us. Previous estimates were lower, but these preceded significant (+45%) increases in nationwide highway construction costs since the pandemic ("Surveying the Damage: Highway and Street Construction Inflation Since the Pandemic", SPC, February 2024).

⁵ Source: [mfe-timeline-graphic-3-6.pdf \(paturnpike.com\)](https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway), <https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway>

Franchise Tax revenues from PA Act 89 of 2013 that are dedicated to Pennsylvania's Toll Road Expansion Program established in PA Act 26 of 1991.

Other Projects (Other Discretionary/Local/Private Funding)

These projects are initiated by municipalities and/or other development agencies to support local development initiatives or other local improvements; the funding can be up to 100% local – some may come from private sources. This is separate from local funding provided as a required match to federal funds on many types of federal projects.

Other Projects are identified on a case-by-case basis. They often include local development initiatives; project elements supported with extra local funding or private funding, or expressed intentions to seek additional sources federal or state funding to complete an overall funding package. These can include projects funded through federal discretionary programs and the FTA Small Starts Program. Some are associated with projects already on the TIP.

The current list includes:

- City of Pittsburgh SmartSpines Systems Project
 - <https://engage.pittsburghpa.gov/smartspines>

- City of Pittsburgh New Pathways to Equity – RAISE Grant
 - <https://engage.pittsburghpa.gov/new-pathways-equity#:~:text=On%20August%2011%2C%202022%2C%20the,outlined%20in%20the%20grant%20application.>

- Moon Township Market Place District Improvements.
 - <http://www.moontwp.com/boards/mta/MTA%20Market%20Place%20District%20Improvements%20Brief%20FINAL%203.10.21.pdf>