



Prepared by :
Southwestern Pennsylvania Commission

2027-2030

Transportation Improvement
Program (TIP) for
Southwestern Pennsylvania

APPENDIX IV

TIP Financial Plan

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

TIP Financial Summary

TIP Financial Summary Federal law requires that the MPO, public transit agencies and state cooperatively develop estimates of funds that are reasonably expected to be available to support transportation program implementation. MPOs are then required to balance the programmed costs in their TIPS at the level of anticipated revenues. To produce a fiscally-constrained TIP, the MPO first considers the projects in the existing program that already have funding commitments. After updating project costs and schedules for the committed projects, the MPO may consider other projects eligible for federal or state transportation funding. The MPO finalizes the proposed program by prioritizing the projects and balancing the overall program costs to the estimated revenues. The estimate of available revenues in the Commonwealth of Pennsylvania is developed in compliance with the federal regulations by PennDOT in coordination with its transportation partners (MPOs and RPOs from across the state). In its guidance document, Pennsylvania's 2027 Transportation Program Financial Guidance, PennDOT has established a set of formulas to ensure equitable distribution of anticipated formula funding. These agreed-upon formulas consider criteria such as roadway lane miles, vehicle travel, bridge size, bridge condition, air quality attainment status, population, population density, senior transit ridership, transit service area, level of transit service, and accidents at rail-highway crossings. The formulas identified in the state financial guidance document are hereby incorporated by reference into the 2027-2030 TIP for Southwestern Pennsylvania. The table (4-1) on the next page, "Revenue Summary SPC 2027-2030 TIP", provides a high-level accounting of anticipated federal and state highway formula funds, local matching funds, transit funds, state managed and discretionary program funds, federal grant funds, Pennsylvania Turnpike direct investment, and other funds that will support transportation projects in the SPC region.

Revenue Summary, SPC 2027-2030 TIP					
	2027	2028	2029	2030	Total
Highway and Bridge Formula Funds, Regional TIP					
Federal NHPP	71,979,000	65,038,000	65,038,000	65,038,000	267,093,000
Federal STP	43,347,000	43,248,000	43,248,000	37,752,000	167,595,000
Federal STP-Urban	40,977,000	40,977,000	40,977,000	40,977,000	163,908,000
Federal Bridge - BRIP	57,161,000	57,161,000	57,161,000	57,161,000	228,644,000
Federal Off System Bridge - BOF	34,734,000	34,734,000	34,734,000	34,734,000	138,936,000
Federal Safety - HSIP	13,217,000	13,217,000	13,217,000	13,217,000	52,868,000
Federal CMAQ	23,860,000	23,860,000	23,860,000	23,860,000	95,440,000
Federal TAP-Urban	3,826,000	3,826,000	3,826,000	3,826,000	15,304,000
Federal CRP	2,514,000	2,514,000	2,514,000	2,514,000	10,056,000
Federal CRP-Urban	4,806,000	4,806,000	4,806,000	4,806,000	19,224,000
State Highway	70,975,000	70,088,000	76,470,000	81,902,000	299,435,000
State Bridge	52,719,000	51,359,000	50,019,000	50,187,000	204,284,000
Total Highway and Bridge Formula Funds	420,115,000	410,828,000	415,870,000	415,974,000	1,662,787,000

Local Highway and Bridge Funding					
Local Match to TIP Funds	17,597,286	12,627,633	7,273,122	6,730,225	44,228,265
Local Funds Exceeding Match	9,159,302	5,975,081	2,600,000	1,560,000	19,294,383
Projects with 100% Local Funding	60,000	200,000	0	8,000,000	8,260,000
Total Local Highway and Bridge Funding	26,816,588	18,802,714	9,873,122	16,290,225	71,782,648

Transit Funding					
Federal Transit Formula Funds ¹	111,119,916	140,193,723	105,615,823	106,888,051	463,817,513
Federal Transit Flex ²	6,172,000	6,172,000	6,172,000	6,172,000	24,688,000
State Transit Funding	526,473,856	485,582,570	488,300,865	489,039,706	1,989,396,997
Local Transit Funding	55,280,014	63,603,910	58,363,068	55,279,941	232,526,933
Total - Public Transportation Funding	699,045,786	695,552,203	658,451,756	657,379,698	2,710,429,443

State Managed Programs, SPIKE Programs and Other Discretionary Projects					
Interstate, Other State Managed Programs					
Interstate Program (excludes MEGA grant)	137,918,338	183,494,617	244,662,668	239,766,302	805,841,925
Spike Adjustment to Interstate Total ³	-3,000,000	-2,000,000	-16,000,000	-15,000,000	-36,000,000
State Managed Programs: sHSIP, sTAP, RRX, sPROTECT, sCRP/TSMO, state match for ATCMD grant, sHVRU, etc. ⁴	38,851,152	16,998,429	12,438,157	3,754,000	72,041,738
Additional Non-TIP State Funds ⁵	432,738,934	430,105,484	430,686,484	428,903,484	1,722,434,386
State Economic Development	2,000,000	2,500,000	0	10,992,000	15,492,000
Spike Programs					
NHPP SPIKE	8,000,000	8,000,000	15,000,000	15,000,000	46,000,000
STP SPIKE	700,000	6,846,224	1,500,000	15,000,000	24,046,224
State Highway SPIKE	5,000,000	11,000,000	17,000,000	28,000,000	61,000,000
Other Discretionary & PTC					
Special Discretionary Funds ⁶	55,184,454	42,233,560	28,519,950	24,919,950	150,857,914
PTC Maintenance, Reconstruction & Widening for Toll Roads (76/576/376 BVE) ⁷	108,226,829	88,335,434	65,665,755	60,460,350	322,688,368
Total State Managed, Discretionary, and Other	785,619,707	787,513,748	799,473,014	811,796,086	3,184,402,555
Grand Total Transportation Investment, SPC Region	1,931,597,080	1,912,696,665	1,883,667,892	1,901,440,009	7,629,401,647

Based on the Pennsylvania 2027 Transportation Program Financial Guidance (5/21/2025) published by PennDOT, and other sources.

¹ Federal transit formula funds are derived from available estimates provided by Federal Transit Administration in April 2026 and include 5307, 5339, 5310, and 5311 programs.

² A statewide reserve of \$25 million per year in federal CMAQ funds to flex to transit in accordance with agreements associated with PA Act 3 of 1997.

³ The Interstate Management (IM) Program includes projects that are partially funded through the PA Spike Programs in addition to regular IM program funding. A "Spike Adjustment" is subtracted from the IM Program to avoid double counting between the IM and SPIKE Program rows. Thus, IM revenues in the table are limited to those supported by non-SPIKE revenue sources.

⁴ Project selection from state managed programs. Includes already-approved projects; additional state-selected projects will be added to the SPC TIP when PennDOT project selection has been completed.

⁵ This funding includes:

County/Municipal Liquid Fuels Tax Fund Allocations

Statewide Distribution of funds through:

PennDOT County Maintenance A-582/A-409

Green Light Go

Highway Transfer/Turnback Program

Highway Systems Technology

Debt Service

Pennsylvania Infrastructure Bank (PIB)

Act 44 Bridge

\$5 County Fee for Local Use Fund

Marcellus Shale

A-409 Discretionary

⁶ Over the TIP period the City of Pittsburgh Smart Spines System project is supported by \$4.9M from the federal ATCMD program (Advanced Transportation and Congestion Management Deployment) and \$7M from the state Greenlight GO program. Other discretionary/competitive funds include \$850K from the federal Appalachia Local Access program of the Appalachian Regional Commission for the District Connector Road and Trail Project, and a total of \$34M in funding from the federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant program for the Regional Connector and Flyer Over Bridge and New Pathways to Equity projects. In addition, the region is set to receive \$10.2M in project funding via Congressional earmarks. The latest 2027 IM Plan included programming for the region supported by a \$20M in MEGA grant funds in 2027 which is included in this section. This figure is part of the IM program, but is not reported in the "Interstate, Other State Managed Programs" section of this table. This section also includes non-Interstate investment in the region supported by MEGA grant funds.

⁷ Includes capital maintenance, reconstruction, and widening projects along the (I-76) Turnpike Mainline and one project on the Beaver Valley Expressway (Tolled 376), and one on the Southern Beltway (576). See Appendix 9 for details. Estimated costs by year from PTC 2026 Capital Program. Work on the extension of the Mon Fayette Expressway during the TIP period is not included in the table but is estimated in Appendix 9.