



Prepared by :
Southwestern Pennsylvania Commission

2027-2030

Transportation Improvement
Program (TIP) for
Southwestern Pennsylvania

SUMMARY REPORT

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1. Introduction

The Southwestern Pennsylvania Commission (SPC) is the federally designated metropolitan planning organization (MPO) responsible for the region's transportation planning process that supports the effective operations, maintenance and improvement of the regional transportation system, including the movement of people and goods, protection and enhancement of communities and the environment, and continuing development of the regional economy.

SPC's transportation planning area encompasses the ten counties of Southwestern Pennsylvania and their connections to points beyond the region. The planning process addresses transportation needs for roadways, bridges, and public transportation; travel by automobile, truck, bus, train, bicycle, or walking; issues with traffic congestion and safety; and access to work, school, shopping, recreation, and our homes.

The Transportation Improvement Program (TIP) is one of the core products of SPC's cooperative, coordinated, and comprehensive (3c) metropolitan transportation planning process. The 2027-2030 TIP for Southwestern Pennsylvania specifically identifies the region's highest priority transportation projects programmed for advancement over the next four years. The TIP includes a variety of transportation investments, including improvements made to the roadway system, public transportation, rail, and other intermodal projects, as well as bicycle and pedestrian facilities. The TIP document is amended regularly to reflect the most current funding and project information and is updated comprehensively every two years.

The TIP represents a significant investment of public funding and is developed in accordance with federal and state legislation and guidance, which are discussed in Section 2, and with extensive input from the public and our planning partners. Projects identified in the TIP are funded in three basic ways: TIP Formula Funds, State Managed Programs, and Discretionary or Other Programs. The TIP is fiscally constrained, indicating that anticipated revenues for the four-year TIP period are sufficient to fund the identified projects. When projects are funded through State Managed Programs or Discretionary or Other Programs, external program revenues are added to the TIP along with the project. Where noted, many discretionary projects are included in the TIP for planning purposes only (public review or air quality testing), but the original funding agency retains project management responsibility. The TIP Financial Summary table can be found in Appendix 4.

The region's transit agencies provide financial analyses that demonstrate their capacity to implement the budgeted programs. The included Transit Financial Capacity documentation certifies that the agencies have the financial capacity to deliver the projects identified in their programs without affecting current operations/service levels (Appendix 5).

2. Transportation Program Planning Framework

Federal and state legislation provides much of the planning framework for the region's TIP development process, including statutory regulations and requirements, as well as funding levels and distribution formulas. Based on federal and state regulations, the statewide planning partners have jointly developed financial and procedural guidance to support TIP development across the state's planning regions.

For the SPC region, *SmartMoves for a Changing Region* – the region's adopted long range transportation plan - provides additional policy and program guidance consistent with federal and state legislation. *SmartMoves* defines the policies, strategies, and overall vision for the region. The TIP is the primary implementation vehicle for *SmartMoves*.

Federal and State Planning Framework

Federal and state legislation provides much of the planning framework and funding for the region's transportation program development process and the 2027-2030 TIP. The Bipartisan Infrastructure Law (2021), the Clean Air Act of 1970, and the Civil Rights Act of 1964 provide substantial federal context for the region's transportation program. PA Act 120 (1970), PA Act 44 (2007), and PA Act 89 (2013) provide the legislative context for the state transportation program.

Federal Transportation Legislation

Federal metropolitan planning regulations ([23 CFR §450.326](#)) guide the development of the TIP as well as the documents that are required to demonstrate that the TIP is meeting the requirements of the Clean Air Act (Air Quality Conformity Determination), Title VI of the Civil Rights Act. With the adoption of the TIP, metropolitan planning organizations are required to self-certify that the metropolitan transportation planning process is being carried out in accordance with all of the applicable federal requirements ([23 CFR §450.336](#)). These requirements and how SPC is meeting them can be found in SPC's Self-Certification Resolution and Programmatic Checklist (Appendix 1).

Bipartisan Infrastructure Law (BIL)

The 2027-2030 TIP was developed in accordance with the Bipartisan Infrastructure Law (BIL), which was signed into law on November 15, 2021. The BIL is a five-year bill (2022-2026). As of this writing, Congress has not acted to reauthorize federal transportation funding or pass a continuation of BIL.

The BIL authorized \$567.5 billion nationally in spending over the five-year period. \$383.4 billion from the Highway Trust Fund and \$184.2 billion in guaranteed appropriations. There is also \$93.5 billion from the General Fund, which is subject to appropriations. The BIL also continues to emphasize performance-based planning and programming that was introduced in MAP-21 and subsequently the FAST Act. Approximately 64% of the BIL's funding authorizations to the Federal Highway Administration (including FMCSA and NHTSA) (\$363.1 billion), 16% to FTA (\$91.2 billion), 20% for other agencies and programs (\$113.2 billion). These authorizations represent a 51.7% increase nationwide over funding levels in the FAST Act.

The BIL retains the majority of the highway program structure from the FAST Act but adds flexibility to a number of the core federal funding programs and contains several new programs. Notable changes to existing programs and new programs include:

Changes to Existing Programs:

- Expanded eligibility to the STBGP program to include EV charging infrastructure, wildlife crossings, ITS deployment, intermodal connections between emerging transportation technologies (i.e., hyperloop).
- Increases overall funding of the Transportation Alternatives program by 10% and increases sub allocation from 50% to 59%.
- Congestion Mitigation and Air Quality (CMAQ) program increases eligibility to include shared micromobility, lock and dam modernization, and marine highway corridor projects.

New Programs:

- New \$27.5 billion formula based FHWA bridge program via General Fund appropriations to replace, rehabilitate, preserve, protect, and construct projects on public roads.
- New \$5 billion electric vehicle (EV) charging infrastructure formula program. State DOT plans required for use of funding for each fiscal year 2022 to 2026. If a state takes no action, funds could be reallocated to localities and other states.
- New Carbon Reduction Program aimed at reducing transportation emissions.
- New Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program provides funding for resiliency. PROTECT contains both formula and discretionary distributions.

Clean Air Act

The Clean Air Act establishes National Ambient Air Quality Standards (NAAQS) and assigns certain responsibilities to state and local governments to meet these standards. The U.S. Environmental Protection Agency has promulgated transportation conformity regulations to address Clean Air Act requirements. SPC is responsible under these regulations for testing its long range plan and TIP to ensure that these programs will not deteriorate regional air quality. A summary of SPC's conformity process and findings are presented in a later section of this report and are explained in detail in the Air Quality Conformity Determination for the 2027-2030 TIP.

Civil Rights Act

To align with Title VI of the Civil Rights Act of 1964, which mandates that MPOs ensure federally funded projects are nondiscriminatory; a Community Demographics Analysis was conducted on the SPC TIP. SPC's goal is to ensure that projects are equitably distributed across the ten-county region, and that TIP development includes full, inclusive public participation. The demographics report is available on the SPC website with the TIP documentation.

State Transportation Legislation

PA Act 120 of 1970 established the State Transportation Commission and requirements for a PA Twelve Year Transportation Program. PA Act 44 of 2007 established a number of state programs, including several of the current public transit programs. PA Act 89 was enacted in November 2013 as a state multimodal funding measure.

Act 89 allocated additional revenues to metropolitan and rural planning regions in the state highway and bridge programs. The significant highway and bridge increases also enabled a transfer to the transit programs of Act 44 (former) highway/bridge monies. Act 89 also had a substantial impact on program design for State Managed Programs such as the Interstate Program and the Secretary's Discretionary Highway (Spike) Program.

Generally, Act 44 (as amended by Act 89) transportation revenues are generated by Pennsylvania Turnpike Commission (PTC) tolls and are used to support state public transit programs. Act 89's other state revenue increases support the expanded state highway and bridge programs. The Act 44 PTC revenues used to support public transit in the Commonwealth were only so designated through FY2022. The revenue sources to replace that funding have not been identified in the current financial projections.

Over the years, separate federal- and state-legislated program requirements have been aligned such that a single planning process meets the requirements of both federal and state transportation programs.

Federal and State Transportation Funding Programs

Federal and state transportation programs can be separated into three basic categories, depending on the project selection processes used to identify projects for inclusion into the TIP: TIP Formula Funds, State Managed Programs and Other Discretionary Programs.

TIP Formula Funds (Highway and Bridge Program)

Multiple federal and state programs provide funding to statewide planning regions (large urban, small urban, rural). This formula funding is distributed to metropolitan and rural regions based on defined needs-based formulas and criteria. Regional planning agencies manage these funds through their regional TIPs using established planning processes. Funding sources can be either federal or state, highway, or public transit programs. Pennsylvania's 2027 Transportation Program Financial Guidance further describes these programs and funding formulas.

SPC manages the TIP development process for the ten-county Pittsburgh Transportation Management Area, including performance-based project evaluation and selection decisions for these TIP Formula Funds. State formula funding includes the State Highway and State Bridge categories, and federal funding programs that are distributed through regional TIPs include:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Group Program (STP)

- Surface Transportation Block Group Program-Urban (STU)
- Bridge Formula Investment Program (BRIP)
- Surface Transportation Block Group Program Set-Aside (TA)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Carbon Reduction Program (CRP, CRPU)
- Highway Safety Improvement Program (HSIP)
- Off System Bridges (BOF)
- Promoting Resilient Operations for Transformative, Efficient Cost-saving Transportation (PROTECT)

TIP Formula Funds (Public Transportation Program)

There are several categories of federal formula funding for public transit, the largest of which is the Section 5307 urban area program. Many of the region's public transit operators qualify for this funding and use it for capital improvements such as buses, stations, and maintenance facilities. Some small urban public transit operators are authorized to use a portion of this funding for public transit operating assistance. Section 5307 funding is allocated to the urban area. The public transit agencies that serve the Pittsburgh and Monessen urbanized areas agree to share this funding through a formula administered by SPC that closely parallels the federal formula, while also accounting for maintenance of the busway network. Federal formula funding requires a 20% non-federal match, most of which is provided by the Commonwealth, along with a local contribution. Federal rural area funding—Section 5311—is administered directly by PennDOT on a statewide basis.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a set amount per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendix 4 TIP Financial Plan. Federal funding is based on most recent IIJA authorizations only and is held flat throughout the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF.

Act 44, as amended, authorizes six major public transportation programs:

- Operating Program (Section 1513)

- Asset Improvement Program for Capital projects (Section 1514)
- Capital Improvement Program (Section 1517)
- Alternative Energy Capital Investment Program (Section 1517.1)
- New Initiatives Program (Section 1515)
- Programs of Statewide Significance (Section 1516)

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (Shared-Ride Program). Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, and curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual federal and state funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. For the purposes of this document, we have assumed that funding shifts from the General Fund via the Vehicle Sales Tax will occur in FY 2026/27.

The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

State Managed Programs

There are several programs that utilize state and federal funds that are managed by PennDOT's Central Office in Harrisburg. PennDOT shares project information with the regional planning partners for public information purposes but makes project selection and management decisions. Projects are then included in the SPC TIP. These include the Interstate Management (IM) Program, which identifies and prioritizes improvements to the Interstate Highway system. These projects are often significant investments and are of statewide or national significance. Other programs managed from PennDOT Central Office include the Railway-Highway Safety Crossing Program (RRX), statewide and regional Highway Safety Improvement Program (HSIP) and, the statewide Transportation Systems and Operations (TSMO) the statewide Transportation Alternatives Set-Aside (TA). Both the HSIP and TA have state components that parallel formula-funded programs managed at the regional level. The National Highway Freight Program, established by the FAST Act, is also managed at the state level.

The [Pennsylvania Rapid Bridge Replacement Program](#) (RBR), a Public Private Partnership (P3) approved in PA Act 89, is a statewide initiative intended to address Pennsylvania's 4,000 structurally deficient bridges. The RBR program will cover 50% of the costs of the RBR Program with the remaining 50% coming from each region's formula funding based on the percent share of RBR associated bridge deck in their area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's formula distribution and are reserved in a separate item for the statewide program. The SPC region's funding deduction for the RBR is approximately \$9.8 million per year for a total regional reservation of \$39.2 million. The RBR program has replaced a total of 193 structurally deficient bridges in the SPC region.

PennDOT maintains a discretionary program: the Secretary’s Discretionary Highway Program, commonly known as the “Spike Program” that is funded through a combination of set-asides from the NHPP, STP and State Highway/Bridge funding categories. The Pennsylvania Secretary of Transportation makes project selection decisions, but projects are managed through the regional transportation programs. The Spike Program increases PennDOT’s capacity to address projects that can be difficult to fund within a region’s allocation of TIP Formula Funds. Project selection is based on asset management principles with a priority on pavement and bridge preservation and fixing poor pavements and poor bridges.

The Interstate Management (IM) Program project lists are found in Appendix 9. The statewide funding levels for these programs are outlined in Pennsylvania’s 2027 Transportation Program Financial Guidance. The IM Program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Transportation Performance Management (TPM) requirements. An amount equal to 26/55ths of available NHPP funds (\$150 million) was set aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is set aside for Interstates in each subsequent year until a total of \$1 billion is realized by 2028.

Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate system are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles. The remaining funds will be distributed among MPOs and RPOs for bridges and highways on the NHS.

Other Discretionary Programs and Private Funding

There are multiple discretionary funding programs contained in the BIL. In total, over the next five years these programs account for about \$48.4 billion between FHWA, FTA and the Office of the Secretary of Transportation (OST). These discretionary programs include:

Office of the Secretary of Transportation

- Megaprojects (\$5 billion)
- RAISE Grants (\$47.5 billion)
- Safe Streets (\$5 billion)
- Culverts (\$1 billion)
- SMART Program (\$500 million)

Federal Highway Administration

- Bridge Investment Program (\$9.24 billion)
- INFRA Grants (\$3.2 billion)
- Reduction of Truck Emissions in Ports (\$150 million)

- Reconnecting Communities (\$500 million)

Federal Transit Administration

- Low-No Emission Bus Grants (\$5.25 billion)
- Capital Investment Grants (\$8 billion)
- ADA Upgrades to Rail Transit (\$1.75 billion)
- Electric or Low Emission Ferries (\$250 million)
- Rural Passenger Ferry Service (\$1 billion)

The program funding sources for these projects are typically distinct from regular TIP or State Discretionary funding sources. Program cycles may be separated from the TIP cycle or may be irregular, active only on the occasion that funding becomes available. As with other discretionary funding, the projects generally appear in the TIP as planning information, except when noted. The SPC TIP does not manage the funding program. SPC updates project information as new status reports are received from the project managers.

Also listed for illustrative purposes in Appendix 4, is the funding for the Pennsylvania Turnpike Commission (PTC), and local -funded projects. Appendix 9 includes a listing of all the PTC capital maintenance projects and descriptions of PTC expansion projects, as well as projects funded through other discretionary programs and local or private funds.

Pennsylvania's 2025 Transportation Program Financial Guidance/General and Procedural Guidance

Pennsylvania's Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission and PennDOT—collaborate in the development of the Financial Guidance and the General and Procedural Guidance, establishing a framework for the statewide TIP development process. This guidance includes useful background information, policies established for use by the partners in the development of regional transportation programs, and program assumptions.

The General and Procedural Guidance identifies the purpose of the planning program and the roles and responsibilities of various intergovernmental planning partners. It also identifies the procedures necessary for developing a TIP that is consistent statewide for the formation of the Statewide Transportation Improvement Program, commonly known as the STIP.

Pennsylvania's 2025 Transportation Program Financial Guidance describes the procedures and formulas for distributing financial allocations of available federal and state transportation funding. It identifies set-asides for State Managed and State Discretionary Programs, as well as develops funding formulas and distribution tables allocating funding to metropolitan and rural planning organizations. Where program funding is allocated by formula, the guidance identifies the weighted criteria and their use. Several federal and state discretionary programs are also identified along with general provisions for their use. Projects introduced by the Pennsylvania Turnpike Commission are separate from TIP

Formula Funds, State Managed Programs or Discretionary Programs (see Appendix 9 for more information).

SPC's Long Range Transportation Plan

Federal law requires that each MPO develop a regional long range transportation plan with at least a 20-year horizon. *SmartMoves for a Changing Region* was developed and adopted on June 26, 2023, as the region's official long range transportation plan for Southwestern Pennsylvania. *SmartMoves* sets the overall vision for the region:

“A world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.”

SmartMoves includes 3 regional goals that are supported by 8 strategies each designed to emphasize mutually supportive regional activities, places, and connections. The long range transportation plan forms the foundation of all the plans and programs undertaken at SPC. The TIP is the main implementation vehicle for the long range transportation plan.

SmartMoves continued to prioritize investments in the maintenance and preservation of existing transportation system assets; a theme that is clearly articulated as the top priority in the 2027-2030 TIP. Other significant investments are made in safety and operations, as well as improvements that foster economic growth, enhance livability and connectivity in communities and corridors throughout the region, and provide sustainable, multimodal transportation choices.

SmartMoves contains goals and strategies for a wide breadth of community and economic development topics that are interrelated with the transportation system, as it directly supports and enables our communities and our economy to prosper. This plan continues to focus on core transportation investments such as maintaining our current system; optimizing our system through operational improvements; working toward Vision Zero by investing in safety for all system users; and providing equitable mobility options for all users through improvements in public transit and pedestrian and bicycle infrastructure.

The plan describes the overall strategic Vision for the region's transportation system and, as required by federal regulations, describes the specific projects and investments that can be advanced with revenues that are reasonably expected to be available during the life of the plan. This plan also includes a set of multimodal projects and initiatives to modernize and expand our transportation system that are in various stages of the planning process, and at this time, do not have funding identified for implementation.

All of these projects and initiatives contribute to the Regional Vision. The strategies and actions contained in the plan, coupled with the ongoing planning efforts already underway in the region, will not only help to guide the development of these projects, but also help to identify partnerships and opportunities for collaboration to assist in implementing the Vision and the plan.

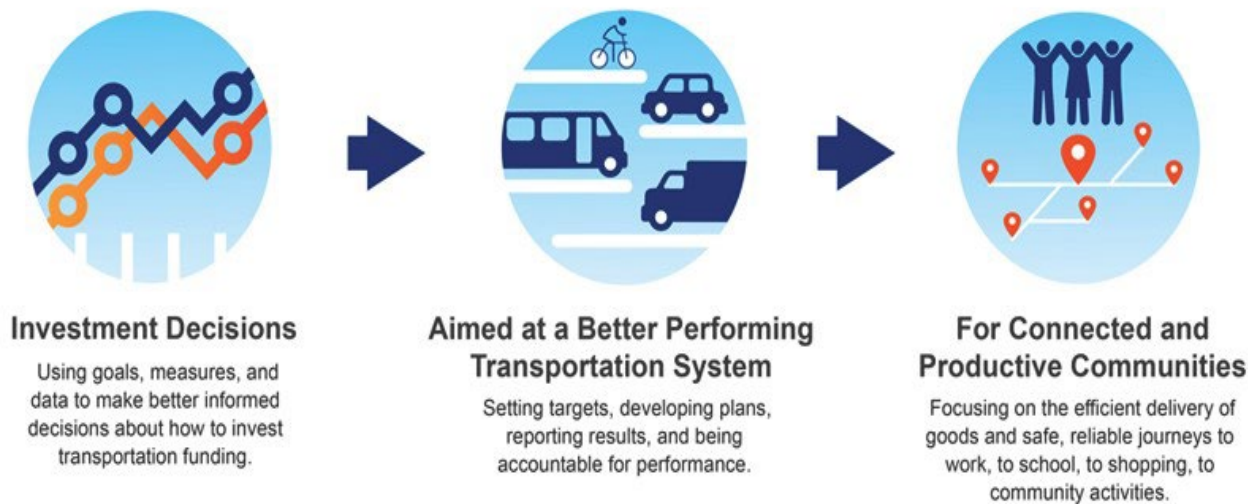
3. Regulatory Compliance

As part of the TIP development process, MPOs are responsible for reviewing their transportation planning processes to ensure they are being carried out in accordance with all applicable federal requirements, and that local processes to enhance the participation of the general public, including the transportation disadvantaged, have been followed in the development of the TIP and long range transportation plan update. SPC has conducted this process review and included a Self-Certification Resolution and a Programmatic Checklist to certify the transportation planning process (Appendix 1).

Transportation Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act included performance management requirements. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses system data and information to make investment and policy decisions to achieve national performance goals.¹ TPM is an ongoing, systematic approach that provides key information to help decision-makers understand how investments decisions made across transportation assets and/or modes affect system performance. The process improves communication between decision-makers, stakeholders, and the public. A key component of TPM is the establishment of performance measures and targets, which are developed via cooperative partnerships based on data and objective information.



Pennsylvania has long utilized a comprehensive planning and programming process, with a focus on collaboration between the Pennsylvania Department of Transportation

¹ [23 USC §150\(b\)](#)

(PennDOT), FHWA, and planning partners at the county and regional levels. This approach will be applied as we begin to implement TPM and Performance-Based Planning and Programming (PBPP).

PennDOT and its Planning Partners (MPOs/RPOs) will coordinate when setting targets to ensure consistency to the maximum extent possible. Each MPO/RPO will need to establish targets. They may adopt the state's performance targets and support the state's efforts in achieving those targets or establish their own quantifiable performance targets.

Performance measures and goals ([23 CFR 490](#)) have been established for the federal-aid program to assess the following: the condition of pavements and bridges on the National Highway System (NHS); safety in terms of serious injuries and fatalities on public roads; performance of the Interstate and non-Interstate NHS; freight movement on the Interstate system; traffic congestion and on-road mobile source emissions as related to the CMAQ Program; NHS asset management; and, public transit asset management through state of good repair (SGR) measures. Data is being gathered and shared among planning partners to develop baseline measurements and prepare for the ongoing assessment of progress toward performance targets. Processes are being developed for publishing standardized reports to disseminate this information to planning partners and the public.

A detailed summary of the TPM and PBPP collaboration, roles and responsibilities, target setting processes, and progress made on achieving targets since the last TIP can be found in Appendix 3.

Federal Clean Air Act Requirements

The U.S. Environmental Protection Agency (EPA) has designated several areas within Southwestern Pennsylvania that are not in attainment of one or more National Ambient Air Quality Standards (NAAQS). The designated nonattainment and maintenance areas in the region include:

- PM₁₀ (1987 NAAQS – one designated area – five municipalities within Allegheny County)
- Carbon monoxide (1971 NAAQS – one designated area – City of Pittsburgh's Central Business District and certain other high traffic density areas in and near the City's Oakland neighborhood)
- Ozone (1997 8-hour NAAQS – two designated areas – one covering all of Greene County; one covering all of Indiana County)
- Ozone (2008 8-hour NAAQS – one designated area covering seven of the ten counties within SPC's planning area)
- PM_{2.5} (1997 Annual NAAQS – three separate areas that, combined, cover five entire counties and parts of four other counties within SPC's planning area)
- PM_{2.5} (2006 Daily NAAQS – the same three areas designated nonattainment for the PM_{2.5} 1997 Annual NAAQS)
- PM_{2.5} (2012 Annual NAAQS – one designated area covering all of Allegheny County)

A companion document to this report, the Air Quality Conformity Determination for the Pittsburgh Transportation Management Area, documents the process used by SPC for making the transportation-related conformity determination for the TIP and long range transportation plan. It also demonstrates that SPC's adopted transportation plans, programs, and projects within each nonattainment and maintenance area conform to the provisions of the federal Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

TIP Fiscal Constraint/Transit Financial Capacity

Federal regulations require a fiscally-constrained transportation program (23 CFR Part 450.326 and FTA Circular 7008.1A). There must be a reasonable expectation that sufficient revenue (federal, state, and local matching funds) will be available to cover the total cost of projects identified in the TIP. Pennsylvania's 2025 Transportation Program Financial Guidance identifies the amounts expected to be available for multiple federal and state funding sources in the 2027-2030 TIP. Regarding local funding, project sponsors must document funding sources for projects and phases proposed for TIP years 1 and 2 before they can be considered as TIP candidates.

Fiscal constraint for the Highway Component of the TIP is reviewable at the state level in the State Transportation Improvement Program (STIP). A financial summary of the fiscally-constrained SPC Highway Program is presented in Appendix 4.

Public transit guidance requires sponsors of local transit projects to determine their financial capacity to undertake projects involving the acquisition, operation and maintenance of facilities and equipment partially funded by the federal government, and that such improvements can be managed in addition to operating and maintaining the existing transit system. Public transit service providers in the SPC region document this financial capacity in Appendix 5. Public transit project sponsors use SPC's public participation process as the required public comment period for their financial capacity documents.

Public Participation

The SPC public participation process is detailed in its [Public Participation Plan](#). Documentation of public outreach activities associated with development of the 2027-2030 TIP is included in the TIP Public Participation Report, which is produced upon conclusion of the public comment period. For the 2027-2030 TIP, this public comment period was held May 7 to June 5, 2026. The Public Participation Report includes documentation of the virtual public engagement undertaken in support of the 2027-2030 TIP. The report includes presentations, virtual meeting times and presentation materials, and copies of public advertisements identifying provisions for persons with disabilities and/or needs related to sight, hearing or language. The report also includes a summary of the public comments submitted, SPC's response to these comments and the full text of all written and electronic comments received through the public participation process.

The materials presented for public review included the Draft 2027-2030 Transportation Improvement Program, a companion document: the draft Air Quality Conformity Determination for the Pittsburgh Transportation Management Area. Also included was an

Amendment to the region's transportation plan, *SmartMoves for a Changing Region*, to reflect project phasing and cost information included in Draft 2027-2030 TIP. This complete set of TIP resources was available for review on the SPC website (www.spcregion.org).

On an ongoing basis, SPC also conducts targeted outreach to groups serving persons with disabilities, public transportation-dependent populations, and other groups with transportation needs (elderly, low-income groups, etc.). Public Participation Panels and member planning departments are instrumental in providing referrals for the additional outreach.

TIP Modification Procedures

The transportation program must be responsive to necessary programming changes after TIP adoption in order to ensure that scarce public resources are being utilized to their fullest extent. Changes to the TIP are enacted through the STIP MOU (State TIP Memorandum of Understanding), and SPC's TIP Modification Procedures, adopted at both the regional and state levels. The SPC TIP Modification Procedures are included in Appendix 2. A process flow diagram is also provided to help project sponsors determine how specific modification requests will be administered. These modification requests are processed through SPC's Transportation Technical Committee (TTC) and the Transit Operators Committee (TOC).

4. Transportation Improvement Program Development Process

The 2027-2030 TIP is the culmination of a continuing, comprehensive, and cooperative planning process involving the public, SPC member governments and planning partners, PennDOT, transit providers and other interested parties. This process has produced a fiscally-constrained, prioritized list of transportation improvement projects and strategies that advances the Regional Vision, Goals and Strategies of *SmartMoves for a Changing Region* as well as the PennDOT Twelve Year Program (TYP). The TIP is the first four-year period for both the TYP and long range plan. Projects are funded by phase, often over multiple years, in order maximize limited financial resources.

PennDOT Connects

Working with Planning Partners, PennDOT is placing a renewed focus on the collaborative planning process. The PennDOT Connects/Local Government Collaboration policy requires collaboration among stakeholders to clarify specific details unique to candidate project locations. The focus of this collaboration involves leveraging the expertise of various disciplines with varying roles and responsibilities within local government, the planning regions, and Districts.

Specific areas for collaboration should include, but are not necessarily limited to:

- Safety issues/concerns
- Bicycle/pedestrian accommodations

- Transit/multimodal considerations
- Presence of/impacts from (current/future) freight-generating land uses
- Planned development
- Consistency with current and/or proposed zoning
- Existence of regional planning studies
- Other proposed transportation improvements
- Green infrastructure/stormwater management
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area

The PennDOT Connects/Local Government Collaboration Policy is to document local government collaboration including the transportation problem, environmental resources, land use, and other contextual issues early in the planning process to support future project phases. The intended outcomes include clearer scopes of work and more accurate schedules and budgets when projects are programmed. The information documented in the collaborative planning process is carried forward into the scoping and environmental review processes. This process ensures that PennDOT and planning partners achieve a better understanding of the project location, the context of the community, and the community's vision to better shape projects moving forward. This better understanding will lead to projects that enhance the community and maximize public investments.

As in the past, any new projects proposed to be added to the 2027-2030 TIP must follow the collaborative planning process approach and must be documented through the PennDOT Connects Screening Form process.

Carryover Projects

The preliminary TIP is developed using a process where projects that were initiated but not fully completed in the preceding TIP have first priority for funding in the draft TIP. The cost of advancing each of these continuing projects is updated and, if funding is available, the full costs for completing the subsequent project phase(s) are provided for in the TIP. A review is performed to ensure project sponsors do not carry over to the next TIP any project that is no longer a priority and that the cost and schedule for the carryover project is realistic. Projects are reviewed to ensure that the local match is available. Project sponsors may voluntarily drop lower-priority projects from the program to create capacity to cover cost increases for other existing projects or to add a new higher-priority project.

New Candidate Roadway and Bridge Projects

In each TIP update, many candidate transportation projects are proposed to SPC for inclusion in the program. These candidate projects come from public input, our members, the region's long range transportation plan, other SPC planning efforts such as Road

Safety Audits and corridor studies, as well as other sources such as the PennDOT Twelve Year Program, PennDOT Transportation Asset Management Plan (TAMP), associated asset management tools, PennDOT District plans, local capital improvement plans, county comprehensive plans and related studies, etc.

PennDOT Districts are using advanced asset management tools for assessing bridge and pavement needs and prioritizing potential treatments and candidate projects. PennDOT District Bridge engineers compare in-house engineering projections with outputs from the PennDOT Central Office Bridge Asset Management System (BAMS) to ensure that the approach is comprehensive and aligned. The assessment of pavement needs and projects is done in the PennDOT Districts by pavement engineers and county maintenance managers based on multiple factors. Outputs from PennDOT Central Office Pavement Asset Management System (PAMS) are included in the factors used in the decision-making regarding potential pavement treatments and candidate projects.

Members of the SPC District TIP Work Groups, including PennDOT District bridge, roadway, and safety engineers, look at current and future transportation conditions using traffic data, asset data, and prioritization tools to recommend the projects. District staff coordinate with the SPC staff and County/City planning staff to screen and evaluate the new proposals to assure consistency with the long range transportation plan, federal performance measures, and funding program requirements.

The 2027-2030 TIP was developed in conjunction with the PennDOT Twelve Year Program. Early in the development process, the Pennsylvania State Transportation Commission (STC) developed a web-based public survey mapping tool that allowed the public to place comments and project ideas (grouped by type of project) at specific locations on a map, as well as to rank their top 5 priorities in terms of investment categories. The priorities found in *SmartMoves* and the identified priorities found in the STC survey are consistent with one another (pavement and bridge condition, traffic flow, Interstates, and walking). *SmartMoves* also identifies public transportation and bicycling as top regional priorities. This survey yielded 794 transportation related issues mapped, with 20 of those issues being already addressed by existing projects for the Southwestern Pennsylvania region. This input identified areas that need routine maintenance; suggestions to remedy operational issues such as traffic signal timing; changes to address larger, non-site-specific policy issues; and location specific capital improvements. In locations where the transportation issues could be addressed through PennDOT, county or municipal maintenance activities, comments were forwarded to the respective owner of the infrastructure. For input related to capital improvement needs, SPC staff evaluated each of the comments, with support from each of the respective PennDOT District TIP Work Group, for possible projects to include in the TIP.

This program has also utilized the vast amount of input that was collected during the development of *SmartMoves*. This input ranged from project specific needs to overall transportation system investment priorities to input at the policy and strategy level. Five new projects were added to the 2027-2030 TIP that came from public input. An additional 38 projects that came from previous public input were carried over from the (2025-2028) TIP.

Roadway and bridge projects are screened, evaluated, and prioritized for potential inclusion into the fiscally-constrained program based on factors such as bridge and pavement condition, asset management tool outputs, professional engineering expertise, safety factors and data from the SPC Congestion Management Process, Highway Safety Network Screenings, the Regional Safety Action plan, recent Road Safety Audits, as well as considerations on how well each project advances the long range transportation plan and addresses established performance measures. For a detailed illustration of the TIP development process, refer to Figure 1, the TIP Process Flow Diagram.

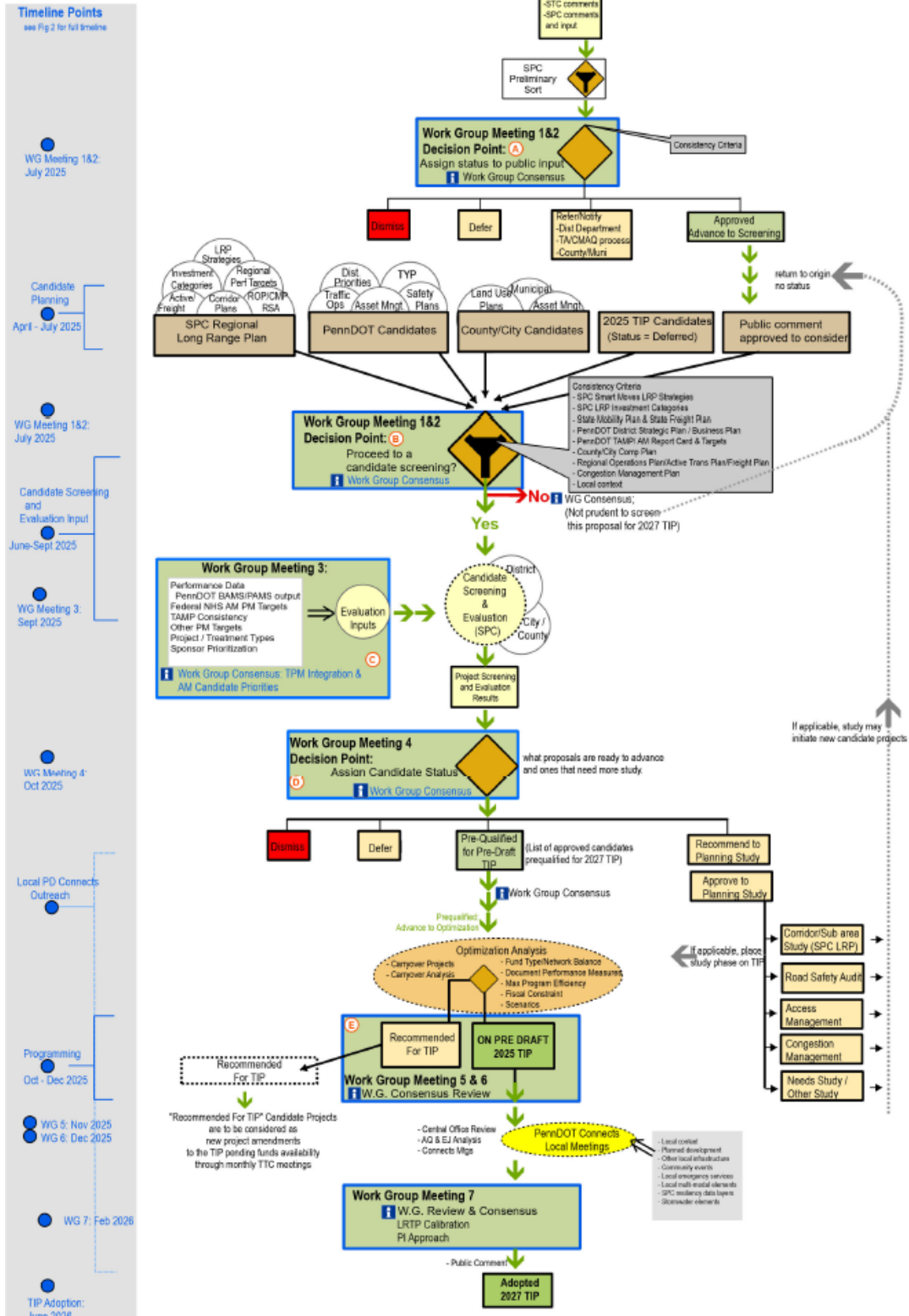
SPC's Transportation Technical Committee (TTC) reviews the project lists and recommends them for inclusion into the TIP for approval by the Commission. Frequently, large, or complex projects or specific project phases are deferred to subsequent TIPs or cash-flowed over several years due to limited fiscal capacity. As previously noted, any new projects are also subject to the PennDOT Connects process prior to being added to the TIP.

Public Transit Projects

SPC's Transit Operators Committee (TOC) member public transit service providers generate project requests within the fiscal limits of separate urban and rural financial program guidance for each respective agency. The TOC compiles and reviews project submissions that are included in the TIP for approval by the Commission. Federal Transit Urbanized Area Formula funding guidance is determined annually through agreement between the Pittsburgh Urbanized Area Designated Recipient – Pittsburgh Regional Transit and the transit operators that operate service within the urbanized area. The historical trends of this funding are used to establish agency-specific Transportation Program Financial Guidance for FTA Formula funds used to prepare projected operating budgets and capital project spending for the urban operators. The FTA Rural Transit Assistance Program Formula (Section 5311) funds are administered by the PennDOT Bureau of Public Transportation (BPT). Budgets for individual rural transit service providers are determined by BPT and transmitted directly to the rural providers. Each project also includes a proposed amount of state matching funds and local agency share. The BPT manages the final project selection by deciding the level of state funding to commit to each identified project. The Public Transportation Program projects are listed in Appendix 8.

Figure 1

2027 TIP Update: Process Flow Diagram
SPC Region



SPC Competitive Funding Programs

In addition to the project prioritization and selection process for roadway and bridge projects, SPC conducts its own competitive funding processes for its regional allocations of federal Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program – Urban (CRPU) and Transportation Alternatives Set-Aside Program (TASA Program) funding. Similarly, SPC reserves a portion of its STP-U funding to support the Smart Transportation for Livable Communities (STLC) Program. The programmatic requirements as well as project evaluation and selection procedures are detailed in each respective program’s guidelines. Once program recommendations are made, the SPC Transportation Technical Committee endorses project lists for each program to be included in the TIP. The CMAQ, CRPU, and TASA solicitation for projects and evaluation processes was consolidated and completed at the same time. The application period opened on June 2, 2025. The applications and the program guidance covering all three programs were placed on SPC’s website for applicants to access. An informational webinar was held for interested applicants on June 10, 2025, covering all aspects of the program guidance and application process. The final applications were due on September 15, 2025.

The candidate project evaluations and prioritization process (as described in the SPC Competitive Program Guidance) is a data driven approach using several program specific performance-based metrics to analyze project benefits and other factors to gauge a project’s consistency with adopted SPC plans and policies. Each candidate project was evaluated for technical aspects, ancillary aspects, by several members of the SPC staff. Decision Lens™ (decision support software,) was used in order to dynamically evaluate the projects to determine which projects provide the best return on investment, given the metrics of the program, and rate how well they advance the Regional Vision, Goals and Strategies of *SmartMoves*. The deliverability of each candidate project was also evaluated. A deliverability committee of impartial project delivery experts scored and ranked the candidate projects on ten factors related to project readiness and deliverability.

The SPC competitive program selection committee, which consisted of two members of each county, two members from each PennDOT district, two PennDOT Central Office staff, two staff members from PennDOT Public Transit, six representatives from Transit agencies (2 urban, 2 small urban, 2 rural), two representatives from TMAs, two representatives from Air Quality agencies, two representatives from Active Transportation Advisory Committee, and one from Freight Forum Committee. The committee held three meetings and oversaw the entire project evaluation and prioritization process. The competitive selection committee reviewed the results of the project evaluation and the recommended funding scenario for each program (CMAQ, CRPU, and TASA). The competitive program selection committee approved the funding scenario for each program, which included the selection of new projects and were then recommended to the SPC Transportation Technical Committee for approval.

All of the projects selected in SPC’s competitive funding programs are included in the SPC Competitive Funding Programs project lists (Appendix 7).

Smart Transportation for Livable Communities Program

The Smart Transportation for Livable Communities (STLC) Program also used a similar methodology and structure as the CMAQ/CRPU/TASA Program processes. A call for projects for this program was held through the city and county planning departments in the spring of 2026. The process (as described in the STLC Program Guidance) utilized a number of metrics designed to select projects that increase the livability and sustainability of the region through encouraging partnering with both public and private stakeholders and coordinating land use and transportation planning. As in the CMAQ and TASA Program processes, other factors considered each potential project's consistency with adopted SPC plans and policies as well as the ability of the project to be delivered on-time and within its stated budget. Projects selected for 2027-2030 SMART funding will be amended into the TIP after projects are selected, once the 2027-2030 TIP becomes active.

TIP Approval

At the conclusion of a required 30-day public comment period, all comments were documented, reviewed, and responded to by SPC. SPC intends to adopt the 2027-2030 TIP and its companion documents at its meeting on June 22, 2026. Once the TIP is approved at the regional level, it is submitted to PennDOT for approval by the Governor, as well as to the U.S. DOT and U.S. EPA. Federal regulations also require that the regional TIP be incorporated into a state TIP (STIP), which is a compilation of projects from throughout the Commonwealth. As discussed in the previous section, as project schedules and cost estimates change, SPC makes modifications to the TIP periodically through the Transportation Technical Committee and Transit Operators Committee. This ensures that the region's limited federal and state funding is being fully used efficiently.

5. Implementing the Vision

Since the enactment of MAP-21 in 2012, SPC and its planning partners have been on the forefront of developing robust, data-driven, performance-based planning programs that are used to inform and monitor investment strategies and priorities. Examples of these types of programs can be found across the state, including the Congestion Management Process; operations and safety planning; asset management planning; and multimodal project selection/prioritization methodologies.

SmartMoves for a Changing Region defines the Regional Vision, Goals and Strategies developed through a collaborative regional planning process that identifies transportation, community, and economic development needs and priorities. Transportation focused strategies, resulting in infrastructure improvement projects and related programs, are implemented in a number of ways, primarily through the TIP, which provides the bulk of the region's transportation investment funds.

SmartMoves also identifies the tasks to be undertaken, and the partners needed to advance the implementation of the 27 Strategies and their related actions. Example tasks to implement the Strategies could include initiatives such as creating holistic visions for corridors of regional significance; the development of a best practices resource center;

development of a regional plan to tackle climate change; planning to revitalize communities throughout the region; conducting public outreach to raise awareness of the need for increased transportation funding and the public benefits therein; and the examination of how to increase coordination and linkages between regional transit providers.

Enhancing and revitalizing communities is a major focus of *SmartMoves*. Through coordination with municipalities, SPC, PennDOT and planning partners are actively working to enhance existing communities in terms of safety, mobility, and livability. Early coordination with local governments during the project development process ensures that the transportation investments we are making fit the needs of community and can be viewed as assets that foster growth and economic development.

As discussed above and in Section 2: Transportation Planning Framework, *SmartMoves* developed the framework for performance-based planning and programming in the SPC region. This framework, based on the seven national performance goals and input from a broad public involvement process, established the basis for gauging performance of the 2027-2030 TIP. Additional performance guidance from PennDOT set targets for the amount of investment to be dedicated to state-owned structurally deficient bridges (both by deck area and count) as well as pavement condition on the National Highway System.

National Performance Goals:

- 1. Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2. Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- 3. Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- 4. System Reliability** - To improve the efficiency of the surface transportation system.
- 5. Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6. Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7. Reducing Delays in Project Delivery** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

In order to ensure the TIP, the primary mechanism that advances the Regional Vision and Goals of *SmartMoves*, is working to advance the aspirations of the region, all new candidate projects (473) that were considered for inclusion into the 2027-2030 TIP were screened against the *SmartMoves* Strategies and regional performance measures relating to transportation investments. It is evident that the 2027-2030 TIP makes significant investments in the same functional areas that *SmartMoves* identified as top priorities for the region, thereby establishing a direct link between long range planning and short-term programming for Southwestern Pennsylvania.

This section will demonstrate how investments made in the 2027-2030 TIP directly work to implement *SmartMoves* by correlating investments with strategies and federal performance metrics to the *SmartMoves* Goals.



SmartMoves is built upon the three fundamental goals of Connected Mobility, Resilient Communities, and a Globally Competitive Economy. These goals comprise a shared, holistic Vision for the future of Southwestern Pennsylvania: "A world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy."

Safety

A significant investment (51 projects - \$ 190.7 million) will be made to make the region's roadway system safer for all users over the life of the 2027-2030 TIP. These improvements include upgrades such as wrong-way detection systems, reflective pavement markings, guiderail upgrades, signage and flashing beacons, at-grade railway crossing upgrades, and roundabouts and intersection improvements. Specific examples of safety improvements in the region include:

- Brilliant Avenue @ Freeport Road Intersection Improvement (Allegheny County)
- Allegheny River Blvd. @ Sandy Creek Intersection (Allegheny County)
- Brodhead - Pleasant Drive Intersection Improvement (Beaver County)
- US 119 McClure Road Intersection Improvements (Fayette County)
- US 30 Corridor Improvements - Western Section (Westmoreland County)

- SR 4002 North Greengate Road & RR Tunnel (Westmoreland County) PA 217 at Industrial Blvd Safety Improvement (Westmoreland County)

The aforementioned safety projects are in addition to the region's dedicated allocation of Highway Safety Improvement Program (HSIP) funding. The region averages approximately \$13 million per year (\$52 million total) in regional HSIP funds. Projects are selected yearly via a cooperative process between PennDOT, SPC and its planning partners. The region is also receiving \$30 million in statewide HSIP funds.

In order to receive HSIP funding, projects are rigorously evaluated based on expected safety benefit and historic crash data. Each project is evaluated based on its Benefit/Cost Analysis; Highway Safety Manual Analysis; number of fatal and injury crashes; the application of systematic improvements; improvements to local roads; and deliverability. Based on the evaluation criteria, the projects selected demonstrate a significant potential safety return for the cost, within the current available funding.

Examples of projects funded with state and regional HSIP funds include:

- Murray Ave Mobility & Accessibility Enhancements (City of Pittsburgh)
- SR 4011 (Rochester) SR 4021 (Lowries) Roundabout (Allegheny County)
- SR 4012 (Highland) SR 4014 (Gass) Roundabout (Allegheny County)
- High Tension Cable Median Barrier (Allegheny County)
- District 10 High Friction Surface Treatments (Armstrong, Butler, and Indiana)
- SR 51 @ SR 151 Roundabout (Beaver County)
- SR 2027 Flashing Beacon (Fayette County)
- SR 422 @ SR 388 Roundabout (Lawrence County)
- I-79 Flyover Chevrons & HFS (Washington County)
- Elco Hill Flashing Beacon (Washington County)
- PA 66/ PA 366 Safety Improvement (Westmoreland County)
- PA 217 at Industrial Blvd Safety Improvement (Westmoreland County)
- SR 4006 Flashing Beacon (Westmoreland County)

The safety projects in the TIP help to implement the safety planning conducted in the region. The TIP includes 35 safety projects and \$244 million invested in areas identified in the Highway Safety Network Screenings (HSNS). The TIP includes 7 safety projects in areas identified in the SPC High Injury Network.

Infrastructure Condition

SmartMoves Strategies:

1. Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life.

2. Promote strategic infrastructure investment in communities that reduces physical exposure and vulnerability from natural hazards, including flooding and landslides.
3. Embrace emerging infrastructure innovations and technologies including planning, design, materials, and construction processes for an adaptable and resilient built environment.

Investment in maintaining the region's existing infrastructure is the top priority in the region's long range transportation plan, as well as the PennDOT 2027-2030 TIP Investment Plan. Maintaining the existing system is the top priority in the 2027-2030 TIP for Southwestern Pennsylvania. Investing in existing infrastructure promotes sustainability in terms of long-term system preservation and reinforces SPC's commitment to revitalizing the region's existing communities to promote growth and economic development. These asset management projects often also provide accommodation for bicyclists and pedestrians, thereby helping to increase mobility and support modal choices in the region.

Over 42% (\$880 million) of the region's \$2 billion in programmed non-Transit TIP funds are invested in bridges. This includes projects that preserve bridges in good condition and projects that rehab or replace poor bridges and reduce the square footage of poor deck area in Southwestern Pennsylvania. This investment in the region's bridges will reduce the number of poor bridges by 111 bridges; reduce the square footage of poor bridge deck area by 420,087 square feet and reduce the number of weight-posted bridges by 28 (8%).

The state-managed Pennsylvania Rapid Bridge Replacement (RBR) Program has replaced an additional 193 SD bridges in the region, reducing the poor deck area by an additional 276,243 square feet.

Investing in poor condition bridges has been a top priority for a number of years for the Commonwealth and the region. Some notable examples of major bridge rehabilitation work over the next four years include:

- McKeesport Duquesne Bridge (Allegheny County)
- Tarentum Bridge (Allegheny County)
- Versailles Avenue Viaduct (Allegheny County)
- Homestead Grays Bridge (Allegheny County)
- US 422 Graff Bridge (Armstrong County)
- West Madison St Bridge (Beaver County)
- Karns Crossing Bridge (Butler County)
- PA 168 over Jordan Run (Beaver County)
- Highland Park Bridge (City of Pittsburgh)
- Swinburne Bridge (City of Pittsburgh)
- Layton Bridge (Fayette County)
- PA 218 over Br Smith Creek (Greene County)

- SR 119 over Crooked Creek (Indiana County)
- SR 1039 over Chartiers Creek (Washington County)
- SR 4073 over PA 56 (Westmoreland County)

The region continues the priority to keep bridges in good investing \$227 million in bridge preservation, including on some of the largest bridges in the region.

- McKeesport Duquesne Bridge (Allegheny County)
- McKees Rock Bridge (Allegheny County)
- West End Bridge (Allegheny County)
- Graff Bridge (Armstrong County)
- Herron Avenue Bridge (City of Pittsburgh)

Due to a significant increase in funding from the BIL, locally owned bridges are also receiving a significant amount of investment in this TIP. While the number of poor state owned bridges has been steadily decreasing, locally owned poor condition bridges have remained fairly constant due to a lack of adequate federal funding for local bridges.

The 2027-2030 TIP invests over \$238 million in local bridges. Some notable local bridges being rehabilitated or replaced on this TIP include:

- Larimer Ave Bridge (City of Pittsburgh)
- Swinburne Bridge (City of Pittsburgh)
- Homestead Grays Bridge (Allegheny County)
- Loughheads Bridge CB #9 (Beaver County)
- T-603 Saint Joe Bridge (Butler County)
- Fayette County #3- Braznell Bridge (Fayette County)
- Greene County Bridge #35 (Greene County)
- Rose Point Bridge (Lawrence County)
- Gabby Bridge #64 (Washington County)
- Ladysmith Road Bridge T-470 (Westmoreland County)

Investments in roadway conditions will rebuild and rehabilitate approximately 215 miles of the region's highway non-Interstate system, and 142 Interstate miles (IM program). This investment will ensure the longevity of the region's highway system and foster economic growth through the safe and efficient movement of people and goods throughout the region. Major roadway preservation or rehabilitation projects in the region include:

- Campbell's Run Road Reconstruction (Allegheny County)
- US 422 Worthington East PM (Armstrong County)
- P.J. McArdle Roadway Reconstruction (City of Pittsburgh)
- SR 18, Big Beaver Boulevard (Beaver County)
- SR 8 Butler to SR 308 Resurfacing (Butler County)

- SR 1020 Gallatin Avenue Betterment (Fayette County)
- US 422: Armstrong County Line to Indiana Bypass (Indiana County)
- SR 422, Benjamin Franklin Hwy (Lawrence County)
- SR 22 Concrete Preservation (Washington County)
- SR 3013: PA 201 to Donora/Monessen Br (Westmoreland County)

Similarly, the public transit system also needs to be maintained to ensure the safety of its users and the longevity of the system. Over \$869 million (shown by investment type below) of state and federal public transit funding is dedicated maintaining the public transportation system infrastructure.

- Fixed Guideway Capital Maintenance - \$271.5 million
- Bus Rolling Stock – \$260 million
- Bus Maintenance - 127 million
- Rail Rolling Stock – \$80 million
- Rail Maintenance \$52.6 million
- Bus Facilities and Equipment - \$ \$43.2 million
- Bus Communications Equipment - \$34 million

Congestion Reduction and Reliability

SmartMoves Strategies:

1. Integrate multiple forms of public/private transportation to provide increased mobility equitably for all users including those in underserved rural areas and disadvantaged populations.
2. Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life.
3. Support and encourage transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

Closely associated with condition of the infrastructure and safety of the transportation system is ensuring that the system is efficient and reliable for all users. A region's transportation system, like any complex system, cannot operate safely, efficiently, and reliably unless it is well maintained; but often, maintaining the system is simply not enough. This is particularly true as the environment in which that system resides continues to change and evolve. Older designs need to be upgraded or enhanced to keep up with changes in travel patterns, modal preferences, and advances in transportation technology and innovative design to keep the system safe, efficient, and reliable.

Planning and programming transportation investments at the corridor level enables SPC, PennDOT and our planning partners to take a coordinated approach to identifying system

deficiencies. For example, the TIP invests over \$135 million (18 projects) in identified regional Congestion Management Corridors. Similarly, the Interstate Maintenance Program (Appendix 9) invests \$825.8 million in funding on the SPC Interstate Highway System from 2027-2030; a portion of which is dedicated for the continued implementation of a plan to modernize Interstate 70 in Washington and Westmoreland Counties. Improvements to Interstates 376 and 79 are also included in the program. Examples of projects that alleviate congestion and improve reliability include:

- I-376 Parkway East ATM (Allegheny County)
- Penn Avenue Traffic Signal Upgrades (City of Pittsburgh)
- Smart PGH (ATCMTD) - Phase 3 (City of Pittsburgh)
- Dunbar Dip (Armstrong County)
- I-376 Corridor ITS – (Beaver County)
- SR 356 Park-n-Ride Expansion (Butler County)
- SR 356 Corridor Improvements (Butler County)
- Uniontown Signal Improvements (Fayette County)
- US 40 ITS East of Uniontown Improvements (Fayette County)
- US 19 Traffic Signal Upgrades (Washington County)
- I-70 ITS - Fiber Optic Backbone and ITS Improvements I-70 exits (Westmoreland County)

Investments in public transit and ridesharing also assist in relieving congestion of the region's roadway system. As illustrated in Appendix 8, the Public Transportation Program, regionwide will invest over \$1 billion for the operation of transit systems throughout the 10-county region, will purchase 318 buses and 141 shared ride vehicles (\$260 million) for public transit service. To further support the reliability and efficiency of these public transit investments the TIP invests an additional \$179 million in bus and rail maintenance and over \$90 million in transit stations, park-n-ride lots, and transit stops. In addition to transit program investments, there are 144 roadway and bridge projects (\$900 million) on the highway/bridge program that are located on current public transit routes.

Reducing congestion, along with improving air quality, are the main goals of the federal CMAQ program. The CMAQ program in the region will invest over \$120 million in projects that reduce emissions and relieve congestion. The 8 new CMAQ funded projects (\$24.4 million) in the TIP are estimated to reduce vehicle trips per day and vehicle miles traveled (VMT), primarily through expansion of the region's active transportation network, enhancements to public transit service and traffic signal system upgrades.

Community Development and Economic Vitality

SmartMoves Strategies:

1. Integrate multiple forms of public/private transportation to provide increased mobility equitably for all users including those in underserved rural areas and disadvantaged populations.

2. Provide municipal education on land use best practices, Smart Growth principles, community development, transportation planning, and on existing mechanisms to leverage private sector development.
3. Promote strategic infrastructure investment in communities that reduces physical exposure and vulnerability from natural hazards, including flooding and landslides.
4. Embrace emerging infrastructure innovations and technologies including planning, design, materials, and construction processes for an adaptable and resilient built environment.
5. Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life.

SmartMoves places significant emphasis on enhancing our communities throughout the region. Through extensive public engagement during the planning process, it was quickly realized that the expansion of our regional trail network along with providing neighborhood connections to these regional trail facilities was important not only to the region's urban areas, but to suburban, small towns, and rural areas alike. These connections increase the livability and vitality of the communities throughout the region by helping to create unique, livable areas with a sense of place that are accessible to all residents. This TIP, guided by the *SmartMoves* Strategies, provides funding to numerous projects and programs that work to make these connections.

The safe and efficient movement of freight throughout Southwestern Pennsylvania and beyond is a top priority for the long-term economic vitality of the region. Investment in the regional freight network increases access to many of the region's communities and enhances opportunities for job creation and reinvestment in Southwestern Pennsylvania. The 2027-2030 TIP invests over \$750 million (132 projects) in projects that are within 1 mile of regional freight facilities (industrial, manufacturing, distribution, intermodal facilities, etc.). These investments will allow for more efficient movement of freight throughout the region, which will enhance the economy and create opportunities for additional community investment.

Notable examples of projects that will enhance our communities, promote economic vitality, and facilitate freight movement in the region include:

- I-376 Corridor and Interchange Improvements (Allegheny and Lawrence Counties)
- Coraopolis Central Business District (Allegheny County)
- MLK Jr. Busway Bridge repairs and bridge replacements (Allegheny County)
- New Pathways to Equity (City of Pittsburgh)
- Penn Avenue and Smithfield Street Reconstruction Projects (City of Pittsburgh)
- Rodi Road Revitalization (Allegheny County)
- Aliquippa East End Gateway, Ph 1 (Beaver County)
- Butler Main St. Student and Ped Safety Project (Butler County)
- Sheepskin Trail (Fayette County)

- US 422: Armstrong County Line to Indiana Bypass Preservation (Indiana County)
- US 422 Restoration (Lawrence County)
- SR 88 - Charleroi Improvements (Washington County)
- Ligonier Valley HS Pedestrian Safety Project (Westmoreland County)

The implementation of adaptive traffic signal networks on critical corridors throughout the region assists in the movement of freight as well as moving people. Adaptive signal control systems coordinate control of traffic signals along arterial corridors. Advanced signal systems allow proactive traffic management by allowing traffic conditions to be actively monitored and adapted based on prevailing traffic conditions across all modes. Adaptive traffic signals also assist in fulfilling regional policy goals related to congestion reduction and reliability as well as environmental sustainability. Over \$23.6 million in traffic signal improvements, many of which are along critical corridors in the region, are included in the 2027-2030 TIP.

The provision of bicycle and pedestrian facilities and improvements play an important role in the economic vitality of communities, both large and small, across the region. Improving bicycle and pedestrian facilities in the region's communities can support local business and bolster tourism via intraregional connections such as the Three Rivers Heritage Trail and the Great Allegheny Passage. The 2027-2030 TIP will dedicate \$15.3 million in Regional Transportation Alternatives Set-Aside Program (TASA Program) funding to expand the bicycle and pedestrian network facilities such as sidewalks, bike lanes, and shared use paths to connect or further expand existing facilities. Additionally, the SPC STLC Program will allocate an additional \$12 million in funds to increase the sustainability and livability of communities in the region. These are competitive funding programs and projects will be added to the TIP as they are selected.

The PennDOT Connects process also plays an important role in supporting economic vitality and community development. As discussed in Section 4, through the Connects process, local governments have the opportunity to inform PennDOT and planning partners of current and future plans for the community, contextual elements surrounding the project area and any other factors that may influence the planning and implementation of a particular transportation infrastructure improvement. This approach ensures the improvement being implemented will serve the community's current and future needs.

Environmental Sustainability

SmartMoves Strategies:

1. Invest in strategies that adapt to and decelerate the impacts of climate change. This includes investment in disaster preparedness, response, and recovery, as well as creating awareness about climate change, its projected impacts, and regional strategies.
2. Promote strategic infrastructure investment in communities that reduces physical exposure and vulnerability from natural hazards, including flooding and landslides.

3. Conservation of the region's natural resource assets and key tracts of land that enhance environmental quality, natural land connectivity, habitat corridors, agricultural lands preservation, and provides recreational opportunities for residents and tourists.
4. Promote and support sustainable regional water resource management and planning for water topics, such as stormwater, flooding, water quantity, water quality, and infrastructure systems.
5. Support and encourage transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

Implementation

The protection and preservation of the natural environment are considerations that are taken into account early in the project development process. PennDOT's Linking Planning and NEPA (LPN) initiative focuses on identifying the most critical transportation infrastructure needs in planning and providing a consistent method of collecting information relating to purpose and need, project limits and characteristics, public participation, and potential environmental resource impacts that will provide a better understanding of the issues that may affect the project delivery schedule and budget. SPC screens each candidate project for potential environmental resources during the TIP development process.

Landslides resulting from extreme weather are an ever-increasing concern for Southwestern Pennsylvania, which is the most landslide susceptible area in Pennsylvania.² There are currently 350+ active landslides in the region with an estimated repair cost of \$235 million. The 2027-2030 TIP invests \$87 million in funding to remediate the most critical landslides in the region. The TIP funds are in addition to and do not include the millions in A-409 District Maintenance funding that will be used to remediate landslides. Dedicating TIP funds to remediate landslides takes scarce funds away from other high priority TIP projects.

The Federal Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) formula program was authorized to provide funds for infrastructure resilience improvement projects. The 2027-2030 SPC TIP contains \$31.6 million in PROTECT funding.

Along with congestion reduction, the other main component of SPC's Congestion Mitigation and Air Quality (CMAQ) program is the selection of projects that contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). The CMAQ program in the 2027-2030 TIP funds projects include development of Transit extension of the PRT Bus Rapid Transit system; development of other active transportation facilities; traffic signal upgrades; diesel retrofit projects, TDM programs; and corridor traffic flow improvements.

² Delano, H. L., and Wilshusen, J. P., 2001, Landslides in Pennsylvania: Pennsylvania Geological Survey, 4th ser., Educational Series 9, 34 p.

In addition to the congestion reduction benefits discussed previously in the Congestion Reduction and Reliability Section, the newly approved CMAQ projects provide benefits to the air quality in the region by reducing ozone, volatile organic compounds, Nitrogen Oxides, Carbon Monoxide, and fine particulate matter.

The implementation of the National Electric Vehicle Infrastructure (NEVI) program will continue in the region and throughout Pennsylvania. Over the five years of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding. NEVI is a statewide managed program under the direction of PennDOT, more information about the NEVI program and project awards across PA are available at <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/NEVI.aspx>.

Reducing Delays in Project Delivery

SmartMoves Strategies:

1. Streamline federal, state, and local project development and delivery across all phases.
2. Improve infrastructure efficiency through technology implementation in the development, design, construction, operation, and maintenance.

Implementation

Ensuring that projects are delivered in a timely manner helps to reduce costs associated with the project development and delivery process and allows for the maximum utilization of scarce state and federal resources. SPC actively tracks the progress of projects and meets with local project sponsors to ensure they are fully aware of their roles and responsibilities in the project development process in order to meet their project development and obligation deadlines. During the summers of 2019, 2021, and 2023 SPC held a series of Project Delivery Workshops. These workshops outlined the requirements and of administering a state or federal-aid transportation project. Additionally, SPC also provides assistance to local project sponsors by procuring consultant assistance in order to expedite the project delivery process for its competitive programs. In 2025 SPC held a webinar for prospective competitive program applicants that reviewed the application process and focused on the importance of project delivery. SPC continues to scrutinize candidate projects for its competitive programs by utilizing an evaluation of ten different deliverability factors in an effort to select projects that will quickly get to construction.