



Prepared by :  
Southwestern Pennsylvania Commission

# 2027-2030

Transportation Improvement  
Program (TIP) for  
Southwestern Pennsylvania

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## **APPENDIX IX**

State Managed Programs, PA  
Discretionary/Spike/Other Projects

Southwestern Pennsylvania Commission  
42 21st Street, Suite 101  
Pittsburgh, PA 15222  
Phone: 412-391-5590  
[www.spcregion.org](http://www.spcregion.org)  
[comments@spcregion.org](mailto:comments@spcregion.org)

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

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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 2027 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. Funding shown in each table is the amount coming from the identified statewide managed program and is not an indication of total project costs.

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 2027-2030 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 2027 TIP period, about 28% 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, and projects supported by RAISE and MEGA federal grants, including the City of Pittsburgh New Pathways to Equity, Bridge Replacement on the MLK Jr Busway, and more.

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 (t581)
- 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
  - RAISE grant supported projects
    - Regional Connector and Flyover Bridge
    - New Pathways to Equity
    - Allegheny Shores District Connector Road and Trail
  - MEGA grant supported projects
    - MLK Jr Busway Bridge Replacement over Penn Ave
    - MLK Jr Busway Bridge Replacements Over Race/Kelly
    - MLK Jr Busway Bridge Repairs
    - MLK Jr. East Busway Slope Protection
    - PRT Retaining Wall Repairs
    - MLK Jr Busway Bridge Repair Group
    - I-376/Parkway East Advanced Traffic Management System
  - Millvale/Shaler/Etna Three Rivers Heritage Trail Connection

## 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.<sup>1</sup>

### 2027 Interstate Management Program: SPC Region

Project No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
81933	I-79, I-279 to Butler County	Allegheny		20,000,000	40,000,000	24,002,281	84,002,281
87754	I-376, Fort Pitt Br to Squirrel Hill-Br Pres & Pav	Allegheny		6,365,400	7,649,089	2,608,367	16,622,856
87767	I-376, Edgewood to Churchill	Allegheny	40,000,000	20,000,000	16,000,000		76,000,000
97029	I-376/Greentree Interchange	Allegheny			20,000,000	30,000,000	50,000,000
99874	Squirrel Hill Interchange	Allegheny	3,000,000	2,000,000	55,272,700	35,000,000	95,272,700
109270	Fort Duquesne Bridge Rehab & Preservation	Allegheny		6,000,000	14,120,000		20,120,000
109293	I-579, Vets Bridge - 5th Ave to I-279	Allegheny	5,417,696	6,000,000	7,367,340		18,785,036
112249	I-376, Bath Tub Flooding	Allegheny	26,676,000				26,676,000
113362	Frazier Street Bridge	Allegheny		6,000,000		25,000,000	31,000,000
115110	Neville Island Bridge - Deck Replacement	Allegheny		14,000,000		46,306,025	60,306,025
120096	I-376, Fort Pitt Bridge to Squirrel Hill Barrier	Allegheny	2,575,000	24,941,946			27,516,946
121172	I-376/Banksville Interchange	Allegheny	39,000,000	25,000,000	13,250,000		77,250,000

<sup>1</sup> Note that the I-376 Bath Tub Flooding project is partially supported by a federal \$20M MEGA grant in 2027. Funds for this grant are included in this table rather than the MEGA table near the end of the document.

<b>Project No.</b>	<b>Project Title</b>	<b>County</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2027 TIP Total</b>
109296	I-376, Center to Hopewell Township	Beaver	3,450,000	44,275,632	32,114,649	30,508,594	110,348,875
106274	I-79 Southern Section Reconstruction	Butler	3,685,003				3,685,003
109288	I-79 Harmony NB/SB	Butler				7,418,812	7,418,812
91553	I-79: Waynesburg to Marianna	Greene	14,800,000				14,800,000
75945	I-70: Welcome Center to Taylorstown	Washington	3,135,000	1,500,000			4,635,000
75981	I-70: Bentleyville to PA 519	Washington	8,775,000				8,775,000
106919	I70: Belle Vernon Bridge to Bentleyville	Washington	7,411,639	7,411,639	38,888,890	38,922,223	92,634,391
<b>Interstate Program for SPC Region - Total</b>			<b>157,925,338</b>	<b>183,494,617</b>	<b>244,662,668</b>	<b>239,766,302</b>	<b>825,848,925</b>

### Statewide Transportation Alternatives Set-Aside Program

PennDOT TASA projects that 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. Currently one project in the region is set to receive just over \$1M in TASA funding in the region during the 2027 TIP period.

Statewide TASA program projects on the 2027 TIP are shown below:

<b>Project No.</b>	<b>Project Title</b>	<b>County</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2030 TIP Total</b>
120901	East Liberty - Negley Avenue Implementation	Allegheny		1,071,661			1,071,661
<b>State TASA Projects in the SPC Region - Total</b>				<b>1,071,661</b>			<b>1,071,661</b>

### 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.

Eight projects were selected for the 2027-2030 TIP and are programmed in the SPC TIP project listings under their respective County and Project #.

Statewide Highway Safety Improvement Program: SPC Region

Project No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
119187	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	Allegheny	1,850,000				1,850,000
120639	SR 4006 Flashing Beacon	Westmoreland	150,000				150,000
123311	Murray Ave Mobility & Accessibility Enhancements	Allegheny	495,000		4,635,000		5,130,000
118443	SR 51 @ SR 151 Roundabout	Beaver		2,242,600			2,242,600
119945	SR 3010 @ Patterson Road Roundabout	Allegheny		1,350,000			1,350,000
122792	SR 422 @ SR 388 Roundabout	Lawrence		1,075,000	2,500,000		3,575,000
123280	D12 High Friction Surface Treatment	Westmoreland		800,000			800,000
123281	I-79 Flyover Chevrons & HFS	Washington		300,000			300,000
<b>State HSIP Projects in the SPC Region - Total</b>			<b>2,495,000</b>	<b>5,767,600</b>	<b>7,135,000</b>		<b>15,397,600</b>

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	2027	2028	2029	2030	2027 TIP Total
123279	D12 Wrong Way Signs	Fayette	300,000				300,000
<b>State HVRU Projects in the SPC Region - Total</b>			<b>300,000</b>				<b>300,000</b>

### 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. Seven projects were selected for the 2027-2030 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	2027	2028	2029	2030	2027 TIP Total
113267	New Kensington Corridor	Westmoreland	534,007	720,000			1,254,007
121091	YSRR - Constitution Blvd	Beaver	481,730				481,730
121380	BPRR Corridor	Beaver	1,000,000	600,000			1,600,000
105574	Zelienople Railroad Corridor	Butler			392,500	392,500	785,000
121378	W&LE Corridor	Allegheny			825,390		825,390
106078	NS RR Crossings in Darlington and Big Beaver	Beaver				200,000	200,000
121379	URR Penn Ave Ext Crossing	Allegheny				161,500	161,500
<b>State Highway Rail Grade Crossing Projects in the SPC Region - Total</b>			<b>2,015,737</b>	<b>1,320,000</b>	<b>1,217,890</b>	<b>754,000</b>	<b>5,307,627</b>

### Statewide Transportation Infrastructure Investment Fund Program

The Transportation Infrastructure Investment Fund (TIIF) 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.

Two projects were selected for state economic development funding for the 2027-2030 TIP and are included in the Appendix 6 Highway Program Project Listings under its respective County and Project #.

Statewide Economic Development Projects: SPC Region

Project No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
102661	Aliquippa East End Gateway, Ph 1 TIIF	Beaver	2,000,000	2,500,000			4,500,000
109562	Stowe Tunnel Rehabilitation	Allegheny				5,496,000	
<b>State Economic Development Projects in the SPC Region - Total</b>			<b>2,000,000</b>	<b>2,500,000</b>		<b>5,496,000</b>	<b>9,996,000</b>

In addition to TIIF investment, STP funding allocated to the region was also diverted to the the STP Transportation Infrastructure Investment Fund (tSTP) in support of the Regional Connector Flyover Bridge project made possible by a federal RAISE grant. These funds are shown in the table below,

Projects supported by STP Transportation Infrastructure Investment: SPC Region

Project No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
121743	Regional Connector and Flyover Bridge	Allegheny				5,496,000	5,496,000
<b>STP Transportation Infrastructure Investment Fund - Total</b>						<b>5,496,000</b>	<b>5,496,000</b>

## 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	2027	2028	2029	2030	2027 TIP Total
119595	SR 4003 - Nelson Run to Perrymont Signal Project	Allegheny	400,000				400,000
120269	I-376 Corridor ITS - Beaver County (Northern Sec)	Beaver	1,937,936				1,937,936
121368	Fiber Installation 1-79	Washington	1,016,304				1,016,304
124002	I-70 ITS: Exits 15,16, and TPK	Westmoreland	262,332				262,332
124003	I-70 ITS: Exits 6, 11, and 31	Washington	262,332				262,332
124004	US 40 ITS - East of Uniontown	Fayette	294,400				294,400
124005	I-70 ITS - Fiber Optic Backbone	Westmoreland	551,767				551,767
<b>State TMSO Projects in the SPC Region - Total</b>			<b>4,725,071</b>				<b>4,725,071</b>

## 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 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	2027	2028	2029	2030	2027 TIP Total
74319	Lovedale Rd Br/Wylie Rn	Allegheny	2,900,000	1,100,000			4,000,000
114194	SR 2010, Lovedale Road Wall Remediation	Allegheny	2,500,000	2,500,000			5,000,000
114195	SR 3034, Chartiers St Slide Remediation	Allegheny	1,500,000	1,500,000			3,000,000
117423	2026 Slide Repairs	Fayette	4,000,000				4,000,000
119578	SR 4023 Tarrytown Rd Slides	Armstrong	8,000,000				8,000,000
123006	Scott/Carnegie Flood Mitigation	Allegheny	1,000,000	600,000	3,000,000	3,000,000	7,600,000
<b>State PROTECT Projects in the SPC Region - Total</b>			<b>19,900,000</b>	<b>5,700,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>31,600,000</b>

## 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. Six regional projects on SPC's TIP were supported by NHPP, STP or State Highway Spike Funds in the 2027-2030 TIP cycle.

PA Discretionary Funding – Spike Program: SPC Region

MPMS	Project Title	County	2027	2028	2029	2030	2027 TIP Total
30992	Ten Mile Creek #40	Washington	700,000	1,200,000	1,500,000		2,700,000
91796	Streets Run Road Flood Control	Allegheny				8,000,000	8,000,000
98811	Bridge to Nowhere EB/WB PM	Indiana	8,000,000	8,000,000			16,000,000
100701	McKees Rocks Bridge Phase 3	Allegheny				15,000,000	15,000,000
100956	West End Bridge	Allegheny	2,000,000	9,000,000	16,000,000	20,000,000	47,000,000
119183	Route 8 at Wildwood	Allegheny		4,500,000			4,500,000
119428	D12 I-70 ITS Eastern and Western GAP	Washington		1,146,224			1,146,224
<b>Spike Program Total</b>			<b>10,700,000</b>	<b>23,846,224</b>	<b>17,500,000</b>	<b>43,000,000</b>	<b>95,046,224</b>

This table excludes SPIKE funded IM projects (already covered). Figures are based on most recent SPIKE programming data available.

## PennDOT Multimodal Transportation Fund Program

The PennDOT Multimodal Transportation Fund (MTF) provides funding for priority investments in any mode through PennDOT's MTF Statewide Competitive Funding Program. The MTF and associated competitive program operates as a statewide managed program providing funding to ensure that a safe and reliable system of transportation is available to the residents of the Commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

PennDOT Multimodal Transportation Fund Program: SPC Region

MPMS	Project Title	County	2027	2028	2029	2030	2027 TIP Total
122149	MTF - Coraopolis Borough Central Business District	Allegheny	28,370				28,370
120371	MTF Logan Street Improvement	Allegheny	623,150				623,150
118361	MTF Sylvan Avenue Trail	Allegheny	1,763,824				1,763,824
123700	MTF Rodi Road Revitalization	Allegheny		3,000,000			3,000,000
117262	MTF Rosslyn Farms Parkway Entrance Pedestrian	Allegheny		139,168			139,168
123710	Ligonier Valley HS Pedestrian Safety Project	Westmoreland			540,000		540,000
<b>PennDOT Multimodal Transportation Fund Program Total</b>			<b>2,415,344</b>	<b>3,139,168</b>	<b>540,000</b>		<b>6,094,512</b>

## 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.<sup>2</sup>

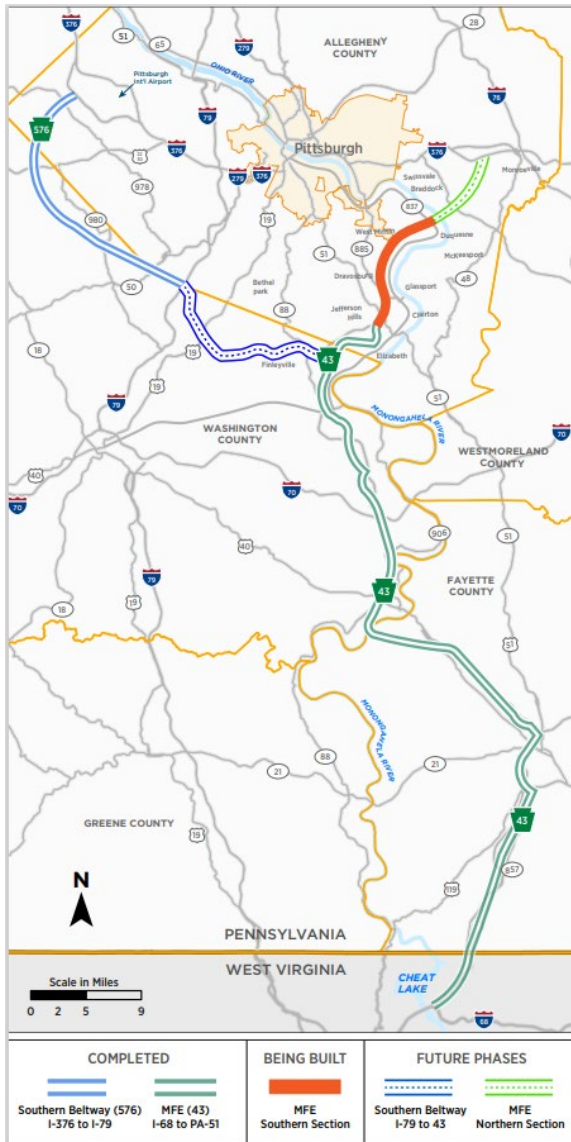
### PTC Turnpike Highway and Bridge Capital Maintenance Program Projects

State Route	Milepost No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
76	MP 38-40	Total Reconstruction	Allegheny	515,000	1,591,350	1,639,091	2,251,018	5,996,459
76	MP 48	ARB Slope and Crack Repair	Allegheny	1,133,000				1133000
76	MP 49-53	Total Reconstruction	Allegheny	2,827,149	7,518,365	6,241,107	5,064,790	21,651,411
76	MP 53-57	Total Reconstruction	Allegheny	1,854,000	5,527,494	5,236,715	5,064,790	17,682,999
76	MP 57-67 & Pitt and Irwin Interchanges	Resurfacing	Allegheny/Westmoreland	1,133,000	12,836,890	13,221,997	371,418	27,563,305
76	MP 10/New Castle Interchange	Concrete Repair	Beaver	4,738,000	4,434,562	240,400		9,412,962
76	MP 13.21	Beaver River Bridge Replacement	Beaver	51,325,300	4,508,212			55833512
76	MP 17.71	WB-218/WB-222 OH Bridge Replace	Beaver	824,000	530,450			1354450
76	MP 9-12	Total Reconstruction	Beaver				562754	562754
76	MP 28-31	Total Reconstruction	Beaver/Allegheny	16,469,185	16,910,216			33379401
76	MP 24.92	WB-301 OH Bridge Replacement	Butler	412,000	424,360	437,091		1,273,451
76	MP 25-28	Concrete Median Barrier Replace	Butler	2,266,000	233,398			2499398
76	MP 26-28	Total Reconstruction	Butler	1,866,875	1,922,881	3,414,772	3,517,215	10,721,743
76	MP 28.47	Concrete Repair	Butler	330,000				330000

<sup>2</sup> For more details, see the Pennsylvania Turnpike Total Reconstruction Initiative: [https://files.paturnpike.com/production/docs/default-source/resources/traveling-resources/total-recon-map-jan-2025.pdf?sfvrsn=7bf579b5\\_3](https://files.paturnpike.com/production/docs/default-source/resources/traveling-resources/total-recon-map-jan-2025.pdf?sfvrsn=7bf579b5_3). 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.paturnpike.com/about-us/investor-relations/capital-plan>, and <https://www.paturnpike.com/all-electronic-tolling/open-road-tolling> for more details.

State Route	Milepost No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
76	MP 63.10	Interchange at SR 130	Westmoreland	1,030,000	1,060,900	1,092,727	844,132	4,027,759
76	MP 63.22	New Harrison City Maintenance Facility	Westmoreland	9,002,200	21,196,782	20,570,586	21,384,667	72,154,235
76	MP 67-75	Asphalt Resurfacing	Westmoreland	6,798,000	350,097			7148097
76	MP 87-95	Bridge Painting	Westmoreland	210,120	3,002,347			3212467
76	MP 95.86	Overhead Bridge Replacement	Westmoreland			218,545	450,204	668,749
76	MP 57-68	Total Reconstruction	Westmoreland/Allegheny	5,493,000	6,287,130	3,736,726	6,092,646	21,609,502
376 (Tolled BVE)	MP B14-20	Concrete Repair & Surface Grinding	Lawrence			9,615,998	7,428,358	17,044,356
576	MP S0-6	Concrete Repair	Allegheny				7428358	7428358
<b>PTC Cap. Maint. Prog Projects in the SPC Region – Total</b>				<b>108,226,829</b>	<b>88,335,434</b>	<b>65,665,755</b>	<b>60,460,350</b>	<b>322,688,368</b>

## 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.<sup>3</sup> Due to funding availability, PTC divided the latter project into two sections: north of the Monongahela River and south of the Monongahela River.<sup>4</sup> According to PTC, the total construction cost of the southern section project was expected to be \$1.5B, with a recent estimate of work remaining to be \$1.3B.<sup>5</sup> PTC has initiated work on this section (from Route 51 to Duquesne), and its plans originally called for it to be completed in seven parts from 2022-2028.<sup>6</sup>

At the time of this writing, it has been reported that PTC only expects to have funds to complete the third of these seven sections up to Dravosburg, and that additional sources of funds will need to be secured/approved by the legislature to complete the remaining four sections.<sup>7</sup> For the other three sections, the first is scheduled to be completed by 2026<sup>8</sup>, and the second, contracted for ~\$166M, with work to start in March 2024, and expected to be completed by the summer of 2027.<sup>9</sup> The third section is reported to cost ~\$178M, with main construction to start as early as April 2026, with anticipated completion by October 2029.<sup>10</sup> Given the uncertainty of the availability of funding for the remaining sections, we assume the second

<sup>3</sup> Source of graphic: <https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway>.

<sup>4</sup> 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).

<sup>5</sup> Source: The \$1.5B estimate was reported here: [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/mon-fayette-section-53A2/design-construction-details#53A2-mfe-weekly-update). Previous estimates were lower, but these preceded significant (+45%) increases in nationwide highway construction costs since the pandemic. A more recent estimate of the remaining work of \$1.3B was reported here: [Mon-Fayette Expressway project could stall at Dravosburg without more money - Pittsburgh Union Progress](https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway/mon-fayette-section-53A2/design-construction-details#53A2-mfe-weekly-update).

<sup>6</sup> 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>

<sup>7</sup> [Mon-Fayette Expressway project could stall at Dravosburg without more money - Pittsburgh Union Progress](https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway/mon-fayette-section-53A2/design-construction-details#53A2-mfe-weekly-update)

<sup>8</sup> See: [march-30-2026-mfe-weekly-construction-update-53a1.pdf](https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway/mon-fayette-section-53A2/design-construction-details#53A2-mfe-weekly-update)

<sup>9</sup> See: <https://www.paturnpike.com/traveling/construction/site/pa-route-51-to-i-376-of-the-mon-fayette-expressway/mon-fayette-section-53A2/design-construction-details#53A2-mfe-weekly-update>.

<sup>10</sup> See: <https://www.monvalleyindependent.com/2026/02/26/residents-learn-about-next-phase-of-mon-fayette-expressway-project/>

and third sections are the most relevant for the 2027-2030 TIP period. Prorating the cost of each project within the TIP window, we estimate \$166M in activity will take place from 2027-2030.

**County:** Allegheny

**Municipalities:** Jefferson Hills, Clairton West Mifflin, Dravosburg, Duquesne (if entire project is completed).

**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:** \$1.3B (if entire project is completed)

**Estimated Funding for TIP Program Years (2027-2030):** \$166M

**Project Description:** Construction of a new four-lane, limited access, tolled expressway from SR-51 to SR-837. Construction was scheduled to be completed by 2028 at a total remaining cost of \$1.3B. SPC estimates that \$166M of that investment will occur during the TIP period. The project is funded on a cash basis using Oil 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>
- Several projects supported by federal RAISE grants, including:
  - City of Pittsburgh New Pathways to Equity
    - <https://engage.pittsburghpa.gov/new-pathways-project>
  - Projects transforming streets and trails as access points to the Allegheny Shores development in the Borough of Sharpsburg, Allegheny County.<sup>11</sup>
    - District Connector Road and Trail project
    - Regional Connector and Flyover Bridge

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<sup>11</sup> The first of these projects involves the construction of a district connector road and trail. The second component will construct a new connector road, flyover bridge, SR 28 ramp widening, walls and transit improvements on Freeport Road in the riverfront district of Sharpsburg.

<https://triblive.com/local/valley-news-dispatch/sharpsburg-continues-to-rack-up-funding-for-multimillion-dollar-allegheny-shores-development/>

<https://transportationtodaynews.com/news/33257-pennsylvania-riverfront-project-receives-25m-federal-grant/>

<https://triblive.com/local/valley-news-dispatch/plans-underway-for-transformation-of-19th-street-in-sharpsburg/>

- With exception of a small amount of STU funding, the Millvale/Shaler/Etna Three Rivers Heritage Trail Connection project was over 99% locally funded.

[https://friendsoftheriverfront.org/trail\\_dev/millvale-shaler-etna/](https://friendsoftheriverfront.org/trail_dev/millvale-shaler-etna/)

<https://www.post-gazette.com/life/outdoors/2025/10/02/three-rivers-heritage-trail-etna-millvale-shaler/stories/202510020080>

## Mega Grant Projects

The Eastern Pittsburgh Multimodal Corridor Project, funded via a federal Mega grant, will make multimodal improvements in the I-376 (Parkway East) corridor of Pittsburgh, including rehabilitation or replacement of busway bridges; active traffic management improvements from Monroeville to downtown Pittsburgh; the I-376 Floodwall Mitigation in Downtown Pittsburgh; associated improvements along South Braddock Avenue and Route 30, Lincoln Highway, Ardmore Boulevard; bus infrastructure improvements and slope protection; and a hard shoulder running inbound on I-376. The full grant totals \$142,342,200, and will be executed in coordination with PennDOT District 11-0, PennDOT Central Office and Pittsburgh Regional Transit.

Mega Grant Projects: SPC Region

Project No.	Project Title	County	2027	2028	2029	2030	2027 TIP Total
122585	MLK Jr Busway Bridge Replacement over Penn Ave	Allegheny	8,610,000				8,610,000
122587	MLK Jr Busway Bridge Repair Group	Allegheny	375,000	2,625,000			3,000,000
122588	PRT Retaining Wall Repairs	Allegheny		186,624	1,574,640		1,761,264
122586	MLK Jr Busway Bridge Replacements Over Race/Kelly	Allegheny		390,000		10,710,000	11,100,000
94651	I-376/Parkway East A.T.M	Allegheny		14,209,950	14,209,950	14,209,950	42,629,850
121452	Arterial Traffic Management	Allegheny			5,832,000		5,832,000
121449	MLK Jr. East Busway Slope Protection	Allegheny		818,176	6,903,360		7,721,536
<b>MEGA Support for Projects in the SPC Region - Total</b>			<b>8,985,000</b>	<b>18,229,750</b>	<b>28,519,950</b>	<b>24,919,950</b>	<b>80,654,650</b>

Table does not include \$20M in MEGA funds that supported investment in the region through the Interstate Management program. Those funds are included in the Interstate Management investment table near the top of this document.

