

Air Quality Conformity Determination Pittsburgh Transportation Management Area

for the 8-Hour Ozone Air Quality Standards PM 2.5 Air Quality Standards

Companion Document to the
2027-2030 Transportation Improvement Program
and
SmartMoves for a Changing Region



**Final Report
July 2026**

Southwestern Pennsylvania Commission 2026-27

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- B. Identification of Exempt and Regionally Significant Projects Included in the Fiscally
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I. Introduction

The Southwestern Pennsylvania Commission (SPC) is the designated Metropolitan Planning Organization (MPO) for a 10-county region within Southwestern Pennsylvania. MPOs are responsible for making transportation air quality conformity determinations for both their short-range Transportation Improvement Program (TIP) and their long-range transportation plan. This report documents the process used by SPC in the spring of 2026 to make its transportation-related conformity determination for the region's 2027-2030 Transportation Improvement Program and amendments to the region's 2050 Long Range Transportation Plan (*SmartMoves for a Changing Region*). The conformity determination is required by the federal Clean Air Act (CAA). SPC's conformity finding is based upon criteria and procedures described in the federal Environmental Protection Agency's (EPA) Transportation Conformity Rule (40 CFR Part 93). SPC's conformity finding was conducted consistent with procedures outlined in the EPA-approved Pennsylvania Conformity State Implementation Plan (Conformity SIP), which has an effective date of June 29, 2009, and satisfies all applicable conformity process requirements in the Transportation Conformity Rule for designated nonattainment and maintenance areas under federal air quality standards for ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and carbon monoxide (CO).

On November 15, 1990, amendments to the federal Clean Air Act were enacted. The Clean Air Act (as amended) specifies how the EPA designates air quality nonattainment areas and how it defines the geographic boundaries of those areas. Nonattainment areas for three criteria pollutants (ozone, carbon monoxide, and fine particulate matter) are classified in accordance with the severity of the area's air pollution problem. Assignment of an area to one of the nonattainment classifications triggers various planning requirements which the area must comply with in order to meet the standard. The requirements vary by pollutant and increase in number and stringency with the severity of pollution.

The EPA promulgated regulations on November 23, 1993 (Transportation Conformity Rule – 40 CFR Part 93) regarding criteria and procedures for demonstrating and assuring conformity of transportation plans, programs, and projects with the Clean Air Act. The EPA has periodically revised and amended the Transportation Conformity Rule. All conformity findings must be based on criteria and procedures outlined in the current version of the Rule.

A regional conformity assessment and new conformity finding for the regional transportation Plan and Program is required before MPO adoption, acceptance, approval, or support of a regional TIP, Plan, or amendments to those documents; or the approval, funding, or implementation of transportation projects. Conformity findings must be approved by the MPO before the regional TIP or Plan, or amendments to those documents are approved by the MPO or accepted by United States Department of Transportation (USDOT). The Transportation Conformity Rule cites a number of project types which may be excluded from the regional conformity analysis. The “exempt” project types are listed in Appendix A.

The most recent conformity finding for the region's fiscally constrained TIP and Plan was approved by SPC on June 24, 2024 in conjunction with adoption of SPC's adoption of the 2025-

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2028 TIP and amendments to the 2050 Long Range Transportation Plan. The United States Department of Transportation, in consultation with EPA, concurred with SPC's conformity finding on September 27, 2024.

SPC has developed a new fiscally constrained Transportation Improvement program (2027-2030 TIP) which includes newly identified regionally significant projects as well as scope and schedule modifications to several currently programmed regionally significant projects. Significant adjustments are also being made to the current Long-Range Plan to address changes to fiscal projections and regional priorities through 2050. These changes to the regionally significant projects to be programmed on the region's 2050 Plan and 2027-2030 TIP triggered the need for a new finding of conformity. The new conformity finding was needed prior to SPC's adoption of the 2027-2030 TIP, modifications to the 2050 Plan, and before any federal action on programmed, regionally significant projects.

Travel simulation work and other relevant quantitative analysis for this demonstration of conformity began on January 29, 2026, the date of the quarterly meeting of the Pennsylvania Transportation – Air Quality Work Group. The planning assumptions used in this conformity assessment are current as of that date. The major planning assumptions for this conformity assessment are briefly summarized below. As appropriate, the planning assumptions used in the analysis are further detailed in subsequent Sections of the report.

- In accord with EPA guidance and Pennsylvania's interagency consultation process, all emission estimates were derived using EPA's MOVES5.0.0 emissions model running in "inventory" mode.
- Data for vehicle registrations and vehicle miles traveled (VMT) distribution is from 2023 PennDOT information. PennDOT data from 2017 was used in the conformity determination approved by SPC on June 24, 2024. This data is normally updated with the latest available files on a three-year cycle, but the 2020 update was skipped due to travel trends being severely impacted in 2020, 2021 and 2022 by the Covid-19 pandemic. With the concurrence of Pennsylvania's interagency consultation group, updating the 2017 data to 2023 data was done for this conformity assessment.
- The current vehicle inspection/maintenance (I/M) programs for southwestern Pennsylvania are reflected in the analysis. Necessary changes were made to the MOVES default parameters to match the actual performance of the local program. Information about the I/M programs is presented in Section V.
- The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporates the California Low Emission Vehicle Program (CA LEV) by reference although it allowed automakers to comply with the National Low Emission Vehicle (NLEV) program as an alternative to this Pennsylvania program until model year (MY) 2006. Beginning with MY 2008, "new" passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less that are sold or leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all

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50 states. For this program, a “new” vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. The Pennsylvania Department of Environmental Protection (DEP) and PennDOT worked with the automobile manufacturers, dealers and other interested business partners and finalized procedures for complying with these new requirements. DEP is focusing its outreach with the manufacturers and dealers on what they can offer for sale and how to certify that the vehicles are compliant. PennDOT’s role is to ensure paperwork procedures for title and registrations include these certifications of compliance or that the vehicle owner qualifies for an exemption to the requirements. In all cases, DEP will use information obtained during PennDOT’s title and registration process to oversee and audit, as needed, certain vehicle title transactions to determine compliance to the program. The impacts of this program are modeled for all analysis years beyond 2008.

- SPC’s Cycle 12 forecast of population, employment and households was developed in the spring of 2023 and was adopted with the 2050 Plan on June 26, 2023. The Cycle 12 forecast replaced the Cycle 11 forecast which was adopted in 2019. The base year for the Cycle 12 forecast is 2020. The horizon year is 2050. The Cycle 12 forecast was used to generate trips for the travel demand model for this conformity assessment. Information about SPC’s modeling and forecasting process is presented in Section IV.
- SPC’s travel demand model is configured for the Cube Voyager modeling software package. The travel model covers SPC’s entire 10-county planning region. The estimates of vehicle miles traveled (VMT) and emissions projections for this conformity assessment were developed from SPC’s travel model.
- The travel model was last validated in the spring of 2020 during development of the conformity assessment that was completed for adoption of the 2021-2024 TIP in June 2020. Simulated 2020 travel was validated with 2018 Census data; and 2018 and 2019 traffic counts, VMT, and 2019 transit ridership data. SPC routinely revalidates the travel demand model during development of each new TIP. The revalidation step was not done for development of the 2023-2026 TIP in the spring of 2022, the development of the 2050 Long Range Plan in the spring of 2023, nor for the development of the 2025-2028 TIP in the spring of 2024. And is not being done during this conformity assessment for development of the 2027-2030 TIP. Travel patterns are still in flux coming out of the Covid-19 pandemic. In coming years, as more post-Covid data becomes available, and post-Covid trends can be more reliably estimated, informed adjustments to the travel demand model may be in order. The model validation discussion in Section IV is a comparison of observed 2020, 2021, and 2022 travel patterns which were significantly impacted by the pandemic, to 2023 travel model outputs based on SPC’s Cycle 12 forecast. The modeling anticipates a return to pre-Covid travel levels.
- SPC’s travel demand model is sensitive to road and bridge tolls. Toll rates are coded on highway network links to reflect tolls charged by the Pennsylvania Turnpike Commission (PTC). Once toll rates are coded, the rates remain constant for all analysis years (essentially assuming that tolls will increase at the same rate as inflation).

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- SPC's travel demand model includes a mode split component. Current transit operating plans and service levels are incorporated into the future year networks and augmented with facilities and service identified in the TIP and Plan. SPC's mode split model is sensitive to transit fares. The transit fare structure in effect in late 2016 is built into the model. Fare rates are held constant for all analysis years (essentially assuming that fares will increase at the same rate as inflation). Transit person trips are summarized by trip purpose and analysis year in Table 13.
- Motor vehicle emission budgets (MVEB) are available to SPC for use in the conformity assessment for the Pittsburgh-Beaver Valley 8-hour ozone nonattainment area under the 2008 8-hour ozone NAAQS. That area consists of seven counties within SPC's planning area (Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland). On April 22, 2004, DEP submitted SIP revisions to EPA that contained MVEBs for VOC and NO_x developed with the MOBILE6.2 emissions model. EPA approved the MVEBs for use in conformity assessments on December 10, 2004 (78 FR 71712). These motor vehicle emission budgets were approved for demonstrating conformity under the 1-hour ozone standard. The Transportation Conformity Rule requires that they are to be used for conformity assessments under the 8-hour ozone standard until new MVEBs for the 8-hour ozone standard are approved by EPA for the Pittsburgh-Beaver Valley nonattainment area. The approved 1-hour ozone MVEBs (Table 1) for VOC and NO_x are used for the conformity demonstration in Section VII for the Pittsburgh-Beaver Valley 8-hour ozone nonattainment area.
- Greene and Indiana counties were designated as nonattainment areas under the 1997 8-hour ozone NAAQS. They were designated as attainment areas under the 2008 8-hour ozone NAAQS. EPA subsequently revoked the 1997 NAAQS. EPA guidance (*Transportation Conformity Guidance for the South Coast II Court Decision*, EPA-420-B-18-050), issued in November, 2018 addresses how transportation conformity determinations should be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS. EPA's guidance does not require regional emissions analysis for these counties. Other conformity requirements, including latest planning assumptions, interagency and public consultation, and fiscal constraint still need to be addressed in the conformity assessment under the 8-hour ozone NAAQS for Greene and Indiana counties. The same analysis process was required for these counties for the conformity assessment that was approved on June 24, 2024.
- Motor vehicle emission budgets (Table 1) are available to SPC for use in the conformity assessment for the Pittsburgh-Beaver Valley PM_{2.5} nonattainment area under the 1997 annual PM_{2.5} NAAQS and the 2006 daily PM_{2.5} NAAQS. That area consists of four complete counties within SPC's planning area (Beaver, Butler, Washington, and Westmoreland), part of Allegheny County (not including the separate Liberty-Clairton nonattainment area), and parts of Armstrong, Greene, and Lawrence counties. EPA approved the PM_{2.5} and NO_x MVEBs for use in conformity assessments for the

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Pittsburgh Area in a final rule published in Federal Register on October 2, 2015 (80 FR 59624).

- Motor vehicle emission budgets (Table 1) are available to SPC for use in the conformity assessment for the Allegheny County PM_{2.5} nonattainment area under the 2012 annual PM_{2.5} NAAQS. EPA approved the PM_{2.5} and NO_x MVEBs for use in conformity assessments for the Allegheny County nonattainment area in a final rule published in the Federal Register on July 25, 2025 (90 FR 34770). These approved MVEBs replace the MVEBs approved by EPA on May 14, 2021 (86 FR 26388).
- The EPA approved an “insignificance finding” that PM_{2.5} nonattainment in the Liberty-Clairton PM_{2.5} area was primarily the result of industrial stationary sources and motor vehicles were not an important contributor to the nonattainment problem. That finding was approved by EPA in a rulemaking published in the Federal Register on October 2, 2015 (80 FR 59615). With approval of this finding by EPA, no additional quantitative analysis for transportation-related PM_{2.5} impacts is required for conformity purposes for the Liberty-Clairton PM_{2.5} area. Other conformity requirements, including latest planning assumptions, interagency and public consultation, and fiscal constraint still need to be addressed in the conformity assessment.
- Conformity assessments for the Allegheny County CO maintenance area are no longer required. Under 40 CFR 93.102(b)(4) of EPA’s regulations, transportation conformity applies to maintenance areas for a 20-year planning period. EPA approved the first 10-year maintenance plan for the Allegheny County CO maintenance area on November 12, 2002 (67 FR 68521) with an effective date of January 13, 2003. EPA approved the second 10-year Limited Maintenance Plan (LMP) on March 27, 2014 (79 FR 17054). As the Allegheny County CO maintenance area has shown continuous maintenance of the CO NAAQS from January 13, 2003 through January 13, 2023, the area has met its obligation to demonstrate maintenance of the CO NAAQS for 20 years. Therefore, as of January 14, 2023, the transportation conformity assessments are no longer required to address conformity for the Allegheny County CO maintenance area. EPA confirmed this finding in a letter to the Allegheny County Health Department. A copy of the letter was received by SPC on March 23, 2023.
- Conformity assessments for the Liberty-Clairton PM₁₀ maintenance area are no longer required. Under 40 CFR 93.102(b)(4) of EPA’s regulations, transportation conformity applies to maintenance areas for a 20-year planning period. EPA approved the first 10-year maintenance plan for the Liberty-Clairton maintenance area on September 11, 2003 (68 FR 53515), which extended through 2013. EPA approved the second 10-year Limited Maintenance Plan (LMP) on September 11, 2023 (88 FR 62293), which covered the period 2013 through 2023. As the Liberty-Clairton PM₁₀ maintenance area has shown continuous maintenance of the PM₁₀ NAAQS from September 2003 through September 2023, the area has met its obligation to demonstrate maintenance of the PM₁₀ NAAQS for 20 years. Therefore, as of September 11, 2023 (88 FR 62293) the

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transportation conformity assessments are no longer required to address conformity for the Liberty-Clairton PM₁₀ maintenance area.

One major, regionally significant project was completed in the region since the conformity assessment for the 2050 Long Range Plan and the 2025-2028 TIP update was prepared in the spring of 2024. That project is now included in the existing (2027 base year) transportation network for this conformity assessment. That project is:

Allegheny County:

- Pa Turnpike – Mon Fayette Project – New 4-lane toll Freeway (Route 51 to Camp Hollow Rd) [Jefferson Hills and West Mifflin Boroughs, Allegheny County]

Fifteen non-codable, regionally significant projects were also completed and reflected in the existing year (2027) analysis. These projects are:

Allegheny County:

- SR 3003 Washington Pike Improvements - MPMS#114287 [Allegheny Co.]
- SR 50 Signal Upgrades - MPMS#117271 [Allegheny Co.]
- Frankstown Avenue Signal Improvement - MPMS#117272 [Allegheny Co.]
- SR 8 Signal Upgrades - MPMS#117273 [Allegheny Co.]
- SR 286 Signal Upgrades - MPMS#117274 [Allegheny Co.]
- SR 3010 @ Patterson Road Roundabout - MPMS#119945 [Allegheny Co.]
- PA 50–I-79 to Thom’s Run Road - MPMS#109640 [Allegheny Co.]
- PGH CBD Signal Updates Phase-5&6 - MPMS#119613 [City of Pittsburgh – Allegheny Co.]
- Fifth Avenue Signal Improvement - MPMS#119398 [City of Pittsburgh – Allegheny Co.]

Butler County:

- Jefferson-Cunningham Streets Signal Improvements - MPMS#117264 [Butler Co.]

Fayette County:

- SR 119 Connellsville Signals – MPMS#110402 [Fayette Co.]

Washington County:

- US 19 Adaptive Signals CMAQ Supplement - MPMS#117943 [Washington Co.]

Westmoreland County:

- 119 SW Greensburg CMAQ - MPMS#114560 [Westmoreland Co.]
- US 30 Adaptive Signal Corridor - MPMS#117945 [Westmoreland Co.]

Region:

- SPC Regional Traffic Signal Program Cycle V - MPMS#106593 [10-County Region]

Section II of this report presents an overview of pertinent provisions of the Clean Air Act and the Transportation Conformity Rule. It also describes the areas of the region designated as nonattainment under the 1997 8-hour ozone national ambient air quality standard (NAAQS), 2008 8-hour ozone NAAQS, the 1997 and 2012 Annual PM_{2.5} NAAQS, the 2006 24-hour PM_{2.5} NAAQS, the 1971 carbon monoxide (CO) NAAQS, and the 1987 PM₁₀ NAAQS. The 2050 Plan and 2027-2030 TIP are summarized in Section III. Section IV discusses SPC’s transportation modeling process. The methods used to develop emissions estimates for this conformity determination are highlighted in Section V. Section VI presents the travel simulations developed for this conformity determination. Section VII highlights the conformity findings and conclusions. The conformity determinations under the 8-hour ozone standard, and the PM_{2.5} air

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quality standards are also made in Section VII. The public review process is outlined in Section VIII. A series of appendices, described in the text, appear at the end of this report.

The conformity findings and conclusions in this report are based on VMT, average speed, and emissions for five analysis years: [1] 2027 – the base year for the 2027-2030 TIP; [2] 2030 – the horizon year for the 2027-2030 TIP; [3] 2035 – interim year to satisfy the Transportation Conformity Rule requirement that analysis years be not more than ten years apart, also a PM_{2.5} NAAQS Budget Year for the Allegheny County nonattainment area; [4] 2045 – a second interim year to satisfy the Transportation Conformity Rule requirement that analysis years be not more than ten years apart; and, [5] 2050 – the horizon year for the Long Range Transportation Plan.

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II. Regional Implications of the 1990 Clean Air Act Amendments and Overview of Conformity Criteria

Criteria and procedures required for demonstrating conformity of transportation plans and programs are specified in EPA's Transportation Conformity Rule. The applicable conformity criteria and procedures are summarized below:

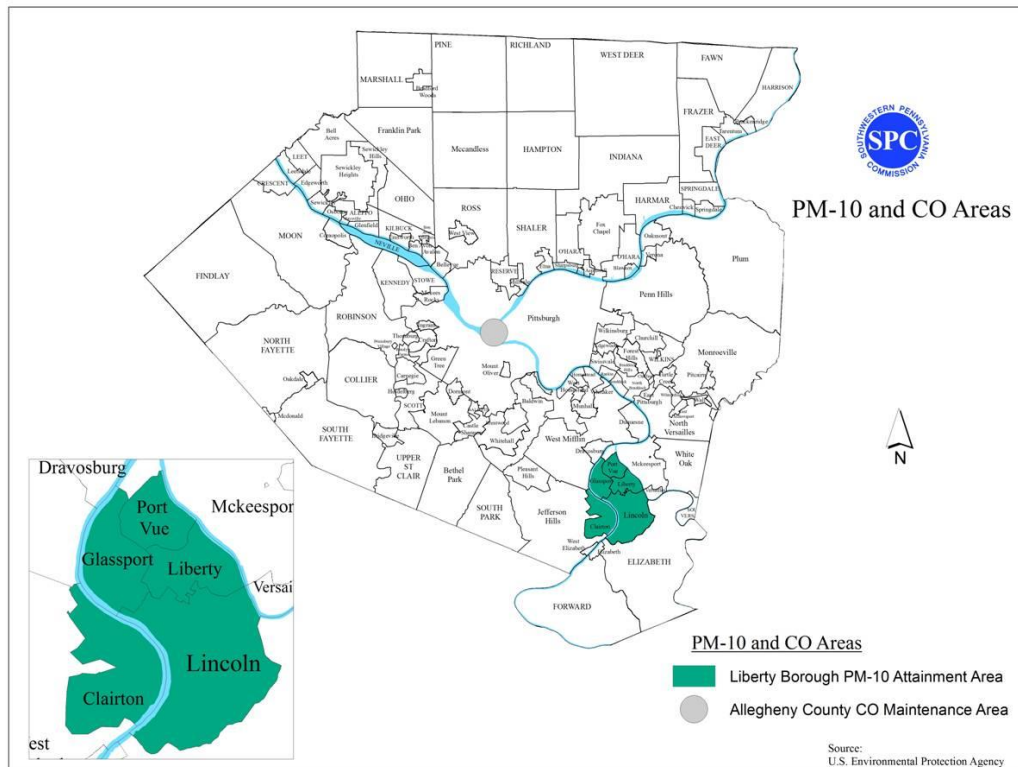
- 1) A determination should be made that the endorsed transportation plan and program will be consistent with the MVEBs in the approved control strategy SIP or redesignation request. Prior to EPA approval of MVEBs, a determination should be made that the transportation plan and program are consistent with the most recent estimates of mobile source emissions.
- 2) An assurance should be given that no goals, directives, recommendations, or projects identified in the transportation plan and program contradict in a negative manner any specific requirements or commitments of the applicable SIP.
- 3) Transportation plans and programs should provide for the expeditious implementation of transportation control measures in the applicable SIP.
- 4) Transportation plan and program conformity determinations will be based on the most recent emissions estimates which in turn are to be based on the most recent population, employment, travel, and congestion estimates as determined by the MPO or other authorized agency.
- 5) A determination should be made that the transportation plans and programs contribute to reductions in emissions in nonattainment areas and that the transportation plans and programs do not increase the frequency or severity of existing violations of the applicable NAAQS.

In accord with the federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) designated several nonattainment areas within Southwestern Pennsylvania for seven separate NAAQS. The seven air quality standards are: [1] the 1987 PM₁₀ NAAQS (one designated area, covering five municipalities within Allegheny County) – Map 1, [2] the 1971 carbon monoxide NAAQS (one designated area, covering the City of Pittsburgh's Central Business District and certain other high traffic density areas in and near the City's Oakland neighborhood) – Map 1, [3] the 1997 8-hour ozone NAAQS (two designated areas, covering Greene and Indiana counties within SPC's planning area) – Map 2, [4] the 2008 8-hour ozone NAAQS (one designated area, covering seven of the ten counties within SPC's planning area) – Map 2, [5] the 1997 PM_{2.5} annual NAAQS (three separate areas that, combined, cover five entire counties and parts of four other counties within SPC's planning area) – Map 3, [6] the 2006 PM_{2.5} 24-hour NAAQS (the same three geographic areas designated nonattainment for the PM_{2.5} annual standard) – Map 3, and [7] the 2012 PM_{2.5} annual NAAQS (one designated area, covering all of Allegheny County) – Map 3.

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With the exception of the carbon monoxide maintenance area and the Liberty-Clairton PM₁₀ maintenance area, transportation conformity must be addressed by SPC for each nonattainment and maintenance area. This report addresses conformity for all of the applicable nonattainment areas and NAAQS. Discussion of the carbon monoxide and PM₁₀ maintenance areas appears below and in Section VII.



PM₁₀

As detailed in Section I, conformity assessments for the Liberty-Clairton PM₁₀ maintenance area are no longer required.

Carbon Monoxide

As detailed in Section I, conformity assessments for the Allegheny County carbon monoxide (CO) maintenance area are no longer required.

Ozone

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856). Three nonattainment areas were designated in the SPC planning area under the 1997 8-hour ozone NAAQS (69 FR 23858) effective June 15, 2004. These areas are:

- Pittsburgh - Beaver Valley. This area includes seven counties within SPC's planning area (Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland).

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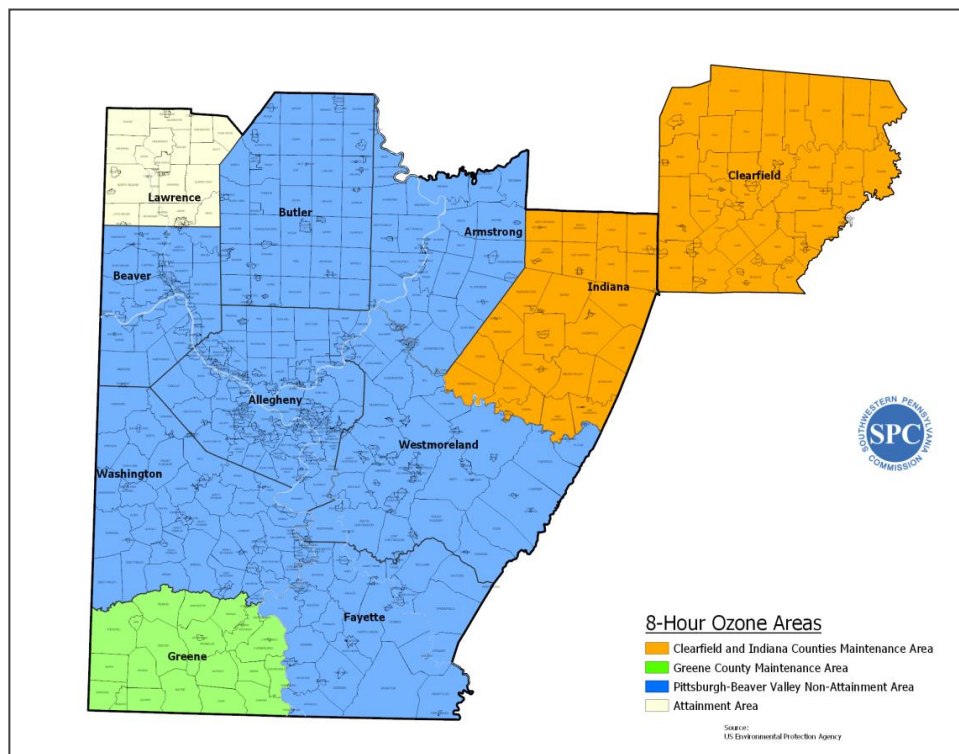
- Clearfield and Indiana counties. This area includes all of Indiana County which is within SPC's planning area, and all of Clearfield County which is outside of SPC's planning area.
- Greene County. This area includes all of Greene County which is within SPC's planning area.

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436). One nonattainment area was designated in the SPC planning area under the 2008 8-hour ozone NAAQS (77 FR 30088) effective July 20, 2012. That area is:

- Pittsburgh - Beaver Valley. This area includes the same seven counties within SPC's planning area that were included under the 1997 8-hour ozone NAAQS (Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland).

Greene and Indiana counties were designated as attainment areas under the 2008 8-hour ozone NAAQS. Nevertheless, the Clean Air Act's "anti-backsliding" measures require that transportation conformity continue to be demonstrated for those two areas. EPA guidance does not require regional emissions modeling for them, but does require demonstration of fiscal constraint, public review, interagency consultation, and implementation of TCMs in the SIP.

Map 2 shows the boundaries of the designated 8-hour ozone areas under the 1997 and 2008 NAAQS.



Map 2

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The EPA published the 2015 8-hour ozone NAAQS on October 26, 2015 with an effective date of December 28, 2015 (80 FR 65292). Subsequently, EPA published air quality designations under the 2015 ozone NAAQS on November 16, 2017 (82 FR 54232). All areas of the SPC region were designated as attainment areas under the 2015 Ozone NAAQS. A conformity finding under the 2015 ozone NAAQS is not required.

Ozone is formed through chemical reactions induced when sunlight reacts with volatile organic compounds (VOCs, principally “hydrocarbons”), and nitrogen oxides (NOx). A major source of VOCs and NOx is the incomplete combustion of fossil fuels. Transportation-related activities are a major contributor of these pollutants. Since heat speeds the reactions, ozone levels are typically highest during hot summer days. For ozone nonattainment areas, reductions in both VOC and NOx are required in order to demonstrate conformity.

The Transportation Conformity Rule requires that the conformity determination for transportation plans and programs be based on comparisons to established VOC and NOx MVEBs, provided that the budgets are established in a control strategies State Implementation Plan and that EPA has declared the MVEBs to be adequate for transportation conformity purposes. The MVEBs establish a cap on emissions which cannot be exceeded by predicted highway and transit vehicle emissions. The conformity analysis should demonstrate reduced VOC and NOx emissions in a future year for the transportation plan or program when compared to the established MVEBs. The analysis must estimate total motor vehicle transportation-related emissions within the ozone nonattainment area for certain future years, and may include the effects of any emission control programs which are already adopted or committed to in the applicable State Implementation Plan.

MVEBs for VOC and NOx were established in the Maintenance Plan for the Pittsburgh-Beaver Valley Ozone Area (*Pittsburgh-Beaver Valley Area Ozone Maintenance Plan and Request for Redesignation as Attainment for Ozone*). This is the Maintenance Plan and Attainment SIP approved for this area by EPA under the 1979 1-hour ozone NAAQS. It will remain in effect until the state submits, and EPA approves, an attainment demonstration and MVEBs for the 8-hour ozone NAAQS. The MVEBs from this SIP are based on analysis using EPA’s MOBILE6.2 emissions model. The budgets were approved by EPA on December 10, 2004 for use in conformity assessments (69 FR 71712). These budgets are, therefore, available to SPC for use in demonstrating 8-hour ozone transportation conformity. The approved emissions budgets for the Pittsburgh – Beaver Valley Ozone Area are presented in Table 1 below and in Section VII in Table 18 and Figures 9 (VOC) and 10 (NOx).

EPA’s November, 2018 guidance addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS. This situation applies to both Greene and Indiana counties. EPA’s guidance does not require regional emissions analysis for these counties. Other conformity requirements, including latest planning assumptions, interagency and public consultation, and fiscal constraint still need to be addressed in the conformity assessment under the 8-hour ozone NAAQS for Greene and Indiana counties.

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The process used to develop the emission factors needed for the 8-hour ozone conformity assessment is presented in Section V. Results of the analysis, and the conformity determination for the Pittsburgh – Beaver Valley Ozone Area, are found in Section VII.

Lawrence county is designated as an air quality attainment area under the 1997, 2008, and 2015 8-hour ozone NAAQS. A transportation conformity assessment is not needed for Lawrence County under the 8-hour ozone NAAQS.

PM_{2.5}

The EPA published the 1997 Annual PM_{2.5} NAAQS on July 18, 1997 (62 FR 38653). Three nonattainment areas were designated in the SPC planning area under the 1997 Annual PM_{2.5} NAAQS (70 FR 944) effective April 5, 2005. These areas are:

- Johnstown. This area includes all of Cambria County (which is outside of the SPC planning area), plus five municipalities within Indiana County (West Wheatfield, Center, and East Wheatfield townships, and Armagh and Homer City boroughs).
- Liberty – Clairton. This area includes five municipalities within Allegheny County (Glassport, Liberty, Lincoln, and Port Vue boroughs, and Clairton City).
- Pittsburgh - Beaver Valley. This area includes all or part of eight counties within SPC's planning area as follows: Allegheny County (remainder not included in the Liberty – Clairton area); Armstrong County (Plumcreek and Washington townships, and Elderton Borough); Beaver County (entire county); Butler County (entire county); Greene County (Monongahela Township); Lawrence County (portions of Taylor Township south of New Castle City); Washington County (entire county); and Westmoreland County (entire county).

The EPA published the 2006 24-hour PM_{2.5} NAAQS on October 17, 2006 (71 FR 61144). Three nonattainment areas were designated in the SPC planning area under the 2006 24-hour PM_{2.5} NAAQS effective December 14, 2009 (74 FR 58688). The boundaries of the three nonattainment areas designated under the 2006 24-hour PM_{2.5} NAAQS are identical to the three nonattainment areas designated under the 1997 Annual PM_{2.5} NAAQS.

Map 3 shows the boundaries of the three 1997/2006 PM_{2.5} nonattainment areas in southwestern Pennsylvania. These three areas are designated nonattainment for both the 1997 Annual PM_{2.5} NAAQS and the 2006 24-hour PM_{2.5} NAAQS.

The remainder of the SPC planning area is designated as an attainment area under both the 1997 Annual and 2006 24-hour PM_{2.5} NAAQS. The attainment area includes all of Fayette County and the remainder of Armstrong, Greene, Indiana, and Lawrence counties.

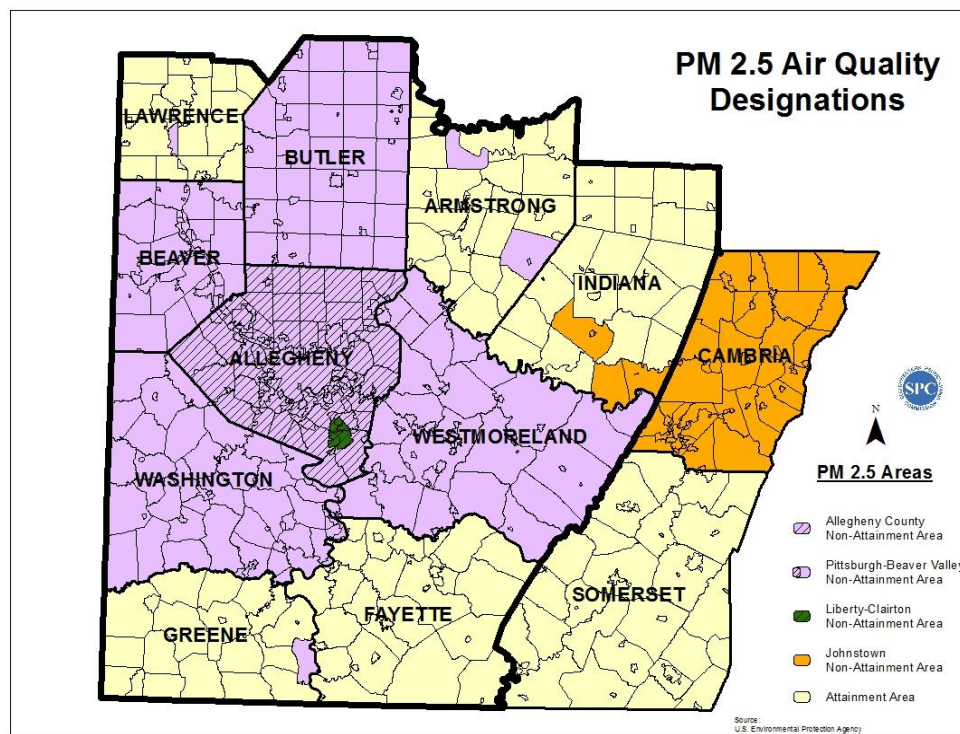
The Transportation Conformity Rule requires that the conformity determination for transportation plans and programs be based on comparisons to approved emission budgets, provided that the budgets are established in a control strategies State Implementation Plan and that EPA has declared the MVEBs to be adequate for transportation conformity purposes. The MVEBs establish caps on emissions which cannot be exceeded by predicted highway and transit

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vehicle emissions. The conformity analysis should demonstrate reduced emissions in a future year for the transportation plan or program when compared to the approved emission budgets. The analysis must estimate total transportation-related emissions within the nonattainment area for certain future years, and may include the effects of any emission control programs which are already adopted or committed to in the applicable SIP.

MVEBs for PM_{2.5} and NO_x were approved by EPA under the 2006 24-hour PM_{2.5} NAAQS and the 1997 Annual PM_{2.5} NAAQS for the Pittsburgh – Beaver Valley PM_{2.5} Area in a final rule published in the Federal Register on October 2, 2015 (80 FR 59624). These MVEBs are based on analysis using EPA's MOVES emissions model. These budgets are, therefore, available to SPC for use in demonstrating transportation conformity for the Pittsburgh Area under both the Annual and the 24-hour PM_{2.5} NAAQS. The approved MVEBs are expressed as annual values in EPA's approval. EPA guidance indicates that they apply to both the annual and daily NAAQS and that conformity assessments are to be based on the annual emissions. If conformity is demonstrated for the annual NAAQS, it is also demonstrated for the daily NAAQS. The annual values for the MVEBs for the Pittsburgh – Beaver Valley PM_{2.5} Area are presented in Table 1 below and in Section VII in Table 15 and Figures 3 (PM_{2.5}) and 4 (NO_x).



Map 3

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MVEBs for PM_{2.5} and NO_x were approved by EPA under the 2006 24-hour PM_{2.5} NAAQS and the 1997 Annual PM_{2.5} NAAQS for the Indiana County portion of the Johnstown PM_{2.5} nonattainment area in a final rule published in the Federal Register on July 16, 2015 (80 FR 42046). These MVEBs are based on analysis using EPA's MOVES emissions model. These

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budgets are, therefore, available to SPC for use in demonstrating transportation conformity for the Indiana County portion of the Johnstown PM_{2.5} nonattainment area under both the annual and the daily PM_{2.5} NAAQS. The approved MVEBs are expressed as annual values in EPA's approval. EPA guidance indicates that they apply to both the annual and daily NAAQS and that conformity assessments are to be based on the annual emissions. If conformity is demonstrated for the annual NAAQS, it is also demonstrated for the daily NAAQS. The annual values for the MVEBs for the Indiana County portion of the Johnstown PM_{2.5} nonattainment area are presented in Table 1 below and in Section VII in Table 16 and Figures 5 (PM_{2.5}) and 6 (NO_x).

The ACHD submitted, on May 13, 2014, a supplement to its Attainment Demonstration SIP for the Liberty – Clairton area under the 1997 annual PM_{2.5} NAAQS and the 2006 daily PM_{2.5} NAAQS requesting an “insignificance finding” from EPA that nonattainment was primarily the result of industrial stationary sources and motor vehicles were not an important contributor to the nonattainment problem. That finding was approved by EPA in a rulemaking published in the Federal Register on October 2, 2015 (80 FR 59615) and effective December 1, 2015. With approval of this finding by EPA, no additional quantitative analysis for transportation-related PM_{2.5} impacts is required for conformity purposes. Interagency consultation, fiscal constraint, and public review are still required.

The 2050 Plan and 2027-2030 TIP will not worsen the PM_{2.5} emissions in that area, nor will they interfere with the expeditious implementation of mitigation measures to control those emissions. Four projects are identified on the 2027-2030 TIP and the 2050 Plan in the Liberty – Clairton PM_{2.5} Area. They are: [1]. PA 837 Slide Remediation – Slide remediation work on North State Street (PA 837) in the City of Clairton and West Mifflin Borough, \$15,000,000 (MPMS# 114193); [2]. SR 2010 Lovedale Road Wall Remediation – Slide remediation / retaining wall work on Lovedale Road (SR 2010) in Lincoln Borough and Elizabeth Township, \$19,000,000 (MPMS# 114194); [3]. Lovedale Road Bridge/Wylie Run - Bridge Replacement on SR 2010, Lovedale Road over Wylie Run in Elizabeth Township & Lincoln Borough, \$4,000,000 (MPMS# 74319); [4]. Ravensburg Boulevard Bridges – Bridge Rehabilitation Clairton-Glassport Bridge – Bridge rehabilitation on SR 7302 over W&LE RR and Peters Creek in the City of Clairton, \$2,200,000 (MPMS# 27326). The total cost programmed on the 2027-2030 TIP and 2050 Plan for these four projects is \$40,200,000.

The EPA published the 2012 Annual PM_{2.5} NAAQS on January 15, 2013 (78 FR 3086), with an effective date of March 18, 2013. One nonattainment area, covering all of Allegheny County, was designated in the SPC planning area under the 2012 Annual PM_{2.5} NAAQS effective April 15, 2015 (80 FR 2206 and 80 FR 18535). Map 3 shows the boundary of that nonattainment area.

The other nine counties in the SPC planning area are designated as attainment areas under the 2012 Annual PM_{2.5} NAAQS.

MVEBs for PM_{2.5} and NO_x were originally approved by EPA under the 2012 Annual PM_{2.5} NAAQS for the Allegheny County PM_{2.5} Area in a final rule published in the Federal Register on May 14, 2021 (86 FR 26388). Updated MVEBs, replacing the original values, were approved by EPA in a final rule published in the Federal Register on July 24, 2025, 90 FR 34770). These

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MVEBs are based on analysis using EPA's MOVES emissions model. These updated budgets are, therefore, available to SPC for use in demonstrating transportation conformity for the Allegheny County Area under the Annual PM_{2.5} NAAQS. The annual values for the MVEBs for the Allegheny County PM_{2.5} Area under the 2012 Annual PM_{2.5} NAAQS are presented in Table 1 below and in Section VII in Table 17 and in Figures 7 (PM_{2.5}) and 8 (NO_x).

PM_{2.5} emissions (fine particulates) are emitted directly by motor vehicles as a result of the fuel combustion process (tailpipe emissions) and as a result of brake and tire wear. PM_{2.5} emissions are contained in re-entrained road dust and transportation construction dust. PM_{2.5} emissions are also formed through reactions in the atmosphere among several precursor emissions including VOC, NO_x, ammonia (NH₃), and sulfates (SO_x). Under EPA conformity regulations:

- Direct PM_{2.5} tailpipe, brake wear, and tire wear emissions must be analyzed.
- Re-entrained road dust is included only if EPA or the Pennsylvania DEP determines that it is a significant contributor to PM_{2.5} in the nonattainment area, or is named in a PM_{2.5} SIP and a MVEB is established for this item.
- Transportation construction dust is encompassed in regional transportation conformity if it is named in a PM_{2.5} SIP and a MVEB is established for this item.
- NO_x must be analyzed in the period prior to SIP submission and budget adequacy determination or approval, unless EPA and DEP determine it is not a significant contributor.
- VOC, NH₃ and SO_x analysis is not required in the period prior to SIP submission unless EPA or DEP determines one or more of these precursors to be a significant contributor.

As a result of the interagency consultation process required by the Transportation Conformity Rule, and in the absence of a SIP and attendant emission budgets, and in the absence of EPA and DEP significance determinations, SPC's PM_{2.5} conformity analysis encompasses the following pollutants: Direct PM_{2.5} emissions (tailpipe, brake wear, tire wear); and NO_x precursor emissions.

The process used to develop the emission factors needed for the PM_{2.5} conformity assessments is presented in Section V. Results of the analysis, and the conformity determinations for the PM_{2.5} nonattainment areas within the SPC planning area, are found in Section VII.

Motor Vehicle Emission Budgets - MVEBs

Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Budget Year	Pollutants (tons / year)		
				VOC	NOx	PM2.5
2012 Annual PM2.5	Allegheny County, PA	Allegheny	2017 2026 2035	N/A	8,046.00 4,123.00 2,902.00	257.00 177.00 141.00
2008 8-Hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	2017 2025	60.42 45.68	110.37 77.09	N/A
2006 24-Hour PM2.5	Pittsburgh-Beaver Valley, PA	Allegheny (Part), Armstrong (Part), Beaver, Butler, Greene (Part), Lawrence (Part), Washington, Westmoreland	2007 2011	N/A	17,584.00 10,709.00	700.00 537.00
2006 24-Hour PM2.5	Johnstown, PA	Indiana (Part)	2017 2025	N/A	238.50 120.98	7.95 4.38
2006 24-Hour PM2.5	Liberty-Clairton, PA	Allegheny (Part)	N/A	N/A	N/A	N/A
1997 Annual PM2.5	Liberty-Clairton, PA	Allegheny (Part)	N/A	N/A	N/A	N/A

Table 1

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III. Transportation Networks Developed for Conformity Assessment

SPC's process for this conformity determination for the 2027-2030 TIP and amendments to the 2050 Transportation Plan called for use of five Cube Voyager-based transportation networks. Each transportation network consists of separate highway and transit components covering SPC's entire ten county planning area which includes Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland counties.

This section provides an overview of the facilities included in each of the networks and how the networks were used in the conformity determination. An overview of the Cube Voyager transportation modeling software and SPC's modeling process is presented in Section IV. Figure 1 presents a synopsis of the five networks and the major new facilities each includes.

EPA's Transportation Conformity Rule cites a number of project types which may be excluded from the regional emissions analyses required to determine conformity of transportation plans and programs. These "exempt" project types generally include projects such as resurfacing, minor widening, intersection channelization, transit vehicle replacement, and roadway lighting improvements. "Exempt" projects were excluded from the regional emissions analysis. Appendix A identifies the project types listed as "exempt" in the Transportation Conformity Rule.

The five networks developed specifically for use in this conformity process were: [1]. 2027 network – used to represent the base year for the 2027-2030 TIP; [2]. 2030 network – the horizon year for the 2027-2030 TIP; [3]. 2035 network – an interim year to satisfy the Transportation Conformity Rule requirement that analysis years be not more than ten years apart; also used to represent a budget year for the Allegheny County PM_{2.5} NAAQS; [4]. 2045 network -a second interim year to satisfy the Transportation Conformity Rule requirement that analysis years be not more than ten years apart, and; [5]. 2050 network – the horizon year for the Long-Range Transportation Plan.

The adopted 2027-2030 TIP is the fiscally constrained program of projects for federal fiscal years 2027 through 2030 (October 1, 2026 through September 30, 2030) that reflect the region's transportation priorities. It was adopted by SPC on June 22, 2026. The SPC report *2027-2030 Transportation Improvement Program for Southwestern Pennsylvania* (July 2026) provides more information about the projects programmed on the TIP. For purposes of this conformity assessment, it was presumed that all projects programmed on the 2027-2030 TIP for construction would be completed by 2030. Appendix A lists all of the projects included on the draft 2027-2030 TIP.

The adopted 2050 Long Range Plan (2050 Plan) is the region's fiscally constrained long-range transportation plan. The SPC report *SmartMoves for a Changing Region* (SPC, July 2023), identifies the specific projects included in the Plan for SPC's 10-county planning area. It was initially adopted by SPC on June 26, 2023, and amended with adoption of the 2025-2028 TIP in June 2024. The Plan was further amended to account for current fiscal projections and changes to regional priorities in the spring of 2026. The amended Plan was adopted by SPC on June 22,

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2026, concurrent with the 2027-2030 TIP. Appendix B lists the projects included in the amended 2050 Plan.

“Non-exempt” projects and facilities listed in Figure 1 were coded into the Cube Voyager-based transportation networks to define the transportation system for the 2027 network. The projects and facilities are those listed as completed from 1990 through 2027. The network was used to develop 2027 emissions estimates for the "existing" (2027) transportation system.

“Non-exempt” projects and facilities listed in Figure 1 for completion by 2030 were added to the 2027 network to define the transportation system for the 2030 network. The 2030 (TIP Year) network is a Cube Voyager-based representation of the region’s highway and transit system as it will appear upon completion of every project programmed for construction on the 2027-2030 TIP. This network was used in the conformity analysis to develop emissions estimates for the TIP year (2030).

“Non-exempt” projects and facilities listed in Figure 1 for completion between 2030 and 2035 were added to the 2030 network to define the 2035 “interim year #1” network. The 2035 network was used to develop emissions estimates for the 2035 “interim year #1” analysis scenario, and also provides emissions estimates to compare to the 2035 emissions budgets for the Allegheny County PM_{2.5} NAAQS.

“Non-exempt” projects and facilities listed in Figure 1 for completion between 2035 and 2045 were added to the 2035 network to define the 2045 “interim year #2” network. The 2045 network was used to develop emissions estimates for the 2045 “interim year #2” analysis scenario.

“Non-exempt” projects and facilities listed in Figure 1 for completion between 2045 and 2050 were added to the 2045 network to define the 2050 Long Range Transportation Plan network. The 2050 network was used to develop emissions estimates for the Long-Range Plan.

Of all the highway and transit projects programmed on the 2027-2030 TIP and 2050 Transportation Plan, only those identified in Figure 1 were coded into the travel demand model for the conformity analysis as “non-exempt”, regionally significant projects subject to regional emissions analysis. A number of additional “non-exempt” projects are programmed for completion in that time period. Due to their nature (small isolated park-n-ride lots, roadway relocation with no capacity increase, traffic signal coordination, etc.), they could not be coded on the travel model networks. These projects are addressed in Section VII.

Appendix A contains a one-line summary of every highway, transit, and Pennsylvania Turnpike project identified on the 2027-2030 TIP within SPC’s 10-county region. Appendix B contains a brief summary of every highway, transit, and Pennsylvania Turnpike project identified on the fiscally constrained portion of the 2050 Plan within SPC's 10-county region. The project summaries in Appendices A and B identify whether the projects have been categorized as "exempt". The "non-exempt", regionally significant projects which could be coded on highway

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and transit networks are also listed on Figure 1. The effect of highway and transit projects which cannot be reflected on coded transportation networks is discussed in Section VII.

Figure 1. Facilities Included on Highway and Transit Networks

1. Base Year (2002) Transportation System

- 1990 Transportation System plus:

Facilities completed between 1990 and 2002

Allegheny County:

1. West Busway (Downtown Pittsburgh to Carnegie)
2. First Avenue Station – (New Light Rail Transit Station) – [Downtown Pittsburgh]
3. Ohio River Boulevard Extension / West End Bridge Interchange
4. Airport Southern Expressway
5. I-279 Southbound Widening to 3 lanes (McKnight Road to North Avenue)
6. Coraopolis Bridge – (Replace 2-lane bridge with 3-lane bridge on new alignment)
7. Smithfield St. Bridge Widening (Convert trolley right-of-way to third traffic lane)
8. North Fayette/Robinson Interchange (Parkway West)
9. West Main Street Widening to 4 lanes – [Carnegie Borough]
10. West End Bypass Widening to 5 lanes – [City of Pittsburgh]
11. West End Bridge ramp to Route 65 – (Widen to 2 lanes) – [City of Pittsburgh]
12. Hookstown Grade/Ewing Road @ Business Route 60 (Construct interchange)
13. Banksville Road/Parkway West Interchange Improvements
14. Liberty Tunnel South Portal Grade Separation (Route 51 @ West Liberty Avenue)
15. Hot Metal Bridge Reconstruction (East Carson St. to Second Ave.) – [City of Pittsburgh]

Armstrong County:

16. Kittanning Bypass (Route 66 to Route 28)

Beaver County:

17. Beaver Valley Expressway

Butler County:

18. Route 228 Bridge over I-79 (New structure with additional lanes)
19. I-79/Route 228 Interchange (Construct missing ramps)

Fayette County:

20. Uniontown Bypass (Hopwood to Route 119 South)
21. Mon-Fayette Expressway (Uniontown to Fairchance)
22. TR 51 Star Junction Intersection
23. Route 982 / 31 Intersection and Approaches (Laurelville)
24. Mon-Fayette Expressway (Fairchance to West Virginia)

Indiana County:

25. Route 422 Indiana Bypass (SR 119 to SR 286)
26. Route 422 Indiana Bypass (SR 286 to Business 422)

Lawrence County:

27. New Castle Area Transit Authority (NCATA) – Bus Replacements / Fleet Expansion (16 Transit Vehicles)
28. NCATA – Service Expansion (New Route between New Castle and Pittsburgh)
29. NCATA – Construction of New Maintenance Facility / Administration Building (New Castle)
30. Beaver Valley Expressway (Toll 60) – Beaver County Line to Route 422 Bypass
31. Route 422 / 388 Intersection – Traffic Signal Upgrade

Washington County:

32. I-79 Interchange - Western Center (Southpointe)
33. Donora Industrial Access Road - Phase 1 (Route 837 to Industrial Park)

Figure 1. Facilities Included On Highway and Transit Networks (cont.)

Westmoreland County:

- 34. Greensburg Bypass – (New Stanton to Delmont)
- 35. Route 22 Reconstruction/widening to 4 lanes (Delmont to Route 819)
- 36. Route 22 Reconstruction/widening to 4 lanes (Route 819 to Shieldsburg)

2. PM2.5 Conformity Base Year (2008) Transportation System

- 2002 Transportation System plus:

Facilities completed between 2002 and 2008

Allegheny County:

- 1. East Busway Extension - (Wilkinsburg to Rankin)
- 2. Wilkinsburg Park-N-Ride Facility
- 3. South Hills Light Rail Transit - (Stage II – Overbrook Line)
- 4. Wabash Tunnel HOV Facility - (Woodruff Street to East Carson Street)
- 5. I-279 / I-376 Connector – (Direct ramp from Fort Duquesne Bridge to Parkway East)
- 6. Mon Fayette Expressway (I-70 to Route 51)
- 7. Duncan Avenue Extension (East) – [McCandless Twp.]
- 8. Cargo Road @ Business Route 60 (New interchange) – [Moon Twp.]
- 9. Frazer (Pgh) Mills Interchange (Rt.28 @ Tawney Run Rd. /Galleria Blvd.) – [Frazer Twp.]
- 10. Settlers Cabin Interchange (Rt. 22/30 Parkway West @ Ridge Rd.) – [Robinson Twp.]
- 11. Industry Drive Extension (Phase 1) – [Findlay Twp.]
- 12. Moon-Clinton Interchange completion - (Add missing ramps north of SR 3089)
- 13. Southern Beltway (Findlay Connector) – 4 lanes (Airport Southern Expressway to Route 22)
- 14. Rt. 8 Widening to 4 lanes (Kittanning St. to Saxonburg Blvd.) – [Etna]
- 15. Route 28 Widening to 3 lanes northbound (Harmar to Creighton)
- 16. Rt.28 Southbound to I-279 Southbound Connector (Construct new ramp) – [City of Pittsburgh]
- 17. Cherrington Parkway Extension – (2 Lane Access Road) – [Moon Twp.]

Butler County:

- 18. I-79/Route 19/Turnpike Exit 28 Interchange (Cranberry Connector)

Fayette County:

- 19. Route 119 / Walnut Hill Interchange – (Construct two missing ramps to complete interchange)
- 20. Wayland Smith Drive – New 2-lane Connector (Route 40 to Matthew Dr. Extension)
- 21. Matthew Drive Extension (Route 40 to New Salem Road [SR 4006])

Greene County:

- 22. Kiwi Road Extension (Near Greene County Airport [Route 21 to Rolling Meadows Road])

Indiana County:

- 23. Route 22 @ Route 119 Interchange Completion
- 24. Route 22 Gas Center – Widen to 4 lanes (Armagh Bypass to Cambria County Line)
- 25. Route 22 Penn View Summit – Widen to 4 lanes (Route 119 Interchange to Mount Taber Church)
- 26. Route 119 South – Widen to 4 lanes (SR 22 to SR 56 [Homer City])

Washington County:

- 27. Donora Industrial Access Road - Phase 2 (Industrial Park to 14th Street)

Westmoreland County:

- 28. Route 22 Reconstruction/widening to 4 lanes (Shieldsburg to New Alexandria)
- 29. Route 22 Reconstruction/widening to 4 lanes (Murrysville to Export)
- 30. Rt. 366 Widening to 4 lanes (Tarentum Bridge to Leechburg Road)
- 31. I-76 PA. Turnpike Mainline Widened to 3 lanes (Eastbound only) – New Stanton Int. to Somerset Co.
- 32. Center Avenue - Relocation (near New Stanton)
- 33. Route 119 @ Sony Corp. – Construct new interchange (near New Stanton)
- 34. Route 22 Reconstruction/widening to 4 lanes (Export to Delmont)
- 35. Route 31 - Widen to 4 lanes (3 Mile Hill - Laurelville to Laurel Summit)

Figure 1. Facilities Included on Highway and Transit Networks (cont)

3. Existing – TIP Base Year Network (2027)

- 2008 Transportation System plus:

Facilities completed between 2008 and 2027

Allegheny County:

1. North Shore Connector Project (LRT) Gateway Line – [City of Pittsburgh]
2. I-79 @ I-376 (Parkway West) Interchange - (Construct missing ramps and widen US 22/30 (Parkway West) to 6 lanes – I-79 @ I-376 Interchange to Campbell’s Run Road Interchange
3. West End Circle Reconstruct/Realign – (South approach to W. End Bridge) – [City of Pittsburgh]
4. East Carson Street - widened to 4 lanes (25th St. to 33rd St.) – [City of Pittsburgh]
5. Allegheny Circle Improvement – Convert from single direction traffic flow to bi-directional traffic flow – [City of Pittsburgh]
6. Etna Interchange Bridges Phase 4 – (SR 28 NB mainline widened to 2 lanes)
7. Brighton Road Ext. – New 2 lane Connector (General Robinson to N. Shore Dr.) – [City of PGH]
8. Penn Circle Improvement – Convert from multi-lane, single directional traffic flow to bi-directional traffic flow – [City of Pittsburgh]
9. Route 28 Widening (I-579 to Millvale) – [City of Pittsburgh]
10. Hulton Bridge Replacement (New 4 lane bridge over Allegheny River) – [Oakmont to Harmar]
11. PA 28 Highland Park Bridge Interchange Improvements
12. Corrigan Drive Upgrade/Road Diet (Reduce from 4 to 2 lanes through South Park)
13. Stevenson Mill Connector [Moon Twp.]
14. Rouser Road Connector [Moon Twp.]
15. I-76 PA. Turnpike Mainline (Construct New Bridge over Allegheny River) 6 lanes
16. I-76 PA. Turnpike Mainline Widened to 6 lanes (Pine Twp. to Route 8 Interchange)
17. I-76 PA. Turnpike Mainline Widened to 6 lanes (SR 8 Int. to Allegheny Valley Int.)
18. I-76 PA. Turnpike Mainline Widened to 6 lanes (Cranberry Int. to Pine Twp.)
19. Pa Turnpike – Mon Fayette Project – New 4-lane toll Freeway (Route 51 to Camp Hollow Rd)
20. I-79 widening to 3 lanes northbound (Southpointe to Alpine Road)

Beaver County:

21. I-76 PA. Turnpike Mainline Widened to 6 lanes (Ohio State Line to I-376 Interchange)
22. Freedom Road Upgrade (Crows Run) -Route 65 to Route 989

Butler County:

23. I-79 Exit 88 Interchange Completion (SR 3025 at Seneca Valley High School)
24. SR 228 Mars Railroad Bridge - Replace existing 2 lane bridge with 4 lane bridge (SR 228 over CSX RR and Breakneck Creek) – [Adams Twp.]
25. Moraine State Park North Shore Access - Interchange Completion (SR 422 @ West Park Road)
26. Freedom Road (SR 3020) Bridge Replacement (Widened to 6 lanes) – Over I-76 PA. Turnpike
27. SR 228 Corridor Improvements (Widening to 3 lanes Eastbound only) I-79 to SR 3021 Franklin Road
28. Freedom Road Improvements – Widen to 4 lanes (Haine School Rd. to Commonwealth Drive)
29. Freedom Road Improvements - Widen to 4 lanes (Powell Rd. to Haine School Rd.)
30. SR 228 Balls Bend - Widening to 4 lanes (Three Degree Rd. to SR 8).

Fayette County:

31. Matthew Drive - Widen to 4 lanes (Uniontown)
32. Mon-Fayette Expressway (MFE) (Uniontown to Brownsville) – Phase 1
33. SR 4049 Northgate Highway – New 4 lane Connector (Rt.40 to Rt.51) – Part of MFE Plan Phase 1
34. Mon-Fayette Expressway (Uniontown to Brownsville) – Phase 2
35. Mon-Fayette Expressway (Fairchance to I-68 – West Virginia)
36. Masontown Bridge - Replace existing 2 lane bridge with 4 lane bridge (Rt.21 over Mon. River)
37. Route 21 (Sec. J10) - Widen to 4 lanes (Thompson Crossroads to Rt.119)

Greene County:

38. US 19 Safety Improvements – Widen to 4 lanes (Morrisville Corridor Ph-1– Waynesburg [High St. to SR2026])

Figure 1. Facilities Included on Highway and Transit Networks (cont)

Indiana County:

- 39. Route 22 Clyde – Widen to 4 lanes (Mount Taber Church to Armagh Bypass)
- 40. SR 286 – Widening to 4 Lanes (US 422 Interchange to Rustic Lodge Road)

Washington County:

- 41. Union Twp. Park-N-Ride facility (MMVTA - 100-space commuter parking lot)
- 42. I-79 Meadowlands Interchange - (Construct missing ramps)
- 43. I-70 Widening to 6 lanes (I-79 North Junction to SR 136 Interchange [Beau St.])
- 44. I-70 Widening to 6 lanes (SR 136 Interchange [Beau St.] to I-79 South Junction)
- 45. Southern Beltway - New 4-lane limited-access toll Expressway (Route 22 to I-79)

Westmoreland County:

- 46. Route 22 Reconstruction/widening to 4 lanes (New Alexandria to Route 982)
- 47. Route 22 Reconstruction/widening to 4 lanes (Route 982 to Westinghouse)
- 48. Route 22 Reconstruction/widening to 4 lanes (Westinghouse to Indiana Co.)
- 49. Route 30 Widening (St. Vincent's College to Mt. Laurel Shopping Ctr.)
- 50. Route 981 Widening (North and south approaches to Route 30 intersection)
- 51. Parnassus Triangle Phase 2 - SR 366 widening to 4 lanes – (Bridge St. to 7th St.)
- 52. I-76 PA. Turnpike Mainline Widened to 6 lanes (Irwin Int. to New Stanton Int.)
- 53. New Stanton Interchange Improvements (I-70)

4. TIP Year (2030) Transportation System

- 2027 Transportation System plus:

Facilities on 2027-2030 TIP for Construction by 2030

Allegheny County:

- 1. Bus Rapid Transit (BRT) Project Phase-1 (Downtown – Oakland – East End) [City of Pittsburgh]
- 2. Moon Transportation Authority (MTA) – Stevenson Mill/Rouser Road Offsites [Moon Twp.]
- 3. Market Place District Improvements-Montour Run Rd.-add through lane between FedEx Dr. and Market Place Blvd. [Moon Twp.]
- 4. Campbell's Run Road Improvements – Widen to 4 lanes - [Robinson Twp.]
- 5. I-279 Southbound Off-Ramp to East Street [City of Pittsburgh]
- 6. Pa Turnpike – Mon Fayette Project – New 4-lane toll Freeway (Camp Hollow Rd to Pgh/McKeesport Blvd)

Beaver County:

- 7. I-76 PA. Turnpike Mainline (Construct New Bridge over Beaver River) 6 lanes

5. Interim Year #1 Transportation System / Allegheny County PM_{2.5} Budget Year (2035)

- 2030 Transportation System plus:

Facilities on 2050 Long Range Plan for Construction between 2030 and 2035

Allegheny County:

- 1. Bus Rapid Transit (BRT) Project Phase-2 (Downtown – Oakland – East End) [City of Pittsburgh]
- 2. Bates Street Improvements – Widen to 4 lanes (2nd Ave. to Blvd. of Allies) [City of Pittsburgh]
- 3. I-79 @ SR 910 Interchange - Widening and installation of additional travel lane
- 4. I-376 Inbound Transit Hard Shoulder and Off-Ramp
- 5. I-376 Parkway West @ Banksville Interchange improvements
- 6. Pa Turnpike – Mon Fayette Project – New 4-lane toll Freeway (Pgh/McKeesport Blvd to SR 837)
- 7. I-76 PA Turnpike Mainline – (Widen to 6 lanes) – Allegheny Valley Int. to Pgh Int. (MP 49-53)
- 8. I-76 PA Turnpike Mainline – (Widen to 6 lanes) – Allegheny Valley Int. to Pgh Int. (MP 53-57)
- 9. I-76 PA Turnpike Mainline – (Widen to 6 lanes) – Pgh Int. to Westmoreland County Line (57-59)

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Figure 1. Facilities Included on Highway and Transit Networks (cont)

Butler County:

10. SR 228 Mars RR Bridge West - Widening to 4 lanes (SR 3015 [Mars-Valencia Road] to SR 3021[Franklin Road])
11. Freedom Road (SR 3020) Improvements - Widening to 4 lanes (Lovi Rd. to Powell Rd.)
12. SR 228 Three Degree Road – Widen Sr 228 to 4 lanes; Intersection Improvements
13. SR 356 Improvements – Widen 1.1-mile section to 5 lanes, including center turn lane, Harbison Rd. to north of Bear Creek Rd. intersection [Buffalo Twp.]
14. I-79 Widening to 6 lanes (SR 228 to SR 528)

Fayette County:

15. PA21 Widening to 4 lanes (Masontown Bridge to Village of Revere)
16. SR 119 @ McClure/Kingview Rd. Interchange

Westmoreland County:

17. New PA. Turnpike Interchange – I-76 @ SR 130 [Penn Twp.]
18. I-76 PA Turnpike Mainline – (Widen to 6 lanes) – Allegheny County Line to Irwin Int (MP 59-68)
19. Rochester Road (SR 3022) – Widen to 5 lanes; Haine School Rd. to Norman Dr. (Cranberry Twp)

6. Interim Year #2 (2045) Transportation System

- 2035 Transportation System plus:
Facilities on 2050 Long Range Plan for Construction between 2035 and 2045

Allegheny County:

1. Pa Turnpike – Mon Fayette Project – New 4-lane toll Freeway (East Pgh/McKeesport Blvd to I-376)

7. Long Range Plan Horizon Year (2050) Transportation System

- 2045 Transportation System plus:
Facilities on 2050 Long Range Plan for Construction between 2045 and 2050

Allegheny County:

1. Pa Turnpike – Mon Fayette Project – New 4-lane toll Freeway (SR 837 to E. Pgh/McKeesport Blvd)

All "non-exempt" projects on the TIP or Long Range Plan and not listed above could not be coded. Their effect on emissions and conformity determination is qualitatively described in Section VII.

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IV. Travel Estimation Process

The travel demand estimates that were used in this conformity analysis are the end result of a model chain that begins by forecasting and distributing population, households, and employment for the SPC region. The model chain is iterative in nature. Estimates from the travel demand models are periodically cycled back as inputs to the socio-economic forecasting models.

SPC completed its twelfth cycle of population, household, and employment forecasts in the spring of 2023 (Cycle 12 forecast). The Cycle 12 forecast was adopted with the 2050 Plan on June 26, 2023. The Cycle 12 forecast replaces the Cycle 11 forecast which was adopted in 2019. The base year for the Cycle 12 forecast is 2020. The horizon year is 2050. The Cycle 12 forecast is the basis for the highway and transit trip forecasts used in the travel demand model for this conformity assessment. With each cycle, models are revised to take advantage of the latest data and to incorporate evolving modeling techniques.

SPC uses an integrated economic-demographic forecasting model to develop estimates of future population and employment by county and the City of Pittsburgh. That model, known as REMI (Regional Economic Models, Inc.), integrates an economic forecast with a demographic forecast for economic sub-regions of the United States. An updated REMI model is provided annually. SPC first used the REMI model for forecasting in 1992, when the Cycle 4a forecasts were produced.

Based on historical analysis of the regional economy and a forecast of the U.S. economy, REMI forecasts regional employment, production, and other regional economic variables. REMI also utilizes historical data on population to forecast regional population growth or decline based on a traditional cohort-survival model. Then, based on the economic forecast, REMI determines the amount of migration in or out of the region for workers and their dependents to produce a complete population forecast. The model is recursive in nature. The population forecast is used to revise the employment estimate. The new employment estimate is then used to allow for further changes in economic migration. This cycle continues until the economic and demographic forecasts balance out.

In 1992-93, SPC developed the first version of its Mature Economic Region Land Use Allocation Model (MERLAM) to allocate the county-level forecasts of population, households and employment to the traffic analysis zones in each county. The MERLAM model has been updated and enhanced on a regular basis since it was first developed. The allocation model uses simple algorithms and an extensive database to allocate population and employment. The model's algorithms include a number of policy-sensitive variables. The database includes land use and attractiveness measures. The land use database provides essential baseline information on each traffic analysis zone.

REGIONAL POPULATION

COUNTY	2020	2050	CHANGE 2020-2050	% CHANGE 2020-2050
Allegheny	1,211,358	1,223,838	+12,480	+1.0%
<i>Pittsburgh City</i>	302,706	316,784	+14,078	+4.7%
<i>non-Pittsburgh</i>	908,652	907,054	-1,598	-0.2%
Armstrong	64,162	61,075	-3,087	-4.8%
Beaver	162,575	160,135	-2,440	-1.5%
Butler	189,135	213,094	+23,959	+12.7%
Fayette	128,126	115,677	-12,449	-9.7%
Greene	35,621	31,276	-4,345	-12.2%
Indiana	83,664	76,056	-7,608	-9.1%
Lawrence	85,083	84,292	-791	-0.9%
Washington	206,803	227,080	+20,277	+9.8%
Westmoreland	347,087	354,414	+7,327	+2.1%
TOTAL	2,513,614	2,546,936	+33,302	+1.3%

TABLE 2

SPC July 2026

2020 and 2050 population estimates based on REMI forecast.

REGIONAL HOUSEHOLDS

COUNTY	2020	2050	CHANGE 2020-2050	% CHANGE 2020-2050
Allegheny	545,695	564,883	+19,188	+3.5%
<i>Pittsburgh City</i>	140,496	152,181	+11,685	+8.3%
<i>non-Pittsburgh</i>	405,199	412,702	+7,503	+1.9%
Armstrong	28,035	27,952	-83	-0.3%
Beaver	72,086	73,888	+1,802	+2.5%
Butler	77,725	91,535	+13,810	+17.8%
Fayette	55,346	52,561	-2,785	-5.0%
Greene	14,503	13,344	-1,159	-8.0%
Indiana	33,855	32,735	-1,120	-3.3%
Lawrence	37,300	39,036	+1,736	+4.7%
Washington	85,201	94,146	+8,945	+10.5%
Westmoreland	153,772	164,441	+10,669	+6.9%
TOTAL	1,103,518	1,154,521	+51,003	+4.6%

TABLE 3

SPC July 2026

2020 and 2050 household estimates based on REMI forecast.

REGIONAL EMPLOYMENT

COUNTY	2020				
	RETAIL	MANU- FACTURING	SERVICES	OTHER	TOTAL
Allegheny	114,248	35,109	641,470	65,478	856,305
<i>Pittsburgh City</i>	25,039	5,152	295,090	14,290	339,571
<i>non-Pittsburgh</i>	89,209	29,957	346,380	51,188	516,734
Armstrong	3,780	1,963	12,757	4,215	22,715
Beaver	11,763	6,387	41,185	11,644	70,979
Butler	18,543	11,320	67,869	14,443	112,175
Fayette	8,904	3,587	31,079	6,311	49,881
Greene	2,278	424	8,130	5,239	16,071
Indiana	6,599	2,107	23,534	7,201	39,441
Lawrence	6,273	3,643	22,527	4,900	37,343
Washington	16,293	8,555	66,231	20,364	111,443
Westmoreland	31,828	17,799	98,938	20,193	168,758
TOTAL	220,509	90,894	1,013,720	159,988	1,485,111
COUNTY	2050				
	RETAIL	MANU- FACTURING	SERVICES	OTHER	TOTAL
Allegheny	118,238	47,046	735,972	67,643	968,899
<i>Pittsburgh City</i>	27,238	6,783	332,227	14,881	381,129
<i>non-Pittsburgh</i>	91,000	40,263	403,745	52,762	587,770
Armstrong	3,589	2,455	13,791	4,242	24,077
Beaver	11,125	8,668	44,514	11,573	75,880
Butler	19,971	14,771	80,190	15,397	130,329
Fayette	8,303	4,365	34,698	6,522	53,888
Greene	2,226	560	9,161	5,538	17,485
Indiana	6,389	2,690	25,242	7,357	41,678
Lawrence	6,145	4,424	25,432	5,067	41,068
Washington	17,190	10,861	78,372	20,846	127,269
Westmoreland	32,208	23,016	112,065	20,484	187,773
TOTAL	225,384	118,856	1,159,437	164,669	1,668,346
COUNTY	PERCENT CHANGE 2020-2050				
	RETAIL	MANU- FACTURING	SERVICES	OTHER	TOTAL
Allegheny	3.5%	34.0%	14.7%	3.3%	13.1%
<i>Pittsburgh City</i>	8.8%	31.7%	12.6%	4.1%	12.2%
<i>non-Pittsburgh</i>	2.0%	34.4%	16.6%	3.1%	13.7%
Armstrong	-5.1%	25.1%	8.1%	0.6%	6.0%
Beaver	-5.4%	35.7%	8.1%	-0.6%	6.9%
Butler	7.7%	30.5%	18.2%	6.6%	16.2%
Fayette	-6.7%	21.7%	11.6%	3.3%	8.0%
Greene	-2.3%	32.1%	12.7%	5.7%	8.8%
Indiana	-3.2%	27.7%	7.3%	2.2%	5.7%
Lawrence	-2.0%	21.4%	12.9%	3.4%	10.0%
Washington	5.5%	27.0%	18.3%	2.4%	14.2%
Westmoreland	1.2%	29.3%	13.3%	1.4%	11.3%
TOTAL	2.2%	30.8%	14.4%	2.9%	12.3%

TABLE 4

SPC July 2026

2020 and 2050 employment estimates based on REMI forecast.

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The attractiveness measures are used to determine each zone's relative attractiveness for different types of development. By varying the attractiveness measures and by altering the values of the model's policy variables, MERLAM is able to estimate the impact of various regional land use and development scenarios. SPC updated the databases and streamlined the MERLAM allocation process in the spring of 2023 during development of the Cycle 12 forecasts. The population and employment estimates that are output from the latest REMI model serve as the basis for the Cycle 12 forecasts. These REMI outputs were then allocated to traffic zones through the use of MERLAM.

SPC's 2020 and 2050 Cycle 12 base year estimates and forecasts of population, employment, and households were used to estimate regional travel demand for this conformity assessment. SPC developed its travel estimation models to take full advantage of the capabilities of the Cube Voyager software package. Cube Voyager is a library of programs used for transportation planning and travel demand modeling.

Travel simulations for the ten-county SPC travel model region are produced with a standard four-step chain of transportation models developed by SPC and adapted for Cube Voyager processing. The four steps include trip generation, trip distribution, modal split, and travel assignment models. Travel was simulated for 2020 and 2050 based on socio-economic data from SPC's Cycle 12 forecasts. County-level socio-economic data is shown in Table 2 (population), Table 3 (households), and Table 4 (employment).

Travel model outputs were compared to 2020, 2021, and 2022 Census data; traffic counts, VMT, and transit ridership data during development of this conformity assessment. While not a true model validation effort, the comparison of observed conditions early in the Covid-19 pandemic to the model outputs does give an indication of the Covid-19 impact on travel.

SPC routinely revalidates the travel demand model during development of each new TIP. The revalidation step was not done for development of the 2023-2026 TIP in the spring of 2022, for the development of the 2050 Long Range Plan in the spring of 2023, nor for the development of the 2025-2028 TIP in the spring of 2024. And is not being done during this conformity assessment for the 2027-2030 TIP and amendments to the 2050 Plan. Travel patterns are still in flux coming out of the Covid-19 pandemic. The model validation discussion in this Section is a comparison of observed 2020, 2021, and 2022 travel patterns, which were significantly impacted by the pandemic, to 2023 travel model outputs based on SPC's Cycle 12 forecast. The modeling anticipates a return to pre-Covid travel levels. The observed to simulated data comparisons should be considered as a report on the impact that Covid had on travel patterns, rather than a true model validation effort. In coming years, as more post-Covid data becomes available, and post-Covid trends can be estimated, informed adjustments to the travel demand model may be in order.

SPC's trip generation model estimates person trip productions and attractions for three trip purposes (home-based work, home-based other, and non-home based) and truck trip productions and attractions for three truck classes (light, medium, and heavy). Person trip productions are estimated by applying household trip rates to Cycle 12 household data in a cross-classification

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model stratified by household size and auto ownership. Person trip attractions are estimated by applying trip rates stratified by households and by three employment categories. In some instances, attraction trip rates are further stratified by geographic area. Home-based work trip control totals are averaged production and attraction totals. Home-based other attractions were balanced to match productions. Non-home based person trips and truck trips are estimated by applying trip rates stratified by employment category. These rates are applied to Cycle 12 employment data.

Gravity models were calibrated to distribute person trips and truck trips by each trip generation category. Impedances are a weighted sum of highway travel time and distance to reflect out-of-pocket trip cost. Travel time includes running time, terminal time, and a penalty for major river crossings. Home-based work trips were distributed with peak-period impedances; all other trips were distributed with off-peak impedances.

A control total of average daily air passenger-related travel to and from the Pittsburgh International Airport in 2022 was derived from historic data available from USDOT and the Bureau of Transportation Statistics. The 2022 air enplanement trips were distributed to traffic analysis zones using a gravity model that was calibrated in 2019 with air enplanement data reported for 2018. The 2022 air enplanement trips were then added to home-based other trips.

The home-based work component of the mode split model was initially developed by SPC in 1995 when calibration of a home-based work trip auto occupancy and mode split model was completed. In addition to estimating the number of person trips using transit, the home-based work mode split model also stratifies non-transit trips by four levels of auto occupancy (drive alone, two person carpools, three person carpools, and vehicles with four or more occupants). Based on those stratifications the model then converts home-based highway person trips into vehicle trips for use in highway assignment. The model is sensitive to the presence of high-occupancy vehicle (HOV) facilities in the highway network. The 2017-2021 Census American Community Survey (ACS) Journey-to-Work (JTW) data reported that, regionwide, 9.7 percent of persons traveling to work were in HOVs (vehicles with two or more occupants). Table 5 compares actual 2017-2021 ACS JTW percentages with the model simulation by trip attraction districts. Actual numbers of trips, while shown in the table, should not be compared because JTW data only represents persons working at their primary job rather than all home-based work trips. The SPC model estimates that 9.4 percent of 2023 work trips travel in HOVs.

The auto occupancy component of the mode split model could not be used for non-work trips because the JTW survey data reports only work trips. There are no available data sources for calibration of non-work vehicle trips. Non-work highway person trips were converted to vehicle trips by applying vehicle occupancy rates developed by SPC and stratified by trip purpose and attraction district.

Three components of travel impedance by auto and transit modes are included in the mode split model. These are run time (total in-vehicle time), "excess" time (total out-of-vehicle time), and cost (out-of-pocket cost). For home-based work trips the impedances are based on restrained

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highway travel times and peak period transit service. For home-based other and non-home based trips, impedances are based on free-flow highway times and mid-day transit service.

Table 6 compares observed and simulated transit route trips. Simulated network assignment summaries for 2023 and observed data for an average month (March) in 2023 were used for the comparisons. The route trip data and corridor definitions were obtained from Port Authority of Allegheny County (dba Pittsburgh Regional Transit – PRT) and other transit providers in the region. Table 5 shows that, regionally, simulated 2023 route trips are 31 percent higher than the actual 2023, Covid-reduced, daily transit ridership in the region.

HOV MODEL VALIDATION

Auto Person Trip Attractions

County	2017-2021 Census ACS		2023 SPC Simulated		Percent HOV	
	<u>SOV</u>	<u>HOV</u>	<u>SOV</u>	<u>HOV</u>	<u>ACS</u>	<u>SPC</u>
City of Pittsburgh	181,345	23,480	400,100	43,549	11.5%	9.8%
Rest of Allegheny	492,328	53,321	680,913	87,958		
Armstrong	14,713	1,740	45,744	6,776	10.6%	12.9%
Beaver	47,601	5,107	112,513	13,708	9.7%	10.9%
Butler	77,221	6,472	136,073	13,889	7.7%	9.3%
Fayette	33,047	3,238	85,299	8,426	8.9%	9.0%
Greene	11,920	1,136	23,931	2,505	8.7%	9.5%
Indiana	25,990	2,993	56,261	5,297	10.3%	8.6%
Lawrence	23,892	2,948	59,617	5,460	11.0%	8.4%
Washington	74,545	6,662	141,618	16,387	8.2%	10.4%
Westmoreland	119,352	10,802	250,051	27,032	8.3%	9.8%
Outside Allegheny	428,281	41,098	911,107	99,480	8.8%	9.8%
Region Grand Total	1,101,954	117,899	1,311,207	143,029	9.7%	9.8%

TABLE 5

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TRANSIT ROUTE TRIP VALIDATION BY CORRIDOR

SUB-CORRIDOR NAME	ACTUAL Mar 2023	ASSIGNMENT 2023	ASSIGN / ACTUAL
ALLEGHENY VALLEY	1,778	2,923	1.64
NORTH HILLS	10,715	22,614	2.11
HOV LANE EXPRESS	712	6,977	9.80
OHIO VALLEY	3,383	5,687	1.68
TOTAL NORTH HILLS	16,588	38,201	2.30
WEST END - CARNEGIE	4,876	6,873	1.41
BANKSVILLE - GREENTREE	860	4,646	5.40
SOUTH HILLS LRV	11,352	9,514	0.84
AIRPORT SERVICE	1,512	2,523	1.67
WEST LIBERTY AVENUE	1,381	1,686	1.22
MT. WASHINGTON - HILLTOP	615	233	0.38
SAW MILL RUN - SOUTH BUSWAY	2,212	2,815	1.27
SOUTHSIDE	7,156	5,139	0.72
TOTAL SOUTH HILLS - WEST END	29,964	33,429	1.12
SECOND AVENUE	2,056	4,336	2.11
MON VALLEY EXPRESS	244	735	3.01
HOMESTEAD LOCAL AND EXPRESS	3,963	3,281	0.83
MCKEESPORT LOCAL	403	508	1.26
MONROEVILLE - EAST PITTSBURGH	0	0	----
TOTAL SOUTHEAST	6,666	8,860	1.33
FIFTH AVENUE	18,318	19,765	1.08
FORBES AVENUE - SQUIRREL HILL	17,251	13,516	0.78
EAST SUBURBAN - BLVD OF ALLIES	5,512	3,775	0.68
EAST BUSWAY	6,525	24,357	3.73
BIGELOW BLVD - PENN HILLS	3,659	4,176	1.14
HILL DISTRICT - CENTER AVENUE	6,343	5,369	0.85
BUTLER STREET - EAST LIBERTY	2,386	4,434	1.86
HOMEWOOD - PENN / LIBERTY	3,768	2,850	0.76
TOTAL EAST END	63,762	78,242	1.23
INCLINES	452	16	0.04
OTHER PORT AUTHORITY	5,007	5,869	1.17
TOTAL PORT AUTHORITY SYSTEM	122,439	164,617	1.34
NON-PART AUTHORITY ROUTES	9,918	8,156	0.82
TOTAL TRANSIT NETWORK	132,357	172,773	1.31

TABLE 6

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A gravity model was calibrated for distributing internal/external vehicle trips (trips with one end inside and one end outside the region). To generate the internal/external trips, relationships were initially developed between internal person trip ends by county and census 2010 journey to work data for work trips destined to the region from the external area. These trip patterns were factored to match PennDOT and SPC traffic count data by external cordon segment as shown on Map 4. Table 7 compares simulated external cordon segment volumes to PennDOT and SPC traffic count data from various years and factored to a 2021 value using factors supplied by PennDOT. The total simulated 2023 volume regionwide is about nine percent higher than the observed volume.

An estimate of through trips (vehicle trips with both ends outside the region) is the final component of trips needed for the regional trip matrices. Results from SPC's 2006 External Cordon Survey provided traffic volume estimates for the major travel corridors crossing the region's boundary. These traffic volumes were factored to a 2021 value using factors supplied by PennDOT. The growth in through trips for forecast years is based on the increase in trips in the modeled area for the counties that make up the region boundary (all counties except Allegheny) for the appropriate time period.

SPC assigns vehicle trips to the Cube Voyager-based highway networks with a multi-iteration equilibrium assignment process which includes capacity restraint after each iteration. The impedances used for capacity restraint are highway-based costs which include weighted values of time and distance. Through trips and medium and heavy-duty truck trips are pre-loaded on the network with a one pass assignment that attracts these vehicles to high-level facilities in the network and keeps them there through iterations of capacity restraint. Also, the highway assignment procedure permits only HOV vehicle trips to use HOV facilities. The output from the travel estimation process was compared to 2021 traffic counts at PennDOT's permanent traffic count stations in the region and 2021 highway VMT data.

SPC initially collected traffic counts on the bridges crossing the Allegheny, Monongahela, and Ohio rivers in 2007. More recent traffic counts were collected for some of the bridges from 2017 through 2021. All of the traffic counts were factored to 2021 values using factors supplied by PennDOT. Table 7 compares simulated river crossing volumes to the factored SPC traffic count data. Map 6 illustrates the river crossing segments reported in Table 7. The total simulated 2023 volume regionwide is about seventeen percent higher than the factored 2021 volume.

PennDOT maintains eleven permanent traffic count stations in the region as shown on Map 4. Table 8 compares 2021 traffic counts at each location to assigned 2023 link volumes. The total simulated volume for the eleven stations is about twenty percent lower than the observed volume.

VMT, stratified by functional class and county, from a 2023 traffic assignment was compared to 2021 PennDOT estimates. Regionwide, there was a seven percent difference between observed and simulated VMT. That comparison is shown in Table 9.

TRAVEL MODEL VALIDATION

External Cordon Volume Comparisons

CORDON SEGMENT	COUNTY	OBSERVED VOLUME	SIMULATED VOLUME	SIMULATED / OBSERVED
1	Lawrence	37,018	37,474	1.01
2	Beaver	22,211	30,416	1.37
3	Washington	59,684	63,002	1.06
4	Greene	1,232	2,408	1.95
Western Boundary Total		120,145	133,300	1.11
5	Greene	33,442	28,597	0.86
6	Fayette	17,467	17,995	1.03
Southern Boundary Total		50,909	46,592	0.92
7	Fayette	7,735	11,385	1.47
8	Westmoreland	46,699	35,464	0.76
9	Indiana	25,849	28,137	1.09
Eastern Boundary Total		80,283	74,986	0.93
10	Indiana	10,417	11,414	1.10
11	Armstrong	12,759	20,660	1.62
12	Butler	19,374	29,953	1.55
13	Lawrence	51,455	58,436	1.14
Northern Boundary Total		94,005	120,463	1.28
TOTAL		345,342	375,341	1.09

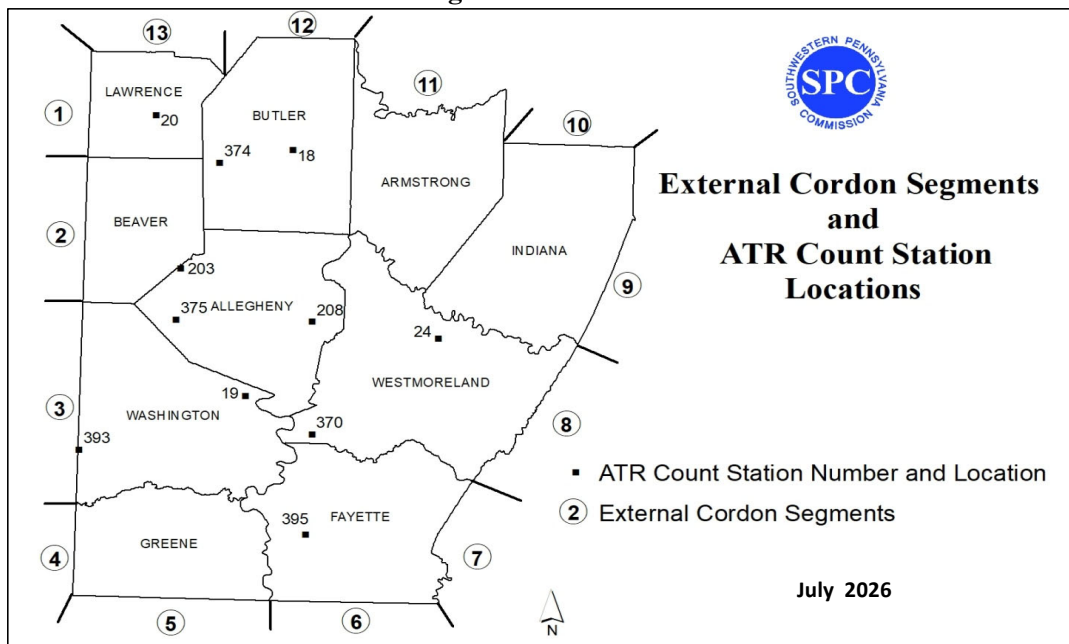
Table 7

SPC July 2026

Observed volume is from SPC 2005 - 2006 external cordon counts, factored to 2021 values,
and from factored PennDOT data.
Simulated volume from SPC assigned 2023 trips.

TRAVEL MODEL VALIDATION

External Cordon Segments and ATR Count Station Locations



Map 4

SPC July 2026

TRAVEL MODEL VALIDATION River Crossing Volume Comparisons

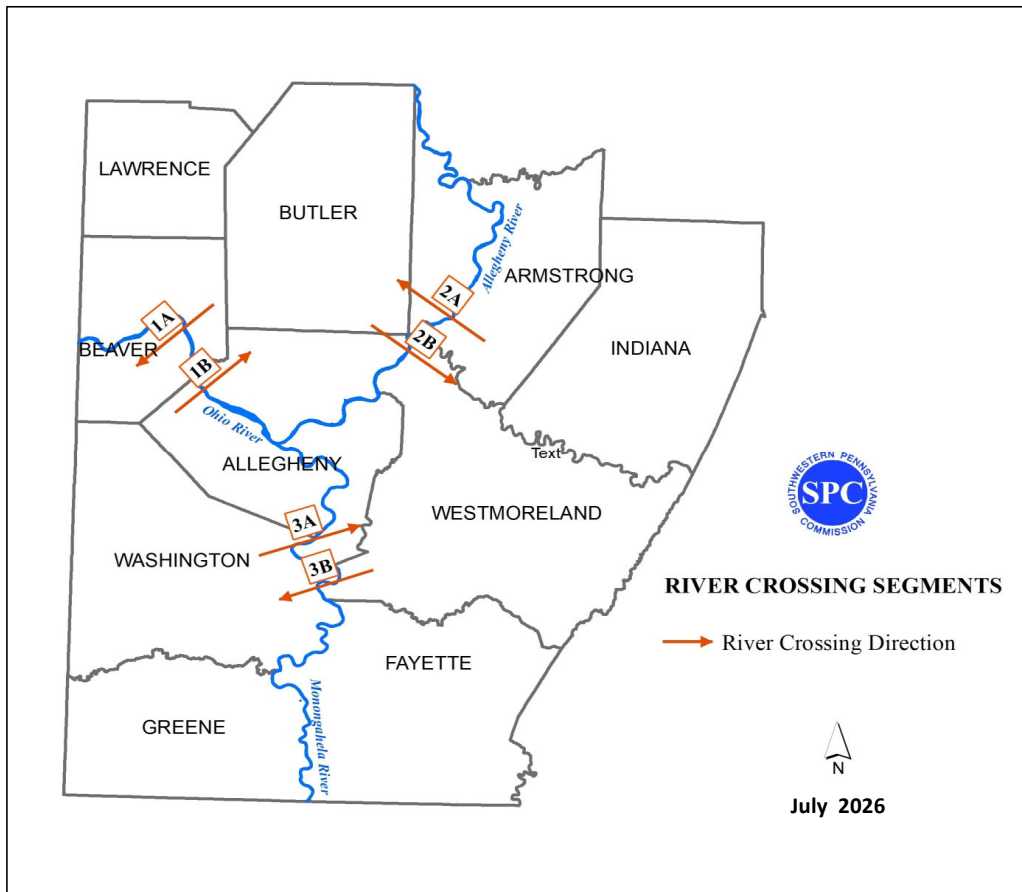
RIVER CROSSING SEGMENT	OBSERVED VOLUME	SIMULATED VOLUME	SIMULATED / OBSERVED
1A	108,215	135,838	1.26
1B	105,959	128,380	1.21
Ohio River Total	214,174	264,218	1.23
2A	200,368	245,462	1.23
2B	210,542	242,084	1.15
Allegheny River Total	410,910	487,546	1.19
3A	231,059	259,406	1.12
3B	229,999	258,411	1.12
Monongahela River Total	461,058	517,817	1.12
TOTAL	1,086,142	1,269,581	1.17

Table 8

SPC July 2026

Observed volume is from SPC 2007 Bridge count, factored to 2021 values,
and from more recent SPC and PennDOT counts factored to 2021 volumes.
Simulated volume from SPC assigned 2023 trips.

TRAVEL MODEL VALIDATION River Crossing Segments



Map 5

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TRAVEL MODEL VALIDATION
Traffic Volume Comparisons - ATR Stations

COUNT STATION	COUNTY	ROUTE	OBSERVED VOLUME	SIMULATED VOLUME	SIM/OBS
18	Butler	PA 38	5,760	4,166	0.72
19	Washington	PA 88	5,200	6,455	1.24
20	Lawrence	PA 65	6,660	10,097	1.52
24	Westmoreland	US 22	20,240	18,419	0.91
203	Allegheny	PA 65	18,872	16,078	0.85
208	Allegheny	I-376	85,580	62,682	0.73
370	Westmoreland	I-70	29,416	12,800	0.44
374	Butler	I-79	32,310	18,834	0.58
375	Allegheny	US 22/30	24,852	32,625	1.31
393	Washington	I-70	31,682	32,720	1.03
395	Fayette	PA 21	8,846	1,628	0.18
TOTAL			269,418	216,504	0.80

Table 9

SPC July 2026

Observed volume is "Average Weekday Traffic" from 2021 PennDOT data.
Simulated volume from SPC assigned 2023 trips.

TRAVEL MODEL VALIDATION

VMT Comparisons

COUNTY	Observed VMT (000)			
	INTERSTATE	ARTERIAL	COLLECTOR LOCAL	TOTAL
Allegheny	5,947	12,315	4,226	22,487
Armstrong	0	1,174	410	1,584
Beaver	876	1,750	888	3,514
Butler	1,148	2,620	1,680	5,448
Fayette	0	1,772	1,100	2,872
Greene	487	385	434	1,306
Indiana	0	1,362	728	2,090
Lawrence	531	887	589	2,007
Washington	2,593	2,297	1,353	6,243
Westmoreland	1,878	4,178	2,286	8,342
TOTAL	13,459	28,739	13,694	55,892
COUNTY	Simulated VMT (000)			
	INTERSTATE	ARTERIAL	COLLECTOR LOCAL	TOTAL
Allegheny	3,889	12,835	4,450	21,174
Armstrong	0	954	949	1,903
Beaver	313	2,337	1,284	3,934
Butler	698	2,017	2,065	4,780
Fayette	0	1,253	770	2,024
Greene	329	281	827	1,437
Indiana	0	1,123	1,399	2,522
Lawrence	244	1,234	799	2,276
Washington	1,355	1,973	2,041	5,369
Westmoreland	1,173	3,004	2,186	6,363
TOTAL	8,001	27,011	16,769	51,781
COUNTY	Simulated/Observed VMT			
	INTERSTATE	ARTERIAL	COLLECTOR LOCAL	TOTAL
Allegheny	0.65	1.04	1.05	0.94
Armstrong	---	0.81	2.31	1.20
Beaver	0.36	1.34	1.45	1.12
Butler	0.61	0.77	1.23	0.88
Fayette	---	0.71	0.70	0.70
Greene	0.68	0.73	1.90	1.10
Indiana	---	0.82	1.92	1.21
Lawrence	0.46	1.39	1.36	1.13
Washington	0.52	0.86	1.51	0.86
Westmoreland	0.62	0.72	0.96	0.76
TOTAL	0.59	0.94	1.22	0.93

TABLE 10

SPC July 2026

Observed VMT from 2021 PennDOT data.
Simulated VMT from SPC-assigned 2023 link VMT.

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SPC's travel models were used in this conformity assessment to produce regional person trip matrices for 2020 from the Cycle 12 base year estimates. In addition, trip productions and attractions were generated for 2050 from the Cycle 12 2050 forecast. Prior to trip distribution, productions and attractions for 2027, 2030, 2035, and 2045 were developed by interpolating between 2020 and 2050. Trip distribution for each scenario was based on the characteristics of the transportation network defined for the scenario.

Free-flow highway speeds and link capacities are selected from a look-up table that is stratified by roadway facility type and area type. SPC has developed a model to calculate area type based on population and employment densities. In general, free-flow speed and capacity will decrease with increased development density. The area type model provides an automated procedure for updating area type codes in the network based on changes in existing and future development densities. The area type model was applied for each scenario using Cycle 12 population and employment densities estimated for the scenario year.

Modal split model runs were made for each scenario using appropriate combinations of trip tables and transportation networks. Modal split results for the 2027 (base year) network are presented in Table 11. The 2050 (Long Range Plan) network modal split results are shown in Table 12. Table 13 summarizes regional trips by purpose and mode for each of the five scenarios defined for this conformity assessment of the 2027-2030 TIP and updated 2050 Plan. Table 14 summarizes modeled HOV trips for each scenario.

2027 MODAL SPLIT SUMMARY

DISTRICT	2027 Person Trip Attractions			2027 Auto Trip Attractions			2027 Transit Trip Attractions			2027 Transit/2027 Total Person		
	HBW	HBO	NHB	TOT	HBW	HBO	NHB	TOT	HBW	HBO	NHB	TOT
CBD	134889	82761	33872	251522	61944	45915	26294	134153	57044	13102	2901	73047
PGH E	161298	279243	98493	539034	130250	168092	71824	370166	23009	14933	4619	42561
PGH S	38578	62200	21638	122416	35022	38798	16186	90006	1503	1163	248	2914
PGH N	48030	105214	42388	195632	43626	69358	32922	145906	1985	1780	730	4495
PGH TOT	247906	446657	162519	857082	208898	276248	120932	606078	26497	17876	5597	49970
ALG E	134037	421293	108852	664182	125564	273412	74911	473887	1878	2717	712	5307
ALG N	195051	573977	151383	920411	183469	370843	104086	658398	2061	2882	504	5447
ALG S	145916	468657	124569	739142	137063	302124	85739	524926	2343	3371	850	6564
ALG W	133558	386169	98275	618002	124980	263602	71147	459729	1315	2217	366	3898
ALG TOT	608562	1850096	483079	2941737	571076	1209981	335883	2116940	7597	11187	2432	21216
OUTSIDE ALG	849012	2355472	585003	3789487	807625	1571302	418038	2796965	2708	3591	1062	7361
GRAND TOTAL	1840369	4734986	1264473	7839828	1649543	3103446	901147	5654136	93846	45756	11992	151594

TABLE 11

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2050 MODAL SPLIT SUMMARY

DISTRICT	2050 Person Trip Attractions				2050 Auto Trip Attractions				2050 Transit Trip Attractions				2050 Transit/2050 Total Person			
	HBW	HBO	NHB	TOT	HBW	HBO	NHB	TOT	HBW	HBO	NHB	TOT	HBW	HBO	NHB	TOT
CBD	141377	88715	37552	267644	63506	48540	26770	138816	61790	14892	5916	82598	43.71%	16.79%	15.75%	30.86%
PGH E	176469	297781	108236	582486	136708	177497	72023	386228	31307	18538	14116	63961	17.74%	6.23%	13.04%	10.98%
PGH S	38477	61742	22235	122454	34920	38523	16664	90107	1538	1189	267	2994	4.00%	1.93%	1.20%	2.44%
PGH N	51111	109446	45296	205853	46388	72134	35136	153658	2180	1934	882	4996	4.27%	1.77%	1.95%	2.43%
PGH TOT	266057	468969	175767	910793	218016	288154	123823	629993	35025	21661	15265	71951	13.16%	4.62%	8.68%	7.90%
ALG E	138568	417183	109710	665461	129639	270689	75421	475749	1894	2738	854	5486	1.37%	0.66%	0.78%	0.82%
ALG N	210223	599588	160066	969877	197821	387402	109944	695167	2159	2961	622	5742	1.03%	0.49%	0.39%	0.59%
ALG S	154654	478988	129972	763614	145208	308749	89403	543360	2438	3483	953	6874	1.58%	0.73%	0.73%	0.90%
ALG W	151776	415997	107414	675187	142222	283863	77815	503900	1359	2222	378	3959	0.90%	0.53%	0.35%	0.59%
ALG TOT	655221	1911756	507162	3074139	614890	1250703	352583	2218176	7850	11404	2807	22061	1.20%	0.60%	0.55%	0.72%
OUTSIDE ALG	899087	2435586	610214	3944887	856049	1623162	435454	2914665	2726	3575	1042	7343	0.30%	0.15%	0.17%	0.19%
GRAND TOTAL	1961742	4905026	1330695	8197463	1752461	3210559	938630	5901650	107391	51532	25030	183953	5.47%	1.05%	1.88%	2.24%

TABLE 12

SPC July 2026

TRAVEL MODEL RESULTS

Trips By Purpose and Mode

YEAR	SCENARIO	- - - Total Person Trip Attractions - - -			
		HBW	HBO	NHB	TOTAL
2027	2027 Existing / Base Year	1,840,369	4,734,986	1,264,473	7,839,828
2030	2030 TIP Year	1,856,204	4,757,164	1,273,064	7,886,432
2035	2035 Interim Year #1 - Build	1,882,856	4,794,410	1,287,779	7,965,045
2045	2045 Interim Year #2 - Build	1,935,450	4,868,122	1,316,384	8,119,956
2050	2050 LRP Horizon Year - Build	1,961,742	4,905,026	1,330,695	8,197,463
YEAR	SCENARIO	--- Auto Vehicle Trip Attractions ---			
		HBW	HBO	NHB	TOTAL
2027	2027 Existing / Base Year	1,649,543	3,103,446	901,147	5,654,136
2030	2030 TIP Year	1,658,213	3,115,963	898,650	5,672,826
2035	2035 Interim Year #1 - Build	1,680,406	3,139,431	908,583	5,728,420
2045	2045 Interim Year #2 - Build	1,728,776	3,186,846	928,638	5,844,260
2050	2050 LRP Horizon Year - Build	1,752,461	3,210,559	938,630	5,901,650
YEAR	SCENARIO	--- Transit Person Trip Attractions ---			
		HBW	HBO	NHB	TOTAL
2027	2027 Existing / Base Year	93,846	45,756	11,992	151,594
2030	2030 TIP Year	100,651	48,817	23,188	172,656
2035	2035 Interim Year #1 - Build	103,914	50,047	24,012	177,973
2045	2045 Interim Year #2 - Build	106,314	51,007	24,658	181,979
2050	2050 LRP Horizon Year - Build	107,391	51,532	25,030	183,953
YEAR	SCENARIO	--- Transit / Total Person Trips ---			
		HBW	HBO	NHB	TOTAL
2027	2027 Existing / Base Year	5.10%	0.97%	0.95%	1.93%
2030	2030 TIP Year	5.42%	1.03%	1.82%	2.19%
2035	2035 Interim Year #1 - Build	5.52%	1.04%	1.86%	2.23%
2045	2045 Interim Year #2 - Build	5.49%	1.05%	1.87%	2.24%
2050	2050 LRP Horizon Year - Build	5.47%	1.05%	1.88%	2.24%

TABLE 13

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HOV MODEL RESULTS
Vehicle Trips By Auto Occupancy Level
(Home-Based Work Trips Only)

YEAR	SCENARIO	- - - HBW Vehicle Trips by Vehicle Occupancy - - -				
		1	2	3	4+	TOTAL
2027	2027 Existing / Base Year	1,560,843	82,027	5,355	1,343	1,649,568
2030	2030 TIP Year	1,569,154	82,355	5,360	1,343	1,658,212
2035	2035 Interim Year #1 - Build	1,590,323	83,344	5,410	1,347	1,680,424
2045	2045 Interim Year #2 - Build	1,636,920	84,992	5,478	1,365	1,728,755
2050	2050 LRP Horizon Year - Build	1,659,243	86,270	5,555	1,386	1,752,454

TABLE 14

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V. Development of Emission Factors

This section summarizes how EPA's MOVES5.0.0 emissions model was used to develop emission factors for this conformity determination.

MOVES5.0.0 (Motor Vehicle Emissions Simulator) is the current version of EPA's emissions model. It replaces EPA's MOVES3.1 model. MOVES5.0.0 is EPA's official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity. The methodologies incorporated into the MOVES5.0.0 model for estimating emissions are based on methods and research conducted by EPA.

The analysis methodology and data inputs for this analysis were developed through interagency consultation and are based on information from available EPA guidance documents including: *PMOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, and Other Purposes*, US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024; *MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity*, US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024.

MOVES emission estimates depend on a mix of local and default (internal to MOVES) data that are used in the analysis. Local data is used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local and national sources.

The methodology used for this analysis includes the use of custom software (PPSUITE) to calculate hourly speeds and prepare key traffic input files from outputs of SPC's travel model, for input to the MOVES emission model. PPSUITE consists of a set of programs that analyzes highway operating conditions, calculates highway speeds, compiles VMT and vehicle type mix data, and prepares MOVES run scripts and processes MOVES outputs. PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used to develop on-road highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in Pennsylvania as well as in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to SPC's conformity analysis to produce traffic-related input files for the MOVES emission model, based on the outputs from SPC's travel demand model.

A large number of additional inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs are prepared externally to the PPSUITE software and include traffic flow characteristics, vehicle population, vehicle age, fuel parameters, I/M program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel, and emission control program data for every county. EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local

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data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis.

The PPSUITE and MOVES processes are executed in batch mode through a menu-driven software platform (CENTRAL). The CENTRAL software allows users to execute runs for a variety of input options and integrates custom MariaDB (the database server for MOVES5) steps into the process. CENTRAL provides important quality assurance and quality control (QA/QC) steps, including file naming conventions and file storage automation.

Emission rates within MOVES vary significantly by vehicle type, vehicle age, vehicle speed, fuel type, and analysis year. MOVES produces emission rates for thirteen vehicle types and six fuel types. The emissions estimation process includes a method to disaggregate the traffic volumes output from SPC's travel demand model to the thirteen vehicle types. Vehicle type pattern data is used by PPSUITE to distribute the daily roadway segment volumes among the thirteen vehicle types. Data showing the percent of traffic by hour is then used to develop an hourly traffic volume for each vehicle type. The hourly vehicle type pattern data is developed from several sources including truck percentages from PennDOT's statewide Roadway Management System (RMS) database, hourly distributions for trucks and total traffic compiled by PennDOT's Bureau of Planning and Research (BPR), transit data from PennDOT and the National Transit Database Transit Profiles, and school bus registration data from PennDOT's Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process by adjusting capacity using information from the Transportation Research Board's seventh edition of the *Highway Capacity Manual*.

Vehicle age distributions are input to MOVES for each of the thirteen vehicle types. These distributions reflect the percentage of the vehicle fleet falling under each vehicle model year (MY), to a maximum age of 40 years. The vehicle age distributions by county were prepared from the most recently available registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Information for light duty vehicles from those sources was used as local data for MOVES inputs. Due to local source data limitations, the internal MOVES national default data information for heavy-duty vehicle characteristics was used for this analysis.

The vehicle population information, including the number and age of vehicles, impacts the forecasted vehicle start and evaporative emissions within MOVES. Similar to vehicle ages, MOVES requires vehicle populations for each of the thirteen vehicle type categories. County vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each vehicle type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and vehicle type population (e.g. the number of miles per vehicle by type) to the local VMT estimates to produce vehicle population.

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Average monthly humidity values as well as monthly minimum and maximum temperature values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP.

The MOVES default fuel formulation and fuel supply data was reviewed and updated based on available local volumetric fuel property information. Values were updated for the market penetration rates for gasoline/ethanol blends and for fuel Reid Vapor Pressure (RVP). MOVES default data was used for the remaining parameters.

The default vehicle emissions inspection and maintenance (I/M) program parameters included in MOVES were examined for each county in the SPC region. Necessary changes were made to the MOVES default parameters to match the actual performance of the local program. A basic I/M program was begun by Pennsylvania in 1984 and applied to virtually all light-duty gasoline powered cars and trucks newer than the 1967 model year that were registered within designated areas of the state. A computerized analysis of vehicle tailpipe exhaust emissions with the engine idling (idle test) was performed annually. The test was conducted by licensed inspection facilities where repairs on inspected vehicles could also be performed. Within the Southwestern Pennsylvania region, the basic I/M program applies only to pre-1981 model year vehicles registered in four counties (Allegheny, Beaver, Washington, and Westmoreland). Estimates of failure rates, test waiver rates, and compliance rates for the basic I/M program are also specified in the I/M program parameters.

Pennsylvania implemented an enhanced I/M program in 1997 for the Southwestern Pennsylvania region. That program applies to virtually all gasoline powered cars and trucks between model years 1981 and 1995 that are registered in Allegheny, Beaver, Washington, and Westmoreland counties. The enhanced I/M program employs a more precise emissions test. As with basic I/M, the test is conducted annually by licensed inspection facilities where repairs to inspected vehicles can also be performed. The test measures tailpipe emissions at two engine speeds. One test is made while the engine is idling and the second test occurs after completion of a 30 second, 2,500 rpm cycle. Estimates of failure rates, test waiver rates, and compliance rates for the enhanced I/M program are also specified.

Further enhancements to the I/M program were implemented in 2003 for the four counties in the Southwestern Pennsylvania region. That new program utilizes On-Board Diagnostics (OBD) technology and applies to 1996 model year and newer gasoline powered cars and light trucks. This annual test is conducted by licensed inspection facilities where repairs to inspected vehicles can also be performed. When a vehicle is taken to a service center or repair shop, the diagnostic trouble codes stored in the vehicle's computer memory are retrieved. The diagnostic trouble codes identify failures, malfunctions, or deterioration of the vehicle's emissions control components. Estimates of failure rates, test waiver rates, and compliance rates for the OBD I/M program are also specified.

Scenarios that specify the enhanced or OBD I/M programs also include an anti-tampering program consisting of a visual inspection of the emissions control system components to detect

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tampering and other damage. The program mandates the repair or replacement of defective or missing components.

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporates the California Low Emission Vehicle Program (CA LEV, as amended) by reference although it allowed automakers to comply with the National Low Emission Vehicle (NLEV) program as an alternative to this Pennsylvania program until model year (MY) 2006. Beginning with MY 2008, “new” passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less that are sold or leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a “new” vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT worked with the automobile manufacturers, dealers, and other interested business partners and finalized procedures for complying with these requirements. DEP is focusing on its outreach with the manufacturers and dealers on what they can offer for sale and how to certify that the vehicles are compliant. PennDOT’s role is to ensure paperwork procedures for title and registrations include these certifications of compliance or that the vehicle owner qualifies for an exemption to the requirements. In all cases, DEP will use information obtained during PennDOT’s title and registration process to oversee and audit, as needed, certain vehicle title transactions to determine compliance to the program. The impacts of this program are modeled for all analysis years beyond 2008.

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA’s MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet age distributions, and vehicle type population. The MOVES county importer file (movesimporter.xml) is created and run in batch mode. This program converts all data files into the MariaDB format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed by PPSUITE in batch mode. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the inventory-based approach. Using this approach, actual VMT and vehicle population are provided as inputs to the model; MOVES is responsible for producing the total emissions for each analysis year and for each of the nonattainment and maintenance area in the region.

Sample MOVES5.0.0 data importer files (*.xml) and run specification files (*.mrs) are provided in Appendix C.

VI. Transportation Model Application and Results

Five scenarios were defined by selectively assigning the 2027, 2030, 2035, 2045, and 2050 trip tables described in Section IV to the transportation networks defined in Section III. The highway and transit assignment results were used to develop an emission level for each scenario. The five scenarios included:

1. Existing Year (2027 network, 2027 trips)
2. TIP Horizon Year (2030 network, 2030 trips)
3. Interim Year #1 / Allegheny County PM_{2.5} NAAQS Budget Year (2035 network, 2035 trips)
4. Interim Year #2 (2045 network, 2045 trips)
5. Long Range Plan Horizon Year (2050 network, 2050 trips)

Highway and transit assignments for each scenario were produced using the methodology described in Section IV. For each scenario, highway assignment summaries were developed and stratified by county and functional class. Separate summaries were developed for each nonattainment area. These summaries include vehicle miles of travel (VMT) and weighted average speed. For purposes of the conformity process, assignment summaries for the network centroid connectors served as a partial surrogate for local (non-network) travel characteristics. An estimate of intrazonal travel was also developed from each highway assignment and included in the local travel summary. Transit assignment summaries were used to estimate bus vehicle miles and bus average speed for peak and off-peak conditions. Peak and off-peak vehicle miles and speed of automobile trips to park-and-ride facilities were also estimated from transit assignments. The VMT that was output from highway assignments was seasonally adjusted, using adjustment factors developed by PennDOT, to appropriately represent a typical day for each analysis month.

While not explicitly addressed in the conformity assessment, implementation of the Transportation Demand Management (TDM) strategies defined in Figure 2 can produce modest reductions (2 to 3 percent) in forecasted regional VMT. Funding for TDM strategies is also included as a line item in the 2050 Plan under the Traffic Operations and Safety Investment Strategy.

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Funding in the 2027-2030 TIP is programmed for the specific TDM projects listed below:

- Pittsburgh Bus Rapid Transit – Pittsburgh Regional Transit, \$291,000,000 (MPMS#110895)
- Wilkesburg Transit Center – Pittsburgh Regional Transit, \$7,800,000 (MPMS#117269)
- Carnegie Park-N-Ride Expansion – Pittsburgh Regional Transit, \$6,325,000 (MPMS#121281)
- Allegheny River Green Boulevard – City of Pittsburgh, \$2,500,000 (MPMS#114290)
- Bus Shelter Replacement – Mid County Transit Auth., \$60,000 (MPMS#121264)
- Bus Shelter Upgrades – Fayette Area Coordinated Transportation, \$150,000 (MPMS#121223)
- District Connector Road and Trail (ARC) - Borough of Sharpsburg, \$5,926,000 (MPMS#112934)
- Allegheny River Green Boulevard - City of Pittsburgh, \$3,920,000 (MPMS#114290)
- MTF Sylvan Avenue Trail - City of Pittsburgh, \$2,300,000 (MPMS#118361)
- Rodi Road Streetscape Phase 1 - Penn Hills Township, \$1,000,000 (MPMS#119491)
- Camp Meeting Road FSRTS - Quaker Valley School District, \$1,063,000 (MPMS#120080)
- 2026 ADA Curb Ramp Project - PennDOT, \$2,000,000 (MPMS#120128)
- POGOH Expansion Phase 3 - City of Pittsburgh, \$4,000,000 (MPMS#120892)
- East Liberty - Negley Avenue Implementation - City of Pittsburgh, \$2,572,000 (MPMS#120901)
- MTF - Coraopolis Borough Central Business District - Coraopolis Borough, \$28,000 (MPMS#122149)
- 2028 ADA Curb Ramps Project - PennDOT, \$2,000,000 (MPMS#122181)
- Increasing Bicycle Ridership in Pittsburgh - Bike Pittsburgh, Inc., \$95,000 (MPMS#123707)
- Butler Main St. Student and Ped Safety Project - PennDOT, \$1,592,000 (MPMS#121188)
- Ligonier Valley High School Pedestrian Safety Project - PennDOT, \$1,752,000 (MPMS#123710)
- SR 356 Park-and-Ride - PennDOT, \$3,991,000 (MPMS#116127)
- PA 403/US 22 Park and Ride - PennDOT, \$2,146,000 (MPMS#120376)
- Monaca Bus Stop Improvements - Beaver County Transit Authority, \$200,000 (MPMS#121196)
- Facility Upgrades Improvements - Beaver County Transit Authority, \$1,200,000 (MPMS#123740)
- Shelter Upgrades - Fayette Area Coordinated Transportation, \$160,000 (MPMS#121223)
- Fixed Facility Improvements – Pittsburgh Regional Transit, \$60,020,000 (MPMS#95003)
- All Stations Accessibility Program - Pittsburgh Regional Transit, \$45,501,000 (MPMS#121275)
- Park and Ride Improvements - Pittsburgh Regional Transit, \$27,500,000 (MPMS#121276)
- Dormont Station Improvements - Pittsburgh Regional Transit, \$625,000 (MPMS#123742)
- New Facilities Design - Pittsburgh Regional Transit, \$3,000,000 (MPMS#123751)
- Bus Shelters - Washington County Transportation Authority, \$750,000 (MPMS#118156)

The total cost identified in the 2027-2030 TIP for these twenty-five projects is \$195,022,000. A similar level of funding for TDM projects is available for programming on future TIPs from the Traffic Operations and Safety line item in the 2050 Plan.

The TDM strategies in Figure 2 include regional transit and ridesharing infrastructure improvements, promotional programs, compressed work week and telecommuting, as well as direct subsidies by employers to employees who commute by transit, carpool, or vanpool.

Information from SPC's travel model was input into the MOVES5.0.0 model and used in the calculation of emissions for each nonattainment and maintenance area for each analysis year. The resulting VMT, average speed, and emissions are presented in Section VII (Tables 15 through 18). Graphs of the 2027 through 2050 emission trend for each scenario compared to the scenario's corresponding MVEBs are also presented in Section VII (Figures 3 through 10).

Summaries of VMT and emissions by county and roadway type appear in Appendix D for each PM_{2.5} and 8-hour ozone nonattainment and maintenance area. The summaries were compiled from MOVES model outputs.

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Travel Demand Management Strategies

Strategy	Example
Increased efforts to promote ridesharing, transit, and active transportation (bicycle and walking)	- Ride matching services - Preferential (more convenient) parking - Flexible work schedules
Programs to deter single occupant vehicle work trips	- Employer-sponsored benefit programs for employees who carpool, vanpool, ride transit, walk, or bike to work
Flexible Work Hours, Staggered Work Hours, Compressed Work Weeks	- Aggressive promotion with region's employers
Telecommuting	- Work with employers and government agencies to promote and encourage hybrid work schedules and needed infrastructure
Intelligent Transportation Systems (ITS)	- Work to implement projects that provide transportation system users with better information on existing system conditions, congestion and travel choices

Figure 2

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VII. Conformity Determination

PM_{2.5} Nonattainment Areas

Conformity determinations for transportation plans and programs under the PM_{2.5} NAAQS are based, as appropriate, on build/no-build analyses, comparisons to an emissions budget, and/or comparison to emissions levels from a base year.

As described in Section II, quantitative analysis of emissions under the 1997 Annual PM_{2.5} NAAQS and the 2006 daily PM_{2.5} NAAQS is not required for the Liberty-Clairton nonattainment area.

The appropriate conformity test for the Indiana County portion of the Johnstown nonattainment area under the 1997 Annual PM_{2.5} NAAQS and the 2006 daily PM_{2.5} NAAQS is a comparison of future year emissions to approved PM_{2.5} and NO_x MVEBs. This analysis should demonstrate reduced emissions in a future year under the build condition when compared with the appropriate emissions budget.

The appropriate conformity test for the Pittsburgh – Beaver Valley nonattainment area under the 1997 Annual PM_{2.5} NAAQS and the 2006 daily PM_{2.5} NAAQS is a comparison of future year emissions to approved PM_{2.5} and NO_x MVEBs. This analysis should demonstrate reduced emissions in a future year under the build condition when compared with the appropriate emissions budget.

The appropriate conformity test for the Allegheny County nonattainment area under the 2012 Annual PM_{2.5} NAAQS is a comparison of future year emissions to approved PM_{2.5} and NO_x MVEBs. This analysis should demonstrate reduced emissions in a future year under the build condition when compared with the Allegheny County inventory emissions.

Pittsburgh – Beaver Valley PM_{2.5} Nonattainment Area

Emission budgets have been established for use in conformity assessments for the 1997 Annual PM_{2.5} and 2006 daily PM_{2.5} NAAQS for the Pittsburgh – Beaver Valley PM_{2.5} nonattainment area. These MVEBs are shown on Table 1 in Section II. The PM_{2.5} and NO_x emission factors from the MOVES model, in combination with the highway and transit assignment results from the five scenarios described in Section III, were used to develop the annual emission levels for the nonattainment area.

The total **annual** VMT, and the PM_{2.5} and NO_x emission estimates and MVEB values for the nonattainment area are presented in Table 15 for each analysis year. The estimated emissions and MVEB values are plotted on Figures 3 (PM_{2.5}) and 4 (NO_x). VMT and emissions by county and facility type for each scenario are presented in Appendix D.

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Conformity for the Pittsburgh – Beaver Valley nonattainment area under the 1997 Annual PM_{2.5} and 2006 daily PM_{2.5} standard is demonstrated if future **annual** emissions are less than MVEB levels. In all analysis years, as Table 15 and Figures 3 and 4 demonstrate, future annual emissions are less than the MVEB. The analysis shows that the criteria for conformity under the 1997 Annual PM_{2.5} and 2006 daily PM_{2.5} standard have been satisfied.

No goals, directives, recommendations, or projects identified in the 2027-2030 TIP or the 2050 Plan contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan. There are no transportation control measures in the applicable state implementation plan.

Indiana County Portion of the Johnstown PM_{2.5} Nonattainment Area

Emission budgets have been established for use in conformity assessments for the 1997 Annual PM_{2.5} and 2006 daily PM_{2.5} NAAQS for the Indiana County portion of the Johnstown PM_{2.5} nonattainment area. These MVEBs are shown on Table 1 in Section II. The PM_{2.5} and NO_x emission factors from the MOVES model, in combination with the highway and transit assignment results from the five scenarios described in Section III, were used to develop the annual emission levels for the nonattainment area.

The total **annual** VMT, and the PM_{2.5} and NO_x emission estimates and MVEB values for the nonattainment area are presented in Table 16 for each analysis year. The estimated emissions and MVEB values are plotted on Figures 5 (PM_{2.5}) and 6 (NO_x). VMT and emissions by facility type within the nonattainment portion of the county for each scenario are presented in Appendix D.

Conformity for the Indiana County portion of the Johnstown PM_{2.5} nonattainment area is demonstrated if future **annual** emissions are less than MVEB levels. In all analysis years, as Table 16 and Figures 5 and 6 demonstrate, future annual emissions are less than the MVEB. The analysis shows that the criteria for conformity under the 1997 Annual PM_{2.5} and 2006 daily PM_{2.5} standard have been satisfied.

No goals, directives, recommendations, or projects identified in the 2027-2030 TIP or the 2050 Plan contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan. There are no transportation control measures in the applicable state implementation plan.

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Allegheny County PM_{2.5} Nonattainment Area

Emission budgets have been established for use in conformity assessments for the 2012 Annual PM_{2.5} NAAQS for the Allegheny County PM_{2.5} nonattainment area. These MVEBs are shown on Table 1 in Section II. The VOC and NO_x emission factors from the MOVES model, in combination with the highway and transit assignment results from the five scenarios described in Section III, were used to develop the annual emission levels for the nonattainment area.

The total **annual** VMT, and the PM_{2.5} and NO_x emission estimates, and MVEB values for the nonattainment area are presented in Table 17 for each analysis year; and emission estimates and MVEB values are plotted on Figures 7 (PM_{2.5}) and 8 (NO_x). VMT and emissions by facility type for each scenario are presented in Appendix D.

Conformity for the Allegheny County nonattainment area under the 2012 Annual PM_{2.5} standard is demonstrated if future **annual** emissions are less than the MVEB values. In all analysis years, as Table 17 and Figures 7 and 8 demonstrate, future annual emissions are less than the MVEBs. The analysis shows that the criteria for conformity under the 2012 Annual PM_{2.5} standard have been satisfied.

No goals, directives, recommendations, or projects identified in the 2027-2030 TIP or the 2050 Plan contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan. There are no transportation control measures in the applicable state implementation plan.

8-Hour Ozone Nonattainment and Maintenance Areas

Conformity determinations for transportation plans and programs under the 8-hour ozone NAAQS are based, as appropriate, on build/no-build analyses, comparisons to an emissions budget, and/or comparison to emissions levels from a base year.

The appropriate test for the Pittsburgh – Beaver Valley 8-hour ozone nonattainment area is a comparison of future year emissions to established VOC and NO_x emissions budgets. The analysis should demonstrate reduced emissions in a future year under the build condition when compared with the appropriate emissions budget.

As described in Section II, EPA guidance does not require regional emissions modeling in the conformity demonstration for the Greene County 8-hour ozone nonattainment area and the Indiana County portion of the Clearfield and Indiana counties 8-hour ozone nonattainment area.

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Pittsburgh – Beaver Valley 8-Hour Ozone Nonattainment Area

Emission budgets have been established for use in conformity assessments for the 2008 8-hour ozone NAAQS for the Pittsburgh – Beaver Valley ozone nonattainment area. These MVEBs are shown on Table 1 in Section II. The VOC and NO_x emission factors from the MOVES model, in combination with the highway and transit assignment results from the five scenarios described in Section III, were used to develop the annual emission levels for the nonattainment area.

The daily VMT, and the daily VOC and NO_x emission estimates and MVEB values for the nonattainment area are presented in Table 18 for each analysis year. The estimated emissions and MVEB values are plotted on Figures 9 (VOC) and 10 (NO_x). VMT and emissions by county and facility type for each scenario are presented in Appendix D.

Conformity for the Pittsburgh – Beaver Valley nonattainment area under the 2008 8-hour ozone NAAQS is demonstrated if future daily emissions are less than MVEB levels. In all analysis years, as Table 18 and Figures 9 and 10 demonstrate, future annual emissions are lower than the MVEB. The analysis shows that the criteria for conformity under the 2008 8-hour ozone NAAQS have been satisfied.

No goals, directives, recommendations, or projects identified in the 2027-2030 TIP or the 2050 Plan contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan. There are no transportation control measures in the applicable state implementation plan.

Indiana and Greene Counties 8-Hour Ozone Nonattainment Areas

As noted in Sections I and II, the Greene County 8-hour ozone nonattainment area and the Indiana County portion of the Clearfield and Indiana counties 8-hour ozone nonattainment area were designated as nonattainment areas under the 1997 8-hour ozone NAAQS, but were designated as attainment areas under the 2008 8-hour ozone NAAQS. Under those circumstances, EPA's November, 2018 guidance does not require regional emissions modeling as part of the conformity demonstration. Other conformity criteria still must be satisfied, including demonstration of fiscal constraint, public review, and implementation of TCMs in the SIP. This report demonstrates that the applicable conformity criteria for these two areas have been satisfied.

No goals, directives, recommendations, or projects identified in the 2027-2030 TIP or the 2050 Plan contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan. There are no transportation control measures in the applicable state implementation plan.

Allegheny County Carbon Monoxide Maintenance Area

As noted in Sections I and II, conformity assessments for the Allegheny County carbon monoxide (CO) maintenance area are no longer required.

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Liberty – Clairton PM₁₀ Maintenance Area

As noted in Sections I and II, conformity assessments for the Liberty – Clairton PM₁₀ maintenance area are no longer required.

Liberty – Clairton PM_{2.5} Maintenance Area

As noted in Section II, EPA has determined that PM_{2.5} nonattainment in the Liberty – Clairton area stems primarily from industrial sources in the area and not from mobile sources. This nonattainment area was not required to have PM_{2.5} transportation conformity MVEBs. Because the PM_{2.5} violations were primarily caused by industrial stationary sources and motor vehicles were not an important contributor to the nonattainment problem, no additional quantitative analysis for transportation-related PM_{2.5} impacts is required for conformity purposes. Other conformity criteria still must be satisfied, including demonstration of fiscal constraint, public review, and implementation of TCMs in the SIP. This report demonstrates that the applicable conformity criteria for the Liberty – Clairton PM_{2.5} maintenance area have been satisfied.

Qualitative Analysis of Non-Codable Regionally Significant Projects

Due to their nature, a number of regionally significant projects in the 2027-2030 TIP and 2050 Plan could not be coded on Cube Voyager-based transportation networks and were therefore not included in the quantitative assessment which was used to develop the information in Tables 15 through 18. Those excluded projects fall into two general categories: 1) highway/bridge relocations with no increase in capacity; and 2) projects like small, isolated park-and-ride lots, Intermodal Transportation Centers, and traffic signal coordination projects. To include the non-codable, regionally significant projects in the conformity assessment required a separate, qualitative assessment of their impacts on regional air quality.

Some of the regionally significant projects identified in the 2027-2030 TIP and the 2050 Plan involve new highway facilities on new right-of-way. For most of the projects of that type there was enough of a difference between the build and no-build conditions that the difference (change in capacity, miles of highway, etc.) could be reflected, and coded, onto the Cube Voyager-based highway networks. A few of the highway projects that involve new right-of-way would simply replace a deficient or unsafe facility with a comparable facility (no change in length or capacity) constructed to current design standards in a new location. The design of those new facilities would include features such as easier grades and curves, wider lanes, better sight distance, and wider shoulders. Those design improvements cannot be reflected in the quantitative analysis. Those design elements would, nevertheless, tend to result in fewer accidents, reduce delay, and promote a more uniform travel speed on the facility. Those kinds of improvements in traffic operations generally have a positive effect on emissions. Implementation of the “non-codable” highway and bridge relocation projects should not worsen the region's air quality.

A number of small, isolated park-and-ride lots, Intermodal Transportation Centers, and traffic signal coordination projects are identified in the 2027-2030 TIP and the 2050 Plan. The 2050

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Plan also includes strategies to implement projects of these types. The identified TIP projects were assessed by SPC for their emissions reduction potential. An approved evaluation methodology, developed by PennDOT for determining eligibility for CMAQ (Congestion Mitigation and Air Quality Program) funding, was used by SPC in those project-level assessments. Regionally significant projects assessed with the CMAQ model which could not be coded on Cube Voyager-based transportation networks are listed below. The CMAQ model assessments were conducted with project information provided by the project sponsors. Each of the projects tested with the CMAQ model demonstrated a potential to reduce ozone and PM_{2.5} precursor emissions. The effect on regional emissions from implementation of these projects was not included in the quantitative analysis detailed on Tables 15 through 18 and Figures 3 through 10. Nevertheless, implementation of the regionally significant, non-codable projects identified in the 2027-2030 TIP and the 2050 Plan will not worsen the region's air quality.

Non-Codable Regionally Significant Projects

A. Programmed on 2027-2030 TIP for Completion by 2030

I-376/Parkway East A.T.M - MPMS# 94651 [City of Pittsburgh, Allegheny Co.]
SPC - Traffic Signal 5 - MPMS# 106593 [Beaver Co. and Lawrence Co.]
Liberty Ave - MPMS# 106773 [City of Pittsburgh Allegheny Co.]
PA 50: I-79 to Thoms Run - MPMS# 109640 [Allegheny Co.]
Smart PGH (ATCMTD) - Phase 3 - MPMS# 109691 [City of Pittsburgh Allegheny Co.]
SR 3003 (Washington Pike) Improvements - MPMS# 114287 [Allegheny Co.]
Penn Avenue Signal Improvements - MPMS# 114288 [City of Pittsburgh, Allegheny Co.]
Smart PGH - Phase 1 - MPMS# 116300 [City of Pittsburgh, Allegheny Co.]
Smart PGH - Phase 2 - MPMS# 116301 [City of Pittsburgh, Allegheny Co.]
PPC- Marine & Landside Equipment Re-Power Program - MPMS# 117270 [SPC Region]
Frankstown Avenue Signal Improvement Project - MPMS# 117272 [City of Pittsburgh, Allegheny Co.]
SR 4012 (Highland) @ SR 4014 (Gass) Roundabout - MPMS# 118444 [Allegheny Co.]
SR 4011 (Rochester Rd.) @ SR 4021 (Lowries) - MPMS# 119187 [Allegheny Co.]
SR 4003 - Nelson Run to Perrymont Signal Project - MPMS# 119595 [Allegheny Co.]
SR 3010 @ Patterson Road Roundabout - MPMS# 119945 [Allegheny Co.]
Brownsville Road Safety Improvement - MPMS# 120899 [City of Pittsburgh, Allegheny Co.]
Microtransit Pilot Project - MPMS# 120905 [Allegheny Co.]
Arterial Traffic Management MPDG - MPMS# 121452 [Allegheny Co.]
PRTX to Mon Valley - MPMS# 123709 [City of Pittsburgh, Allegheny Co.]
SR 51 @ SR 151 Roundabout - MPMS# 118443 [Beaver Co.]
BPRR Corridor - MPMS# 121380 [Lawrence Co.]
SR 356 Park-and-Ride - MPMS# 116127 [Butler Co.]
Downtown Uniontown Signal Improvements - MPMS# 121190 [Fayette Co.]
US 19 Corridor Signal Upgrade - MPMS# 107432 [Washington Co.]
PA 18: Main Street to Third Street - MPMS# 114561 [Washington Co.]
US 30 Corridor Impvmts - Western Section - MPMS# 110900 [Allegheny Co. and Westmoreland Co.]
PA 66/ PA 366 Safety Improvement - MPMS# 123278 [Westmoreland Co.]
PA 217 at Industrial Blvd Safety Improvement - MPMS# 123283 [Westmoreland Co.]
Transit Access Imp. Prog - MPMS# 121283 [Allegheny Co.]
Wilksburg Trans. Center - MPMS# 121284 [Allegheny Co.]

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B. Listed on 2050 Long Range Plan for Completion after 2030

Pkwy East Active Traffic Management - MPMS# 94651 [Allegheny Co.]
I-376 Arterial Traffic Management - MPMS# TBD [Allegheny Co.]
PGH CBD Signals Phase 7 - MPMS# 119394 [Allegheny Co.]
SR 30/SR 48 Intersection Improvement - MPMS# 116655 [Allegheny Co./Westmoreland Co.]
SR 21 Operational & Safety (Also see New Cap) - MPMS# 119619 [Fayette Co.]
US 119 Operations & Safety - MPMS# 119622 [Fayette Co.]
US 19 Corridor and Intersection Improvement (Old Oak - Waterdam) - MPMS# 119615 [Washington Co.]
McMurray Rd US 19 to Morganza Rd. - MPMS# 119614 [Washington Co.]
Weavertown Rd Corridor from US 19 to Morganza Rd (Concept 7) - MPMS# 119618 [Washington Co.]
SR 1032 Southpointe Blvd from I-79 to Morganza Rd (Concept 4) - MPMS# 119624 [Washington Co.]
I-70 Interstate Detour Improvement Plan Implementation - MPMS# 119641 [Washington Co.]
I-79 Interstate Detour Improvement Plan Implementation - MPMS# 119639 [Washington Co.]
US 30 Corridor Improvements - Western Section - MPMS# 110900 [Westmoreland Co.]

Conclusion

In conclusion, this report has demonstrated that the region's 2027-2030 TIP and amended 2050 Plan continue to be in conformance with the federal Clean Air Act, as amended. This finding of conformity is based upon both quantitative and qualitative analyses designed to address the conformity criteria outlined in EPA's Transportation Conformity Rule for the nonattainment and maintenance areas within SPC's planning region designated under the 1997 8-hour ozone NAAQS, the 2008 8-hour ozone NAAQS, the 2006 daily PM_{2.5} NAAQS, the 1997 Annual PM_{2.5} NAAQS, the 2012 Annual PM_{2.5} NAAQS, and the 1987 PM₁₀ NAAQS. As noted above and in Sections I and II, conformity determinations for the Allegheny County carbon monoxide (CO) maintenance area and the Liberty-Clairton PM₁₀ maintenance area are no longer required.

This report has documented the process used by SPC in the spring of 2026 to make its finding of conformity for the 2027-2030 Transportation Improvement Program and amendments to the 2050 Plan. SPC's conformity process demonstrates that the 2027-2030 TIP and amended 2050 Plan satisfy all applicable conformity criteria under the 1997 8-hour ozone NAAQS, the 2008 8-hour ozone NAAQS, the 2006 daily PM_{2.5} NAAQS, the 1997 Annual PM_{2.5} NAAQS, the 2012 Annual PM_{2.5} NAAQS, the 1987 PM₁₀ NAAQS, and the 1971 carbon monoxide NAAQS.

Conformity Assessment
Pittsburgh-Beaver Valley PM2.5 Nonattainment Area
Annual VMT and Emissions (Tons/Year)

Entire Nonattainment Area					
	2027	2030	2035	2045	2050
ANNUAL VMT	16,113,897,984	16,219,817,761	16,446,070,614	16,717,233,527	16,957,851,083
PM 2.5 MVEB	537.000	537.000	537.000	537.000	537.000
PM 2.5	280.574	248.072	213.933	178.851	172.585
NOx MVEB	10,709.000	10,709.000	10,709.000	10,709.000	10,709.000
NOx	5,442.552	4,136.205	2,940.255	2,224.388	2,170.500

TABLE 15

SPC July 2026

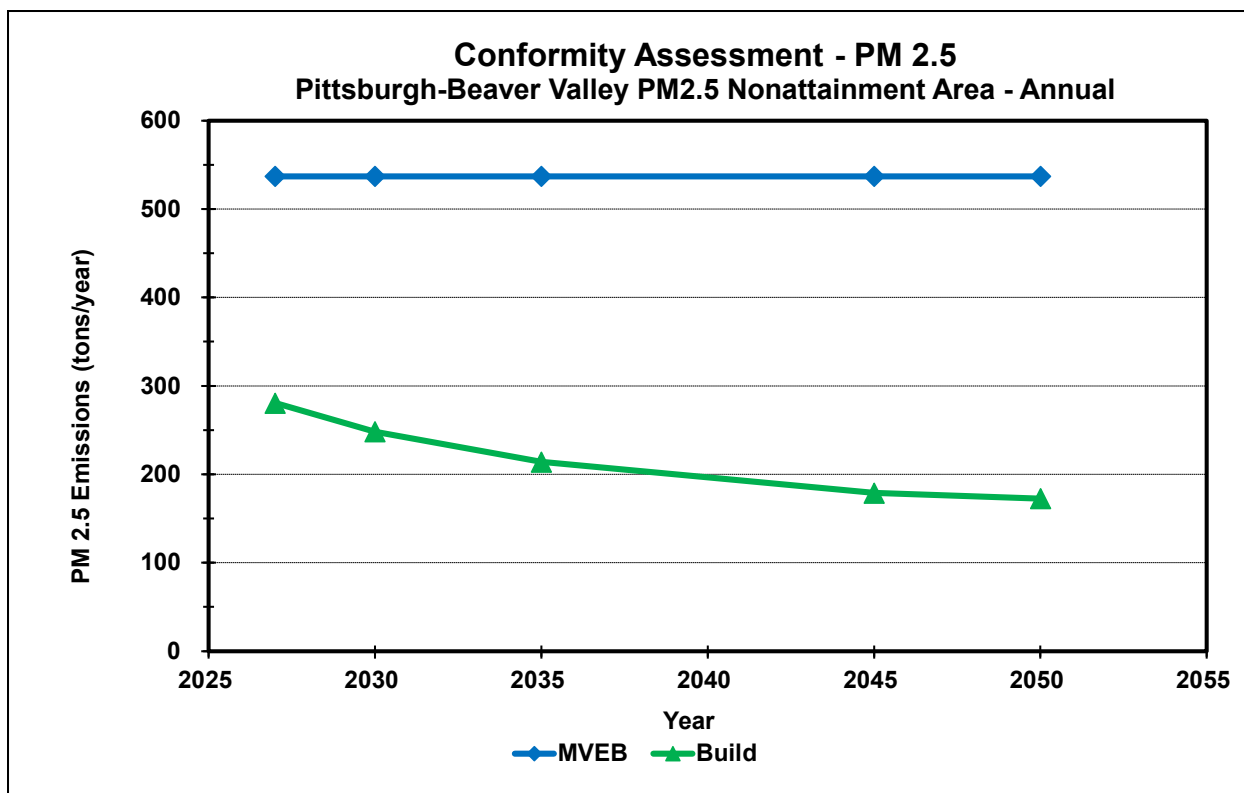


Figure 3

SPC July 2026

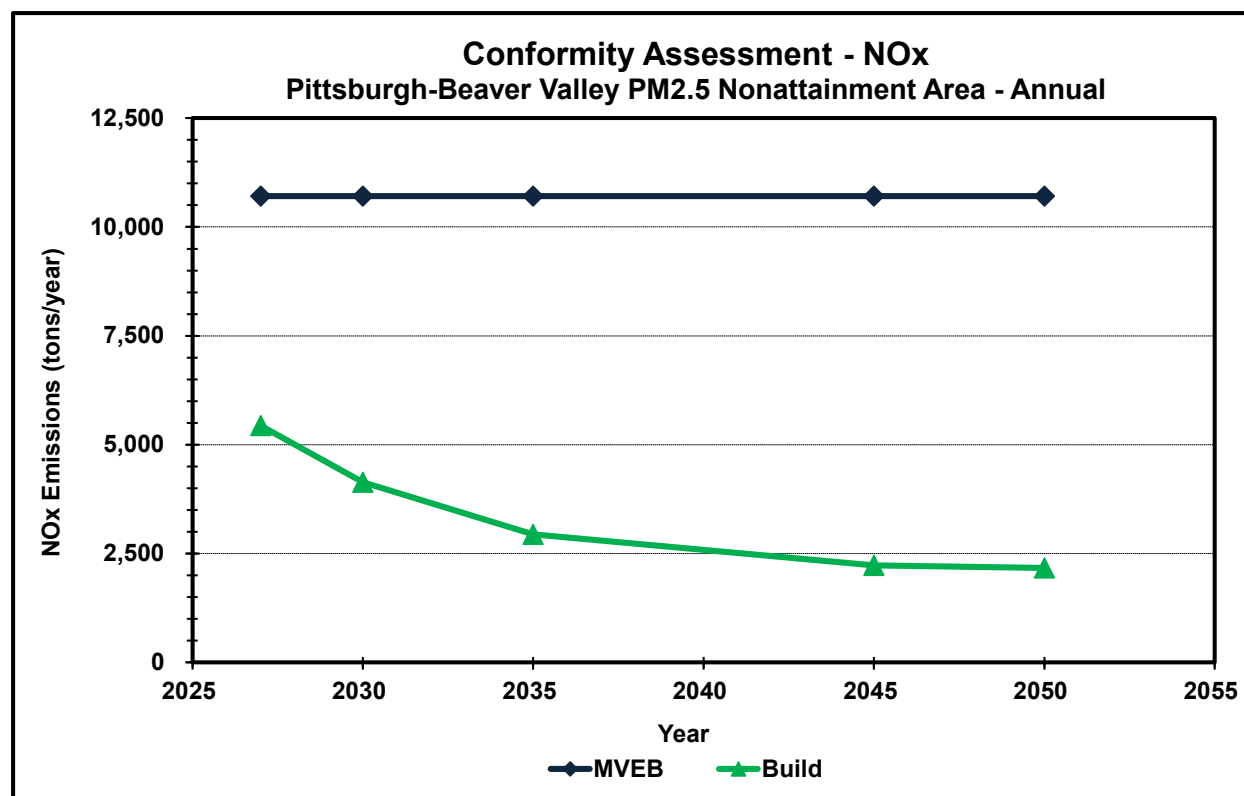


Figure 4

SPC July 2026

Conformity Assessment
Indiana County Portion of Johnstown PM2.5 Nonattainment Area
Annual VMT and Emissions (Tons/Year)

Indiana County Portion of Nonattainment Area					
	2027	2030	2035	2045	2050
ANNUAL VMT	131,906,363	132,405,503	133,169,955	136,125,633	137,075,960
PM 2.5 MVEB	4.380	4.380	4.380	4.380	4.380
PM 2.5	2.150	1.808	1.502	1.196	1.121
NOx MVEB	120.980	120.980	120.980	120.980	120.980
NOx	53.404	38.898	26.630	19.769	19.191

TABLE 16

SPC July 2026

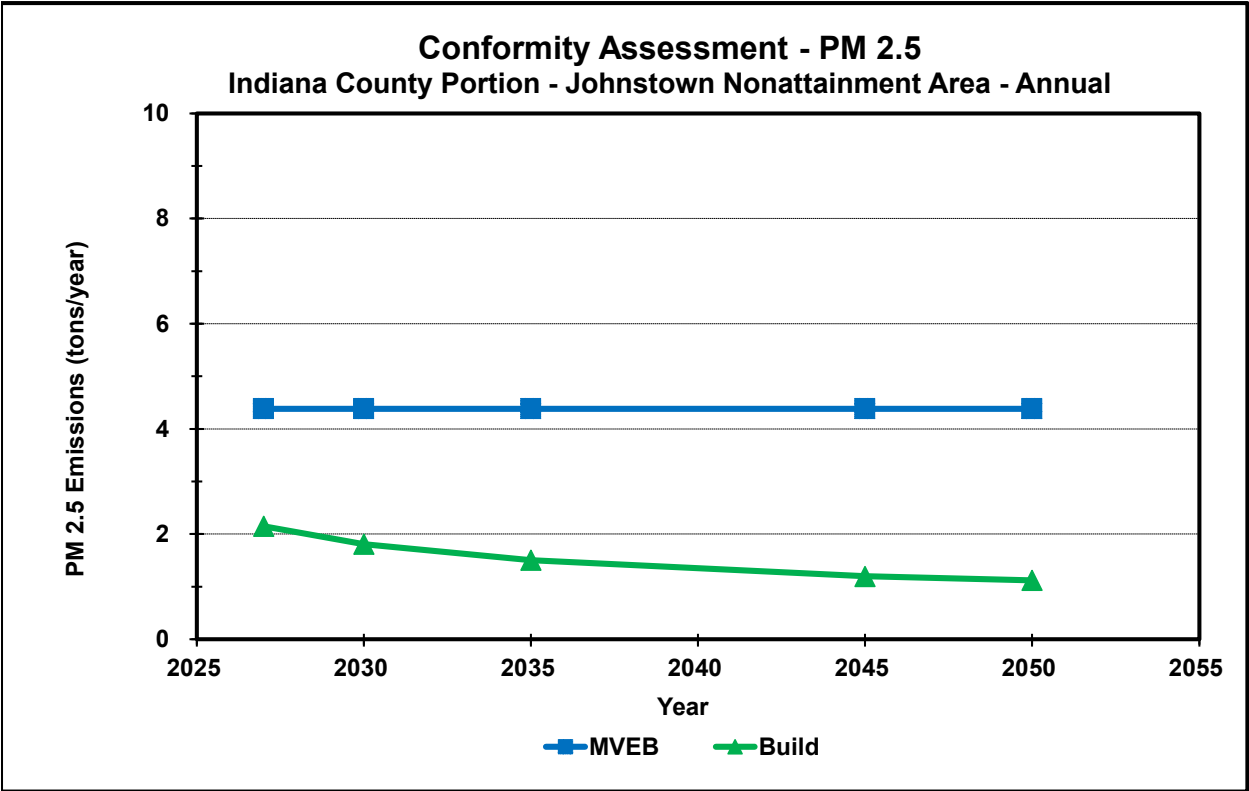


Figure 5

SPC July 2026

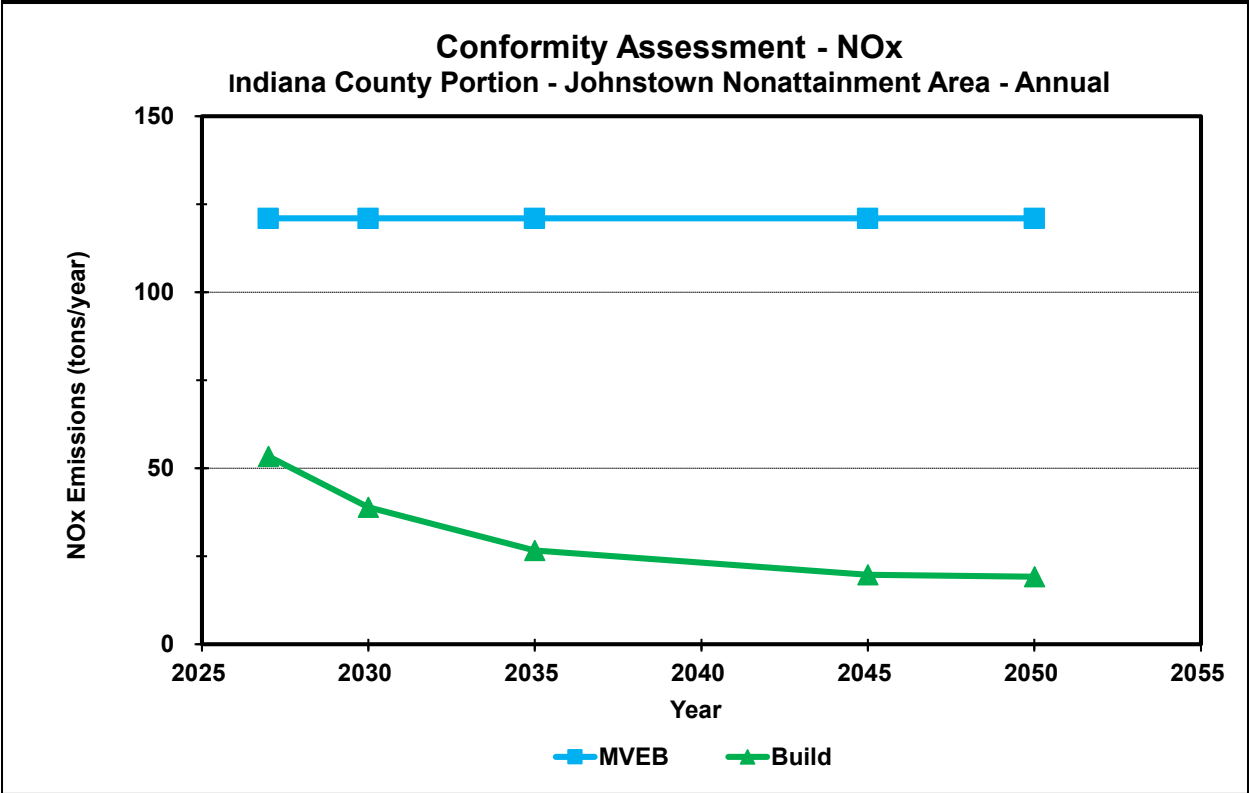


Figure 6

SPC July 2026

Conformity Assessment
Allegheny County PM2.5 Nonattainment Area
Annual VMT and Emissions (Tons/Year)

Entire Nonattainment Area					
	2027	2030	2035	2045	2050
ANNUAL VMT	7,864,014,504	7,899,144,322	7,995,998,070	8,105,852,757	8,233,251,102
PM 2.5 MVEB	177.000	177.000	141.000	141.000	141.000
PM 2.5	130.274	118.361	103.292	86.358	83.181
NOx MVEB	4,123.000	4,123.000	2,902.000	2,902.000	2,902.000
NOx	2,178.178	1,690.413	1,211.312	913.646	891.858

TABLE 17

SPC July 2026

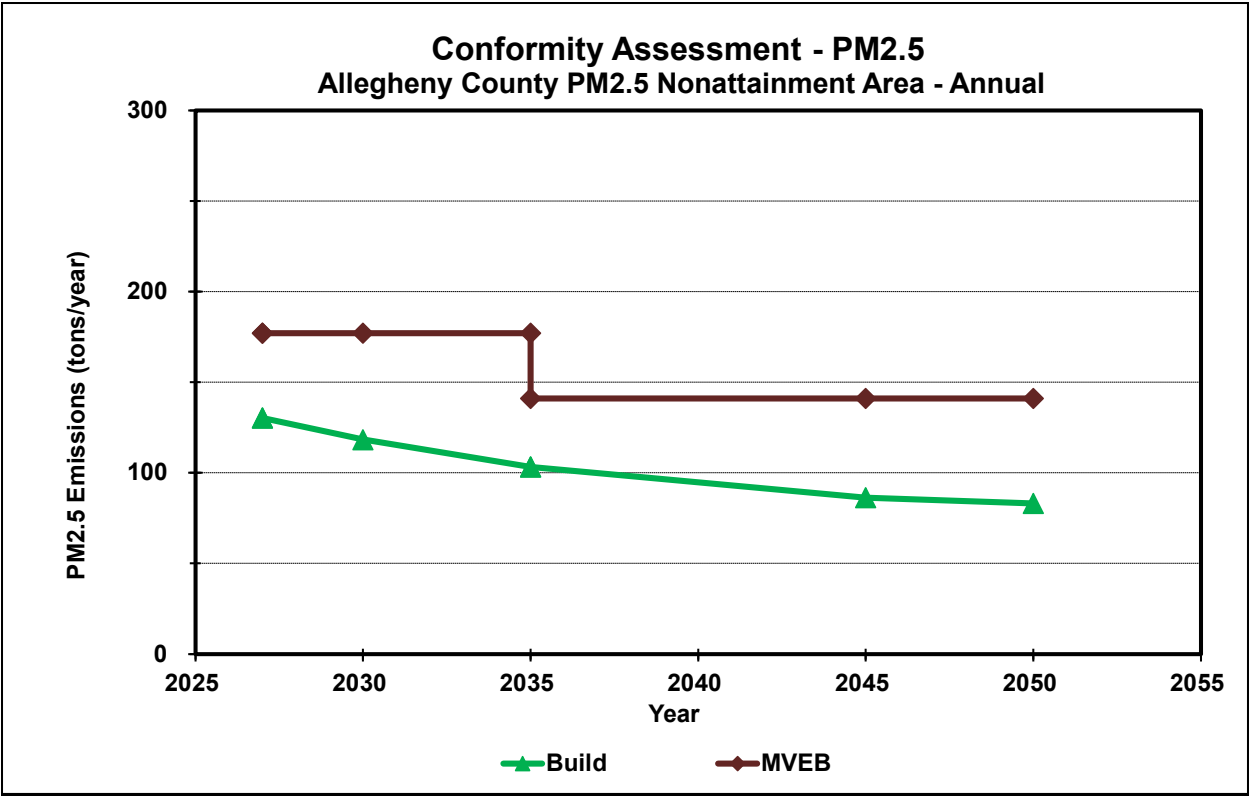


Figure 7

SPC July 2026

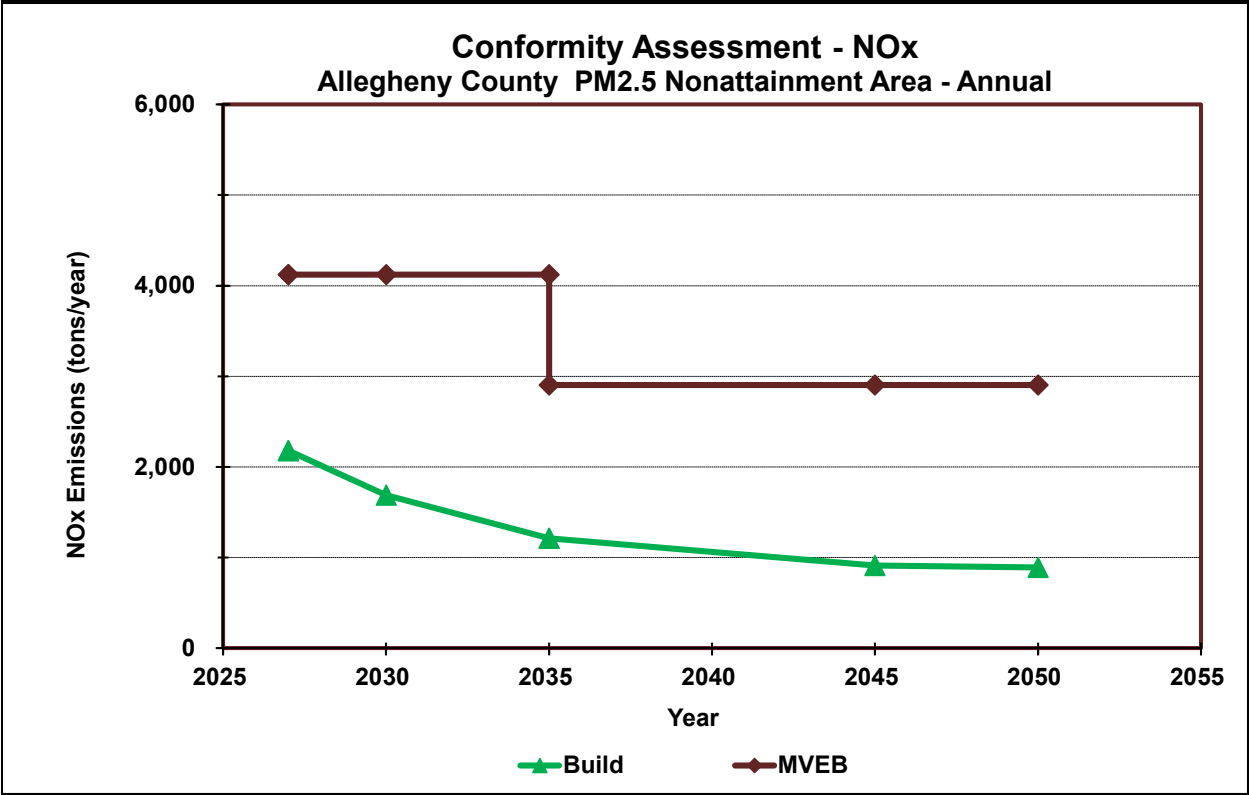


Figure 8

SPC July 2026

8-Hour Ozone Conformity Assessment
Pittsburgh-Beaver Valley
Daily VMT and Emissions (Tons/Day)

	2027	2030	2035	2045	2050
DAILY VMT	57,116,498	57,477,442	58,232,794	59,167,320	59,988,908
VOC MVEB	45.680	45.680	45.680	45.680	45.680
VOC	9.123	8.058	7.179	6.032	6.005
NOx MVEB	77.090	77.090	77.090	77.090	77.090
NOx	17.243	12.938	8.853	6.285	6.049

TABLE 18

SPC July 2026

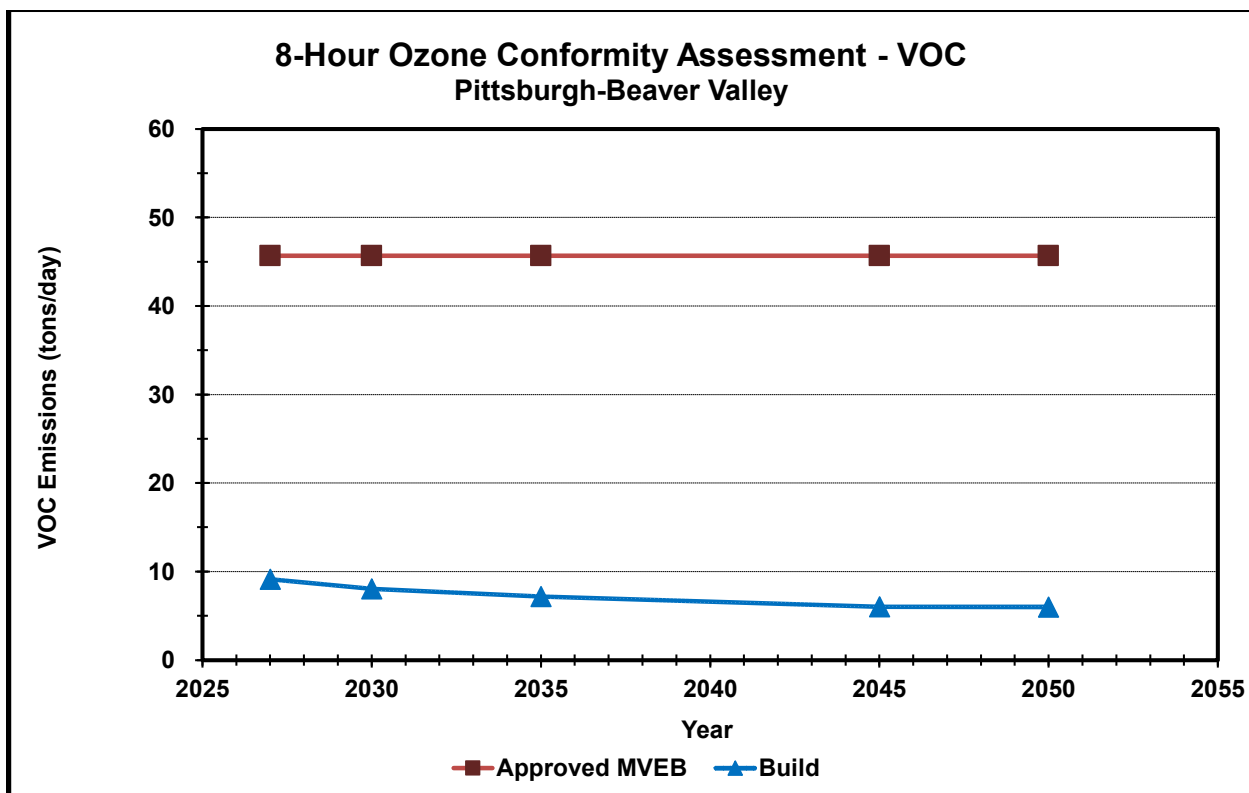


Figure 9

SPC July 2026

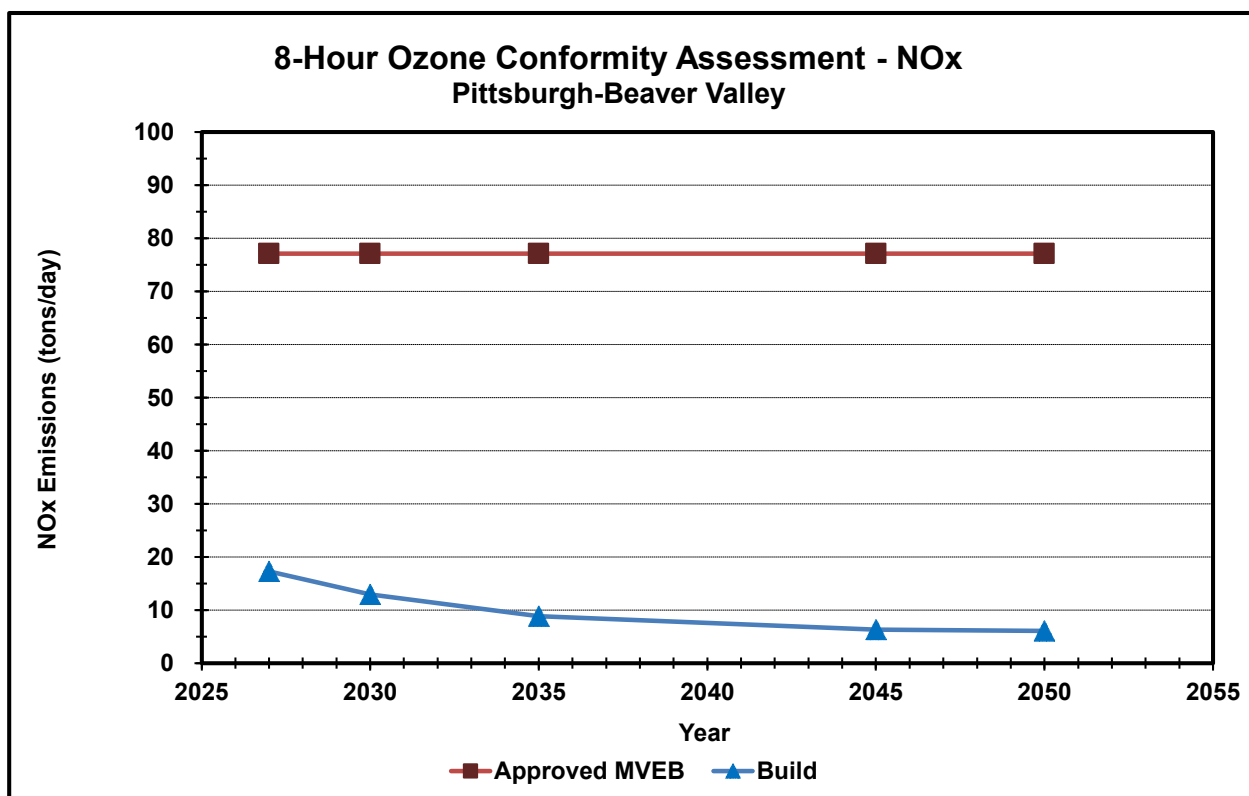


Figure 10

SPC July 2026

Air Quality Conformity Determination

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VIII. Public Review and Comment

The draft *Air Quality Conformity Determination for the Pittsburgh Transportation Management Area* was available for public review and comment from May 7, 2026 through June 5, 2026, concurrent with the public comment period for the region's draft 2027-2030 Transportation Improvement Program (TIP) and amendments to the 2050 Long Range Transportation and Development Plan *SmartMoves For a Changing Region*. Electronic versions of these documents were available online during the comment period at <https://www.spcregion.org/events>.

Ten public meetings (8 in-person and 2 virtual) were held throughout the region. At each meeting staff provided an overview of the draft documents, updates on project advancement, and opportunities for the public to ask questions and submit comments.

Comments on the draft documents were accepted by SPC representatives at each of the public meetings. Written comments could also be submitted several ways: via email at comments@spcregion.org, or by an online intake form and interactive TIP project map at <https://arcg.is/14L5nb1>, or mailed to Southwestern Pennsylvania Commission, 42 21st Street, Pittsburgh, PA 15222.

Complete documentation of the public review and comment period is contained in the companion document *Public Participation Report for the 2027-2030 Transportation Improvement Program (TIP) for Southwestern Pennsylvania*, (SPC, July 2026). That document contains copies of the legal notices, newspaper advertisements, SPC webpage text, public meeting summaries, all written testimony received by SPC, a summary of all comments received during the public review period, and SPC's responses to those comments.

SPC did not receive any public comment on the conformity assessment.

Minor modifications were made to the 2027-2030 TIP and amended Long Range Plan as a result of public comment. No revisions to the conformity process or the conformity findings were needed as a result of those TIP and Plan modifications.

SPC, as the MPO for the Southwestern Pennsylvania region, formally acted at its June 22, 2026 meeting to make the finding of conformity, required under EPA's Transportation Conformity Rule, for the 2027-2030 Transportation Improvement Program for Southwestern Pennsylvania and for the amended 2050 Transportation Plan for Southwestern Pennsylvania.

Copies of SPC Resolutions 01-26 and 03-26 are included as Appendix F. Resolution 01-26 finds that the 2027-2030 TIP and the amended 2050 Transportation Plan conform with the requirements of the Clean Air Act (as amended), with the finding of conformity based upon the criteria outlined in EPA's Transportation Conformity Rule and consistent with procedures outlined in the EPA-approved Pennsylvania Conformity State Implementation Plan (Conformity SIP). Through Resolution 03-26, SPC adopted the 2027-2030 TIP and the region's amended fiscally constrained 2050 Long Range Transportation Plan.

Air Quality Conformity Determination

*2027-2030 Transportation Improvement Program and 2050 Long Range Transportation Plan Amendment
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APPENDIX A

Identification of Exempt and Regionally Significant Projects
Included in the 2027-2030 TIP

Project Exempt Codes and Classification Codes

The EPA Transportation Conformity Rule (40 CFR Part 93) cites a number of project types which may be excluded from the regional emissions analysis required to determine conformity. Because of their nature, the exempt projects will not affect the outcome of regional emissions analysis, nor will they add substance to the analysis.

A standardized system of codes was cooperatively developed by Pennsylvania's MPOs and PennDOT to document a project's exempt status and to classify regionally significant projects. The exempt project types are listed in the Transportation Conformity Rule (40 CFR 93 Section 126 Tables 2 and 3) The exempt codes and project classification codes are defined on pages A-2 and A-3 of this report.

The remainder of Appendix A contains a one-line summary of every highway, transit, and Pennsylvania Turnpike project identified on the 2027-2030 TIP within SPC's 10-county region. Up to two codes appear for each project under the Exempt Codes heading. The code on the left is the project's exempt code. The code on the right is the project's classification status code. The projects for which no codes appear are the non-exempt, regionally significant TIP projects which were assessed for this conformity determination. These projects are described more fully in the 2027-2030 TIP. They are also listed in Figure 1 (coded in SPC's travel demand model) or in Section VII (non-codable projects) along with the non-exempt, regionally significant projects that appear on the 2050 Long Range Plan.

Appendix B contains a brief summary and exempt codes for every highway, transit, and Pennsylvania Turnpike project identified on the fiscally constrained portion of the 2050 Plan Update within SPC's 10-county region.

Project Exempt Codes and Classification Codes

Project Classification Code

Blank	Regionally significant
EX	Exempt
NA	Project is in an attainment area
NS	Not exempt, but not regionally significant

Project Exempt Code

Blank	Project is not exempt
——	Project is in an attainment area

Safety

S1	Railroad/Highway Crossing
S2	Projects that correct, improve, or eliminate a hazardous location or feature
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Highway safety improvement program implementation
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside of urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing/rehabilitating bridges (no additional travel lanes)
S20	Emergency truck pullovers

Mass Transit

M1	Operating assistance to transit agencies
M2	Purchase of transit support vehicles
M3	Rehabilitation of transit vehicles
M4	Purchase of office, shop, and operating equipment for existing transit facilities
M5	Purchase of operating equipment for transit vehicles (e.g., radios, fareboxes, lifts, etc.)
M6	Construction or renovation of power, signal, and communications systems
M7	Construction of small transit passenger shelters and information kiosks
M8	Reconstruction or renovation of transit buildings and structures
M9	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
M10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
M11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771

Project Exempt Codes and Classification Codes

Project Exempt Code

Air Quality

- A1 Continuation of ride-sharing and van-pooling promotion activities at current levels
- A2 Bicycle facilities
- A2 Pedestrian facilities

Other

- X1 Specific activities which do not involve or lead directly to construction, such as: federal-aid systems revisions, planning and technical studies; grants for training and research programs; planning activities conducted pursuant to Title 23 and Title 49 U.S.C.
- X2 Grants for training and research programs
- X3 Planning activities conducted pursuant to Title 23 and 49 U.S.C.
- X4 Federal-aid systems revisions
- X5 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives
- X6 Noise attenuation
- X7 Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
- X8 Acquisition of scenic easements
- X9 Plantings, landscaping, etc.
- X10 Sign removal
- X11 Directional and informational signs
- X12 Transportation enhancement activities (except for rehabilitation and operation of historic transportation buildings, structures, or facilities)
- X13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes

Exempt From Regional Emissions Analysis

- R1 Intersection improvements and channelization projects
- R2 Intersection signalization projects at individual intersections
- R3 Interchange reconfiguration projects
- R4 Changes in vertical and horizontal alignment
- R5 Truck size and weight inspection stations
- R6 Bus terminals and transfer points

2027-2030 TIP

Projects Funded Through IIJA-Act Title I Programs

COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
ALCO	75341	Betterment Reserve Allegheny		C	PADOT	NS	
ALCO	75669	Slide Line Item		C	PADOT	NS	
ALCO	76430	SPC Reg. Safety Line Item		C	PADOT	NS	
ALCO	76458	Bridge - Allegheny County		C	PADOT	NS	
ALCO	77273	ERT Bus Procurement		C	TRANS	NS	
ALCO	82754	SPC Region TAU Line Item		C	PADOT	NS	
ALCO	84078	SPC CMAQ Line Item		C	PADOT	NS	
ALCO	86446	Geotechnical Review		E	PADOT	X1	EX
ALCO	87777	Allegheny Co Loc Br Pres.		C	COUNTY	NS	
ALCO	94698	SPC Smart Tr. Initiative		C	SPC	NS	
ALCO	106080	Smart Transportation/TAP Admin		E	SPC	X12	EX
ALCO	106593	SPC - Traffic Signal 5		C	SPC		
ALCO	113349	SPC - Traffic Signal 6		C	SPC	R2	EX
ALCO	113455	Environmental Unit Assistance for Permit Activites		E	PADOT	X1	EX
ALCO	114242	Guiderail Upgrades		C	PADOT	NS	
ALCO	117270	PPC- Marine & Landside Equipment Re-Power Progr		C	OTHER		
ALCO	118781	Utilities Inspection		R	PADOT	S18	EX
ALCO	118972	Bridge Wash 2027		C	PADOT	S19	EX
ALCO	119281	SPC Regional CRP/CRFU Line Item		C	PADOT	NS	
ALCO	120087	AWEM 2027		C	PADOT	S11	EX
ALCO	120088	AWEM 2028		C	PADOT	S11	EX
ALCO	120128	2026 ADA Curb Ramp Project		C	PADOT	A2	EX
ALCO	120130	Bridge Wash 2028		C	PADOT	S19	EX
ALCO	120905	Microtransit Pilot Project		C	TRANS		
ALCO	121378	W&E Corridor		C	OTHER	S1	EX
ALCO	122137	Constructability Review for Local Projects		E	PADOT	X1	EX
ALCO	122181	2028 ADA Curb Ramps Project		C	PADOT	A2	EX
ALCO	123818	HSIP Lane Departure and HFST 2027		C	PADOT	S6	EX
ALCO	123819	HSIP - High Tension Cable Median Barrier		C	PADOT	S6	EX
ALCO	123820	HSIP 2027 VRU Signal Pedestrian Improvements		RC	PADOT	S6	EX
ALCO	100958	62nd Street Bridge	8	E	PADOT	S19	EX
ALCO	119183	Route 8 at Wildwood	8	C	MUNIC	R4	EX
ALCO	119941	SR 8 and Sandy Hill Road Widening Project	8	RC	PADOT	R1	EX
ALCO	27445	22/30 over the Parkway West	22	C	PADOT	S19	EX
ALCO	100769	US 22 - Imperial Interchange to McKee Road	22	E	PADOT	S10	EX
ALCO	74255	PA 28 over Yutes Run	28	ERC	PADOT	S19	EX
ALCO	121452	Arterial Traffic Management MFDG	30	E C	PADOT		
ALCO	100782	Mosside Blvd-PA 130 to Haymaker	48	C	PADOT	S10	EX
ALCO	121632	SR 48, Long Run Road Slide	48	C	PADOT	S2	EX
ALCO	109640	PA 50: I-79 to Thoms Run	50	RC	PADOT		
ALCO	123006	Scott/Carnegie Flood Mitigation	50	ERC	MUNIC	S2	EX
ALCO	100935	SR 65, Fremont Street Bridge	65	E	PADOT	S19	EX
ALCO	121791	Allegheny River Blvd. @ Sandy Creek Intersection	130	ERC	PADOT	S6	EX
ALCO	63306	Tarentum Bridge Ramps A, B, C & D ov Allegheny Riv	366	C	PADOT	S19	EX
ALCO	100624	Tarentum Bridge Over Allegheny River	366	C	PADOT	S19	EX
ALCO	114193	PA 837 Slide Remediation	837	C	PADOT	S2	EX
ALCO	115085	SR 837, North State Street	837	C	PADOT	S10	EX
ALCO	63330	Bateman Road Bridge	978	C	PADOT	S19	EX
ALCO	100637	Clinton Rd ov NB Robinson	978	RC	PADOT	S19	EX
ALCO	123836	Brilliant Avenue @ Freeport Road Intersection Imp.	1001	C	MUNIC	R1	EX

NOTE: Projects without "exempt codes" are the non-exempt projects included in the Conformity Assessment for the 2027-2030 TIP. The assessment of the non-exempt projects is described in Section VII.

2027-2030 TIP

Projects Funded Through IIJA-Act Title I Programs

COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
ALCO	116096	Kittanning St Flood Control	1003	ER	PADOT	S2	EX
ALCO	74319	Lovedale Rd Br/Wylie Rn	2010	C	PADOT	S19	EX
ALCO	114194	SR 2010, Lovedale Road Wall Remediation	2010	C	PADOT	S2	EX
ALCO	119603	McKeesport Bridge Ramp #1	2027	E	MUNIC	S19	EX
ALCO	118570	Skyline Drive Slide	2042	C	PADOT	S2	EX
ALCO	91796	Streets Run Road Flood Control	2046	C	PADOT	X1	EX
ALCO	115070	SR 2046, Streets Run Road Resurfacing	2046	C	PADOT	S10	EX
ALCO	89077	Verona Road Bridge	2058	C	PADOT	S19	EX
ALCO	113674	Verona Road over Tributary to Sandy Creek	2058	ER	PADOT	S19	EX
ALCO	115556	Thompson Run Rd & Old William Penn Hwy Brgs	2065	ERC	PADOT	S19	EX
ALCO	78231	Indiana Drive Culvert	2070	C	PADOT	S19	EX
ALCO	78232	Electric Ave ov Falls Run	2112	ER	PADOT	S19	EX
ALCO	63583	McKeesport Duquesne Bridge	2114	C	PADOT	S19	EX
ALCO	100955	McKeesport-Duquesne Southern Ramps Deck Repl.	2114	E	PADOT	S19	EX
ALCO	78234	Millers Run Road ov Branch of Millers Run	3001	C	PADOT	S19	EX
ALCO	114287	SR 3003 (Washington Pike) Improvements	3003	C	PADOT		
ALCO	63558	McLaughlin Run Rd #2	3004	C	PADOT	S19	EX
ALCO	119182	Mayview Rd at Lesnett Rd Intersection Improvements	3005	ERC	PADOT	R1	EX
ALCO	81780	SR 3009/Baptist Rd, Hamilton Rd to Brownsville Rd	3009	C	PADOT	S10	EX
ALCO	119945	SR 3010 @ Patterson Road Roundabout	3010	C	PADOT		
ALCO	109548	Presto Sygan Road Bridge	3028	RC	PADOT	S19	EX
ALCO	114195	SR 3034, Chartiers St Slide Remediation	3034	C	PADOT	S2	EX
ALCO	27219	Campbell's Run Road	3041	C	COUNTY		
ALCO	78162	Noblestown Road Bridge ov Branch Robinson Run	3048	C	PADOT	S19	EX
ALCO	94645	West Liberty Avenue	3069	C	PADOT	S10	EX
ALCO	118571	Ewings Mill Rd Slide	3074	C	PADOT	S2	EX
ALCO	121556	SR 3081 (Montour Street Extension) Slide	3081	C	PADOT	S2	EX
ALCO	109562	Stowe Tunnel Rehabilitation	3092	E C	PADOT	S19	EX
ALCO	119847	Bocktown Road ov Shouse Run	3094	E	PADOT	S19	EX
ALCO	100701	McKees Rocks Bridge Phase 3	3104	E C	PADOT	S19	EX
ALCO	89046	McKnight Road ov Babcock Blvd Bridge Replacement	4003	E	PADOT	S19	EX
ALCO	119595	SR 4003 - Nelson Run to Perrymont Signal Project	4003	C	PADOT		
ALCO	119187	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	4011	RC	PADOT		
ALCO	118444	SR 4012 (Highland) @ SR 4014 (Gass) Roundabout	4012	C	PADOT		
ALCO	113629	Babcock Boulevard Culvert	4031	ER	PADOT	S19	EX
ALCO	100722	Shenot Road Bridge	4050	ER	PADOT	S19	EX
ALCO	100723	Richard Road over Wexford Run	4053	C	PADOT	S19	EX
ALCO	109570	Glenfield Viaduct Bridge	4165	C	PADOT	S19	EX
ALCO	117473	Steen Road Bridge	7102	E C	MUNIC	S19	EX
ALCO	81708	FU07 Flaugherly Run Bridge #7	7103	ER	COUNTY	S19	EX
ALCO	57066	Crawford Run Bridge (CE02)	7104	ER	COUNTY	S19	EX
ALCO	27316	Plum Creek Bridge No. 2 (FU02)	7113	C	COUNTY	S19	EX
ALCO	119371	Universal Road Bridge over Union Railroad (BI01)	7113	ER	COUNTY	S19	EX
ALCO	27513	Thompson Run Road Bridge - TN02	7116	C	COUNTY	S19	EX
ALCO	27514	Thompson Run Road Bridge - TN03	7116	C	COUNTY	S19	EX
ALCO	122851	(FD03) Jacks Run Road Bridge Replacement	7116	C	COUNTY	S19	EX
ALCO	28250	WB11 Wible Run #11	7118	R	COUNTY	S19	EX
ALCO	122514	Bridge Street Bridge Over Thoms Run	7119	E	MUNIC	S19	EX
ALCO	118099	Big Sewickley Creek No. 7	7212	ERC	COUNTY	S19	EX
ALCO	118315	Summit Park Drive Bridge	7214	ERC	MUNIC	S19	EX

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COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
ALCO	81711	Pine Creek Bridge #9 (PN09)	7216	E	COUNTY	S19	EX
ALCO	95754	IN01 - Licks Run North 1	7219	C	COUNTY	S19	EX
ALCO	122587	MLK Jr Busway Bridge Repair Group	7301	E C	TRANS	S19	EX
ALCO	27326	Ravensburg Boulevard Bridges	7302	ER	MUNIC	S19	EX
ALCO	28044	Versailles Avenue Viaduct	7304	C	MUNIC	S19	EX
ALCO	121076	McKeesport Bridge Ramp #2	7304	E	MUNIC	S19	EX
ALCO	81714	Spruce Run Bridge #4 (XP04)	7405	C	COUNTY	S19	EX
ALCO	28273	ML01 McLaughlin Run #1	7414	ER	COUNTY	S19	EX
ALCO	88398	CM03 - Campbells Run No. 3	7415	C	COUNTY	S19	EX
ALCO	28426	AL Local BPRS Group 5	7420	C	COUNTY	S19	EX
ALCO	122586	MLK Jr Busway Bridge Replacements Over Race/Kelly	7426	E C	TRANS	S19	EX
ALCO	122588	PRT Retaining Wall Repairs	7426	E C	TRANS	S2	EX
ALCO	28323	Thunbull Drive Bridge	7435	C	MUNIC	S19	EX
ALCO	27573	Grant Avenue Bridge ov Girty's Run	7445	C	MUNIC	S19	EX
ALCO	27751	Lincoln Ave Bridge 13	7445	C	MUNIC	S19	EX
ALCO	119502	Lincoln Avenue Bridge #7 Replacement	7445	C	MUNIC	S19	EX
ALCO	88497	Abers Creek Bridge #3 (AB03)	7446	C	COUNTY	S19	EX
ALCO	88498	Abers Creek No.4 (AB04)	7446	C	COUNTY	S19	EX
ALCO	93915	Talbot Ave Ramp Bridge	7456	C	COUNTY	S19	EX
ALCO	122585	MLK Jr Busway Bridge Replacement over Penn Ave	7478	C	TRANS	S19	EX
ALCO	93371	Patton St Bridge (TL13)	7479	C	COUNTY	S19	EX
ALCO	27939	Klopfer Street Bridge	9902	E	MUNIC	S19	EX
ALCO	106269	Neville Township Traffic Improvement Project	9906	E	COUNTY	S10	EX
ALCO	107441	Millvale/Shaler/Etna TRHT Connection	9908	ERC	MUNIC	X12	EX
ALCO	112934	District Connector Road and Trail (ARC)	9909	E C	MUNIC	A2	EX
ALCO	116170	Homestead-Duquesne Road Betterment 2	9912	C	COUNTY	S10	EX
ALCO	117262	MIF Rosslyn Farms Parkway Entrance Pedestrian	9915	C	MUNIC	A2	EX
ALCO	118882	Painters Run Road	9919	E	COUNTY	S10	EX
ALCO	119262	Fifth Ave Reconstruction	9920	ER	COUNTY	S10	EX
ALCO	119491	Rodi Road Streetscape Phase 1	9922	C	MUNIC	A2	EX
ALCO	120079	Old William Penn Highway Landslide	9923	C	MUNIC	S2	EX
ALCO	120080	Camp Meeting Road FSRIS	9924	C	OTHER	A2	EX
ALCO	120371	MIF Logan Street Improvement	9925	C	MUNIC	A2	EX
ALCO	121379	URR Penn Ave Ext Crossing	9929	C	OTHER	S1	EX
ALCO	122149	MIF - Coraopolis Borough Central Business District	9930	E	MUNIC	A2	EX
ALCO	123700	MIF Rodi Road Revitalization	9933	C	MUNIC	A2	EX
ALCO	123838	Crafton Blvd Streetscaping and Pedestrian Safety	9936	C	MUNIC	A2	EX
ALCO	123840	Sewickley Road Safety Improvement	9937	C	MUNIC	S6	EX
ALCO	121743	Regional Connector and Flyover Bridge (RAISE)	9939	ERC	MUNIC		NS
FGH	62625	Bike Safety Education for Pittsburgh Youth			OTHER	X1	EX
FGH	68252	Pittsburgh City BPRSF Line Item		C	FGH		NS
FGH	69839	Alleg. Co Local Br. (S/L)		C	COUNTY	S19	EX
FGH	109691	Smart FGH (ATQMD) - Phase 3		C	FGH		
FGH	120892	POGOH Expansion Phase 3		E	FGH	A2	EX
FGH	121449	MLK Jr. East Busway Slope Protection MPDG		E C	TRANS	S2	EX
FGH	123707	Increasing Bicycle Ridership in Pittsburgh			OTHER	A2	EX
FGH	100956	West End Bridge	19	RC	PADOT	S19	EX
FGH	100773	PA 28 / East Ohio Street	28	C	PADOT	S10	EX
FGH	113508	Freeway Service Patrol & Traffic Control	28	C	PADOT	S6	EX

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COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
FGH	122648	Connie Drive Landslide Repair	279	C	PADOT	S2	EX
FGH	94651	I-376/Parkway East A.T.M	376	E C	PADOT		
FGH	97028	I-376/Banksville Interchange	376	C	PADOT		
FGH	109383	Bigelow Boulevard	400	C	PADOT	S10	EX
FGH	98125	Bates Street Improvement	885	ER	PADOT		
FGH	100817	PA 885 - Second Avenue	885	E	PADOT	S10	EX
FGH	119937	Glenwood Interchange	885	E	PADOT	S19	EX
FGH	109549	Highland Park Bridge	1005	C	PADOT	S19	EX
FGH	107435	Traffic Services Support	3069	E	PADOT	X2	EX
FGH	27144	28th Street Bridge	7301	C	FGH	S19	EX
FGH	27747	Swinburne Bridge	7301	ER	FGH	S19	EX
FGH	83137	South Negley Ave. Bridge	7301	ERC	FGH	S19	EX
FGH	93394	AL Local BPRS Group 4	7301	C	COUNTY	S19	EX
FGH	103366	Honestead-Grays Bridge Rehabilitation	7301	ER	COUNTY	S19	EX
FGH	106386	Larimer Avenue Bridge	7301	ER	FGH	S19	EX
FGH	114150	Swindell Bridge	7301	C	FGH	S19	EX
FGH	114266	West Carson Street Bridge	7301	RC	FGH	S19	EX
FGH	117365	Maple Ave Bridge	7301	C	FGH	S19	EX
FGH	117366	Herron Ave Bridge Preservation	7301	ER	FGH	S19	EX
FGH	117367	Elizabeth St Bridge	7301	ER	FGH	S19	EX
FGH	117368	Corley St Bridge	7301	ER	FGH	S19	EX
FGH	117369	Calera St Bridge Replacement	7301	ER	FGH	S19	EX
FGH	117889	California Avenue Bridge	7301	E C	FGH	S19	EX
FGH	118872	16th Street Bridge (AL05)	7301	E	COUNTY	S19	EX
FGH	119364	Mission Street East Bridge	7301	E	FGH	S19	EX
FGH	119365	Bloomfield Bridge	7301	ER	FGH	S19	EX
FGH	119375	PJ McArdle Roadway Over Sycamore	7301	ERC	FGH	S19	EX
FGH	119376	PJ McArdle Roadway Over Hillside	7301	ERC	FGH	S19	EX
FGH	119388	East Sycamore Street Bridge Preservation	7301	E	FGH	S19	EX
FGH	119986	CO03 Chartiers Creek Br #3	7421	E	COUNTY	S19	EX
FGH	113632	West End Bridge Ramps	8055	ER	PADOT	S19	EX
FGH	119924	I-279 Southbound Off-Ramp to East Street	8099	C	PADOT		
FGH	27491	Beck's Run Road	9900	ER	COUNTY	S10	EX
FGH	27806	Corliss Tunnel	9901	E	FGH	S19	EX
FGH	28279	Mission Street West Bridge	9903	E	FGH	S19	EX
FGH	83136	Penn Ave Reconstruction, Ph 2	9904	C	FGH	S10	EX
FGH	102645	Smithfield Street Ph 2 - Fort Pitt Blvd to Forbes	9905	E	FGH	S10	EX
FGH	106773	Liberty Ave	9907	C	FGH		
FGH	114288	Penn Avenue Signal Improvements	9910	ERC	FGH		
FGH	114290	Allegheny River Green Boulevard	9911	ERC	FGH	A2	EX
FGH	116300	Smart FGH - Phase 1	9913	C	FGH		
FGH	116301	Smart FGH - Phase 2	9914	C	FGH		
FGH	117272	Frankstown Avenue Signal Improvement Project	9916	C	FGH		
FGH	118361	MTF Sylvan Avenue Trail	9917	C	FGH	A2	EX
FGH	118708	Beaver Avenue Esplanade (Two-Way Conversion)	9918	E	FGH	X1	EX
FGH	119399	Grant Street Reconstruction, Ph. 1	9921	E	FGH	S10	EX
FGH	120898	University Line Oakland to Squirrel Hill BRT	9926	C	TRANS		
FGH	120899	Brownsville Road Safety Improvement	9927	E C	FGH		
FGH	120901	East Liberty - Negley Avenue Implementation	9928	C	FGH	A2	EX
FGH	122974	P.J. McArdle Roadway Reconstruction	9931	E C	FGH	S10	EX

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COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
FGH	123311	Murray Ave Mobility & Accessibility Enhancements	9932	ERC	FGH	S6	EX
FGH	123705	North Shore Garage EV Chargers	9934	C	OTHER		NS
FGH	123709	PRIX to Mon Valley	9935	C	TRANS		
FGH	118768	New Pathways to Equity RAISE	9938	C	FGH	A2	EX
ARCO	119815	PA 28 - Distant North Resurfacing	28	C	PADOT	S10	EX
ARCO	122012	District 10 HFST SFC 2026	28	C	PADOT	S10	EX
ARCO	109622	1/112th Infantry Bridge/Graff Ramp Rehabilitation	66	C	PADOT	S19	EX
ARCO	111826	Armstrong Co. Department Force Bridge Maintenance	68	C	PADOT	S19	EX
ARCO	98896	East of Rural Valley Br.	85	E	PADOT	S19	EX
ARCO	24121	North of Avonmore Bridge	156	E	PADOT	S19	EX
ARCO	93990	Bridge North of Avonmore #2	156	ERC	PADOT	S19	EX
ARCO	123623	North of Avonmore #3	156	E	PADOT	S19	EX
ARCO	23978	Graff Bridge Preservation	422	C	PADOT	S19	EX
ARCO	98689	Dunbar Dip	422	E	PADOT	S19	EX
ARCO	114950	US 422 Worthington East PM	422	C	PADOT	S10	EX
ARCO	123408	US 422 Worthington #1 Preservation	422	ERC	PADOT	S19	EX
ARCO	99129	PA 839 over Mahoning Cr.	839	E	PADOT	S19	EX
ARCO	121861	Armstrong SR 1003 - Chickasaw South Slide Repair	1003	RC	PADOT	S2	EX
ARCO	74205	Echo Church Bridge	1028	ERC	PADOT	S19	EX
ARCO	120768	East of Templeton 1 and 2 Group Bridges	1030	C	PADOT	S19	EX
ARCO	83239	Rayburn Township - North of Kittanning Bridge #2	1036	E	PADOT	S19	EX
ARCO	121130	Kittanning Citizens Bridge Rehabilitation	1038	E	PADOT	S19	EX
ARCO	24014	Elgin Cemetery Bridge	2005	ER	PADOT	S19	EX
ARCO	24135	Pyra Road Bridge	2005	C	PADOT	S19	EX
ARCO	91803	McNees Bridge	2008	ERC	PADOT	S19	EX
ARCO	23641	Dock Hollow Run Br. #1	3027	ERC	PADOT	S19	EX
ARCO	119578	SR 4023 Tarrtown Rd Slides	4023	C	PADOT	S2	EX
ARCO	23833	T-466 Saint Charles Br.	7212	ERC	PADOT	S19	EX
ARCO	117669	T-860 Beagle Club Bridge	7224	ERC	PADOT	S19	EX
BECC	106494	Beaver Local Bridge Line Item		C	COUNTY		NS
BECC	121380	BFR Corridor		C	OTHER		
BECC	105441	PA 18 Bridge ov Beaver River	18	C	PADOT	S19	EX
BECC	113669	Tornado Bridge	18	E	PADOT	S19	EX
BECC	116315	SR 18, Big Beaver Boulevard	18	C	PADOT	S10	EX
BECC	122709	Frankfort Road over Br. Service Creek	18	E	PADOT	S19	EX
BECC	102661	Aliquippa East End Gateway, Ph 1 TIF	51	C	OTHER	R3	EX
BECC	115203	SR 51, Constitution Boulevard - Mill and Overlay	51	E	PADOT	S10	EX
BECC	116588	SR 51, Constitution Boulevard - Darlington	51	E	PADOT	S10	EX
BECC	118443	SR 51 @ SR 151 Roundabout	51	C	PADOT		
BECC	35156	PA 65, Country Club Bridge	65	C	PADOT	S19	EX
BECC	109356	Midland Beaver Road	68	C	PADOT	S10	EX
BECC	101173	PA 168 over Jordan Run	168	C	PADOT	S19	EX
BECC	122712	Shippingport HI Road over SR 68	168	E	PADOT	S19	EX
BECC	120269	I-376 Corridor ITS - Beaver County (Northern Sec)	376	C	PADOT	X11	EX
BECC	78326	Chapel Drive ov Brush Creek	1005	E	PADOT	S19	EX
BECC	99795	Brush Ck Br/BrBrush Ck	1019	E C	PADOT	S19	EX
BECC	101182	Brush Creek Road Bridge	1019	ERC	PADOT	S19	EX
BECC	117332	SR 2004 Freedom Crider Rd at Lovi Rd	2004	C	PADOT	R1	EX

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COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
BECO	121651	Brodhead - Pleasant Drive Intersection Improvement	3007	E C	PADOT	X1	EX
BECO	110386	Moffett Mill Road Upgrade	3010	E	PADOT	S2	EX
BECO	109391	Brady Run Road Bridge	4012	ERC	PADOT	S19	EX
BECO	101198	Shenango Road Bridge	4021	C	PADOT	S19	EX
BECO	78314	Wolf Run Rd ov Wolf Run	4034	E	PADOT	S19	EX
BECO	28918	SR 4042, Old Rochester-Bridgewater Rd Bridge	4042	C	PADOT	S19	EX
BECO	101200	West Madison Street Bridge	4042	C	PADOT	S19	EX
BECO	101201	Kelly Road over Wolf Run	4043	E C	PADOT	S19	EX
BECO	70793	Georgetown Br over PA 51	4053	C	PADOT	S19	EX
BECO	113163	Valley Road Bridge	7102	E	MUNIC	S19	EX
BECO	28974	Loughheads Bridge (CB #9)	7201	ERC	COUNTY	S19	EX
BECO	106078	NS RR Crossings in Darlington and Big Beaver	9940	C	OTHER	S8	EX
BECO	121091	YSRR - Constitution Blvd	9941	C	OTHER	S8	EX
BUCC	24722	PA 8 over Muddy Creek	8	ER	PADOT	S19	EX
BUCC	111827	Butler Co. Department Force Bridge Maintenance	8	C	PADOT	S19	EX
BUCC	113652	General Butler Bridge PM	8	C	PADOT	S19	EX
BUCC	114789	SR 8 Butler City to SR 308	8	C	PADOT	S10	EX
BUCC	121188	Butler Main St. Student and Ped Safety Project	8	C	PADOT	A2	EX
BUCC	123312	SR 8 - SR 308 to SR 173 Resurfacing	8	C	PADOT	S10	EX
BUCC	99683	US 19 over Coal Run	19	E	PADOT	S19	EX
BUCC	117244	Zelienople Bridge #1 Latex Overlay	19	C	PADOT	S19	EX
BUCC	117377	Butler Latex Group Bridges	28	ERC	PADOT	S19	EX
BUCC	86105	Kams Crossing Bridge	68	C	PADOT	S19	EX
BUCC	122576	SR 68 Butler City Resurfacing	68	C	PADOT	S10	EX
BUCC	91286	Three Degree Rd Intersection	228	C	PADOT		
BUCC	92908	Mars RR Bridge West Expansion	228	C	PADOT		
BUCC	105900	Ekastown West 3R	228	C	PADOT	S10	EX
BUCC	122447	SR 228 - Freedom Rd to Seven Fields	228	C	PADOT	S10	EX
BUCC	24409	State Game Lands 95 Br	268	RC	PADOT	S19	EX
BUCC	83317	PA 268 ovTrib.S.Br. Bear Ck	268	ERC	PADOT	S19	EX
BUCC	105574	Zelienople Railroad Corridor	288	C	PADOT	S8	EX
BUCC	106486	PA 356 Corridor Improvements	356	C	PADOT		
BUCC	116127	SR 356 Park-and-Ride	356	C	PADOT		NS
BUCC	24690	US 422 over SR 4005 Bridge	422	C	PADOT	S19	EX
BUCC	83611	US 422 Shawood Pipe	422	C	PADOT	S19	EX
BUCC	115104	US 422 Lawrence County Line East PM	422	C	PADOT	S10	EX
BUCC	115108	US 422 Prospect PM	422	C	PADOT	S10	EX
BUCC	117334	US 422 County Line West PM	422	C	PADOT	S10	EX
BUCC	83323	PA 528 over Big Run	528	C	PADOT	S19	EX
BUCC	24814	Bruin Bridge #5	1004	C	PADOT	S19	EX
BUCC	24781	East Butler Borough Bridge	2004	E	PADOT	S19	EX
BUCC	117652	Lardintown Bridge #4	2011	E	PADOT	S19	EX
BUCC	24827	Renfrew Bridge	3007	C	PADOT		NS
BUCC	110783	10-2 SR 3021 Corridor Improvements	3021	C	PADOT	S6	EX
BUCC	119717	SR 3022 Rochester Road Widening	3022	ER	PADOT		
BUCC	24709	Branchton Bridge	4010	ERC	PADOT	S19	EX
BUCC	77939	T-578 over Little Buffalo Run (Shuler Bridge)	7208	E	PADOT	S19	EX
BUCC	77945	T-603 Saint Joe Bridge	7224	ERC	PADOT	S19	EX
BUCC	120409	South Monroe Street Bridge	7301	ERC	PADOT	S19	EX

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COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
GRCO	117425	2027 Slide Repairs	21	C	PADOT	S2	EX
GRCO	116794	Greene County Epoxy Overlay 2028	79	C	PADOT	S19	EX
GRCO	122506	PA 88 over Branch of Coal Run	88	ERC	PADOT	S19	EX
GRCO	79345	PA 218 over Roberts Run-1	218	E	PADOT	S19	EX
GRCO	81849	PA 218 ov Br Smith Ck	218	ERC	PADOT	S19	EX
GRCO	120668	PA 218 over Branch of Smith Creek-DFB	218	RC	PADOT	S19	EX
GRCO	90765	SR 1006 over Glade Run-DFB	1006	RC	PADOT	S19	EX
GRCO	79348	SR 1014 over Castile Run - DFB	1014	RC	PADOT	S19	EX
GRCO	98556	SR 1019 ov Coal Run-DFB	1019	RC	PADOT	S19	EX
GRCO	98856	SR 2008 ov Dunkard Crk	2008	C	PADOT	S19	EX
GRCO	98667	SR 2011 over Whiteley Ck #1	2011	E	PADOT	S19	EX
GRCO	120664	SR 2020 over Branch of Smith Creek-DFB	2020	RC	PADOT	S19	EX
GRCO	30134	SR 3001 over Wheeling Ck	3001	ER	PADOT	S19	EX
GRCO	120620	SR 3001 over Cook Run- DFB	3001	RC	PADOT	S19	EX
GRCO	74220	SR 3011 over Hargus Creek	3011	C	PADOT	S19	EX
GRCO	79361	SR 3013 over Stewart Run-DFB	3013	RC	PADOT	S19	EX
GRCO	120661	SR 3013 over Pursley Creek-DFB	3013	RC	PADOT	S19	EX
GRCO	120621	SR 4017 over Branch of Browns Creek- DFB	4017	RC	PADOT	S19	EX
GRCO	120623	SR 4019 over Br of Browns Creek- DFB	4019	RC	PADOT	S19	EX
GRCO	106407	Greene Co Bridge #105	7202	RC	PADOT	S19	EX
GRCO	120997	Greene County Bridge No. 54	7207	ERC	PADOT	S19	EX
GRCO	30207	Greene Co Bridge # 35	9943	RC	PADOT	S19	EX
FACO	76508	Dist12 Hwy/Brdg Line Item		C	PADOT		NS
FACO	81229	D12 Bridge Preservation Design		E	PADOT	S19	EX
FACO	101968	D12 Pmnt Presv Design		E	PADOT	S10	EX
FACO	105858	Districtwide DFB Line Item		E	PADOT		NS
FACO	117112	District 12 Support Services		E	PADOT		NS
FACO	117427	2029 Slide Contract		C	PADOT	S2	EX
FACO	117428	2030 Slide Contract		C	PADOT	S2	EX
FACO	117431	2027 RPM Contract		C	PADOT	S11	EX
FACO	117432	2028 RPM Contract		C	PADOT	S11	EX
FACO	117433	2029 RPM Contract		C	PADOT	S11	EX
FACO	117434	2030 RPM Contract		C	PADOT	S11	EX
FACO	117530	D12 Slide Design		E	PADOT	S2	EX
FACO	120610	Municipal Bridge 4		C	PADOT	S19	EX
FACO	120611	Municipal Bridge 5		E C	PADOT	S19	EX
FACO	120612	Municipal Bridge 6		E C	PADOT	S19	EX
FACO	120613	Municipal Bridge 7		E	PADOT	S19	EX
FACO	120961	Bridge Deck Preservation -2028-1		C	PADOT	S19	EX
FACO	123658	Stormwater Management		C	PADOT	S10	EX
FACO	123668	D12 Pipes and Culvert		C	PADOT	S19	EX
FACO	123693	2027-2038 HFS Line Item		C	PADOT	S2	EX
FACO	123279	D12 Wrong Way Signs	40	C	PADOT	S6	EX
FACO	124004	US 40 ITS - East of Uniontown	40	C	PADOT	X11	EX
FACO	74347	PA 51 over Allen Run	51	ERC	PADOT	S19	EX
FACO	96661	McClure/Kingview Road Interchange	119	C	PADOT		
FACO	75999	PA 201 over Trib Mon River-DFB	201	RC	PADOT	S19	EX
FACO	76000	PA 201 over Trib Mon River-2-DFB	201	RC	PADOT	S19	EX
FACO	76001	PA 201 over Trib to Mon River-3-DFB	201	RC	PADOT	S19	EX

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FACO	117423	2026 Slide Repairs	381	C	PADOT	S2	EX
FACO	122502	PA 381 over Branch of Meadow Run	381	ERC	PADOT	S19	EX
FACO	76006	PA 819 over Trib Yough River	819	C	PADOT	S19	EX
FACO	117426	2028 Slide Contract	819	C	PADOT	S2	EX
FACO	90802	PA 906 over Trib Mon River - DFB	906	RC	PADOT	S19	EX
FACO	90801	PA 982 over Spruce Run	982	ERC	PADOT	S19	EX
FACO	116189	SR 1020 Gallatin Avenue Betterment	1020	C	PADOT	S10	EX
FACO	81951	SR 1039 over Br Dickerson Run-DFB	1039	RC	PADOT	S19	EX
FACO	81956	SR 1051 over Br Opossum Run - DFB	1051	RC	PADOT	S19	EX
FACO	29822	SR 1055 over Dunbar Creek	1055	E	PADOT	S19	EX
FACO	123282	SR 2027 Flashing Beacon	2027	C	PADOT	S2	EX
FACO	98618	SR 2033 over Fike Run	2033	E	PADOT	S19	EX
FACO	121190	Downtown Uniontown Signal Improvements	2040	C	PADOT		
FACO	121014	SR 3009 over North Branch of Browns Run	3009	ERC	PADOT	S19	EX
FACO	120619	SR 3013 over Br Wallace Run- DFB	3013	RC	PADOT	S19	EX
FACO	122733	SR 4001 over Rush Run-DFB	4001	RC	PADOT	S19	EX
FACO	90991	SR 4003 ov Abandoned CSXT-DFB	4003	RC	PADOT	S19	EX
FACO	76017	SR 4016 over Redstone Ck	4016	RC	PADOT	S19	EX
FACO	81967	SR4019 over Br Ltl Redstone Ck- DFB	4019	RC	PADOT	S19	EX
FACO	123636	SR 4032 over Br Bolden Run-DFB	4032	RC	PADOT	S19	EX
FACO	98559	SR 4036 over Little Redstone Ck-DFB	4036	RC	PADOT	S19	EX
FACO	81192	Layton Bridge	4038	C	PADOT	S19	EX
FACO	74192	SR 4040 over Lamb Lick Run-3-DFB	4040	RC	PADOT	S19	EX
FACO	120609	Municipal Bridge 3	7201	C	PADOT	S19	EX
FACO	120982	Fayette County #3- Braznell Bridge	7216	ERC	PADOT	S19	EX
FACO	120992	Fayette County Bridge #2 - Linn Station	7216	ERC	PADOT	S19	EX
FACO	120994	Fayette County Bridge # 155	7216	ERC	PADOT	S19	EX
FACO	111776	Jefferson Street Bridge	7302	ERC	PADOT	S19	EX
FACO	118278	Sheepskin Trail - City of Uniontown Connection	9942	C	COUNTY	XL2	EX
INCO	112424	US 22 Penn View PM	22	C	PADOT	S10	EX
INCO	117138	US 22 Concrete Preservation - Clyde Section	22	C	PADOT	S10	EX
INCO	119947	US 22 - Gas Center PM	22	C	PADOT	S10	EX
INCO	98805	Buena Vista Bridge Preservation	56	E	PADOT	S19	EX
INCO	83213	Creekside Bridge #1	110	E	PADOT	S19	EX
INCO	25616	US 119 Sullivan NB/SB Bridges	119	ER	PADOT	S19	EX
INCO	25621	US 119 over SR 8001 (Northbound and Southbound)	119	C	PADOT	S19	EX
INCO	83227	US 119 over Pine Run	119	ERC	PADOT	S19	EX
INCO	95727	US 119 Hamill NB/SB Bridges	119	E	PADOT	S19	EX
INCO	95852	US 119 over Two Lick Ck.	119	C	PADOT	S19	EX
INCO	101113	Stoney Run Bridge #1	119	C	PADOT	S19	EX
INCO	112632	US 119 Lutz School Road NB/SB Bridges	119	E	PADOT	S19	EX
INCO	117248	US 119 over Crooked Creek	119	ERC	PADOT	S19	EX
INCO	83255	Rossmoyne Bridge No. 1	210	C	PADOT	S19	EX
INCO	25769	Torrance Bridge Preservation	217	E	PADOT	S19	EX
INCO	25596	PA 286 ovTrib to Cherry Rn	286	C	PADOT	S19	EX
INCO	114423	Jacksonville Bridge #1	286	C	PADOT	S19	EX
INCO	117685	First Sergeant Alexander Kelly Memorial Bridge	286	E	PADOT	S19	EX
INCO	120376	PA 403/US 22 Park and Ride	403	C	PADOT		NS
INCO	98811	Bridge to Nowhere EB/WB PM	422	C	PADOT	S19	EX

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Projects Funded Through IIJA-Act Title I Programs

COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
INCO	114605	US 422: Armstrong County Line to Indiana Bypass	422	ERC	PADOT	S10	EX
INCO	111829	Indiana Co. Department Force Bridge Maintenance	553	C	PADOT	S19	EX
INCO	25777	McKeages Crossing	580	ERC	PADOT	S19	EX
INCO	25779	Fulton Run Road Bridge	954	ERC	PADOT	S19	EX
INCO	25813	Diamondville Bridge #1	1012	ER	PADOT	S19	EX
INCO	83388	Deckers Point Br No. 1	1020	RC	PADOT	S19	EX
INCO	83394	Idamar Bridge No. 2	1035	RC	PADOT	S19	EX
INCO	123615	Bairdstown Truss Preservation	2002	ER	PADOT	S19	EX
INCO	25793	Coy Bridge #2	2019	ER	PADOT	S19	EX
INCO	92670	Coal Run Bridge	3002	RC	PADOT	S19	EX
INCO	78117	Rearick Road Bridge #1	3010	C	PADOT	S19	EX
INCO	25798	Muddy Run Bridge #3	3013	ERC	PADOT	S19	EX
INCO	83387	Stewart Run Bridge	3013	RC	PADOT	S19	EX
INCO	78118	SR 3017 Cherry Run Bridge	3017	C	PADOT	S19	EX
INCO	123624	Blacklegs Hooper Bridge	3025	E	PADOT	S19	EX
INCO	25602	Green Valley Bridge #1	3031	C	PADOT	S19	EX
INCO	78119	Davis Bridge #2	4006	E	PADOT	S19	EX
INCO	79617	McCormick Road Bridge	4018	RC	PADOT	S19	EX
IACO	78396	PA 18 ov Abandoned Plant Access Rd	18	E	PADOT	—	NA
IACO	100917	SR 18, Wilmington Road	18	C	PADOT	—	NA
IACO	109386	Perry Highway	19	E C	PADOT	—	NA
IACO	109389	Perry Highway 2	19	E	PADOT	—	NA
IACO	92283	SR 422, Benjamin Franklin Hwy, 376 to Br. @ PA Ave	422	E	PADOT	—	NA
IACO	115225	SR 422, Benjamin Frank Hwy, Br @ PA Ave to Bus 422	422	E	PADOT	—	NA
IACO	116560	SR 422, Bus. 422 to Butler County Line	422	C	PADOT	—	NA
IACO	122792	SR 422 @ SR 388 Roundabout	422	ERC	PADOT	—	NA
IACO	29378	Potter Run Road over Br. Potter Run	1006	E	PADOT	—	NA
IACO	29468	Moores Conner Rd Culvert	1015	ERC	PADOT	—	NA
IACO	29558	Van Gorders Mill Road Bridge	2005	E	PADOT	—	NA
IACO	29343	Mud Bridge Road (T-306) Bridge	7203	ERC	MUNIC	—	NA
IACO	113185	Paden Road over Hickory Run	7206	ER	MUNIC	—	NA
IACO	78357	Barkley Road Bridge #3	7207	ERC	MUNIC	—	NA
IACO	29402	Rose Point Bridge	7212	E	MUNIC	—	NA
IACO	93435	Old Route 422 Bridge	7212	ER	MUNIC	—	NA
IACO	119516	Balph Avenue Bridge	7301	ER	COUNTY	—	NA
WACO	102154	DI2 Construction Mgt		C	PADOT		NS
WACO	117949	MMTA 2022 Bus Replacement		C	PADOT	M10	EX
WACO	90637	PA 18 over Branch of Chartiers Creek	18	E	PADOT	S19	EX
WACO	114561	PA 18: Main Street to Third Street	18	C	PADOT		
WACO	107432	US 19 Corridor Signal Upgrade	19	C	PADOT		
WACO	117444	US 22 Concrete Repair - Washington	22	C	PADOT	S10	EX
WACO	76045	US 40 over Buffalo Creek	40	ER	PADOT	S19	EX
WACO	113722	US 40 over Catfish Creek	40	RC	PADOT	S19	EX
WACO	103073	PA 50 over Branch of Millers Run	50	E	PADOT	S19	EX
WACO	119428	DI2 I-70 ITS Eastern and Western GAP	70	C	PADOT	X12	EX
WACO	124003	I-70 ITS: Exits 6, 11, and 31	70	C	PADOT	X11	EX
WACO	89131	I-79 over Branch of Chartiers Ck #1	79	ERC	PADOT	S19	EX
WACO	121368	Fiber Installation 1-79	79	C	PADOT	X11	EX

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Projects Funded Through IIJA-Act Title I Programs

COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
WACO	73058	PA 88 over Peters Creek	88	ERC	PADOT	S19	EX
WACO	105426	PA 88 Improvements- Charleroi	88	C	PADOT	S10	EX
WACO	122508	PA 221 over Termile Creek	221	ERC	PADOT	S19	EX
WACO	76063	PA 519 over Br Chartiers Run	519	RC	PADOT	S19	EX
WACO	122895	PA 519 over Branch of Westland Run	519	ERC	PADOT	S19	EX
WACO	88077	PA 844 over Branch of Chartiers Run	844	E	PADOT	S19	EX
WACO	31088	PA 917 over Branch of Pigeon Creek	917	ERC	PADOT	S19	EX
WACO	90757	SR 1006 over Branch Peters Creek - DFB	1006	RC	PADOT	S19	EX
WACO	76068	SR 1039 over Chartiers Creek	1039	RC	PADOT	S19	EX
WACO	120665	SR 1045 over Branch of Chartiers Creek-DFB	1045	RC	PADOT	S19	EX
WACO	76070	SR 1053 over Ltl Chartiers Creek 2	1053	E	PADOT	S19	EX
WACO	122504	SR 1059 over Peters Creek	1059	ERC	PADOT	S19	EX
WACO	116370	SR 2005 over Smith Run-DFB	2005	RC	PADOT	S19	EX
WACO	67721	SR 2011 over Br Plum Run-DFB	2011	RC	PADOT	S19	EX
WACO	89047	SR 2011 over Branch Ten Mile Ck-DFB	2011	RC	PADOT	S19	EX
WACO	90786	SR 2011 over Plum Run-DFB	2011	RC	PADOT	S19	EX
WACO	105407	SR 2013 over Branch of Little Daniels Run - DFB	2013	RC	PADOT	S19	EX
WACO	77851	SR 2022 over Barrs Run-DFB	2022	RC	PADOT	S19	EX
WACO	105410	SR 2022 over Banch of Patterson Run - DFB	2022	RC	PADOT	S19	EX
WACO	123298	Elco Hill Flashing Beacon	2033	C	PADOT	S7	EX
WACO	113597	SR 2047 over Little Termile Creek	2047	RC	PADOT	S19	EX
WACO	89081	SR 2053 over Branch of Daniels Run 2-DFB	2053	RC	PADOT	S19	EX
WACO	118903	2027 DL2 Bridge Preservation	2056	C	PADOT	S19	EX
WACO	91135	Old Brownsville Bridge Rehab	2067	C	PADOT	S19	EX
WACO	116372	SR 2079 over Lilley Run-DFB	2079	RC	PADOT	S19	EX
WACO	74234	SR 3009 over Buffalo Creek #1	3009	ERC	PADOT	S19	EX
WACO	89054	SR 3023 ov Br Md Wheel Ck-2-DFB	3023	RC	PADOT	S19	EX
WACO	98821	SR 4005 over Hammon Creek	4005	E	PADOT	S19	EX
WACO	98609	SR 4017 over Raccoon Creek	4017	E	PADOT	S19	EX
WACO	122788	SR 4035 over South Fork Cross Creek	4035	ERC	PADOT	S19	EX
WACO	116608	SR 4045 over Chartiers Run	4045	RC	PADOT	S19	EX
WACO	105311	SR 4049 over Branch Chartiers Creek- DFB	4049	RC	PADOT	S19	EX
WACO	30992	Ten Mile Creek #40	7201	ERC	COUNTY	S19	EX
WACO	121006	Chartiers Creek #42- Brevard Bridge	7207	ERC	PADOT	S19	EX
WACO	117314	Cross Creek #33	7208	ERC	PADOT	S19	EX
WACO	51404	Pike Run #1	7401	C	COUNTY	S19	EX
WACO	123281	I-79 Flyover Chevrons & HFS	8011	C	PADOT	S6	EX
WACO	30989	Gabby Bridge #64	9944	C	PADOT	S19	EX
WECO	110900	US 30 Corridor Impvmts - Western Section	30	C	PADOT		
WECO	105350	PA 201 Ramp to PA 51 Bridges	51	ER	PADOT	S6	EX
WECO	112391	Vandergrift Bridge Preservation	56	C	PADOT	S19	EX
WECO	123278	PA 66/ PA 366 Safety Improvement	66	ERC	PADOT		
WECO	124002	I-70 ITS: Exits 15,16, and TEK	70	C	PADOT	X11	EX
WECO	124005	I-70 ITS - Fiber Optic Backbone	70	C	PADOT	X11	EX
WECO	119610	US 119 West Tech to PA 66	119	E	PADOT	S19	EX
WECO	116792	Avonmore Bridge Truss Preservation	156	C	PADOT	S19	EX
WECO	123283	PA 217 at Industrial Blvd Safety Improvement	217	ERC	PADOT		
WECO	116790	Freeport Bridge Truss Preservation	356	C	PADOT	S19	EX
WECO	123280	DL2 High Friction Surface Treatment	780	C	PADOT	S6	EX

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Projects Funded Through IIJA-Act Title I Programs

COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
WECC	120576	PA 819 over Branch of Shupe Run	819	E	PADOT	S19	EX
WECC	91136	PA 906 over Trib Mon River	906	ERC	PADOT	S19	EX
WECC	108010	LVTIP: Norvelt to Pleasant Unity	981	RC	PADOT	R4	EX
WECC	105837	PA 982 over Sawmill Run	982	ER	PADOT	S19	EX
WECC	31634	SR 1015 over Hypocrite Creek - DFB	1015	RC	PADOT	S19	EX
WECC	113823	Donohoe Road/Georges Station Intersection	1026	RC	PADOT		
WECC	120011	SR 1051 over Little Crabtree Creek-DFB	1051		PADOT	S19	EX
WECC	122507	SR 1061 over Beaver Run	1061		PADOT	S19	EX
WECC	90675	SR 2001 over Branch Jacobs Creek-DFB	2001		PADOT	S19	EX
WECC	120658	SR 2016 over Branch of Fourmile Run- DFB	2016		PADOT	S19	EX
WECC	120662	SR 2025 over Branch of Welty Run-DFB	2025		PADOT	S19	EX
WECC	98339	SR 3013: PA 201 to Donora/Monessen Br	3013		PADOT	S10	EX
WECC	120056	SR 3014 over Sewickley Creek	3014		PADOT	S19	EX
WECC	105332	SR 3017 over Branch Cedar Creek - DFB	3017		PADOT	S19	EX
WECC	90666	SR 3021 over Trib of Mon River-DFB	3021		PADOT	S19	EX
WECC	74261	SR 3035 over Barren Run- DFB	3035		PADOT	S19	EX
WECC	98865	SR 3044 over Little Sewickley Creek	3044		PADOT	S19	EX
WECC	31637	SR 3073 over Meadow Run- DFB	3073		PADOT	S19	EX
WECC	119609	SR 4002 North Greengate Road & RR Tunnel	4002		PADOT	S19	EX
WECC	120639	SR 4006 Flashing Beacon	4006		PADOT	S7	EX
WECC	89066	SR 4019 over Brush Creek	4019		PADOT	S19	EX
WECC	120666	SR 4034 over Chartiers Run-DFB	4034		PADOT	S19	EX
WECC	81972	SR 4067 over Branch of Pine Run-DFB	4067		PADOT	S19	EX
WECC	122732	SR 4067 over Br Pine Run-DFB	4067		PADOT	S19	EX
WECC	83686	SR 4073 over PA 56	4073		PADOT	S19	EX
WECC	113267	New Kensington Corridor	4087		PADOT	S8	EX
WECC	112902	SR 4091 ov Stream to Kiski River	4091		PADOT	S19	EX
WECC	112395	Leechburg Bridge Preservation	4093		PADOT	S19	EX
WECC	121009	T-880 Bridge #2, Donegal Twp	7205		PADOT	S19	EX
WECC	31927	Possum Hollow Road	7209		PADOT	S19	EX
WECC	121011	Bells Mill Bridge	7215		PADOT	S19	EX
WECC	73028	Brewery Street Bridge	7302		PADOT	S19	EX
WECC	31689	Ladysmith Road T-470	9945	ERC	PADOT	S19	EX
WECC	31706	Rocky Mountain Road Bridge	9946	ER	PADOT	S19	EX
WECC	123710	Ligonier Valley HS Pedestrian Safety Project	9947	C	PADOT	A2	EX

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2027-2030 TIP
Projects Funded Through IIJA-Act Title I Programs
Interstate Maintenance Projects

COUNTY	MEMS NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES	
ALCO	81933	I-79 - Resurface - I-279 to Butler County	79	E C	PADOT	S10	EX
ALCO	87767	I-376 - Restoration - Edgewood to Churchill	376	C	PADOT	S10	EX
ALCO	87774	I-279 - Restoration - Camp Home to Wexford	279	ERC	PADOT	S10	EX
ALCO	97027	I-376 - Interchange Improvement - Carnegie Interchange	376	C	PADOT	R3	EX
ALCO	97029	I-376 - Interchange Improvement - Greentree Interchange	376	ERC	PADOT	R3	EX
ALCO	109266	I-79 - Resurface - Bridgeville to Campbells Run	79	ERC	PADOT	S10	EX
ALCO	115110	I-79 - Bridge Deck Replacement - Neville Island Bridge	79	EC	PADOT	S19	EX
PGH	99874	I-376 - Interchange Improvement - Squirrel Hill Interch	376	ERC	PADOT	R3	EX
PGH	109270	I-279 - Bridge Preservation - Fort Duquesne Bridge	279	ERC	PADOT	S19	EX
PGH	109293	I-579 - Restoration - Veterans Bridge - 5th Ave to I-279	579	ERC	PADOT	S10	EX
PGH	112249	I-376 - Drainage Improvements - Bath Tub Flooding	376	C	PADOT	S2	EX
PGH	113362	I-376 - Bridge Improvement - Frazier Street Bridge	376	ERC	PADOT	S19	EX
PGH	120096	I-376 - Median Barrier - Fort Pitt Bridge to Squirrel Hil	376	ERC	PADOT	S9	EX
PGH	121172	I-376 - Interchange Improvement - Banksville Interchange	376	C	PADOT		
BECC	109296	I-376 - Resurface - Center to Hopewell Township	376	ERC	PADOT	S10	EX
BUCC	106274	I-79 - Reconstruct - Southern Section Widen	79	ER	PADOT		
BUCC	109288	I-79 - Bridge Replacement - Harmony NB/SB	79	ERC	PADOT	S19	EX
BUCC	122773	I-79 - Reconstruct - SR 528 Interchange	79	ERC	PADOT	R3	EX
GRCO	91553	I-79 - Resurface - Waynesburg to Marianna	79	C	PADOT	S10	EX
WACO	75945	I-70 - Reconstruct - Welcome Center to Taylorstown	70	E C	PADOT	S19	EX
WACO	75981	I-70 - Restoration - Bentleyville to PA 519	70	C	PADOT	S10	EX
WACO	106919	I-70 - Reconstruct - Belle Vernon Bridge to Bentleyville	70	RC	PADOT	S10	EX
WECC	88507	I-70 - Interchange Improvement - PA 201 Interchange	70	ER	PADOT	S19	EX

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Regionally Significant Projects Funded by Pennsylvania Turnpike Commission

MEMS COUNTY NUMBER	PROJECT NAME	SR NUMBER	PHASE	PROJECT SPONSOR	"EXEMPT" CODES
ALCO	Allegh.Valley Int. - Pgh Int. - Widen to 6 Lanes (MP 49-53)	76	ER	TREK	
ALCO	Allegh.Valley Int. - Pgh Int. - Widen to 6 Lanes (MP 53-57)	76	ER	TREK	
ALCO	Pgh Int. to Irwin Int. - Widen to 6 Lanes (MP 57-68)	76	ER	TREK	
ALCO	Mon-Fayette Xway (Camp Hollow Road to Pgh/McKeesport Blvd)		C	TREK	
ALCO	Mon-Fayette Xway (Pittsburgh/McKeesport Blvd to SR 837)		ER	TREK	
ALCO	Mon-Fayette Xway (East Pittsburgh/McKeesport Blvd to I-376)		E	TREK	
ALCO	Mon-Fayette Xway (SR 837 to E.Pgh/McKeesport Blvd)		E	TREK	
BECC	Replace Beaver River Bridge - Widen to 6 Lanes (MP 12.5-13.5)	76	C	TREK	
BUCC	Powell Road to Cranberry Int [I-79 / US 19] (MP 26-28)	76	ER	TREK	
WECC	New Interchange - I-76 @ SR 130 [Penn Twp.] (MP 63.1)	76	E	TREK	

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2027-2030 TIP

Projects Funded Through IIJA-Act Title III Programs

PROJECT SPONSOR	MEMS NUMBER	PROJECT NAME	"EXEMPT" CODES	
ACTA	106606	Operating assistance - RideACTA shuttle.	M1	EX
ACTS	114525	Replace small transit buses - shared-ride service	—	NA
ACTS	118110	Operating Assistance - Lottery and PwD Trip Reimbursements	—	NA
ACTS	121193	Construction of bus maint and storage facility, bus wash, admin offices	—	NA
ACTS	121194	Office equipment for new admin offices	—	NA
ACTS	123737	Replace / improve Shared Ride maintenance equipment	—	NA
ACTS	123738	Replace / improve Shared Ride office equipment	—	NA
BCTA	94985	Expressway Travel Center renovations	M4	EX
BCTA	94986	Operating Assistance - Rural portion of service area	M1	EX
BCTA	105099	Preventative Maintenance	M3	EX
BCTA	118113	State operating Assistance - Urban	M1	EX
BCTA	118124	State operating Assistance - Shared-Ride	M1	EX
BCTA	121196	Bus Stop Shelters - Monaca - at Two Existing Stops	M7	EX
BCTA	123740	Facility Improvements / Upgrades	M8	EX
BCTA	123741	Onboard security camera Replacement	M5	EX
BCTA	123743	Ecolane Communications Tablets for Shared Ride Operations	M5	EX
BCTA	123745	Replace Beaver County Shared Ride Vehicles.	M10	EX
BCTA	123747	Replace Beaver County Fixed-Route Buses	M10	EX
BART	96684	Replace 4 Shared-Ride Vehicles per Year	M10	EX
BART	121195	Operating Assistance - Shared-Ride Service in Butler County	M1	EX
BTA	77852	Operating Assistance - Rural fixed route system.	M1	EX
BTA	118125	Maintenance Equipment	M4	EX
BTA	118129	Communications Equipment - Laptops, Cameras, Server, 3 New Computers	M4	EX
BTA	121198	Maintenance Equipment - Jack Stand	M4	EX
BTA	121199	Office Equipment - Office Copier	M4	EX
BTA	122287	Replace Four (4) 30-foot ONG Buses	M10	EX
FACT	65222	Operating Assistance - Rural and Urban Service Areas.	M1	EX
FACT	90041	Bus Procurement - Replace 16 Paratransit Vehicles	M10	EX
FACT	118135	State Operating Assistance - Shared Ride and Paratransit Service.	M1	EX
FACT	118137	Replace Shared Ride vans: 7 in 2025; 2 in 2026; 2 in 2027; 2 in 2028.	M10	EX
FACT	121200	Miscellaneous Shop Equipment for Bus Maintenance Facility.	M4	EX
FACT	121219	Office, Shop, Operating Equip. for Existing Facility. Integrate with FRITS	M5	EX
FACT	121220	Facility Capital Improvements - FACT Admin. Building	M4	EX
FACT	121223	Shelter replacements / Upgrades - 15 locations in Fayette County	M7	EX
GREENE	118139	State Operating Assistance - Shared-Ride	M1	EX
GREENE	118140	Bus Replacements	M10	EX
GREENE	121225	Replace Misc. Bus Support and Maintenance Equipment	M4	EX
GREENE	121261	Communications Equipment - EcoLane Tablets for Vehicles	M5	EX
GREENE	123854	Construct Bus Storage facility	M11	EX
HHF	111095	Operating Assistance - Heritage Community Transportation Service.	M1	EX

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Projects Funded Through IIJA-Act Title III Programs

PROJECT SPONSOR	MEMS NUMBER	PROJECT NAME	"EXEMPT" CODES	
ICTA	65421	Operating Assistance - Indiana County Rural Service Area	M1	EX
ICTA	114533	Vehicle Replacement - Replace 14 mini vans for Shared Ride service	M10	EX
ICTA	118143	State Operating Assistance - Shared-Ride	M1	EX
MMTA	65428	Operating Assistance / Transit Security - Fixed-Route	M1	EX
MMTA	121268	Maintenance Facility Equipment Replace - Hoist Monorail / Other Misc. Equip	M4	EX
MMTA	123748	Operating Assistance - Fixed-Route	M1	EX
MMTA	123749	Avail ITS Warranties	M1	EX
MMTA	123752	Park-n-Ride Maintenance / Upgrades	R6	EX
MMTA	123753	Vehicle Purchase - Replace Transit Buses	M10	EX
MMTA	123754	Replace Avail AVL Equipment	M1	EX
MMTA	123755	Replace Support Vehicle and Equipment	M2	EX
MMTA	123756	Warranties for Genfare Fareboxes	M5	EX
MMTA	123757	Purchase Office, Shop, and Operating Equipment for Existing Facility	M4	EX
MDCO	83884	Operating Assistance	M1	EX
MDCO	118148	Operating Assistance - Shared-Ride	M1	EX
MDCO	118160	Vehicle Purchase - Replace Seven Small Transit Buses	M10	EX
MDCO	121266	Construction of facilities recommended from planning study	X1	EX
MDCO	123855	Facility maintenance - Parking Lot Reseal / Restripe	M1	EX
MDCO	123857	Vehicle Purchase - Microtransit Vehicles and Equipment	M10	EX
MDCO	123858	Mobile Fare Collection Equipment	M4	EX
NCATA	77860	Operating Assistance - Rural	—	NA
NCATA	118167	Vehicle Replacement - 10 QNG Fixed-Route Buses	—	NA
NCATA	123758	Replace Support Vehicle and Equipment	—	NA
NCATA	123759	Shop Equipment	—	NA
NCATA	123760	Vehicle Purchase - Replace Transit Buses	—	NA
PAAC	65465	Capital Cost of Contracting - ACCESS	M1	EX
PAAC	65535	Preventative Maintenance	M3	EX
PAAC	65541	Support Vehicles, Equipment, and Improvements to Fixed Facilities	M2	EX
PAAC	65550	Vehicle Overhaul Program	M3	EX
PAAC	71148	Vehicle Purchase - 60 40' Clean Diesel Buses.	M10	EX
PAAC	77757	PAAC Captial Bond Dept Service	M1	EX
PAAC	84311	Operating Assistance	M1	EX
PAAC	90171	Transit Security Grant - Training, Drill, and Exercises for PAAC Police	NFS	EX
PAAC	90349	Fixed-Guideway Improvements	M9	EX
PAAC	95003	Fixed-facilities Improvements	M8	EX
PAAC	95004	Fixed-Guideway Maintenance - Bridge Repair / maintenance	M9	EX
PAAC	95005	IT/ITS Hardware/Software Purchase	M4	EX
PAAC	95006	Preventive Maintenance	M3	EX
PAAC	95007	Shop Equipment	M4	EX
PAAC	106644	State Operating Assistance - Shared-Ride	M1	EX
PAAC	114536	Fixed-Guideway Improvements / Maintenance - Tunnels	M9	EX
PAAC	118170	FTA Elderly and Handicapped Program	M1	EX
PAAC	118171	Vehicle Purchase - Replace Up To 81 Light Rail Vehicles	M10	EX
PAAC	121274	Mon Valley TOD Study - Swissvale, Rankin,	X1	EX
PAAC	121275	ADA System Access Program 4 pre-1990 low-level IRT stations ADA compliant	M8	EX
PAAC	121276	Park-n-Ride Maintenance / Upgrades	M8	EX

NOTE: Projects without "exempt codes" are the non-exempt projects included in the Conformity Assessment for the 2027-2030 TIP. The assessment of the non-exempt projects is described in Section VII.

2027-2030 TIP

Projects Funded Through IIJA-Act Title III Programs

PROJECT SPONSOR	MEMS NUMBER	PROJECT NAME	"EXEMPT" CODES	
PAAC	121278	Station Area Planning - four Fixed-Guideway Stations	X1	EX
PAAC	121279	Design for Recommendations from FRT's Facilities Master Plan	X1	EX
PAAC	121283	Transit Pedestrian Access Improvements		
PAAC	121284	Wilkinsburg Transit Center Construction		
PAAC	123742	Dormont Station Improvements	M8	EX
PAAC	123744	Match funds - MEGA Grant. Busway Infrastructure/East Busway Slope Protect	M8	EX
PAAC	123746	Micro-Transit Pilot Program	M10	EX
PAAC	123750	New Corridors Study / Prelim. Design	X1	EX
PAAC	123751	Design for Facilities Recommended from FRT's Facilities Master Plan	M8	EX
PAAC	123775	University Line BRT Extension - Squirrel Hill		
SFC	71104	FTA Capital Cost of Contracting - CommuteInfo	M1	EX
SFC	117531	Operating Assistance - RideACTA Shuttle	M1	EX
WASH	102576	State Urban Operating Assistance	M1	EX
WASH	106645	Vehicle Purchase - Replacement 2 Heavy Duty 30' buses	M10	EX
WASH	106646	Vehicle Purchase -Replace Shared Ride Vehicles	M10	EX
WASH	106650	Replace Office Equipment Hardware	M4	EX
WASH	114751	Support Vehicle Replacement	M2	EX
WASH	118156	Construct Five Bus Shelters	M7	EX
WASH	118172	Surveillance/Security System / Equipment	M6	EX
WASH	118174	Multi-Modal Hub/Transfer Facility	R6	EX
WASH	118175	Operating Assistance - Shared Ride	M1	EX
WCTA	65572	Operating Assistance - Rural	M1	EX
WCTA	102359	Operating Assistance - Rural Fixed-Route	M1	EX
WCTA	114540	Vehicle Purchase - Replace 35 Shared-Ride Vehicles	M10	EX
WCTA	118177	Vehicle Purchase - Replace 6 Fixed-Route 40' Buses	M10	EX
WCTA	118178	Operating Assistance - Shared Ride	M1	EX
WCTA	118179	Preventive Maintenance	M3	EX
WCTA	121287	Ecolane Tablet Computers for Shared Ride Vehicles	M5	EX
WCTA	123761	Operating Assistance - Urban Fixed-Route	M1	EX

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2027-2030 TIP

Projects Funded Through IIJA-Act Title III Programs

PROJECT SPONSOR	MEMS NUMBER	PROJECT NAME	"EXEMPT" CODES
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Transit Program – Project Sponsors:

ACTA	Airport Corridor Transportation Association
ACTS	Allied Coordinated Transportation Services (Lawrence County)
BCTA	Beaver County Transit Authority
BART	Butler Area Rural Transit
BTA	Butler Transit Authority
FACT	Fayette Area Coordinated Transportation
GREENE	Greene County Human Services
HHF	Heritage Health Foundation
ICTA	Indiana County Transit Authority (IndiGo)
MDCO	Mid-County Transit Authority (Town & Country Transit)
MMVTA	Mid-Mon Valley Transit Authority
NCATA	New Castle Area Transit Authority
PAAC	Port Authority of Allegheny County (dba Pittsburgh Regional Transit – PRT)
SPC	Southwestern Pennsylvania Commission
WASH	Washington County Transportation Authority (Freedom Transit)
WCTA	Westmoreland County Transit Authority

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APPENDIX B

Identification of Exempt and Regionally Significant Projects
Included in the Fiscally Constrained Portion of the 2050 Plan

SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	West End Bridge***	\$0	19	Mid-Term (2031-2038)	Bridge preservation and painting of the West End Bridge (US 19) over the Ohio River and CSX Railroad in the City of Pittsburgh, Allegheny County.	Bridge Preservation	100956	S19	Exempt
11	Allegheny	Highland Park Bridge*	\$45,218,750	1005	Mid-Term (2031-2038)	Bridge preservation and deck replacements on State Route 1005 (Highland Park) over Allegheny River, Norfolk Southern Railway, AVR Railroad and SR 8 in in City of Pittsburgh, OHara Township, and Sharpsburg Borough, Allegheny County.	Bridge Preservation	109549	S19	Exempt
11	Allegheny	McKeesport Duquesne Bridge*	\$8,637,500	2114	Mid-Term (2031-2038)	Bridge preservation on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad in the City of Duquesne and McKeesport, Allegheny County.	Bridge Preservation	63583	S19	Exempt
11	Allegheny	McKees Rocks Bridge Phase 3***	\$15,000,000	3104	Mid-Term (2031-2038)	Bridge preservation on State Route 3104 (McKees Rocks Bridge) over Ohio River and Norfolk Southern Railroad in the City of Pittsburgh, Allegheny County.	Bridge Preservation	100701	S19	Exempt
11	Allegheny	Rankin Bridge*	\$28,250,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Bridge preservation over Monongahela River, SR 9111, Union R/R, P&LE R/R and Kenmawr Avenue in Whitaker and Rankin Boro, Allegheny County.	Bridge Preservation	56960	S19	Exempt
11	Allegheny	Ravensburg Boulevard Bridges*	\$15,000,000	Local	Mid-Term (2031-2038)	Bridge preservation on Ravensburg Boulevard Bridges over Wheeling and Lake Erie RR (BRKEY 2514) and over Peters Creek (Brkey 2515) in the City of Clairton, Allegheny County	Bridge Preservation	27326	S19	Exempt
11	Allegheny	Mission St. (West)*	\$12,500,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Bridge preservation on Mission Street between Sterling Street and South 18th Street in the City of Pittsburgh, Allegheny County	Bridge Preservation	28279	S19	Exempt
11	Allegheny	62nd Street Bridge*	\$45,000,000	8	Mid-Term (2031-2038)	Bridge deck replacement on the 62nd Street Bridge in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	100958	S19	Exempt
11	Allegheny	SR 65 Fremont Street Bridge Replacement*	\$28,000,000	65	Mid-Term (2031-2038)	Bridge rehabilitation on State Route 65, Ohio River Boulevard over Fremont Street in Bellevue, Allegheny County	Bridge Rehab/ Reconstruction	100935	S19	Exempt
11	Allegheny	Tarentum Bridge ov NS RR*	\$46,000,000	366	Mid-Term (2031-2038)	Bridge restoration/replacement on PA 366, Tarentum Bridge over Norfolk Southern Rail and Allegheny River, in Tarentum Borough, Allegheny County	Bridge Rehab/ Reconstruction	100624	S19	Exempt

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SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	Streets Run Road Culvert	\$6,100,000	2046	Mid-Term (2031-2038)	Bridge replacement on SR 2046, Streets Run Road over Streets Run in Baldwin Borough, Allegheny County	Bridge Rehab/ Reconstruction	74320	S19	Exempt
11	Allegheny	Electric Ave ov Falls Run*	\$31,000,000	2112	Mid-Term (2031-2038)	Bridge restoration/replacement on SR 2112, Electric Avenue over Falls Run in East Pittsburgh and Turtle Creek Boroughs, Allegheny County.	Bridge Rehab/ Reconstruction	78232	S19	Exempt
11	Allegheny	McKeesport-Duquesne Southern Ramps Deck Replacement*	\$48,000,000	2114	Mid-Term (2031-2038)	Bridge rehabilitation on the southern end of the McKeesport-Duquesne Bridge (SR 2114) in the City of McKeesport, Allegheny County.	Bridge Rehab/ Reconstruction	100955	S19	Exempt
11	Allegheny	Smithfield Street Bridge Deck Replacement*	\$5,000,000	3027	Mid-Term (2031-2038)	Bridge deck replacement and full paint located on State Route 3027 (Smithfield Street Bridge) which carries Smithfield Street over the Monongahela River in City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119169	S19	Exempt
11	Allegheny	Connor Road Bridge*	\$9,000,000	3038	Mid-Term (2031-2038)	Bridge Replacement on SR 3038 - Connor Road in Bethel Park, PA, over Port Authority of Allegheny County Trolley Line and Saw Mill Run. 200' West of intersection with SR 88.	Bridge Rehab/ Reconstruction	116925	S19	Exempt
11	Allegheny	McKnight Road ov Babcock Blvd Bridge*	\$20,000,000	4003	Mid-Term (2031-2038)	Bridge replacement on State Route 4003 (McKnight Road) over Girty's Run in Ross Township, Allegheny County	Bridge Rehab/ Reconstruction	89046	S19	Exempt
11	Allegheny	Homestead-Grays Bridge Rehabilitation*	\$97,500,000	7301	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Bridge rehabilitation on Homestead Grays Bridge over Monongahela River and parking lot parallel to CSX Railroad in Homestead Borough, Allegheny County	Bridge Rehab/ Reconstruction	103366	S19	Exempt
11	Allegheny	Swindell Bridge*	\$32,100,000	7301	Mid-Term (2031-2038)	Deck replacement and full paint located between Essen Street and N. Charles Street over I-279, HOV, Ramp G, and East Street in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	114150	S19	Exempt
11	Allegheny	McKeesport Bridge Ramp #2*	\$4,000,000	7304	Mid-Term (2031-2038)	Bridge replacement on the McKeesport Bridge Ramps #2 from West 5th Avenue to Pacific Street (10th Ward) in the City of McKeesport, Allegheny County	Bridge Rehab/ Reconstruction	121076	S19	Exempt
11	Allegheny	Larimer Avenue Bridge*	\$30,000,000	Local	Mid-Term (2031-2038)	(Sponsor = City of Pittsburgh) Bridge replacement on Larimer Avenue Bridge over Allegheny Valley Railroad in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	106386	S19	Exempt

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SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	16th Street Bridge*	\$30,000,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Bridge rehabilitation on 16th Street Bridge in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	118872	S19	Exempt
11	Allegheny	California Avenue Bridge*	\$18,000,000	Local	Mid-Term (2031-2038)	(Sponsor = City of Pittsburgh) Deck replacement and full paint on California Bridge connects the Marshall-Shadeland and Brighton Heights neighborhoods within the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	117889	S19	Exempt
11	Allegheny	Swinburne Bridge*	\$17,100,000	Local	Mid-Term (2031-2038)	(Sponsor = City of Pittsburgh) Bridge rehabilitation on Frazier Street over the CSX Railroad and Saline Street in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	27747	S19	Exempt
11	Allegheny	Mission St. (East)*	\$10,000,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Bridge rehabilitation on Mission Street between Sterling Street and South 18th Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119364	S19	Exempt
11	Allegheny	Bloomfield Bridge*	\$7,100,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Bridge rehabilitation located between Liberty Avenue and Bigelow Boulevard in City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119365	S19	Exempt
11	Allegheny	Patton St Bridge (TL13)*	\$7,000,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Bridge rehabilitation on the Patton Street Bridge (TL13) over Norfolk Southern RR in Wilmerding Borough, Allegheny County. Patton Street Bridge intersects East McKeesport Road.	Bridge Rehab/ Reconstruction	93371	S19	Exempt
11	Allegheny	Elizabeth St Bridge*	\$6,000,000	Local	Mid-Term (2031-2038)	Bridge restoration on Elizabeth Street over CSX RR in the Hazelwood section of the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	117367	S19	Exempt
11	Allegheny	West Carson Street Bridge*	\$5,000,000	Local	Mid-Term (2031-2038)	(Sponsor = City of Pittsburgh) Deck replacement and full paint on West Carson Street (SR 7301) over over Chartiers Creek at its confluence with the Ohio River in City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	114266	S19	Exempt
11	Allegheny	WB11 Wible Run #11	\$5,000,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Bridge improvement on Wible Run Bridge No. 11 (WB11) carrying Anderson Road over Wible Run in Shaler Township, Allegheny County.	Bridge Rehab/ Reconstruction	28250	S19	Exempt
11	Allegheny	ML01 McLaughlin Run #1	\$5,000,000	Local	Mid-Term (2031-2038)	(sponsor = Allegheny County) Bridge replacement on Bower Hill Road over McLaughlin Run in Bridgeville Borough, Allegheny County.	Bridge Rehab/ Reconstruction	28273	S19	Exempt

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SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	McKeesport Bridge Ramps (10th Ward)*	\$4,000,000	Local	Mid-Term (2031-2038)	Bridge replacement on the McKeesport Bridge ramps #1 from West 5th Avenue to Pacific Street (10th Ward) in the city of McKeesport, Allegheny County.	Bridge Rehab/ Reconstruction	119603	S19	Exempt
11	Allegheny	McArdle Rdwy over Sycamore*	\$2,750,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Bridge rehabilitation on P.J. McArdle Roadway over East Sycamore Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119375	S19	Exempt
11	Allegheny	McArdle Rdwy over Hillside*	\$2,500,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Bridge rehabilitation on P.J. McArdle Roadway northwest of the Wabash Tunnel in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119376	S19	Exempt
11	Allegheny	Pkwy East Active Traffic Management**	\$10,700,500	376	Mid-Term (2031-2038)	The Parkway East Active Traffic Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County, Pennsylvania.	Efficiency & Operations	94651	Not Exempt	Regionally Significant
11	Allegheny	I-376 Arterial Traffic Management**	\$9,079,000	30 & Braddock Ave	Mid-Term (2031-2038)	Arterial Traffic Management on South Braddock Ave and US Route 30 will allow PennDOT to control two key signalized arterials from their Traffic Management Center as alternative routes during incidents on I-376. Project will upgrade communications and equipment on these corridors, install transit signal priority, and potentially install transit flex lanes in order to encourage modal shift, reduce travel times, and reduce crashes.	Efficiency & Operations	TBD	Not Exempt	Regionally Significant
11	Allegheny	Beaver Avenue Esplanade (Two-Way Conversion)*	\$8,250,000	Local	Mid-Term (2031-2038)	Transportation study located on Beaver Avenue in the Chateau Neighborhood along the Ohio River near Pittsburgh's Manchester section, just north of the West End Bridge in the City of Pittsburgh, Allegheny County	Efficiency & Operations	118708	X1	Exempt
11	Allegheny	Neville Township Traffic Improvement Project	\$8,000,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Safety improvement on Neville Road from Grand Avenue to the Fleming Park Bridge in Neville Township, Allegheny County.	Efficiency & Operations	106269	S10	Exempt
11	Allegheny	SR 19, Gilkeson-McFarland*	\$12,700,000	19	Mid-Term (2031-2038)	Mill and overlay on SR 19, Washington Road, from the intersection of Washington Road and Gilkeson Rd to intersection of Washington Road and McFarland Rd in the City of Pittsburgh, Allegheny County.	Roadway Preservation	81700	S10	Exempt

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SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	US 22 - Imperial Interchange to McKee Rd	\$15,000,000	22	Mid-Term (2031-2038)	Crack and seal on US 22, from Imperial Interchange to McKee Road in North Fayette Township, Allegheny County	Roadway Preservation	100769	S10	Exempt
11	Allegheny	PA 28/East Ohio St*	\$22,210,000	28	Mid-Term (2031-2038)	Patch and overlay on PA 28, from General Robinson Street to Millvale in the City of Pittsburgh, Millvale Borough, and Shaler Township, Allegheny County	Roadway Preservation	100773	S10	Exempt
11	Allegheny	SR 60, Steubenville Pike*	\$4,000,000	60	Mid-Term (2031-2038)	Pavement resurfacing on SR 60 (Steubenville Pike) from Lorish Road to SR 22 in Robinson Township, Allegheny County	Roadway Preservation	91723	S10	Exempt
11	Allegheny	PA 65, Ohio River Boelevard*	\$30,375,000	65	Mid-Term (2031-2038)	Milling and resurfacing on SR 65, Ohio River Boulevard in the City of Pittsburgh, Bellevue, Avalon, Ben Avon and Emsworth, Allegheny County	Roadway Preservation	79448	S10	Exempt
11	Allegheny	Glenwood Interchange*	\$29,330,000	885	Mid-Term (2031-2038)	Mill, overlay and partial reconstruction located at the interchange of the Glenwood Bridge, Mifflin Road, West Eighth and East Carson Street in the City of Pittsburgh, Allegheny County	Roadway Preservation	119937	S10	Exempt
11	Allegheny	PA 885 - Second Avenue*	\$8,800,000	885	Mid-Term (2031-2038)	Resurfacing on PA 885 from Glenwood Bridge to Bates Street in the City of Pittsburgh, Allegheny County.	Roadway Preservation	100817	S10	Exempt
11	Allegheny	Babcock Boulevard - Three Degree to Evergreen Road	\$15,000,000	Local	Mid-Term (2031-2038)	Pavement resurfacing located on Babcock Boulevard from Three Degree Road to Evergreen Road in McCandless and Ross Townships, Allegheny County	Roadway Preservation	119931	S10	Exempt
11	Allegheny	Unity Trestle Road*	\$9,000,000	Local	Mid-Term (2031-2038)	Highway restoration on Unity-Trestle Road from SR 0400 (Saltsburg Road) to SR 2048 (Leechburg Road) in Plum Borough, Allegheny County	Roadway Preservation	28372	S10	Exempt
11	Allegheny	Painters Run Rd *	\$32,000,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Highway restoration and roadway improvements of Painters Run Road from Bower Hill Road in Upper St. Clair Township to Rob Hollow Road in the Municipality of Mt. Lebanon.	Roadway Reconstruction	118882	S10	Exempt

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Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	Grant Street Reconstruction Phase 1*	\$12,150,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Reconstruction on Grant Street from the Parkway to Fifth Avenue in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119399	S10	Exempt
11	Allegheny	Beck's Run Road*	\$9,067,000	Local	Mid-Term (2031-2038)	(Sponsor = Allegheny County) Highway reconstruction on Beck's Run Road between East Carson Street and Brownsville Road in the City of Pittsburgh, Allegheny County	Roadway Reconstruction	27491	S10	Exempt
11	Allegheny	I-376/Banksville Interchange	\$49,500,000	376	Mid-Term (2031-2038)	Interchange improvement on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. Includes US 19 (Banksville Road), PA 51 ramps and Banksville Interchange ramps (SR 8075).	Safety	97028	Not Exempt	Regionally Significant
11	Allegheny	SR 885 (Bates Street) Improvement*	\$26,500,000	885	Mid-Term (2031-2038)	Widening from 2 lanes to 4 lanes on S.R. 885 (Bates Street) from Second Ave. to Boulevard of the Allies in the City of Pittsburgh, Allegheny County.	Safety	98125	Not Exempt	Regionally Significant
11	Allegheny	SR 1001, Freeport Road Rockfall Fence*	\$6,000,000	1001	Mid-Term (2031-2038)	Slide remediation on SR 1001 at the intersection of Powers Run Road (SR 1009) in O'Hara Township, Allegheny County	Safety	111838	S2	Exempt
11	Allegheny	Kittanning St Flood Control*	\$21,000,000	1004	Mid-Term (2031-2038)	Culvert replacement and flood mitigation on SR 1004, Kittanning Pike/Kirkwood Drive in O'Hara Township, Allegheny County	Safety	116096	S2	Exempt
11	Allegheny	Streets Run Road Safety***	\$7,000,000	2046	Mid-Term (2031-2038)	Study to assess resilience improvements on SR 2046 (Streets Run Road) from Prospect Road to Baldwin Road in Baldwin and West Mifflin Boroughs, Allegheny County. This road continuously floods, causing the need for immediate action from the Maintenance Division. A comprehensive study is needed to determine where flood control measures can be constructed to mitigate this concern.	Safety	91796	X1	Exempt
11	Allegheny	Corliss Tunnel*	\$14,500,000	Local	Mid-Term (2031-2038)	(Sponsor = Pittsburgh) Tunnel reconstruction on Corliss Street from the intersection of West Carson Street westward toward Crafton Heights in the City of Pittsburgh, Allegheny County	Safety	27806	S19	Exempt

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Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	I-376 Inbound Transit Hard Shoulder and off Ramp**	\$44,679,000	376	Mid-Term (2031-2038)	Project will convert I-376 Parkway East inbound shoulder from Exit 77 (Wilkinsburg) to the Chestnut Street Bridge over the Parkway to a hard shoulder allowing for transit bus usage and connection to Edgewood Ave via a new bus-only off ramp. A new off-ramp to Edgewood Avenue will exit westbound I-376 in the vicinity of the Chestnut Street bridge, near an existing crossover entrance to the East Busway.	Transit	TBD	Not Exempt	Regionally Significant
11	Allegheny	US 30 Westinghouse Bridge*	\$24,304,200	30	Long-Term (2039-2050)	Bridge preservation on US 30, Westinghouse Bridge over Turtle Creek and railroad tracks, one mile west of SR 148 in East Pittsburgh Borough, Allegheny County	Bridge Preservation	111624	S19	Exempt
11	Allegheny	Marshall Ave Interchange - Bridge Preservation*	\$42,436,000	65	Long-Term (2039-2050)	Bridge preservation located on the SR 8049 (Marshall Interchange area at Chateau Street & California Avenue) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119021	S19	Exempt
11	Allegheny	Clairton-Glassport Bridge*	\$20,761,800	2038	Long-Term (2039-2050)	Bridge rehabilitation on SR 2038 over Monongahela River in the City of Clairton, Allegheny County	Bridge Preservation	118913	S19	Exempt
11	Allegheny	SR 2048 Hall Station Bridge*	\$19,475,000	2048	Long-Term (2039-2050)	Bridge preservation on SR 2048 over Thompson Run in Monroeville Borough, Allegheny County	Bridge Preservation	111630	S19	Exempt
11	Allegheny	Hulton Bridge Preservation*	\$14,852,600	2082	Long-Term (2039-2050)	Bridge preservation located on SR 2082 (Hulton Bridge) over the Allegheny River in Harmar Township and Oakmont Borough, Allegheny County	Bridge Preservation	119168	S19	Exempt
11	Allegheny	Liberty Bridge Preservation*	\$25,674,000	3069	Long-Term (2039-2050)	Bridge preservation located on SR 3069 (Liberty Bridge) over the Monongahela River in the City of Pittsburgh, Allegheny County	Bridge Preservation	119018	S19	Exempt
11	Allegheny	Sewickley Bridge Preservation Phase 2*	\$55,804,000	4025	Long-Term (2039-2050)	Bridge rehabilitation on SR 4025, Sewickley Bridge over the Ohio River in Sewickley Boroughs, Allegheny County	Bridge Preservation	114106	S19	Exempt
11	Allegheny	S. Millvale Avenue Bridge*	\$23,263,400	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Bridge preservation on South Millvale Avenue between Yew Street and Morewood Avenue over Gross Street and the East Busway in the City of Pittsburgh, Allegheny County	Bridge Preservation	27138	S19	Exempt

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PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
11	Allegheny	Sutersville Bridge*	\$11,225,400	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation on 1st Street (Sutersville Bridge) over Youghiogheny River in Elizabeth Township, Allegheny County. (Sponsor = Allegheny County)	Bridge Preservation	93913	S19	Exempt
11	Allegheny	Coraopolis Bridge*	\$11,225,400	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation located at the intersection of Grand Ave and Fourth Avenue (Route 51 North) in Coraopolis Borough, Allegheny County	Bridge Preservation	119348	S19	Exempt
11	Allegheny	10th Street Bridge Preservation*	\$8,555,000	Local	Long-Term (2039-2050)	Sponsor = Allegheny County) Bridge preservation work on the structure that carries 10th Street from the intersection of 2nd Avenue and the Armstrong Tunnel to near Muriel Street on the South Side in City of Pittsburgh, Allegheny County; Project sponsor is Allegheny County	Bridge Preservation	118910	S19	Exempt
11	Allegheny	Mansfield Bridge*	\$7,790,200	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation on Mansfield Bridge over the Monongahela River in Dravosburg Borough, Allegheny County	Bridge Preservation	117775	S19	Exempt
11	Allegheny	6th Street Bridge Preservation*	\$5,622,800	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation located on 6th Street Bridge (Roberto Clemente Bridge) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119363	S19	Exempt
11	Allegheny	7th Street Bridge Preservation*	\$5,622,800	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation located on 7th Street Bridge (Andy Warhol Bridge) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119366	S19	Exempt
11	Allegheny	9th Street Bridge Preservation*	\$5,622,800	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation located on 9th Street Bridge (Rachel Carson Bridge) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119368	S19	Exempt
11	Allegheny	Shades Run Brdg No. 3*	\$5,304,500	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation located on Lincoln Rd in Penn Hills over Shades Run between Lincoln Ave Ext, Doak St and Fahey St and Riverview Memorial Park, Penn Hill Borough, Allegheny County	Bridge Preservation	119349	S19	Exempt
11	Allegheny	Levi Bird Duff Bridge Preservation*	\$3,182,700	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge preservation located on Center Ave over the Parkway North/I-279 in the City of Pittsburgh, Allegheny County	Bridge Preservation	119357	S19	Exempt

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11	Allegheny	SR 28 Deck Replacements*	\$131,595,000	28	Long-Term (2039-2050)	Bridge deck replacements (8 Structures) on SR 28 in Harmar Township, Allegheny County	Bridge Rehab/ Reconstruction	100959	S19	Exempt
11	Allegheny	SR 51 Cloverleaf Bridge Replacement*	\$9,831,400	51	Long-Term (2039-2050)	Bridge rehabilitation on PA 51, Clairton Boulevard over Lebanon Church Road in Pleasant Hills Borough, Allegheny County.	Bridge Rehab/ Reconstruction	119351	S19	Exempt
11	Allegheny	SR 65, Spruce Run Rd Bridge*	\$72,605,000	65	Long-Term (2039-2050)	Bridge replacement on SR 65 (Spruce Run Road) over Spruce Run in Ben Avon Borough, Allegheny County	Bridge Rehab/ Reconstruction	56883	S19	Exempt
11	Allegheny	SR 65, Eckert Street Bridge*	\$55,965,700	65	Long-Term (2039-2050)	Bridge replacement on SR 65 (Ohio River Boulevard) over Eckert Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	115421	S19	Exempt
11	Allegheny	SR 65 over Abandoned Roadway at McKees Rocks Bridge*	\$31,296,500	65	Long-Term (2039-2050)	Bridge replacement on PA 65, Ohio River Boulevard over an abandoned roadway North of the McKees Rocks Bridge in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119352	S19	Exempt
11	Allegheny	Dilworth Run Bridge Replacement (SR 65)*	\$18,565,800	65	Long-Term (2039-2050)	Bridge Replacement on PA 65, Ohio River Boulevard over Dilworth Run in the Borough of Bellevue, Allegheny County	Bridge Rehab/ Reconstruction	119353	S19	Exempt
11	Allegheny	Dilworth Run Bridge No. 3*	\$11,018,000	65	Long-Term (2039-2050)	Bridge rehabilitation located on Ohio River Blvd over Dilworth Run between Home Ave and Riverview Ave in Bellevue Borough, Allegheny County	Bridge Rehab/ Reconstruction	119355	S19	Exempt
11	Allegheny	Kennywood Bridge Deck Replacement*	\$30,251,600	837	Long-Term (2039-2050)	Bridge deck replacement located on SR 837 (Duquesne Boulevard) at Kennywood Park Bridge over abandoned Union Railroad yard in West Mifflin Borough and City of Duquesne, Allegheny County	Bridge Rehab/ Reconstruction	119167	S19	Exempt
11	Allegheny	Glenwood Bridge*	\$15,913,500	885	Long-Term (2039-2050)	Bridge rehabilitation on Glenwood Bridge located in Baldwin, Pittsburgh and West Homestead, Allegheny County	Bridge Rehab/ Reconstruction	118863	S19	Exempt
11	Allegheny	Highland Park Bridge/Ramps Reconstruction*	\$98,345,400	1005	Long-Term (2039-2050)	Bridge and ramp restoration on SR 1005 (Highland Park Bridge) over the Allegheny River, includes Ramps F and G (SR 8082) in the City of Pittsburgh, O'Hara Township, Sharpsburg Borough, and Indiana Township, Allegheny County	Bridge Rehab/ Reconstruction	118946	S19	Exempt

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11	Allegheny	Business 22 over Rodi Rd Replacement*	\$36,301,900	2048	Long-Term (2039-2050)	Bridge replacement on SR 2048, William Penn Highway over Rodi Road and Chalfont Run in Wilkins Township, Allegheny County	Bridge Rehab/ Reconstruction	119335	S19	Exempt
11	Allegheny	Birmingham Bridge*	\$72,120,000	2085	Long-Term (2039-2050)	Bridge rehabilitation on SR 2085, Birmingham Bridge in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	118912	S19	Exempt
11	Allegheny	Forbes Avenue over South Neville Street*	\$7,956,800	2108	Long-Term (2039-2050)	Bridge rehabilitation on Forbes Avenue over South Neville Street and Hamerschlag Drive in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119406	S19	Exempt
11	Allegheny	40th Street Bridge*	\$51,400,000	2124	Long-Term (2039-2050)	40th Street Bridge Located on the 40th St. Br. over the Allegheny River in the City of Pittsburgh, Allegheny County. Preserve 2,364 foot bridge with full paint, repair cracks and section loss.	Bridge Rehab/ Reconstruction	69071	S19	Exempt
11	Allegheny	Smithfield Street Bridge Deck Replacement*	\$31,827,000	3027	Long-Term (2039-2050)	Bridge deck replacement and full paint located on State Route 3027 (Smithfield Street Bridge) which carries Smithfield Street over the Monongahela River in City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119169	S19	Exempt
11	Allegheny	Talbot Avenue Ramp Bridge Rehabilitation*	\$9,000,000	7456	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge rehabilitation on Ramp located on Rankin Bridge to Talbot Ave, over Union RR, in Rankin Borough, Allegheny County	Bridge Rehab/ Reconstruction	93915	S19	Exempt
11	Allegheny	Liberty Bridge Ramps Deck Replacements*	\$101,343,500	8067	Long-Term (2039-2050)	Bridge improvement on the northern end of the Liberty Bridge (SR 3069) in the City of Pittsburgh, Allegheny County. Includes BRKEYs 45326, 45327, 2731, 2732, 2733, 2739.	Bridge Rehab/ Reconstruction	119334	S19	Exempt
11	Allegheny	Hot Metal Bridge*	\$30,000,000	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Bridge rehabilitation located on Hot Metal Street between Second Avenue and South Water Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119367	S19	Exempt
11	Allegheny	Windgap Bridge*	\$26,613,200	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge rehabilitation located over Edmore and Creek Road near Chartiers Creek #2 in McKees Rocks Borough, Allegheny County.	Bridge Rehab/ Reconstruction	119354	S19	Exempt
11	Allegheny	Murray Ave over Beechwood Boulevard*	\$16,974,400	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Bridge rehabilitation on Murray Avenue between Burchfield Avenue and Flemington Street over Beechwood Boulevard in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119404	S19	Exempt

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11	Allegheny	Hartman's Run Bridge No. 4*	\$16,641,300	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge rehabilitation located on Congress Street over Hartman's Run, McKeesport Borough, Allegheny County.	Bridge Rehab/ Reconstruction	119356	S19	Exempt
11	Allegheny	Fleming Park Bridge*	\$15,914,000	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Bridge rehabilitation (OB04) Fleming Park Bridge over Ohio River Back Channel and Railroad located in Neville Township. Carries Neville Road over a backchannel of the Ohio River. It is located near the intersection of Neville Road and SR 51.	Bridge Rehab/ Reconstruction	93418	S19	Exempt
11	Allegheny	Meadow St over Negley Run Boulevard*	\$13,792,000	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Bridge rehabilitation on Meadow Street between Lenora Street and St. Marie Street over Negley Run Boulevard in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119403	S19	Exempt
11	Allegheny	Lincoln Ave over Washington Boulevard*	\$10,095,500	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Bridge rehabilitation on Lincoln Avenue over Washington Boulevard in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119402	S19	Exempt
11	Allegheny	Chartiers Ave Bridge over West Busway*	\$5,304,000	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Bridge rehabilitation on Chartiers Avenue between Straka Street and Hillsboro Street over the West Busway in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	83132	S19	Exempt
11	Allegheny	PGH CBD Signals Phase 7	\$6,500,000	Various	Long-Term (2039-2050)	Signal Software and Hardware upgrade/replacement project within the City of Pittsburgh; affected locations not yet determined; Project sponsor is City of Pittsburgh.	Efficiency & Operations	119394	Not Exempt	Regionally Significant
11	Allegheny	PA 51 - Curry Hollow - SR 88*	\$24,238,000	51	Long-Term (2039-2050)	Roadway resurfacing located on PA-51 from SR 2040 (Lebanon Church Road) to SR 88 (Library Road) in Baldwin, Pleasant Hills, Whitehall and Brentwood Boroughs, and the City of Pittsburgh, Allegheny County.	Roadway Preservation	100793	S10	Exempt
11	Allegheny	Greensburg Pike*	\$15,914,000	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Roadway improvements, add sidewalks and bike lanes on Greensburg Pike, Allegheny County.	Roadway Preservation	119370	S10	Exempt
11	Allegheny	SR 8, William Flinn Hwy, Saxonburg to Butler Plank*	\$19,456,900	8	Long-Term (2039-2050)	Reconstruction of SR 8 from Saxonburg Blvd to Butler Plank Road in Shaler Township, Allegheny County.	Roadway Reconstruction	119340	S10	Exempt

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11	Allegheny	SR 19, Wexford Flats*	\$18,553,000	19	Long-Term (2039-2050)	Highway reconstruction on Perry Highway, SR 19, from McKnight Rd to Brown Rd. in McCandless and Pine Townships, Allegheny County.	Roadway Reconstruction	119337	S10	Exempt
11	Allegheny	SR 28, Yutes Run to Bull Creek*	\$15,913,500	28	Long-Term (2039-2050)	Highway Reconstruction located on State Route 28 (Allegheny Valley Expressway) from Yutes Run to Bull Creek in Fawn, Frazer, East Deer, Springdale Townships and Tarentum Borough.	Roadway Reconstruction	100777	S10	Exempt
11	Allegheny	PA 28: Millvale-Etna Interchange*	\$10,609,000	28	Long-Term (2039-2050)	Mill and overlay located on SR 28 from Millvale to Etna Interchange in Allegheny County.	Roadway Reconstruction	92271	S10	Exempt
11	Allegheny	US 30 Lincoln Highway, SR 148 to WECO Line*	\$22,295,000	30	Long-Term (2039-2050)	Reconstruction of US 30 from intersection with SR 148 to Westmoreland County line in North Versailles and East McKeesport, Allegheny County.	Roadway Reconstruction	81691	S10	Exempt
11	Allegheny	SR 65, Ohio River Blvd, MR Bridge to Terrace Dr.*	\$33,643,300	65	Long-Term (2039-2050)	Reconstruction of SR 65 from McKees Rocks Bridge to Terrace Dr. in Emsworth, Allegheny County.	Roadway Reconstruction	94646	S10	Exempt
11	Allegheny	PA 65: Fort Duquesne Br to Cal Ave	\$18,150,900	65	Long-Term (2039-2050)	Concrete pavement restoration of SR 65 from the Fort Duquesne Bridge to California Avenue in the City of Pittsburgh Allegheny County.	Roadway Reconstruction	92279	S10	Exempt
11	Allegheny	SR 400, Bigelow Blvd, Chatham St to Bloomfield Bridge*	\$18,240,000	400	Long-Term (2039-2050)	Reconstruction of SR 400, Bigelow Blvd from Chatham St to Bloomfield Bridge. Ramps in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119350	S10	Exempt
11	Allegheny	Lebanon Church Road, Brownsville Rd to Buttermilk Hollow*	\$27,159,000	2040	Long-Term (2039-2050)	Reconstruction of SR2040, Lebanon Church Rd from Brownsville Rd. to Buttermilk Hollow, in South Park Township, Baldwin, Jefferson, Pleasant Hills, and West Mifflin Boroughs Allegheny County.	Roadway Reconstruction	119345	S10	Exempt
11	Allegheny	SR 2046, Streets Run Reconstruction and Flood Mitigation*	\$16,904,000	2046	Long-Term (2039-2050)	Roadway Reconstruction and Flood Mitigation on SR 2046, Streets Run Road from Prospect Road to Mifflin Road in the City of Pittsburgh, Baldwin and West Mifflin Boroughs, Allegheny County.	Roadway Reconstruction	119336	S10	Exempt
11	Allegheny	McKnight Road, Venture to Perrymont*	\$66,272,300	4003	Long-Term (2039-2050)	Reconstruction on SR 4003, McKnight Road, from Venture St. to Perrymont in the City of Pittsburgh, Ross and McCandless Townships, Allegheny County.	Roadway Reconstruction	119333	S10	Exempt

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11	Allegheny	Wall Ave, Station to Mosside*	\$10,609,000	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Roadway and sidewalk improvements on Wall Ave from Station St to Mosside Blvd, Allegheny County.	Roadway Reconstruction	119372	S10	Exempt
11	Allegheny	5th Avenue, US 30 to Station St*	\$10,609,000	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Roadway reconstruction located on 5th Avenue from Lincoln Highway (US 30) to Station Street, Allegheny County	Roadway Reconstruction	119374	S10	Exempt
11	Allegheny	Monroeville Blvd*	\$9,935,800	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Roadway reconstruction located on Monroeville Boulevard in Monroeville Borough, Allegheny County.	Roadway Reconstruction	119360	S10	Exempt
11	Allegheny	Warrington Av Reconstruction*	\$7,427,000	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Highway reconstruction on Warrington Avenue in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119407	S10	Exempt
11	Allegheny	Steuben Street, Crafton/Ingram*	\$7,426,000	Local	Long-Term (2039-2050)	(Sponsor = Allegheny County) Roadway reconstruction located from Union Avenue to Middletown Road in Ingram Borough, City of Pittsburgh and Crafton Borough, Allegheny County.	Roadway Reconstruction	119369	S10	Exempt
11	Allegheny	West End Bridge Ramps*	\$14,000,000	8055	Mid-Term (2031-2038)	Bridge preservation located on Ramp B, Ramp D, and Ramp F over Beaver Avenue, SR 65, and West End Bridge in City of Pittsburgh, Allegheny County.	Bridge Preservation	113632	S19	Exempt
11	Allegheny	Herron Ave Bridge Preservation*	\$9,000,000	Local	Mid-Term (2031-2038)	Bridge preservation on Herron Avenue over NSRC and CSX RR in the City of Pittsburgh, Allegheny County	Bridge Preservation	117366	S19	Exempt
11	Allegheny	22/30 over Parkway West*	\$24,000,000	22	Mid-Term (2031-2038)	Reconfiguration of the SR 22/30 Steubenville Pike over I-376 Interchange to a Diverging Diamond, located in Robinson Township, Allegheny County. This project will include a bridge replacement on SR 22/30 over I-376.	Bridge Rehab/ Reconstruction	27445	S19	Exempt
11	Allegheny	PA 51, Hayden Boulevard*	\$28,215,000	51	Mid-Term (2031-2038)	Mill and overlay on PA 51, Hayden Boulevard from the Westmoreland County line to the Elizabeth Bridge in Forward and Elizabeth, Allegheny County	Roadway Preservation	105450	S10	Exempt
11	Allegheny	East Carson Street Mill and Overlay*	\$7,900,000	837	Mid-Term (2031-2038)	Pavement preservation on SR 837, East Carson Street, from the Glenwood Bridge to S. 33rd Street in the City of Pittsburgh, Allegheny County	Roadway Preservation	110352	S10	Exempt

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11	Allegheny	Banksville Road Reconstruction*	\$12,660,000	19	Mid-Term (2031-2038)	Highway resurfacing of SR 19 (Banksville Road) from Beverly Road to SR 376 in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119343	S10	Exempt
11	Allegheny	Grand Avenue - Roadway Reconstruction*	\$25,700,000	Local	Mid-Term (2031-2038)	Roadway reconstruction located on Grand Avenue and Neville Road, from the Coraopolis Bridge to Fleming Park Bridge in Neville Township, Allegheny County.	Roadway Reconstruction	119359	S10	Exempt
11	Allegheny	Smithfield St Phase 2 - Fort Pitt Blvd to Forbes*	\$9,000,000	Local	Mid-Term (2031-2038)	Highway reconstruction on Smithfield Street from Boulevard of the Allies to Sixth Avenue in Downtown Pittsburgh, Allegheny County	Roadway Reconstruction	102645	S10	Exempt
11	Allegheny	SR 28: Resurfacing and Bridge Preservation*	\$29,504,000	28	Long-Term (2039-2050)	Mill and overlay, bridge preservation on SR 28 from Bailey's Run to Butler County Line in Tarentum Borough, East Deer, Fawn, and Harrison Townships, Allegheny County.	Roadway Preservation	118921	S10	Exempt
11	Allegheny	PA 51 - Cloverleaf to Liberty Tunnels*	\$21,218,000	51	Long-Term (2039-2050)	Pavement preservation on SR 51, Saw Mill Run Boulevard, from the Cloverleaf to the Liberty Tunnels in the City of Pittsburgh, Allegheny County	Roadway Preservation	119224	S10	Exempt
11	Allegheny	PA 51 - Whited Street to Bausman Street*	\$21,218,000	51	Long-Term (2039-2050)	Resurface on SR 51, Saw Mill Run Boulevard, from Whited Street to Bausman Street, in the City of Pittsburgh, Allegheny County	Roadway Preservation	119225	S10	Exempt
11	Allegheny	Washington Blvd Reconstruction*	\$21,854,500	8	Long-Term (2039-2050)	Reconstruction of Washington Boulevard to improve flooding conditions in City of Pittsburgh, Allegheny County. Contingent upon study recommendations	Roadway Reconstruction	118819	S10	Exempt
11	Allegheny	SR 28, Allegheny Valley Expressway, HP Bridge to RIDC*	\$33,967,900	28	Long-Term (2039-2050)	Reconstruction of SR 28 from Highland Park Interchange to RIDC Park in the city of Pittsburgh, Allegheny County.	Roadway Reconstruction	119344	S10	Exempt
11	Allegheny	SR 28, Allegheny Valley Expressway, SR 8 to HP Bridge*	\$13,052,300	28	Long-Term (2039-2050)	Reconstruction located on SR 28 from SR 8 to the Highland Park Interchange, in Sharpsburg and Aspinwall, Allegheny County.	Roadway Reconstruction	119338	S10	Exempt

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11	Allegheny	SR 51 - Clairton Blvd, Coal Valley to Lebanon Ch Rd*	\$22,699,000	51	Long-Term (2039-2050)	Reconstruction and Flood Mitigation for SR 51, Clairton Blvd from Coal Valley Road to Lebanon Church Cloverleaf in Pleasant Hills and Jefferson Boroughs, Allegheny County	Roadway Reconstruction	88454	S10	Exempt
11	Allegheny	SR 88 - Conner Road to Park Ent.*	\$14,003,900	88	Long-Term (2039-2050)	Highway reconstruction on Sr 88 (Library Road) from Connor Road to entrance of South Park at South Park Road in the borough of Bethel Park, Allegheny County.	Roadway Reconstruction	119163	S10	Exempt
11	Allegheny	Babcock Blvd, McKnight to Three Degree*	\$6,050,300	4011	Long-Term (2039-2050)	Pavement reconstruction located on SR 4009 (Babcock Boulevard) from McKnight Road to 3 Degree (Duncan Avenue Intersection) in McCandless Township, Allegheny County.	Roadway Reconstruction	91805	S10	Exempt
11	Allegheny	Smallman Street Reconstruction*	\$12,020,000	Local	Long-Term (2039-2050)	(Sponsor = Pittsburgh) Highway reconstruction on Smallman Street from 31st Street to 21st Street in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	118879	S10	Exempt
11	Allegheny	ALCO Roads (Bethel Ch., Lebanon Ch., McKees Rks, Strochoein Rd, Haymaker Rd.	\$70,000,000	Various	Long-Term (2039-2050)	(Sponsor = Allegheny County) Roadway restoration of various roadways (Bethel Ch, Lebanon Ch, McKees Rks, Strochoein Rd, Haymaker Rd) in Allegheny County	Roadway Reconstruction	118877	S10	Exempt
11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Preservation Line Item	\$20,219,000	Various	Mid-Term (2031-2038)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt
11	Allegheny, Beaver, Lawrence	Bridge NHS Preservation Line Item	\$14,028,750	Various	Mid-Term (2031-2038)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt
11	Allegheny, Beaver, Lawrence	Bridge Non NHS Reconstruction Line Item	\$80,831,000	Various	Mid-Term (2031-2038)	Non NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
11	Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$16,979,000	Various	Mid-Term (2031-2038)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt

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11	Allegheny, Beaver, Lawrence	Bridge NHS Reconstruction Line Item	\$9,000,000	Various	Mid-Term (2031-2038)	NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
11	Allegheny, Beaver, Lawrence	Efficiency & Operations Line Item	\$13,886,500	Various	Mid-Term (2031-2038)	Efficiency & Operations Reserve. Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (highway & transit), truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion / roadway widening.	Efficiency & Operations	TBD	S7	Exempt
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Preservation Line Item	\$19,000,000	Various	Mid-Term (2031-2038)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Reconstruction Line Item	\$33,441,000	Various	Mid-Term (2031-2038)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Roadway NHS Reconstruction Line Item	\$10,772,000	Various	Mid-Term (2031-2038)	NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Safety Line Item	\$25,888,000	Various	Mid-Term (2031-2038)	Safety Reserve	Safety	TBD	S6	Exempt
11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Preservation Line Item	\$22,378,900	Various	Long-Term (2039-2050)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt
11	Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$125,090,700	Various	Long-Term (2039-2050)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt

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11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Reconstruction Line Item	\$24,793,200	Various	Long-Term (2039-2050)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
11	Allegheny, Beaver, Lawrence	Efficiency & Operations NHS Line Item	\$160,496,000	Various	Long-Term (2039-2050)	NHS Efficiency & Operations Reserve. Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (highway & transit), truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion / roadway widening.	Efficiency & Operations	TBD	S7	Exempt
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Preservation Line Item	\$94,721,000	Various	Long-Term (2039-2050)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Roadway NHS Preservation Line Item	\$23,988,000	Various	Long-Term (2039-2050)	NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$100,000,000	Various	Long-Term (2039-2050)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, Lawrence Counties	Roadway Reconstruction	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Reconstruction Line Item	\$8,039,200	Various	Long-Term (2039-2050)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
11	Allegheny, Beaver, Lawrence	Safety Line Item	\$83,131,000	Various	Long-Term (2039-2050)	Safety Reserve	Safety	TBD	S6	Exempt
11	Allegheny, Beaver, Lawrence	District 11 Roundabout(s) TBD	\$10,000,000	Various	Long-Term (2039-2050)	This project is for potential roundabout(s) locations within District 11.	Safety	TBD	S6	Exempt

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12	Allegheny/ Westmoreland	SR 30/SR 48 Intersection Improvement w/D11	\$25,000,000	30	Mid-Term (2031-2038)	Intersection improvement and flood mitigation on SR 30 and SR 48 in North Versailles Township, Allegheny County.	Efficiency & Operations	116655	Not Exempt	Regionally Significant
10	Armstrong	North of Avonmore Bridge	\$3,387,500	156	Mid-Term (2031-2038)	Bridge painting on SR 156 over Long Run in Kiskiminetas Township, Armstrong County	Bridge Preservation	24121	S19	Exempt
10	Armstrong	East of Rural Valley Br.	\$3,756,000	85	Mid-Term (2031-2038)	Replacement of the existing structure carrying PA 85 over Cowanshannock Creek in Cowanshannock Township, Armstrong County.	Bridge Rehab/ Reconstruction	98896	S19	Exempt
10	Armstrong	PA 839 Mahoning Cr. *	\$14,256,970	839	Mid-Term (2031-2038)	Replacement of the existing structure carrying PA 839 over Mahoning Creek in Wayne Township, Armstrong County	Bridge Rehab/ Reconstruction	99129	S19	Exempt
10	Armstrong	Rayburn Township - North of Kittanning Bridge #2	\$5,511,000	1036	Mid-Term (2031-2038)	Replacement of the existing structure carrying SR 1036 (Troy Hill Road) over Cowanshannock Creek in Rayburn Township, Armstrong County.	Bridge Rehab/ Reconstruction	83239	S19	Exempt
10	Armstrong	Citizens Bridge over Allegheny River*	\$8,421,750	1038	Mid-Term (2031-2038)	Replacement of the existing structure carrying SR 1038 over the Allegheny River in Kittanning and Applewood Borough, Armstrong County	Bridge Rehab/ Reconstruction	121130	S19	Exempt
10	Armstrong	Girty Bridge	\$8,238,310	2027	Mid-Term (2031-2038)	Rehabilitation of the existing structure carrying SR 2027 over Crooked Creek in South Bend Township	Bridge Rehab/ Reconstruction	24143	S19	Exempt
10	Armstrong	BUS 422-SR 66 Concrete Rehab*	\$15,070,560	66	Mid-Term (2031-2038)	Concrete and asphalt patching, asphalt overlay, including drainage, guiderail, and signage improvements along SR 66 from Ford City including Business 422 and Allegheny Valley Expressway ramps near Kittanning, Ford City Borough, Manor Township, Armstrong County.	Roadway Preservation	122471	S10	Exempt

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PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
10	Armstrong	SR 422 - Whitesburg PM	\$4,750,780	422	Mid-Term (2031-2038)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along SR 422 from east of the Intersection of SR 2007 east to near the intersection of Bradish Rd/Farster Rd in Kittanning & Plumcreek Townships, Armstrong County, PA.	Roadway Preservation	115095	S10	Exempt
10	Armstrong	SR 422 Dunbar Dip	\$13,047,760	422	Mid-Term (2031-2038)	This project involves the reconstruction and realignment of a three-lane section from SR 2012 (Silvis Hollow Road) to SR 2007 in Kittanning Township for a length of 2.1 miles. The third lane is the replacement of an existing truck climbing lane. Turn lanes will be constructed at all intersections to improve safety features such as sight distance and intersection sight distance. Work will also involve the realignment of several intersections and extensive geometry improvements along US 422.	Safety	98689	S19	Exempt
10	Armstrong	SR 422 Graff Bridge Rehabilitation *	\$97,603,000	422	Long-Term (2039-2050)	Rehabilitation of the existing structure carrying US 422 over the Allegheny River in North Buffalo and Manor Townships, Armstrong County	Bridge Rehab/ Reconstruction	24158	S19	Exempt
10	Armstrong	SR 28 & SR 1035 (Oscar Rd) Vertical Improvement	\$19,246,000	28	Long-Term (2039-2050)	Safety improvements (vertical realignment) at the existing intersection of SR 28 and SR 1035 (Oscar Road) in Boggs Township, Armstrong County.	Efficiency & Operations	119777	R4	Exempt
10	Armstrong	SR 28 & Sloan Hill Rd & Mechling Rd. - Intersection Improvement	\$1,463,000	28	Long-Term (2039-2050)	This intersection Improvements project includes safety improvements along SR 28 at the intersection of Sloan Hill Road and the intersection of Mechling Road Rayburn Township, Armstrong County	Efficiency & Operations	121125	R1	Exempt
10	Armstrong	US 422 & Dutch Ridge Rd Intersection	\$14,632,000	422	Long-Term (2039-2050)	Intersection improvements including addition of turning lanes at Dutch Ridge Road & US 422 in Elderton Borough, Armstrong County	Efficiency & Operations	990037	R1	Exempt
10	Armstrong	PA 28 Resurfacing	\$7,002,000	28	Long-Term (2039-2050)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along PA 28 from 0.56 miles west of the SR 1027 intersection to the T-810 (Calhoun Road) intersection in Boggs and Mahoning Townships.	Roadway Preservation	99933	S10	Exempt

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10	Armstrong	SR 28 Hays Run PM	\$2,334,000	28	Long-Term (2039-2050)	Safety improvements including reconstruction, rehabilitation and resurfacing along PA 28 SR 1028 (Anderson Creek Road) to T-535 (McAuley Falls Road) in Rayburn and Boggs Townships.	Roadway Preservation	91262	S10	Exempt
10	Armstrong	SR 422 Kittanning Bypass PM	\$20,900,000	422	Long-Term (2039-2050)	Preventative maintenance along SR 422 from 1/4 mile west of the SR 66 Interchange, east to the SR 85 intersection in Manor and North Buffalo Townships.	Roadway Preservation	112432	S10	Exempt
10	Armstrong	US 422 Kittanning East PM	\$13,009,000	422	Long-Term (2039-2050)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from intersection of Redmill Road East to just east of the intersection of SR 2007 in Kittanning and Manor Townships, Armstrong County	Roadway Preservation	115094	S10	Exempt
10	Armstrong	PA 28 Slabtown South	\$21,385,000	28	Long-Term (2039-2050)	Highway reconstruction along PA 28 between SR 1035 and T-821 (Heffelfinger Road) in Boggs Township.	Roadway Reconstruction	101134	S10	Exempt
10	Armstrong	SR 28 Corridor Improvements - Kittanning to Clarion County Line*	\$82,050,000	28	Long-Term (2039-2050)	Corridor and safety improvements including roadway reconstruction, intersection improvements, and roadway realignments to improve traffic and freight movement operations through the corridor	Safety	990038	S6	Exempt
10	Armstrong	US 422 West Kittanning PM*	\$7,426,000	422	Long-Term (2039-2050)	Resurfacing including pavement patching, minor drainage improvements, and guiderail upgrades along US 422 from Judge Graff Bridge to West Kittanning, SR 268 junction and ramps at West Kittanning exit of US 422, East Franklin and North Buffalo Townships, Armstrong County.	Roadway Preservation	119814	S10	Exempt
10	Armstrong, Butler, Indiana	Bridge Non NHS Reconstruction Line Item	\$36,684,770	Various	Mid-Term (2031-2038)	Non NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
10	Armstrong, Butler, Indiana	Local/Off System Bridges	\$29,236,990	Various	Mid-Term (2031-2038)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt

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10	Armstrong, Butler, Indiana	Efficiency & Operations Line Item	\$3,000,000	Various	Mid-Term (2031-2038)	Efficiency & Operations Reserve. Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (highway & transit), truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion / roadway widening.	Efficiency & Operations	TBD	S7	Exempt
10	Armstrong, Butler, Indiana	Roadway Non-NHS Preservation Line Item	\$2,000,000	Various	Mid-Term (2031-2038)	Non-NHS Reconstruction Preservation	Roadway Preservation	TBD	S10	Exempt
10	Armstrong, Butler, Indiana	Roadway Non NHS Reconstruction	\$9,144,180	Various	Mid-Term (2031-2038)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
10	Armstrong, Butler, Indiana	Safety Line Item	\$13,042,000	Various	Mid-Term (2031-2038)	Safety Reserve	Safety	TBD	S6	Exempt
10	Armstrong, Butler, Indiana	Bridge Non-NHS Preservation Line Item	\$36,390,000	Various	Long-Term (2039-2050)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt
10	Armstrong, Butler, Indiana	Bridge NHS Preservation Line Item	\$21,401,000	Various	Long-Term (2039-2050)	NHS Bridge Proconservation Reserve	Bridge Preservation	TBD	S19	Exempt
10	Armstrong, Butler, Indiana	Local/Off System Bridges	\$84,420,000	Various	Long-Term (2039-2050)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
10	Armstrong, Butler, Indiana	Bridge Non-NHS Reconstruction Line Item	\$20,291,000	Various	Long-Term (2039-2050)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt

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10	Armstrong, Butler, Indiana	Efficiency & Operations Line Item	\$3,018,000	Various	Long-Term (2039-2050)	Efficiency & Operations Reserve. Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (highway & transit), truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion / roadway widening.	Efficiency & Operations	TBD	S7	Exempt
10	Armstrong, Butler, Indiana	Roadway Non-NHS Preservation Line Item	\$31,717,000	Various	Long-Term (2039-2050)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
10	Armstrong, Butler, Indiana	Roadway Non-NHS Reconstruction Line Item	\$13,556,000	Various	Long-Term (2039-2050)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
10	Armstrong, Butler, Indiana	Safety Line Item	\$28,288,000	Various	Long-Term (2039-2050)	Safety Reserve	Safety	TBD	S6	Exempt
10	Armstrong/ Butler	SR 28 Buffalo Creek Bridges Rehabilitation*	\$42,769,000	28	Long-Term (2039-2050)	Bridge rehabilitation of the Northbound and Southbound bridges carrying PA 28 over Buffalo Creek in South Buffalo Township Armstrong County and Buffalo Township in Butler County	Bridge Rehab/ Reconstruction	121129	S19	Exempt
10	Armstrong/ Butler	SR 28 AVE Reconstruction*	\$106,923,000	28	Long-Term (2039-2050)	Highway reconstruction along SR 28 from the Allegheny/Butler County Line north to US 422 Interchange in Buffalo, North Buffalo, South Buffalo and East Franklin Townships, Butler County.	Roadway Reconstruction	112427	S10	Exempt
11	Beaver	SR 68 Glasgow Bridge*	\$5,500,000	68	Mid-Term (2031-2038)	Bridge preservation on SR 68 over Little Beaver River in Glasgow Boro, Beaver County	Bridge Preservation	117006	S19	Exempt

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11	Beaver	SR 18 Tornado Bridge*	\$8,000,000	18	Mid-Term (2031-2038)	Bridge replacement on SR 18, Big Beaver Boulevard over Service Road and Wallace Run in City of Beaver Falls, Beaver County.	Bridge Rehab/ Reconstruction	113669	S19	Exempt
11	Beaver	Beaver-Rochester Bridge*	\$27,500,000	51	Mid-Term (2031-2038)	Bridge replacement on SR 51 over Beaver River in Beaver Borough, Beaver County	Bridge Rehab/ Reconstruction	111604	S19	Exempt
11	Beaver	SR 1005 Chapel Drive ov Brush Creek	\$7,700,000	1005	Mid-Term (2031-2038)	Bridge replacement on SR 1005, Chapel Drive over Brush Creek, in North Sewickley Township, Beaver County	Bridge Rehab/ Reconstruction	78326	S19	Exempt
11	Beaver	Ambridge-Aliquippa Bridge*	\$38,500,000	Local	Mid-Term (2031-2038)	Bridge replacement on SR 9102 over the Ohio River in Ambridge and Aliquippa Boroughs, Beaver County	Bridge Rehab/ Reconstruction	117987	S19	Exempt
11	Beaver	SR 18, Big Beaver Boulevard*	\$4,000,000	18	Mid-Term (2031-2038)	Mill and overlay on SR 18, Big Beaver Boulevard, from 20th Street to SR 351 in Big Beaver, Homewood and Koppel Boroughs, Beaver County.	Roadway Preservation	116315	S10	Exempt
11	Beaver	SR 51, Constitution Boulevard - Mill and Overlay*	\$33,890,000	51	Mid-Term (2031-2038)	Mill and overlay on SR 51, Constitution Boulevard, between Beaver Rochester Road to Brady's Run Creek in Fallston Borough, Beaver County	Roadway Preservation	115203	S10	Exempt
11	Beaver	SR 51, Constitution Boulevard - Darlington*	\$10,630,000	51	Mid-Term (2031-2038)	Mill and overlay located Mill and overlay located on SR 51 (Constitution Boulevard) from Cannellton Road to the Ohio Line in Darlington Township, Beaver County.	Roadway Preservation	116588	S10	Exempt
11	Beaver	SR 51, Constitution Boulevard - Aliquippa*	\$10,600,000	51	Mid-Term (2031-2038)	Concrete pavement reconstruction located on SR 51 (Constitution Boulevard) in the City of Aliquippa, Beaver County	Roadway Reconstruction	116587	S10	Exempt
11	Beaver	Shippingport Bridge (SR 168)*	\$17,504,900	168	Long-Term (2039-2050)	Bridge preservation located on SR 168 (Shippingport Bridge) carrying Shippingport Bridge Hill Road over the Ohio River in Shippingport and Industry Boroughs, Beaver County	Bridge Preservation	119016	S19	Exempt

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11	Beaver	Ramp E to Monaca-Rochester Super Replacement (SR 8037)*	\$13,261,200	8037	Long-Term (2039-2050)	Bridge rehabilitation on SR 8037, Ramp E Road, over SR 65 Northbound in Rochester Borough, Beaver County	Bridge Rehab/ Reconstruction	113635	S19	Exempt
11	Beaver	Intersection of SR 151/SR 3007/SR 3038 (Brodhead Rd)*	\$15,000,000	151	Long-Term (2039-2050)	Develop and reconstruction of intersection located at the intersection of State Route 151 (Laurel/Gringo-Clinton Road), State Route 3038 (Heights Road), and State Route 3007 (Broadhead Road) in Hopewell Township, Beaver County.	Efficiency & Operations	119188	R2	Exempt
11	Beaver	SR 51 Constitution Blvd, Rochester Br to I-376*	\$33,643,300	51	Long-Term (2039-2050)	Constitution Boulevard, SR 51, from the Rochester Beaver Bridge to I-376 Interchange in Bridgewater, Fallston, Chippewa and Patterson, Beaver county	Roadway Reconstruction	88442	S10	Exempt
11	Beaver	SR 65, Ohio River Blvd, 19th to Crows Run*	\$39,723,300	65	Long-Term (2039-2050)	Reconstruction of SR 65 from 19th St. in Ambridge to Crows Run, Beaver County.	Roadway Reconstruction	94647	S10	Exempt
11	Beaver	SR 151 @ Brodhead Road Slide/Roadway Recon *	\$22,278,900	3007	Long-Term (2039-2050)	Highway restoration/reconstruction on SR 3007, Brodhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County.	Roadway Reconstruction	119339	S10	Exempt
10	Butler	Picklegate Bridge Preservation *	\$7,090,670	3001	Mid-Term (2031-2038)	Rehabilitation of the existing structure carrying 3001 (Hansen Avenue) over SR 8, Canadian National Bessemer and mainline railroads, Buffalo- Pittsburgh RR, and the Connoquenessing Creek in Butler Township, Butler County.	Bridge Preservation	112418	S19	Exempt
10	Butler	PA 8 over Muddy Creek	\$3,477,820	8	Mid-Term (2031-2038)	Replacement of the existing structure carrying PA 8 over Muddy Creek in Clay Township, Butler County.	Bridge Rehab/ Reconstruction	24722	S19	Exempt
10	Butler	US 19 over Coal Run*	\$3,723,400	19	Mid-Term (2031-2038)	Replacement of existing structure carrying US 19 over Coal Run in Cranberry Township, Butler County	Bridge Rehab/ Reconstruction	99683	S19	Exempt
10	Butler	NE of Evans City Bridge*	\$3,023,200	68	Mid-Term (2031-2038)	Replacement of the existing structure carrying PA 68 over a tributary to Connequenessing Creek in Forward Township, Butler County.	Bridge Rehab/ Reconstruction	90001	S19	Exempt

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10	Butler	SR 268, State Game Lands 95 Br	\$13,341,580	268	Mid-Term (2031-2038)	Replacement of the existing structure carrying PA 268 over Bear Creek in Parker Township, Butler County.	Bridge Rehab/ Reconstruction	24409	S19	Exempt
10	Butler	US 422 over PA 356	\$42,988,370	422	Mid-Term (2031-2038)	Replacement of the existing structure carrying US 422 over PA 356 as well as intersection improvements to include safety and geometry considerations in Butler Township, Butler County.	Bridge Rehab/ Reconstruction	24663	S19	Exempt
10	Butler	US 422 over SR 4005 Bridge	\$12,940,000	422	Mid-Term (2031-2038)	Replacement of the existing structure carrying US 422 over SR 4005 (Pleasant Valley Road) in Muddy Creek Township, Butler County.	Bridge Rehab/ Reconstruction	24690	S19	Exempt
10	Butler	US 422 Shawood Pipe	\$3,627,760	422	Mid-Term (2031-2038)	Replacement/rehabilitation of the existing culvert carrying a tributary to Muddy Creek beneath US Route 422 in Muddy Creek Township, Butler County.	Bridge Rehab/ Reconstruction	83611	S19	Exempt
10	Butler	PA 528 over Lake Arthur	\$27,130,270	528	Mid-Term (2031-2038)	Reconstruction of the existing structure carrying PA 528 over Lake Arthur in Franklin Township, Butler County.	Bridge Rehab/ Reconstruction	24241	S19	Exempt
10	Butler	Near Hallston Bridge*	\$4,026,530	1010	Mid-Term (2031-2038)	Replacement of the existing structure carrying SR 1010 (Hallston Road) over Glade Run in Brady Township, Butler County.	Bridge Rehab/ Reconstruction	121003	S19	Exempt
10	Butler	East Butler Borough Br.	\$3,896,300	2004	Mid-Term (2031-2038)	Replacement of the existing structure carrying SR 2004 (Butler Road) over Bonnie Brook in East Butler Borough	Bridge Rehab/ Reconstruction	24781	S19	Exempt
10	Butler	356 Corridor Improvements*	\$28,058,550	356	Mid-Term (2031-2038)	This congestion reduction project includes improvements to the flow of traffic with the addition of turning and through lanes, signal retiming and signal coordination along PA 356 from just east of Harbison Road to just east of Younkens Road in Buffalo Township, Butler County.	Efficiency & Operations	106486	Not Exempt	Regionally Significant
10	Butler	SR 356 Park-and-Ride*	\$2,198,900	356	Mid-Term (2031-2038)	Relocation and expansion of the existing park-and-ride facility at the intersection of PA 356 (South Pike Road) and SR 2017 (Silverville Road) in Buffalo Township, Butler County.	Efficiency & Operations	116127	Not Exempt	Not Regionally Significant

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10	Butler	Mars RR Bridge West Expansion*	\$23,500,000	228	Mid-Term (2031-2038)	Intersection improvements and widening of PA 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) west to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County.	New Capacity	92908	Not Exempt	Regionally Significant
10	Butler	Rochester Road Widening*	\$15,000,000	3022	Mid-Term (2031-2038)	Highway reconstruction to include widening SR 3022 (Rochester Road) between Haine School Road and Thompson Park Drive to five lanes with pedestrian and bicycle facilities; and replacement of the existing structure over Brush Creek, with the support of the Pennsylvania Turnpike in Cranberry Township, Butler County.	New Capacity	119717	Not Exempt	Regionally Significant
10	Butler	Zelienople Borough Group Resurfacing*	\$8,005,000	19	Mid-Term (2031-2038)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses Along SR 288 from the County Line East to the SR 68 in Zelienople Borough and Jackson Township, Butler County	Roadway Preservation	114940	S10	Exempt
10	Butler	Portersville North *	\$5,219,090	19	Mid-Term (2031-2038)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along US 19 from a quarter mile south of Portersville to T-365 (Burnside Road) in Muddy Creek Township, Butler County.	Roadway Preservation	100017	S10	Exempt
10	Armstrong/ Butler	SR 28 - AVE Iron Bridge Rd South PM	\$4,780,440	28	Mid-Term (2031-2038)	Resurfacing to include milling of existing asphalt wearing and base courses, patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along SR 28 from SR 3023 (Iron Bridge Road) Armstrong County south to the Allegheny County Line, South Buffalo Twp Armstrong County, and Buffalo Twp Butler County.	Roadway Preservation	121943	S10	Exempt
10	Butler	SR 356 Freeport-Sarver Resurfacing*	\$8,487,360	356	Mid-Term (2031-2038)	Resurfacing to include milling of existing asphalt wearing courses, patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along SR 356 from the SR 2018 (Sarver Rd) intersection to Allegheny County, including SR 2019, Buffalo Township Butler County and Freeport Borough Armstrong County.	Roadway Preservation	114768	S10	Exempt

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10	Butler	US 422 Prospect PM	\$16,685,590	422	Mid-Term (2031-2038)	Resurfacing to include milling of existing asphalt wearing and base courses, patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along US 422 from 0.3 miles east of SR 4017 (North Shore Drive) to 0.5 miles east of the SR 528 interchange (Franklin Street), Muddy Creek, and Franklin Townships and Prospect Borough, Butler County.	Roadway Preservation	115108	S10	Exempt
10	Butler	US 422 Bonnie Brook East PM	\$7,207,060	422	Mid-Term (2031-2038)	Roadway resurfacing to include milling of existing asphalt material, minor drainage, transverse and longitudinal joint repair and paving of asphalt leveling and wearing courses along US 422 from 0.65 miles west of the SR 1025 (Bonnie Brook Road) intersection in Summit Twp to 0.46 miles east of the intersection of SR 1015 (Game Reserve Road) in Clearfield Twp, Butler County.	Roadway Preservation	115109	S10	Exempt
10	Butler	Ekastown West 3R	\$11,961,780	228	Mid-Term (2031-2038)	Realignment, reconstruction, and rehabilitation along PA 228 from 0.47 mile northeast of T-554 (Brewer Road) to 300 feet north of T-557 (Sarver Road) in Clinton and Buffalo Townships, Butler County.	Roadway Reconstruction	105900	S10	Exempt
10	Butler	SR 422 Moraine EB & WB Bridges	\$22,510,000	422	Long-Term (2039-2050)	Bridge rehabilitation of the existing structure carrying US 422 over Lake Arthur in Muddy Creek Township, Butler County	Bridge Rehab/ Reconstruction	121128	S19	Exempt
10	Butler	US 422 & Greenwood Drive Intersection	\$5,628,000	422	Long-Term (2039-2050)	Intersection and Safety improvements and the intersection/interchange of US 422 and Greenwood Drive in Butler Township, Butler County.	Efficiency & Operations	121126	R2	Exempt
10	Butler	Mars RR Bridge West Expansion*	\$73,500,000	228	Long-Term (2039-2050)	Intersection improvements and widening of PA 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) west to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County.	New Capacity	92908	Not Exempt	Regionally Significant
10	Butler	SR 19 Cranberry PM*	\$27,605,000	19	Long-Term (2039-2050)	Preventative maintenance along SR 19 from the Allegheny/Butler County line north to Zellenople in Cranberry and Jackson Townships, Butler County.	Roadway Preservation	112422	S10	Exempt
10	Butler	SR 422 Butler Bypass PM*	\$31,764,000	422	Long-Term (2039-2050)	Preventative maintenance along SR 422 from the SR 356 Interchange East to 0.50 miles west of Bonniebrook Road Intersection in Butler, Summit, Connoquenessing, and Franklin Townships.	Roadway Preservation	112434	S10	Exempt

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12	Fayette	SR 2033 over Fike Run	\$5,450,000	2033	Mid-Term (2031-2038)	This project is for the rehabilitation/replacement of the structure carrying State Route 2033 (Flat Rock Road) over Fike Run in Henry Clay Township, Fayette County. *No new capacity will be added*	Bridge Preservation	98618	S19	Exempt
12	Fayette	SR 3023 over N Br Dunlop Ck	\$4,400,000	3023	Mid-Term (2031-2038)	This project is for bridge preservation on State Route 3023 over North Branch of Dunlap Creek in German and Menallen Townships, Fayette County. *No new capacity will be added*	Bridge Preservation	123634	S19	Exempt
12	Fayette	SR 1055 over Dunbar Creek*	\$5,000,000	1055	Mid-Term (2031-2038)	This project is for the rehabilitation/replacement of the structure carrying State Route 1055 (Furnace Hill Road) over Dunbar Creek in Dunbar Township, Fayette County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	29822	S19	Exempt
12	Fayette	SR 2040 over Redstone Creek*	\$6,050,000	2040	Mid-Term (2031-2038)	Bridge rehabilitation/reconstruction on SR 2040 over Redstone Creek.	Bridge Rehab/ Reconstruction	120581	S19	Exempt
12	Fayette	PA 166: Old Frame Road to PA 21 *	\$7,500,000	166	Mid-Term (2031-2038)	Pavement restoration on SR 166 from SR 3006 (Old Frame Road) to PA 21 located in Nicholson Township and German Township and Masontown Borough in Fayette County.	Roadway Preservation	90971	S10	Exempt
12	Fayette	PA 166: Point Marion to SR 3006	\$6,000,000	166	Mid-Term (2031-2038)	Resurfacing on PA 166 from Point Marion to SR 3006 (Old Frame Road) in Springhill and Nicholson Township	Roadway Preservation	90970	S10	Exempt
12	Fayette	PA 381: US 40 to Elliottsville*	\$7,500,000	381	Mid-Term (2031-2038)	Resurfacing on PA 381 from US 40 to Elliottsville in Wharton Township, Fayette County	Roadway Preservation	98495	S10	Exempt
12	Fayette	PA 381: WV Line to Elliottsville	\$5,000,000	381	Mid-Term (2031-2038)	Pavement Preservation on PA 381 from the WV line to Elliottsville in Wharton Township, Fayette County.	Roadway Preservation	90968	S10	Exempt

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12	Fayette	SR 1058: PA 381 to County Line	\$8,000,000	1058	Mid-Term (2031-2038)	This project is for the resurfacing of SR 1058 (County Line Road) from PA 381 to the County Line in Saltlick Township, Fayette County.	Roadway Preservation	122722	S10	Exempt
12	Fayette	US Route 119 Reconstruction: Connellsville to Kingview*	\$15,000,000	119	Mid-Term (2031-2038)	This project is for roadway improvements along US 119 from Connellsville to Kingview Road in Fayette County.	Roadway Reconstruction	119652	S10	Exempt
12	Fayette	SR 119 Cheat River Bridge Preservation*	\$5,853,000	119	Long-Term (2039-2050)	This project is for preservation activities on the structure carrying US 119 over Cheat River in Point Marion Borough, Fayette County.	Bridge Preservation	98546	S19	Exempt
12	Fayette	US 40 ov Yough River/Lake	\$15,914,000	40	Long-Term (2039-2050)	This project is for improvements to the structure carrying US 40 over the Youghiogheny River Dam in Henry Clay Township, Fayette County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	98734	S19	Exempt
12	Fayette	SR 21 Operational & Safety (Also see New Cap)*	\$34,778,000	21	Long-Term (2039-2050)	This project is for corridor operation and safety improvements along SR 21 in various locations and municipalities in Fayette County.	Efficiency & Operations	119619	Not Exempt	Regionally Significant
12	Fayette	US 119 Operations & Safety*	\$57,963,000	119	Long-Term (2039-2050)	This project is for corridor operation and safety improvements along US 119 in various locations and municipalities in Fayette County.	Efficiency & Operations	119622	Not Exempt	Regionally Significant
12	Fayette	US 40/ US 119 Interchange Reconstruction*	\$45,020,000	40 & 119	Long-Term (2039-2050)	This project is for improvements to the US 40 and US 119 interchange in North and South Union Townships, Fayette County.	Efficiency & Operations	119651	X1	Exempt
12	Fayette	US 119 Uniontown Bypass*	\$13,613,000	119	Long-Term (2039-2050)	This project is for the pavement preservation of the US 119 Uniontown Bypass in the City of Uniontown and South Union Township, Fayette County.	Roadway Preservation	119629	S10	Exempt
12	Fayette	PA 21 Corridor - S&T Drive to Thompson Crossroads*	\$9,004,000	21	Long-Term (2039-2050)	This project is for roadway improvements to PA 21 (McClellandtown Road) from S&T Drive to Thompson Crossroads in Fayette County.	Roadway Reconstruction	119643	S10	Exempt

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12	Fayette	US Route 119 Reconstruction: Uniontown to Penn State*	\$101,296,000	119	Long-Term (2039-2050)	This project is for roadway improvements to US 119 from Uniontown to Penn State Fayette in Fayette County.	Roadway Reconstruction	119653	S10	Exempt
12	Fayette	US Route 119 Reconstruction: Connellsville to Kingview*	\$101,296,000	119	Long-Term (2039-2050)	This project is for roadway improvements along US 119 from Connellsville to Kingview Road in Fayette County.	Roadway Reconstruction	119652	S10	Exempt
12	Fayette	PA 21 Safety Improvements Fayette County	\$21,218,000	21	Long-Term (2039-2050)	This project is for spot safety improvements along PA 21 from the Masontown Bridge to the town of Revere in various municipalities throughout Fayette County	Safety	119636	S6	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Preservation Line Item	\$27,565,000	Various	Mid-Term (2031-2038)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Preservation Line Item	\$10,120,000	Various	Mid-Term (2031-2038)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Reconstruction Line Item	\$109,034,000	Various	Mid-Term (2031-2038)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$50,926,000	Various	Mid-Term (2031-2038)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Reconstruction Line Item	\$8,219,000	Various	Mid-Term (2031-2038)	NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Efficiency & Operations Line Item	\$21,258,000	Various	Mid-Term (2031-2038)	Efficiency & Operations Reserve. Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (highway & transit), truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion / roadway widening.	Efficiency & Operations	TBD	S7	Exempt

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12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Preservation Line Item	\$54,675,000	Various	Mid-Term (2031-2038)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	District Concrete Line Item	\$40,000,000	Various	Mid-Term (2031-2038)	District Wide Concrete Patching Reserve	Roadway Preservation	76508	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$25,480,000	Various	Mid-Term (2031-2038)	NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Reconstruction Line Item	\$39,305,000	Various	Mid-Term (2031-2038)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	D12 TYP Slide Projects	\$32,000,000	Various	Mid-Term (2031-2038)	District Wide Slide Reserve Contract for FFY 2031-2038	Roadway Reconstruction	123689	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	Roadway NHS Reconstruction Line Item	\$24,929,000	Various	Mid-Term (2031-2038)	NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	Safety Line Item	\$10,956,000	Various	Mid-Term (2031-2038)	Safety Reserve	Safety	TBD	S6	Exempt
12	Fayette, Greene, Washington, Westmoreland	2027-2038 HFS Line Item	\$6,000,000	Various	Mid-Term (2031-2038)	High Friction Surface Line Item Reserves	Safety	123693	S6	Exempt
12	Fayette, Greene, Washington, Westmoreland	2030-2038 RPM Contracts	\$4,000,000	Various	Mid-Term (2031-2038)	2035-2038 RPM Contracts Reserve	Safety	123690	S6	Exempt
12	Fayette, Greene, Washington, Westmoreland	D12 2031-2034 RPM Contract	\$3,000,000	Various	Mid-Term (2031-2038)	This project is for the replacement/installation of reflective pavement markers throughout the district.	Safety	123664	S6	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Preservation Line Item	\$50,591,000	Various	Long-Term (2039-2050)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD	S19	Exempt

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12	Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$142,753,000	Various	Long-Term (2039-2050)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Reconstruction Line Item	\$49,775,000	Various	Long-Term (2039-2050)	NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Reconstruction Line Item	\$9,476,000	Various	Long-Term (2039-2050)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Preservation Line Item	\$51,275,000	Various	Long-Term (2039-2050)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD	S10	Exempt
12	Fayette, Greene, Washington, Westmoreland	Local, County, and State Slide Remediation & Reconstruction	\$86,946,000	Various	Long-Term (2039-2050)	Funds anticipated for slide remediation and road reconstruction in Fayette, Greene, Washington, Westmoreland Counties	Roadway Reconstruction	119660	S2	Exempt
12	Fayette, Greene, Washington, Westmoreland	Operations and Safety Line Item	\$2,835,000	Various	Long-Term (2039-2050)	Operations and Safety Reserve	Traffic Operations and Safety	TBD	S19	Exempt
12	Fayette/ Greene	PA 21 Widening	\$50,000,000	21	Long-Term (2039-2050)	The project is to add new capacity to the SR 21 Corridor from the Masontown Bridge to the Village of Revere in German, Menallen, and South Union Townships, and Masontown Borough, Fayette County. In addition, this project is partially funding the implementation of the future Greene County SR 21 Feasibility and Capacity Study in the area I-79 to Fayette County Line in Franklin, Jefferson, Cumberland and Monongahela Townships, Greene County	New Capacity	TBD	Not Exempt	Regionally Significant
12	Greene	Point Marion Bridge*	\$7,000,000	88	Mid-Term (2031-2038)	This project is for the preservation activities of the Point Marion Bridge carrying PA 88 (Dilliner Road) over the Monongahela River in Dunkard Township, Greene County. *No new capacity will be added*	Bridge Preservation	112387	S19	Exempt
12	Greene	PA 218 ov Roberts Run*	\$6,100,000	218	Mid-Term (2031-2038)	Bridge preservation on PA 218 over Roberts Run in Wayne Township	Bridge Preservation	98664	S19	Exempt
12	Greene	SR 2017 ov S Br Muddy Creek	\$4,400,000	2017	Mid-Term (2031-2038)	Bridge preservation on State Route 2017 over South Branch Muddy Creek in Cumberland Township	Bridge Preservation	98545	S19	Exempt

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12	Greene	SR 2035 over Br Whiteley Creek	\$4,800,000	2035	Mid-Term (2031-2038)	This project is for improvements to the structure carrying SR 2035 (Pump Station Road) over a branch of Whiteley Creek in Greene Township, Greene County. *No new capacity will be added*	Bridge Preservation	123049	S19	Exempt
12	Greene	SR 3001 over Wheeling Ck	\$3,500,000	3001	Mid-Term (2031-2038)	This project is for the replacement of the structure carrying State Route 3001 (Day Road) over Wheeling Creek (Enlow Fork Bridge) in Richhill Township, Greene County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	30134	S19	Exempt
12	Greene	Greene County Bridge #76	\$1,000,000	Local	Mid-Term (2031-2038)	This project is for improvements to the structure carrying Township Road 456 (Boulder Road) over Browns Creek in Morris Township, Greene County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	120996	S19	Exempt
12	Greene	Greene County Bridge #54	\$1,000,000	Local	Mid-Term (2031-2038)	Bridge replacement carrying Township Road 716 (Pumpkin Run Rd) over PA Fork of Dunkard Creek in Gilmore Township, Greene County	Bridge Rehab/ Reconstruction	120997	S19	Exempt
12	Greene	PA 88: Point Marion Bridge to Greensboro Road* Road*	\$7,500,000	88	Mid-Term (2031-2038)	Pavement Preservation of PA88: Point Marion Bridge to Greensboro Road in Dunkard and Monongahela Township, Greene County	Roadway Preservation	122724	S19	Exempt
12	Greene	PA 88: Colvin Rd to PA 21*	\$5,000,000	88	Mid-Term (2031-2038)	Resurface PA 88 from State Route 2027 (Colvin Rd) to PA 21 in Monongahela Township, Greene County DOI Project- limits of work included in MPMS#96935	Roadway Preservation	98382	S19	Exempt
12	Greene	PA 88: Greensboro Road to Covin Road	\$5,000,000	88	Mid-Term (2031-2038)	Resurface PA 88 from SR 2014 (Greensboro Road) to State Route 2027 (Colvin Road) in Monongahela Township.	Roadway Preservation	98402	S10	Exempt
12	Greene	SR 21 & Ceylon Intersection Safety Improvement	\$10,000,000	21	Mid-Term (2031-2038)	Improvements to SR 21 & Ceylon Road intersection in Greene County	Safety	123835	R1	Exempt
12	Greene	PA 21 Corridor - Masontown Bridge to Khedive*	\$50,648,000	21	Long-Term (2039-2050)	This project is for roadway improvements to the PA 21 Corridor from Masontown Bridge to Khedive in Greene County.	Roadway Reconstruction	119650	S10	Exempt
12	Greene	PA 19/221 Ruff Creek Int*	\$6,365,000	19	Long-Term (2039-2050)	This project is the study to determine if improvements need made to the PA 19 (Washington Road) and PA 221 (Dunn Station Road/Lippencot Road) Intersection in Washington Township, Greene County.	Safety	105358	X1	Exempt
12	Greene	SR 21 Khedive to I-79 Safety Improvements*	\$22,510,000	21	Long-Term (2039-2050)	This project is for safety improvements along SR 21 (Roy E Furman Hwy) to I-79 in Jefferson Township, Greene County.	Safety	119612	S6	Exempt

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12	Greene	SR 21 Safety Improvements Greene County	\$7,426,000	21	Long-Term (2039-2050)	This project is for spot safety improvements along State Route 21 from Waynesburg Borough to Masontown Bridge in various municipalities throughout Greene County	Safety	119632	S6	Exempt
12	Greene	SR 88 Safety Improvements at SR 2016 and 2014*	\$6,955,000	88	Long-Term (2039-2050)	This project is for safety improvements on SR 88 at two intersections: Maple Town Crossroads (SR 2016) and Fieldson's Crossroads (SR 2014) in Monongahela Township, Greene County.	Safety	990032	S6	Exempt
12	Greene	I-79 Mt. Morris Interchange Area Improvements*	\$8,115,000	Various	Long-Term (2039-2050)	The project is for safety improvements on the local road system surrounding the Mt. Morris Interchange in Mt. Morris Township, Greene County.	Safety	990033	S6	Exempt
12	Greene, Washington, Westmoreland	Interstate Bridge Preservation I-79 & I-70	\$51,773,000	79 & 70	Long-Term (2039-2050)	This project is for the preservation of numerous structures on Interstate 70 and 79 in various municipalities in Greene, Washington, and Westmoreland Counties.	Bridge Preservation	119616	S19	Exempt
10	Indiana	SR 56 Buena Vista Bridge Pres.*	\$2,723,920	56	Mid-Term (2031-2038)	Preservation (preventative maintenance) of the existing structure carrying PA 56 over Blacklick Creek and the Conrail Railroad in East Wheatfield Township, Indiana County.	Bridge Preservation	98805	S19	Exempt
10	Indiana	US 119 over SR 8001 (Northbound and Southbound)*	\$24,493,460	119	Mid-Term (2031-2038)	Replacement of the existing structures carrying US 119 northbound and southbound over SR 8001 in White Township, Indiana County	Bridge Rehab/ Reconstruction	25621	S19	Exempt
10	Indiana	US 119 Sullivan SB & NB Bridges*	\$20,722,030	119	Mid-Term (2031-2038)	Replacement of the existing structures carrying US 119 northbound and southbound over SR 954 in White Township, Indiana County.	Bridge Rehab/ Reconstruction	25616	S19	Exempt
10	Indiana	US 119 over Two Lick Ck.*	\$9,204,010	119	Mid-Term (2031-2038)	Rehabilitation of the existing structure carrying US 119 over Two Lick Creek in Center Township, Indiana County.	Bridge Rehab/ Reconstruction	95852	S19	Exempt
10	Indiana	US 119 over Crooked Creek*	\$6,646,440	119	Mid-Term (2031-2038)	Replacement of the existing structures carrying US 119 over Crooked Creek and US 119 over Pine Run. This project also incorporates geometry and safety improvements to the adjacent roadway including realignment and intersection improvements along US 119	Bridge Rehab/ Reconstruction	117248	S19	Exempt
10	Indiana	Stoney Run Bridge #1*	\$4,758,500	119	Mid-Term (2031-2038)	Rehabilitation of the existing structure carrying US 119 over Stoney Run in Center Township, Indiana County.	Bridge Rehab/ Reconstruction	101113	S19	Exempt
10	Indiana	US 119 Lutz School Rd NB/SB Bridges*	\$4,574,350	119	Mid-Term (2031-2038)	Reconstruction of the existing structures carrying US 119 northbound and southbound over SR 1003 (Lutz School Road) in White Township, Indiana County.	Bridge Rehab/ Reconstruction	112632	S19	Exempt

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10	Indiana	US 119 Hamil NB/SB Bridge*	\$2,108,970	119	Mid-Term (2031-2038)	Replacement of the existing structure carrying US 119 northbound and southbound over PA 286 in White Township, Indiana County.	Bridge Rehab/ Reconstruction	95727	S19	Exempt
10	Indiana	SR 286 First Sergeant Alexander Kelly Memorial Bridge*	\$17,868,000	286	Mid-Term (2031-2038)	Replacement of the existing structure carrying SR 286 over the Kiskiminetas River in Saltsburg Borough, Indiana County.	Bridge Rehab/ Reconstruction	117685	S19	Exempt
10	Indiana	Carl E. Keith Memorial Bridge Rehabilitation	\$3,409,130	1014	Mid-Term (2031-2038)	Rehabilitation of the existing structure carrying SR 1014 (Wandin Road) over an abandoned Conrail Railroad in Green Township, Indiana County.	Bridge Rehab/ Reconstruction	93991	S19	Exempt
10	Indiana	Brush Valley Bridge #10	\$3,920,170	2018	Mid-Term (2031-2038)	Replacement of the existing structure carrying SR 2018 (Luciusboro Road) over a tributary to Brush Creek in Brush Valley Township, Indiana County.	Bridge Rehab/ Reconstruction	95850	S19	Exempt
10	Indiana	US 22 Blairsville East PM	\$16,468,000	22	Mid-Term (2031-2038)	Preventative maintenance along SR 22 from Blairsville/Westmoreland County Line east to Snyder Lane in Burrell Township, Indiana County.	Roadway Preservation	112423	S10	Exempt
10	Indiana	US 22 Gas Center PM	\$10,817,840	22	Mid-Term (2031-2038)	Resurfacing, milling and base repairs, leveling, binder and wearing courses, including minor drainage improvements and guiderail upgrades along US 22 Gas Center Section, from SR 403 interchange to the Cambria County line, East Wheatfield Township, Indiana County.	Roadway Preservation	119947	S10	Exempt
10	Indiana	US 119 Homer City to US 22 PM*	\$17,218,230	119	Mid-Term (2031-2038)	Preventative maintenance along SR 119 from the SR 119/22 interchange north to its intersection with SR 56 in Center and Burrell Townships, Indiana County.	Roadway Preservation	112421	S10	Exempt
10	Indiana	US 422 :Armstrong County Line to Indiana Bypass*	\$27,137,710	422	Mid-Term (2031-2038)	Reconstruction of the roadway to include safety upgrades, turn lanes, realignment, guiderail and drainage updates, and bridge along SR 422 from the Armstrong County Line west to SR 3022 Parkwood Road in Armstrong Township and Shelocla Borough, Indiana County.	Roadway Preservation	114605	S10	Exempt
10	Indiana	SR 286 Oakland Avenue Ped Safety*	\$4,420,000	286	Mid-Term (2031-2038)	Pedestrian safety improvements from IUP (Maple Street) to Rustic Lodge Rd (T-813) in White Township and Indiana Borough, Indiana County.	Safety	99709	X12	Exempt
10	Indiana	Rossmoyne Bridges 2 and 3 (SR 210)*	\$6,896,000	210	Long-Term (2039-2050)	Replacement of the existing structure carrying SR 210 over a tributary to Ross Run and Ross Run in South Mahoning Township, Indiana County	Bridge Rehab/ Reconstruction	83261	S19	Exempt

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10	Indiana	SR 403 Bridges - Dixonville	\$2,814,000	403	Long-Term (2039-2050)	This bridge replacement project includes two structures carrying SR 403 over tributaries to Dixon Run at 0.30 mile south of Treese Road and 0.50 mile north of Treese Road in Cherryhill Township, Indiana County.	Bridge Rehab/ Reconstruction	121149	S19	Exempt
10	Indiana	US 22 & SR 217 Interchange Improvement*	\$25,887,000	22	Long-Term (2039-2050)	Interchange reconstruction along US 22 and PA 217 in Burrell Township and Blairsville Borough.	Efficiency & Operations	25543	R3	Exempt
10	Indiana	SR 422 Cheese Rn Rd to Trim Tree Rd	\$19,170,000	422	Long-Term (2039-2050)	Highway reconstruction including vertical and horizontal geometry improvements along US 422 between T-408 (Cheese Run Road) and T-433 (Trim Tree Road) in Armstrong Township.	Efficiency & Operations	100289	R4	Exempt
10	Indiana	US 22 Clyde PM	\$17,651,000	22	Long-Term (2039-2050)	Concrete preservation, Concrete patching, drainage adjustment, guiderail upgrades and a structural overlay along SR 22 from Kettle Hollow Road to just West of the SR 56 Interchange in West Wheatfield & East Wheatfield Townships, Indiana County	Roadway Preservation	112862	S10	Exempt
10	Indiana	SR 22 Armagh Bypass Reconstruction	\$23,067,000	22	Long-Term (2039-2050)	Highway resurfacing along US 22 from the West Wheatfield Township line east to 0.12 miles east of the US 422/PA 403 Interchange in East Wheatfield Township, Indiana County.	Roadway Reconstruction	97102	S10	Exempt
10	Indiana	SR 119 Indiana Bypass Reconstruction*	\$13,580,000	119	Long-Term (2039-2050)	Highway Reconstruction along SR 119 from 1/2 Mile south of the SR 119/422 Interchange, north to the SR 110 Interchange in Center, White, and Rayne Townships, Indiana County.	Roadway Reconstruction	112431	S10	Exempt
10	Indiana	SR 422 Indiana Bypass Reconstruction*	\$57,142,000	422	Long-Term (2039-2050)	Highway reconstruction along SR 422 from the SR 119 Interchange East to 1/2 mile east of SR 553 Interchange in Cherryhill Township.	Roadway Reconstruction	112430	S10	Exempt
10	Indiana	Wayne Ave Safety (From Multimodal Study)*	\$5,628,000	4005	Long-Term (2039-2050)	Safety improvement project related to the Wayne Ave Corridor Study Along Wayne Ave from Rose Street to Philadelphia Street in Indiana Borough and White Township, Indiana County.	Safety	121124	X12	Exempt
11	Lawrence	Cherry Street Bridge	\$4,000,000	2032	Mid-Term (2031-2038)	Bridge preservation on SR 2032, Cherry Street over the Shenango River in Taylor Township, Lawrence County	Bridge Preservation	113676	In attainment area	NA
11	Lawrence	Mahoning Ave Viaduct*	\$37,750,000	18	Mid-Term (2031-2038)	Bridge replacement located on State Route 18 (Mahoning Ave. Viaduct) over the Shenango River in the City of New Castle, Lawrence County	Bridge Rehab/ Reconstruction	119017	In attainment area	NA

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11	Lawrence	Van Gorders Mill Road Bridge	\$2,200,000	2005	Mid-Term (2031-2038)	SR 2005, Van Gorders Mill Road, Bridge over Branch of Slippery Rock Creek Located on SR 2005, Van Gorders Mill Road, Bridge over Branch of Slippery Rock Creek, Perry Township Bridge replacement The project area in Lawrence County is not subject to air quality conformity.	Bridge Rehab/ Reconstruction	29558	In attainment area	NA
11	Lawrence	Rose Point Bridge	\$4,800,000	Local	Mid-Term (2031-2038)	(Sponsor = Slippery Rock) Bridge replacement or restoration on Old Route 422 (T-741) over Slippery Rock Creek in Slippery Rock Township, Lawrence County.	Bridge Rehab/ Reconstruction	29402	In attainment area	NA
11	Lawrence	Jefferson Street Bridge*	\$2,185,000	Local	Mid-Term (2031-2038)	Bridge replacement on Jefferson Street approximately 0.05 miles south of the intersection of Jefferson Street and SR 2001 (Long Avenue) in the City of New Castle, Lawrence County	Bridge Rehab/ Reconstruction	78361	In attainment area	NA
11	Lawrence	PA 18, Wilmington Road*	\$2,250,000	18	Mid-Term (2031-2038)	The project will include mill and overlaying, replacement of guiderail, concrete patching, full depth shoulder repairs and minor drainage improvements on SR 18, Wilmington Road from Mitchell Road to Mercer County Line in Wilmington and Neshannock Townships, Lawrence County. The project area in Lawrence County is not subject to air quality conformity.	Roadway Preservation	100917	In attainment area	NA
11	Lawrence	SR 19, Perry Highway 2*	\$13,410,000	19	Mid-Term (2031-2038)	Mill and Overlay on SR 19, Perry Highway from segment 10 to segment 80 in Shenango and Slippery Rock Townships	Roadway Preservation	109389	In attainment area	NA
11	Lawrence	PA 19: Perry Highway*	\$3,000,000	19	Mid-Term (2031-2038)	Mill and Overlay on SR 19, Perry Highway from SR 108 to Mercer County Line in Mahoning Township, Lawrence County.	Roadway Preservation	109386	In attainment area	NA
11	Lawrence	SR 224 (State Street), I-376 to Wilmington Road*	\$21,000,000	224	Mid-Term (2031-2038)	Milling and resurfacing on SR 224 (State Street), from I-376 to Wilmington Road, SR 18 in the City of New Castle and Union Township, Lawrence County.	Roadway Preservation	91761	In attainment area	NA
11	Lawrence	SR 422, Benjamin Frank Hwy. Br @ PA Ave to Bus 22	\$32,700,000	422	Mid-Term (2031-2038)	Milling and resurfacing on SR 422 in Union Township and City of New Castle, Lawrence County.	Roadway Preservation	115225	In attainment area	NA
11	Lawrence	SR 422, Benjamin Frank Hwy, 376 to Br. @ PA Ave	\$32,613,000	422	Mid-Term (2031-2038)	Patch and overlay on SR 422 in the City of New Castle, Taylor, Shenango Townships, Lawrence County	Roadway Preservation	92283	In attainment area	NA
11	Lawrence	SR 956 Mercer Rd - New Wilm Twp Line - Safety Improvements*	\$6,800,000	956	Mid-Term (2031-2038)	Corridor and safety improvements along SR 956 from Mercer Road to the New Wilmington Township, Lawrence County, including roadway reconstruction to accommodate 11 ft lanes and 8 ft shoulders	Safety	118141	In attainment area	NA

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11	Lawrence	SR 422 over Shenango River and SR 18 Super Replacements*	\$105,881,000	422	Long-Term (2039-2050)	Bridge rehabilitation located on US 422 (Benjamin Franklin Highway) in Taylor Township, Union Township, Mahoning Township, and the City of New Castle, Lawrence County	Bridge Rehab/ Reconstruction	118853	In attainment area	NA
11	Lawrence	SR 18 Jefferson St/Wilmington Rd*	\$26,347,500	18	Long-Term (2039-2050)	Reconstruction of SR 18, from Mahoning Ave to Mitchell Road in the City of New Castle and Neshannock Township, Lawrence County.	Roadway Reconstruction	119342	In attainment area	NA
11	Lawrence	SR 18, Columbus Innerbelt*	\$8,488,000	18	Long-Term (2039-2050)	Highway reconstruction from its intersection with SR 18 (Moravia Street) to its intersection with SR 224 (Falls Street) in the City of New Castle, Lawrence County.	Roadway Reconstruction	110891	In attainment area	NA
11	Lawrence	SR 422, Benjamin Franklin Highway, Ohio Line to I-376*	\$38,102,200	422	Long-Term (2039-2050)	Reconstruction on SR 422 from Ohio State Line to I-376, in Union, Pulaski and Mahoning Townships, Lawrence County.	Roadway Reconstruction	92281	In attainment area	NA
N/A	Region	CMAQ/CRP/TA/Smart Regional Line Item	\$296,403,000	NA	Mid-Term (2031-2038)	Reserve Line Item for: the SPC Regional Congestion Mitigation & Air Quality (CMAQ) program, the SPC Regional Carbon Reduction program (CRP), the SPC Transportation Alternatives Set Aside Program (TA) and the SPC Smart Transportation for Livable Communities (STLC). Projects to be determined through future TIP processes.	CMAQ/CRP/TA/STLC	TBD	Not Exempt	Not Regionally Significant
N/A	Region	CMAQ/CRP/TA/Smart Regional Line Item	\$498,000,000	NA	Long-Term (2039-2050)	Reserve Line Item for: the SPC Regional Congestion Mitigation & Air Quality (CMAQ) program, the SPC Regional Carbon Reduction program (CRP), the SPC Transportation Alternatives Set Aside Program (TA) and the SPC Smart Transportation for Livable Communities (STLC). Projects to be determined through future TIP processes.	CMAQ/CRP/TA/STLC	TBD	Not Exempt	Not Regionally Significant
12	Washington	PA 18 over Branch of Chartiers Creek	\$3,400,000	18	Mid-Term (2031-2038)	This project is for improvements to the structure carrying PA 18 (Henderson Road) over Chartiers Creek in Canton Township, Washington County. *No new capacity will be added*	Bridge Preservation	90637	S19	Exempt
12	Washington	SR 40 Lane Bane Bridge Preservation *	\$41,500,000	40	Mid-Term (2031-2038)	This project is for the preservation of the structure carrying US 40 over the Monongahela River, PA 88 (Blainsburg Hill Road), State Route 4003 (Brownsville Road), State Route 4035 (Market Street) and 2 railroads in West Brownsville Borough, Fayette County, and Brownsville Borough, Washington County.	Bridge Preservation	98847	S19	Exempt
12	Washington	SR 2020 ov N. Fork Cross Ck	\$8,400,000	2020	Mid-Term (2031-2038)	This project is for improvements to the structure carrying SR 2020 over North Fork Ten Mile Creek in Amwell Township, Washington County. *No new capacity will be added*	Bridge Preservation	89080	S19	Exempt

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12	Washington	SR 4005 over Harmon Creek	\$5,450,000	4005	Mid-Term (2031-2038)	This project is for the rehabilitation/replacement of the structure carrying State Route 4005 (Hanlin Station Road) over Harmon Creek in Burgettstown Borough, Washington County. *No new capacity will be added*	Bridge Preservation	98821	S19	Exempt
12	Washington	SR 4017 over Raccoon Creek	\$5,450,000	4017	Mid-Term (2031-2038)	This project is for improvements to the structure carrying State Route 4017 (Atlas Cherry Valley Road) over Raccoon Creek in Smith Township, Washington County. *No new capacity will be added*	Bridge Preservation	98609	S19	Exempt
12	Washington	US 40 over Br Buffalo Ck*	\$3,000,000	40	Mid-Term (2031-2038)	This project is the replacement of the structure carrying US 40 (National Pike) over Buffalo Creek in Buffalo Township, Washington County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	76045	S19	Exempt
12	Washington	SR 2020 ov Montgomery Run	\$5,550,000	2020	Mid-Term (2031-2038)	This project is the replacement of the structure carrying SR 2020 (Ten Mile Road) over Montgomery Run in Amwell Township, Washington County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	90653	S19	Exempt
12	Washington	SR 2022 over Barrs Run 2	\$4,425,000	2022	Mid-Term (2031-2038)	This project is for improvements to the structure carrying SR 2022 (Barrs Run Road) over Barrs Run in West Bethlehem Township, Washington County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	123050	S19	Exempt
12	Washington	PA 18: Hanlon Road to County Line*	\$8,000,000	18	Mid-Term (2031-2038)	This project is for the resurfacing of PA 18 (Burgettstown Florence Road) from Hanlon Road to the Beaver County Line in Hanover Township, Washington County.	Roadway Preservation	122750	S10	Exempt
12	Washington	US 40: Daisytown Rd to Lane Bane Bridge*	\$12,000,000	40	Mid-Term (2031-2038)	This project is for betterment improvements on US 40 (National Pike) from State Route 2081 (Daisytown Road) to Lane Bane Bridge in West Pike Run Township, Washington County.	Roadway Preservation	98361	S10	Exempt
12	Washington	PA 221: Prosperity Pike to I-70	\$15,000,000	221	Mid-Term (2031-2038)	This project is for the resurfacing of PA 221 (South Bridge Road) from Prosperity Pike to Interstate 70 in Morris, South Franklin, and Buffalo Townships, Washington County.	Roadway Preservation	122754	S10	Exempt
12	Washington	PA 221: County Line to Prosperity Pike	\$6,500,000	221	Mid-Term (2031-2038)	This project is for the resurfacing of PA 221 (Dunn Station Road) from the Greene County Line to Prosperity Drive in Morris Township, Washington County.	Roadway Preservation	122753	S10	Exempt
12	Washington	SR 1055: I-70 to Dual Lane Roundabout*	\$6,000,000	1055	Mid-Term (2031-2038)	This project is for the pavement preservation of SR 1055 (Brownlee Road) from Interstate 70 to the Dual Roundabout in Eighty-Four Borough, Washington County.	Roadway Preservation	119634	S10	Exempt

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12	Washington	SR 18: Within Burgettstown Borough*	\$15,000,000	18	Mid-Term (2031-2038)	This project is for the reconstruction of PA 18 within the limits of Burgettstown Borough, Washington County.	Roadway Reconstruction	119642	S10	Exempt
12	Washington	I-70 Belle Vernon Bridge (2038 Preservation)*	\$42,436,000	70	Long-Term (2039-2050)	This project is for preservation activities to the structure carrying Interstate 70 over the Monongahela River and other features in Speers Borough, Washington County. *No new capacity will be added*	Bridge Preservation	121323	S19	Exempt
12	Washington	I-70 Belle Vernon Bridge (2048 Preservation)*	\$7,426,000	70	Long-Term (2039-2050)	The project is for preservation activities to the structure carrying Interstate 70 over the Monongahela River and other features in Speers Borough, Washington County. *No new capacity will be added*	Bridge Preservation	121325	S19	Exempt
12	Washington	I-70 over SR 4051 & Alghy Val RR (Molicorp Bridge)	\$5,628,000	70	Long-Term (2039-2050)	This project is for improvements to the structures carrying Interstate 70 over SR 4051 and the Allegheny Valley Railroad in Canton Township, Washington County. *No new capacity will be added*	Bridge Preservation	119620	S19	Exempt
12	Washington	Donora-Monessen High Bridge Preservation*	\$10,692,000	1077	Long-Term (2039-2050)	This project is for preservation activities of the Donora Monessen High Level Bridge carrying PA 1077 (Vance Dei Cas Highway) over PA 837, PA 906, Railroad, and the Monongahela River in Donora Borough, Washington County. *No new capacity will be added*	Bridge Preservation	112389	S19	Exempt
12	Washington	PA 18 over Chartiers Ck-1	\$5,305,000	18	Long-Term (2039-2050)	This project is the replacement/rehabilitation of structure carrying PA 18 (Park Avenue) over Chartiers Creek in South Franklin Township, Washington County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	79365	S19	Exempt
12	Washington	US 19 Corridor and Intersection Improvement (Old Oak - Waterdam)*	\$11,120,000	19	Long-Term (2039-2050)	This project is for roadway improvements on US 19 (Washington Road) from SR 1053 (Waterdam Road) to Old Oak Road in North Strabane and Peters Townships, Washington County.	Efficiency & Operations	119615	Not Exempt	Regionally Significant
12	Washington	Washington Road US 19/Weavertown Rd*	\$1,400,000	19	Long-Term (2039-2050)	This project is for roadway improvements at US 19 (Washington Road) and SR 1025 (Weavertown Road) in North Strabane, Washington County.	Efficiency & Operations	119628	X1	Exempt
12	Washington	McMurray Rd US 19 to Morganza Rd*	\$13,317,000	1002	Long-Term (2039-2050)	This project is for roadway/intersection improvements on SR 1002 (McMurray Road), US 19 and SR 1009 (Morganza Road) in Peters Township, Washington County.	Efficiency & Operations	119614	Not Exempt	Regionally Significant

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12	Washington	Weavertown Rd Corridor from US 19 to Morganza Rd (Concept 7)*	\$18,791,000	1025	Long-Term (2039-2050)	This project is for roadway improvements along SR 1025 (Weavertown Road) from US 19 (Washington Road) to SR 1009 (Morganza Road) in North Strabane Township, Washington County.	Efficiency & Operations	119618	Not Exempt	Regionally Significant
12	Washington	Weavertown Rd SR 1025/I-79 NB Exit Ramp/Hook St*	\$7,426,000	1025	Long-Term (2039-2050)	This project is for roadway improvements along SR 1025 (Weavertown Road) with the I-79 Northbound Exit Ramp and Hook St in North Strabane Township, Washington County	Efficiency & Operations	119627	X1	Exempt
12	Washington	SR 1032 Southpointe Blvd from I-79 to Morganza Rd (Concept 4)*	\$17,389,000	1032	Long-Term (2039-2050)	This project is for roadway improvements along SR 1032 (Southpoint Boulevard) from I-79 to SR 1009 (Morganza Road) in Cecil Township, Washington County.	Efficiency & Operations	119624	Not Exempt	Regionally Significant
12	Washington	I-70 Interstate Detour Improvement Plan Implementation*	\$10,609,000	Various	Long-Term (2039-2050)	This project is for the I-70 Detour Improvement Plan Implementation in Washington County.	Efficiency & Operations	119641	Not Exempt	Regionally Significant
12	Washington	I-79 Interstate Detour Improvement Plan Implementation*	\$10,397,000	Various	Long-Term (2039-2050)	This project is for the I-79 Interstate Detour Improvement Plan Implementation in Washington County.	Efficiency & Operations	119639	Not Exempt	Regionally Significant
12	Washington	US 19/40: I-79 to Chestnut Street*	\$3,662,000	19 & 40	Long-Term (2039-2050)	This project is for betterment improvements to US 19/US 40 from the intersection with I-79 to the intersection of Chestnut Street in South Strabane and Amwell Townships, and the City of Washington, Washington County.	Roadway Preservation	105493	S10	Exempt
12	Washington	SR 18: Within Burgettstown Borough*	\$15,070,000	18	Long-Term (2039-2050)	This project is for the reconstruction of PA 18 within the limits of Burgettstown Borough, Washington County.	Roadway Reconstruction	119642	S10	Exempt
12	Washington	PA 136 Reconstruction & Realignment*	\$12,837,000	136	Long-Term (2039-2050)	This project is for the reconstruction and realignment of PA 136 (Dry Run Road) in Carroll Township, Washington County. *No new capacity will be added*	Roadway Reconstruction	119630	S10	Exempt
12	Washington	I-79 Ramp at McClelland Rd*	\$6,926,000	79	Long-Term (2039-2050)	This project is for intersection improvements to the I-79 Ramp to SR 1023 (McClelland Road) Intersection in North Strabane Township, Washington County.	Safety	105352	S6	Exempt
12	Westmoreland	US 30 over SR 3077 Preservation*	\$9,476,000	30	Mid-Term (2031-2038)	This project is for the preservation of the structure carrying US 30 (Lincoln Highway) over SR 3077 in Hempfield Township, Westmoreland County. *No new capacity will be added*	Bridge Preservation	119608	S19	Exempt

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12	Westmoreland	SR 56, Vandergrift Bridge*	\$5,000,000	56	Mid-Term (2031-2038)	This project is for preservation activities of the Vandergrift Bridge carrying PA-56 over State Route 2054 (Lincoln Street), railroad, and Kiskiminetas River in East Vandergrift Borough, Westmoreland County. *No new capacity will be added*	Bridge Preservation	112391	S19	Exempt
12	Westmoreland	US 119 West Tech to PA 66*	\$47,500,000	119	Mid-Term (2031-2038)	This project is for the rehabilitation of 9 structures and 4 miles located on US 119 and ramps in New Stanton Borough and Hempfield Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	119610	S19	Exempt
12	Westmoreland	Larimer Bridge*	\$5,000,000	993	Mid-Term (2031-2038)	This project is for the replacement/rehabilitation of the Larimer Bridge carrying PA 993 (Irwin Trafford Road) over Brush Creek in North Huntingdon Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	112394	S19	Exempt
12	Westmoreland	SR 1007 over Tubmill Run	\$3,350,000	1007	Mid-Term (2031-2038)	This project is the replacement of the structure carrying SR 1007 over Tub Mill in Saint Clair Township, Westmoreland County.	Bridge Rehab/ Reconstruction	89084	S19	Exempt
12	Westmoreland	SR 3016 ov LtI Sewickley Ck	\$4,675,000	3016	Mid-Term (2031-2038)	This project is the replacement of the structure carrying SR 3016 (Lowber Road) over Little Sewickley Creek in Sewickley Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	90654	S19	Exempt
12	Westmoreland	North Greengate Road SR 4002 RR Tunnel	\$20,000,000	4002	Mid-Term (2031-2038)	This project is for the reconfiguration of SR 4002 (North Greengate Road) in the vicinity of a railroad overpass in Hempfield Township, Westmoreland County.	Bridge Rehab/ Reconstruction	119609	S19	Exempt
12	Westmoreland	PA 201 Ramp to PA 51 South*	\$11,000,000	201	Mid-Term (2031-2038)	This project is for intersection safety improvements at the PA 201 & Ramp SR 8011 to PA 51 South intersections in Rostraver Township, Westmoreland County.	Efficiency & Operations	105350	S6	Exempt
12	Westmoreland	PA 31: Bear Rocks Road to Hellen School Road	\$7,000,000	31	Mid-Term (2031-2038)	This project is for the resurfacing of PA 31 (Three Mile Hill Road) from Bear Rocks Road to Hellen School Road in Donegal and Mount Pleasant Townships, Westmoreland County.	Roadway Preservation	122886	S10	Exempt
12	Westmoreland	PA 56: Craigdell Road to Wildlife Lodge Road*	\$5,000,000	56	Mid-Term (2031-2038)	This project is for the resurfacing of PA 56 from Craigdell Road to Wildlife Lodge Road in New Kensington and Lower Burrell Cities.	Roadway Preservation	122888	S10	Exempt
12	Westmoreland	PA 31/US 119 Intersection Concrete Rehab*	\$5,000,000	31	Mid-Term (2031-2038)	This project is for the concrete rehabilitation of the PA 31 and US 119 intersection in Mount Pleasant Borough and East Huntingdon Township, Westmoreland County.	Roadway Preservation	122881	S10	Exempt
12	Westmoreland	SR 3016: PA 136 to Griffith Road*	\$6,500,000	3016	Mid-Term (2031-2038)	This project is for the resurfacing of State Route 3016 (Middletown Road) from PA 136 to Griffith Road in Hempfield Township, Westmoreland County.	Roadway Preservation	122889	S10	Exempt

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SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
12	Westmoreland	SR 3093: PA 31 to Technology Drive	\$5,000,000	3093	Mid-Term (2031-2038)	This project is for the resurfacing of State Route 3093 (Old 119) from PA 31 to Technology Drive in East Huntingdon Township, Westmoreland County.	Roadway Preservation	122891	S10	Exempt
12	Westmoreland	SR 3095 Technology Drive Concrete Rehab	\$5,000,000	3095	Mid-Term (2031-2038)	This project is for concrete rehabilitation of SR 3095 (Technology Drive) in Hempfield Township, Westmoreland County.	Roadway Preservation	122883	S10	Exempt
12	Westmoreland	US 30 Corridor Impvmts - Western Section *	\$45,000,000	30	Mid-Term (2031-2038)	This project is for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area from the intersection of US 30/PA 48 to Malts Lane in Allegheny and Westmoreland Counties.	Safety	110900	Not Exempt	Regionally Significant
12	Westmoreland	Avonmore Bridge *	\$6,753,000	156	Long-Term (2039-2050)	This project is for the replacement/rehabilitation of the Avonmore Bridge carrying PA 156 over the Kiskiminetas River in Avonmore Borough, Westmoreland County.	Bridge Preservation	112392	S19	Exempt
12	Westmoreland	US 30 Walworth Viaduct*	\$19,974,000	30	Long-Term (2039-2050)	This project is for the replacement/rehabilitation of the Walworth Viaduct on US 30 (Lincoln Highway) in Hempfield Township, Westmoreland County.	Bridge Rehab/ Reconstruction	TBD	S19	Exempt
12	Westmoreland	PA 366 over PA 400/380*	\$27,635,000	366	Long-Term (2039-2050)	Improvements to the structure carrying PA 366 over PA 400 and PA 380 in Murrysville Borough, Westmoreland County.	Bridge Rehab/ Reconstruction	88617	S19	Exempt
12	Westmoreland	PA 819 over Jacobs Creek*	\$4,244,000	819	Long-Term (2039-2050)	This project is for improvements to the structure carrying PA 819 over Jacobs Creek in South Huntingdon Township, Westmoreland County. *No new capacity will be added *	Bridge Rehab/ Reconstruction	121327	S19	Exempt
12	Westmoreland	PA 981 over Yough River*	\$10,609,000	981	Long-Term (2039-2050)	This project is for improvements to the structure carrying PA 981 over the Youghiogeny River and Bike Trail in Rostraver Township, Westmoreland County. *No new capacity will be added *	Bridge Rehab/ Reconstruction	121329	S19	Exempt
12	Westmoreland	US 30 Operation & Safety*	\$55,645,000	30	Long-Term (2039-2050)	This project is for corridor operation and safety improvements along US 30 in various locations and municipalities in Westmoreland County.	Efficiency & Operations	119621	S6	Exempt
12	Westmoreland	Route 30 Interchange with Donohoe Road*	\$33,765,000	30	Long-Term (2039-2050)	This project is for roadway improvements at US 30 and SR 1026 (Donohoe Road) in Hempfield Township, Westmoreland County.	Efficiency & Operations	119626	R1	Exempt
12	Westmoreland	US 30 & Georges Station Intersection*	\$33,291,000	30	Long-Term (2039-2050)	This project is for improvements to the intersection of US 30 (Lincoln Highway) and State Route 1053 (Georges Station Road), located in Hempfield Township, Westmoreland County.	Efficiency & Operations	114390	R1	Exempt
12	Westmoreland	PA 130 Corridor Review & Improvements*	\$10,609,000	130	Long-Term (2039-2050)	This project is for roadway improvements along the PA 130 corridor in Westmoreland County.	Efficiency & Operations	119638	S10	Exempt

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

**Projects predominately funded with additional federal funds to the region approved Eastern Pittsburgh

Multimodal Corridor US DOT Multimodal Project Discretionary Grant

***Projects are funded with additional federal funds to the region utilizing SPIKE funds.

SPC 2050 Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List

PennDOT District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID	Exempt Code	AQ Classification
12	Westmoreland	PA 366: Allegheny Co Line to PA 66*	\$8,115,000	366	Long-Term (2039-2050)	This project is for the preservation of PA 366 from the Allegheny County Line to PA 66 in multiple municipalities in Westmoreland County.	Roadway Preservation	119646	S10	Exempt
12	Westmoreland	Westmoreland County Concrete Patching Line Item	\$8,697,000	Various	Long-Term (2039-2050)	Westmoreland County Concrete Patching Reserve	Roadway Preservation	119659	S10	Exempt
12	Westmoreland	US Route 30 Reconstruction, Ledger to Lincoln*	\$52,111,000	30	Long-Term (2039-2050)	This project is for the reconstruction of US 30 (Lincoln Highway) from Ledger Road to Lincoln Way in North Huntingdon Township, Westmoreland County.	Roadway Reconstruction	119647	S10	Exempt
12	Westmoreland	US Route 30 Reconstruction, Lincoln to Irwin*	\$52,111,000	30	Long-Term (2039-2050)	This project is the reconstruction of US 30 (Lincoln Highway) from Lincoln Way to Irwin Borough limits in North Huntingdon Township, Westmoreland County.	Roadway Reconstruction	119649	S10	Exempt
12	Westmoreland	US 119: Youngwood to US 30 Interchange*	\$28,138,000	119	Long-Term (2039-2050)	This project is for roadway improvements on US 119 from Youngwood Borough to the US 30 Interchange in South Greensburg, Westmoreland County.	Roadway Reconstruction	119645	S10	Exempt
12	Westmoreland	PA 286: Allegheny Co Line to Indiana Co Line*	\$15,070,000	286	Long-Term (2039-2050)	This project is for pavement preservation activities on PA 286 from the Allegheny County Line to the Indiana County Line in various municipalities throughout Westmoreland County.	Roadway Reconstruction	119644	S10	Exempt
12	Westmoreland	SR 4032 Reconstruction: 7th Street to Turkey Ridge Road*	\$6,578,000	4032	Long-Term (2039-2050)	This project is for the reconstruction of SR 4032 (Hunt Valley Drive and Camp Nancy Road) from Seventh Street to Turkey Ridge Road in Washington Township, Westmoreland County.	Roadway Reconstruction	119640	S10	Exempt

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

**Projects predominately funded with additional federal funds to the region approved Eastern Pittsburgh Multimodal Corridor US DOT Multimodal Project Discretionary Grant

***Projects are funded with additional federal funds to the region utilizing SPIKE funds.

PA. Turnpike Commission (Programming / Planning)

Widening & Maintenance Projects - (Mainline) I-76		27-50 TIP/LRP Phases	Estimated Completion Year	Existing No. of Lanes	Improved No. of Lanes	Total Estimated Cost	Regional Conformity Determination	
County	MilePost#						Status	Exempt Code
BECO	12.5-13.5	Replacement of Beaver River Bridge (Widening from 4 lanes to 6 lanes; SR 18 Interchange Reconstruction)	2027	4	6	\$355,000,000	Significant	
BUCO	26-28	Powell Road to Cranberry Int [I-79 / US 19] (Widening from 4 lanes to 6 lanes)	2033	4	6	\$13,329,000	Significant	
ALCO	38-40	Butler Valley (SR 8) Interchange Area (Widening from 4 lanes to 6 lanes)	2033	4	6	\$13,329,000	Significant	
ALCO	49-53	Total Reconstruction (Allegheny Valley Int. to Pittsburgh Int.) (Widening from 4 lanes to 6 lanes)	2032	4	6	\$32,000,000	Significant	
ALCO	53 -57	Total Reconstruction (Allegheny Valley Int. to Pittsburgh Int.) (Widening from 4 lanes to 6 lanes)	2035	4	6	\$392,467,000	Significant	
ALCO WECO	57-68	Total Reconstruction (Pittsburgh Int. to Irwin Int.) (Widening from 4 lanes to 6 lanes)	2035	4	6	\$362,743,000	Significant	
Regional	Line Item	Overlay, Resurfacing, Bridge Rehabilitation, Maintenance	Ongoing	4	4	NA	Exempt	S6, S7, S10 S11, S19

New Projects (new capacity) - PA. Turnpike		27-50 TIP/LRP Phases	Estimated Completion Year	Existing No. of Lanes	Improved No. of Lanes	Total Estimated Cost	Regional Conformity Determination	
County	MilePost#						Status	Exempt Code
WECO	63.1	New Interchange at SR 130 (new interchange to connect SR 130 to the mainline)	2036	4	4	\$83,426,000	Significant	
ALCO		Mon-Fayette Expressway (Camp Hollow Road to Pgh/McKeesport Blvd) (Construct new 4-lane highway) - Section 53B1A	2029	0	4	\$152,000,000	Significant	
ALCO		Mon-Fayette Expressway (Pittsburgh/McKeesport Blvd to SR 837) (Construct new 4-lane highway) - Sections 53B2, 53C1, 53C2, 53C3	2032	0	4	NA	Significant	
ALCO		Mon-Fayette Expressway (East Pittsburgh/McKeesport Blvd to I-376) (Construct new 4-lane highway) - Sections 53E, 53F, 53G	2038	0	4	NA	Significant	
ALCO		Mon-Fayette Expressway (SR 837 to East Pittsburgh/McKeesport Blvd) (Construct new 4-lane highway - Bridge over Mon River) - Section 53D	2048	0	4	NA	Significant	

SPC - May 2026

NOTES:

Information based on Pa. Turnpike FY 2026 10-Year Capital Plan Project Listing

Facilities on the Pa Turnpike system within the SPC region include -

- I-76 - Milepost 0 (Pa-Ohio State line Lawrence County) to Milepost 100 (Westmoreland-Somerset County line)
 - MP 0 to MP 8 - Lawrence County
 - MP 8 to MP 24.45 - Beaver County
 - MP 24.45 to MP 28.82 - Butler County
 - MP 28.82 to MP 58.95 - Allegheny County
 - MP 58.95 to MP 100 - Westmoreland County
- Beaver Valley Expressway (Toll 376)
- Greensburg Bypass (Toll 66)
- Southern Beltway (Toll 576)
- Mon/Fayette Expressway (Toll 43)

E = Engineering/Design; R = Right-of-Way/Utilities; C = Construction

LRTP Investments - Public Transportation

Project Sponsor	MPMS#	Project Name / Description	Location	Est. Comp. Year	Nonattainment Status		Regional Conformity Determination	
					Ozone	PM2.5	Status	Exempt Code
Pittsburgh Regional Transit	110895	Bus Rapid Transit Project New Service additions and extensions to East End destinations.	ALCO	2030	Non-Attain	Non-Attain	Significant	
Pittsburgh Regional Transit	119328	SR 837 Transit Improvements (CORRIDOR R) Construct enhanced bus stop facilities and transit signal priority, along PA routes 837 and 148 from McKeesport to Homestead.	ALCO	2030	Non-Attain	Non-Attain	Significant	
Regional Line item		Transit Vehicle Replacement Purchase of transit vehicles according to the current Fleet Replacement Schedule. Years 2031-2050.	Regional	Ongoing	Non-Attain	Non-Attain	Exempt	M10
Regional Line item		Transit Vehicle Preservation & Rehab Preservation and rehabilitation of existing vehicles. Years 2031-2050.	Regional	Ongoing	Non-Attain	Non-Attain	Exempt	M3
Regional Line item		Transit Capital Maintenance Expenses associated with maintaining and modernizing capital assets such as: Preservation and rehabilitation of fixed facilities; Minor service expansion; Modernization / upgrade of facilities, services. Years 2031-2050.	Regional	Ongoing	Non-Attain	Non-Attain	Exempt	M2, M6, M7, M8, M9, X11, X12
Regional Line item		Transit Studies / Facility Planning Studies for Multimodal Improvements and TOD. New Facilities Planning & Design. Years 2031-2050.	Regional	Ongoing	Non-Attain	Non-Attain	Exempt	X1
Regional Line item		Transit Operations Expenses associated with the provision of public transit service including personnel salaries and benefits, fuel, materials & supplies, and routine minor maintenance expenses. Years 2031-2050.	Regional	Ongoing	Non-Attain	Non-Attain	Exempt	A1, M1, M4, M5

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APPENDIX C

Sample MOVES5 Input Files

Sample MOVES Input Files – PM2.5 Runs

1. MOVES County Data Manager Importer File _PM2.5 Annual Run (MOVESIMPORTER.XML)

Sample for 2050 Run for Pittsburgh-Beaver Valley nonattainment area – Allegheny County.
Separate XML file for each county in the analysis.

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Sample MOVES Input Files – PM2.5 Runs

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Sample MOVES Input Files – PM2.5 Runs

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Sample MOVES Input Files – PM2.5 Runs

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Sample MOVES Input Files – PM2.5 Runs

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Sample MOVES Input Files – PM2.5 Runs

2. MOVES Run Specification File – PM2.5 Annual Run (MOVESRUN.MRS)

Sample for 2050 Run for Pittsburgh-Beaver Valley nonattainment area – Allegheny County.
Separate MRS file for each county in the analysis.

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<modeldomain value="SINGLE"/>
<geographicselections>
  <geographicselection type="COUNTY" key="42003" description="Allegheny County, PA (42003)"/>
</geographicselections>
<timespan>
  <year key="2050"/>

<month id="1"/>
<month id="2"/>
<month id="3"/>
<month id="4"/>
<month id="5"/>
<month id="6"/>
<month id="7"/>
<month id="8"/>
<month id="9"/>
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<month id="11"/>
<month id="12"/>
<day id="5"/>
  <beginhour id="1"/>
  <endhour id="24"/>
<aggregateBy key="Hour"/>
  </timespan>
  <onroadvehicselections>

<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetype="Passenger Car"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetype="Passenger Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetype="Light Commercial Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetype="Motorcycle"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetype="Passenger Car"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetype="Passenger Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetype="Light Commercial Truck"/>
<onroadvehicselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetype="Passenger Car"/>
<onroadvehicselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="31" sourcetype="Passenger Truck"/>
<onroadvehicselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetype="Light Commercial Truck"/>

<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetype="Transit Bus"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="41" sourcetype="Other Buses"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="43" sourcetype="School Bus"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetype="Other Buses"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42" sourcetype="Transit Bus"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetype="School Bus"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="41" sourcetype="Other Buses"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetype="Transit Bus"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetype="School Bus"/>

<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="51" sourcetype="Refuse Truck"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>


```

Sample MOVES Input Files – PM2.5 Runs

```
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="54" sourcetype="Motor Home"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="61" sourcetype="Combination Short-haul
Truck"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="62" sourcetype="Combination Long-haul
Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetype="Refuse Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetype="Motor Home"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetype="Combination Short-haul Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetype="Combination Long-haul Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetype="Refuse Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetype="Motor Home"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetype="Combination Short-haul Truck"/>

</onroadvehicselections>
<offroadvehicselections>
</offroadvehicselections>
<offroadvehicselections>
</offroadvehicselections>
<roadtypes>
  <roadtype roadtypeid="1" roadtypename="Off-Network" modelCombination="M1"/>
  <roadtype roadtypeid="2" roadtypename="Rural Restricted Access" modelCombination="M1"/>
  <roadtype roadtypeid="3" roadtypename="Rural Unrestricted Access" modelCombination="M1"/>
  <roadtype roadtypeid="4" roadtypename="Urban Restricted Access" modelCombination="M1"/>
  <roadtype roadtypeid="5" roadtypename="Urban Unrestricted Access" modelCombination="M1"/>
</roadtypes>
<pollutantprocessassociations>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="15" processname="Crankcase Running Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="16" processname="Crankcase Start Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="17" processname="Crankcase Extended Idle
Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="15" processname="Crankcase Running
Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="16" processname="Crankcase Start
Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="17" processname="Crankcase Extended
Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="90" processname="Extended Idle
Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="91" processname="Auxiliary Power
Exhaust"/>
<pollutantprocessassociation pollutantkey="116" pollutantname="Primary PM2.5 - Brakewear Particulate" processkey="9" processname="Brakewear"/>
<pollutantprocessassociation pollutantkey="117" pollutantname="Primary PM2.5 - Tirewear Particulate" processkey="10" processname="Tirewear"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="2" processname="Start Exhaust"/>
```

Sample MOVES Input Files – PM2.5 Runs

```
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="91" processname="Auxiliary Power Exhaust"/>

</pollutantprocessassociations>
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<databaseselection servername="" databasename="MOVES5_early_NLEV" description=""/>
<databaseselection servername="" databasename="MOVES5_calevii08" description=""/>

</databaseselections>
<internalcontrolstrategies>
</internalcontrolstrategies>
<inputdatabase servername="" databasename="" description=""/>
<uncertaintyparameters uncertaintymodeenabled="false" numberofrunsersimulation="0" numberofsimulations="0"/>
<geographicoutputdetail description="COUNTY"/>
<outputemissionsbreakdownselection>
<modelyear selected="false"/>
<fueltype selected="false"/>
<fuelsubtype selected="false"/>
<emissionprocess selected="true"/>
<onroadoffroad selected="false"/>
<roadtype selected="true"/>
<sourceusetype selected="true"/>
<movesvehicletype selected="false"/>
<onroadscc selected="false"/>
<estimateuncertainty selected="false" numberOfiterations="2" keepSampledData="false" keepiterations="false"/>
<sector selected="false"/>
<engtechid selected="false"/>
<hpclass selected="false"/>
<regclassid selected="false"/>
</outputemissionsbreakdownselection>
<outputdatabase servername="localhost" databasename="42003_2050_00_05_E550_PMAPG_mo" description=""/>
<outputtimestep value="24-Hour Day"/>
<outputvmtdata value="true"/>
<outputsho value="true"/>
<outputsh value="true"/>
<outputshp value="true"/>
<outputshidling value="true"/>
<outputstarts value="true"/>
<outputpopulation value="true"/>
<scaleinputdatabase servername="localhost" databasename="42003_2050_00_05_E550_PMAPG_mi" description=""/>
<pmsize value="0"/>
<outputfactors>
<timefactors selected="true" units="Hours"/>
<distancefactors selected="true" units="Miles"/>
<massfactors selected="true" units="Grams" energyunits="Million BTU"/>
</outputfactors>

<savedata>

</savedata>

<donotexecute>

</donotexecute>

<generatordatabase shouldsave="false" servername="" databasename="" description=""/>
<donotperformfinalaggregation selected="false"/>
<lookupstableflags scenarioid="" truncateoutput="true" truncateactivity="true" truncatebaserates="true"/>
<skipdomaindatabasevalidation selected="false"/>
</runspec>
```

Sample MOVES Input Files – Ozone Runs

3. MOVES County Data Manager Importer File Ozone July Weekday Run (MOVESIMPORTER.XML)

Sample for 2050 Run for Pittsburgh-Beaver Valley Ozone nonattainment area – Allegheny County.
Separate XML file for each county in the analysis.

```
<moves>
  <importer mode="county" >
    <filters>
      <geographicselections>
        <geographicselection type="COUNTY" key="42003" description="Allegheny County, PA (42003)"/>
      </geographicselections>
    </filters>
    <timespan>
      <year key="2050"/>
    </timespan>
    <month id="07"/>
    <day id="5"/>
    <beginhour id="1"/>
    <endhour id="24"/>
    <aggregateBy key="Hour"/>
  </importer>
  <onroadvehicleselections>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetype="Motorcycle"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetype="Passenger Car"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetype="Passenger Car"/>
    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetype="Passenger Car"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetype="Passenger Car"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetype="Passenger Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetype="Passenger Truck"/>
    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="31" sourcetype="Passenger Truck"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="31" sourcetype="Passenger Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetype="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetype="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetype="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="32" sourcetype="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="41" sourcetype="Other Buses"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetype="Other Buses"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="41" sourcetype="Other Buses"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="41" sourcetype="Other Buses"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetype="Transit Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42" sourcetype="Transit Bus"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetype="Transit Bus"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="42" sourcetype="Transit Bus"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetype="School Bus"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetype="School Bus"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="43" sourcetype="School Bus"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="43" sourcetype="School Bus"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetype="Refuse Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetype="Refuse Truck"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="51" sourcetype="Refuse Truck"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="51" sourcetype="Refuse Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="53" sourcetype="Single Unit Long-haul Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetype="Motor Home"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetype="Motor Home"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="54" sourcetype="Motor Home"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="54" sourcetype="Motor Home"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetype="Combination Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetype="Combination Short-haul Truck"/>
  </onroadvehicleselections>
</moves>
```

Sample MOVES Input Files – Ozone Runs

```
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="61" sourcetyname="Combination Short-haul
Truck"/>
<onroadvehicselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="61" sourcetyname="Combination Short-haul Truck"/>
<onroadvehicselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetyname="Combination Long-haul Truck"/>
<onroadvehicselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="62" sourcetyname="Combination Long-haul
Truck"/>
<onroadvehicselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="62" sourcetyname="Combination Long-haul Truck"/>
</onroadvehicselections>
<offroadvehicselections>
</offroadvehicselections>
<offroadvehicseccs>
</offroadvehicseccs>
<roadtypes>
  <roadtype roadtypeid="1" roadtyname="Off-Network"/>
  <roadtype roadtypeid="2" roadtyname="Rural Restricted Access"/>
  <roadtype roadtypeid="3" roadtyname="Rural Unrestricted Access"/>
  <roadtype roadtypeid="4" roadtyname="Urban Restricted Access"/>
  <roadtype roadtypeid="5" roadtyname="Urban Unrestricted Access"/>
</roadtypes>
<pollutantprocessassociations>
</pollutantprocessassociations>
</filters>
<databaseselection servername="localhost" databasename="42003_2050_07_05_E550_OZALL_mi"/>
<agedistribution>
  <description><![CDATA[]]></description>
  <parts>
    <sourceTypeAgeDistribution>

<filename>C:\SPCMOVES5\AQIN\MOVES\AgeDistribution\MOVES5\23Reg_RepCty_v2\2050\42019_2050_SourceTypeAgeDistribution.csv</filename>
    </sourceTypeAgeDistribution>
  </parts>
</agedistribution>

<avgspeeddistribution>
  <description><![CDATA[]]></description>
  <parts>
    <avgSpeedDistribution>
      <filename>C:\SPCMOVES5\E5_50\OZALL\E550\42003_2050_07_05_E550\CDM\avgSpeedDistribution.csv</filename>
    </avgSpeedDistribution>
  </parts>
</avgspeeddistribution>

<imcoverage>
  <description><![CDATA[]]></description>
  <parts>
    <imcoverage>
      <filename>C:\SPCMOVES5\AQIN\MOVES\IM\MOVES5_21Report_v2\42000_2050_IMCoverage.csv</filename>
    </imcoverage>
  </parts>
</imcoverage>

<fuel>
  <description><![CDATA[]]></description>
  <parts>
    <FuelSupply>
      <filename>C:\SPCMOVES5\AQIN\MOVES\Fuel\MOVES5\MOVESDefaults\42000_fuelsupply_MOVES5Default_G3.csv</filename>
    </FuelSupply>
    <FuelFormulation>
      <filename>C:\SPCMOVES5\AQIN\MOVES\Fuel\MOVES5\MOVESDefaults\42000_fuelformulation_M5_Default.csv</filename>
    </FuelFormulation>
    <FuelUsageFraction>
      <filename>C:\SPCMOVES5\AQIN\MOVES\Fuel\MOVES5\MOVESDefaults\42000_FuelUsageFraction_M5.csv</filename>
    </FuelUsageFraction>
    <AVFT>
      <filename>C:\SPCMOVES5\AQIN\MOVES\Fuel\MOVES5\AVFT_S1\42019_avft_MOVES5.csv</filename>
    </AVFT>
  </parts>
```

Sample MOVES Input Files – Ozone Runs

```
</fuel>

  <zonemonthhour>
    <description><![CDATA[]]></description>
    <parts>
      <zoneMonthHour>
        <filename>C:\SPCMOVES5\AQIN\MOVES\Meteorology\2008\42003_2008_met.csv</filename>
      </zoneMonthHour>
    </parts>
  </zonemonthhour>

  <roadtypedistribution>
    <description><![CDATA[]]></description>
    <parts>
      <roadTypeDistribution>
        <filename>C:\SPCMOVES5\E5_50\OZALL\E550\42003_2050_07_05_E550\CDM\roadTypeDistribution.csv</filename>
      </roadTypeDistribution>
    </parts>
  </roadtypedistribution>

  <sourcetypepopulation>
    <description><![CDATA[]]></description>
    <parts>
      <sourceTypeYear>
        <filename>C:\SPCMOVES5\E5_50\OZALL\E550\42003_2050_07_05_E550\CDM\SourceTypePopulation.csv</filename>
      </sourceTypeYear>
    </parts>
  </sourcetypepopulation>

  <vehicletypevmt>
    <description><![CDATA[]]></description>
    <parts>
      <hpmsVTypeYear>
        <filename>C:\SPCMOVES5\E5_50\OZALL\E550\42003_2050_07_05_E550\CDM\hpmsVTypeYear.csv</filename>
      </hpmsVTypeYear>
      <monthvmtfraction>
        <filename>C:\SPCMOVES5\AQIN\MOVES\MonthDayHourFractions\MOVES5\2023\Month\42003_2023_MonthVMTFraction_NonLeap.csv</filename>
      </monthvmtfraction>
      <dayvmtfraction>
        <filename>C:\SPCMOVES5\AQIN\MOVES\MonthDayHourFractions\MOVES5\2023\Day\42003_2023_dayvmtfraction.csv</filename>
      </dayvmtfraction>
      <hourvmtfraction>
        <filename>C:\SPCMOVES5\E5_50\OZALL\E550\42003_2050_07_05_E550\CDM\hourvmtfraction.csv</filename>
      </hourvmtfraction>
    </parts>
  </vehicletypevmt>

  <starts>
    <description><![CDATA[]]></description>
    <parts>
      <startsPerDay>
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      </startsPerDay>
      <startsHourFraction>
        <filename></filename>
      </startsHourFraction>
      <startsSourceTypeFraction>
        <filename></filename>
      </startsSourceTypeFraction>
      <startsMonthAdjust>
        <filename></filename>
      </startsMonthAdjust>
      <importStartsOpModeDistribution>
        <filename></filename>
      </importStartsOpModeDistribution>
    </parts>
  </starts>
```

Sample MOVES Input Files – Ozone Runs

```
<filename></filename>
  </Starts>
</parts>
</starts>

<hotelling>
  <description><![CDATA[]]></description>
  <parts>
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      <filename></filename>
    </hotellingHoursPerDay>
    <hotellingHourFraction>
      <filename></filename>
    </hotellingHourFraction>
    <hotellingAgeFraction>
      <filename></filename>
    </hotellingAgeFraction>
    <hotellingMonthAdjust>
      <filename></filename>
    </hotellingMonthAdjust>
    <hotellingActivityDistribution>
      <filename></filename>
    </hotellingActivityDistribution>
  </parts>
</hotelling>

<idle>
  <description><![CDATA[]]></description>
  <parts>
    <totalIdleFraction>
      <filename></filename>
    </totalIdleFraction>
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Sample MOVES Input Files – Ozone Runs

4. MOVES Run Specification File – Ozone July Weekday Run (MOVESRUN.MRS)

Sample for 2050 Run for Pittsburgh-Beaver Valley nonattainment area – Allegheny County.
Separate MRS file for each county in the analysis.

```
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Sample MOVES Input Files – Ozone Runs

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Sample MOVES Input Files – Ozone Runs

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Sample MOVES Input Files – Ozone Runs

APPENDIX D

County and Facility Type Summaries
VMT, Speed, Emissions

Pittsburgh-Beaver Valley PM2.5 Annual Emission Summary
2027 Existing / Base Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny (Partial)	Off-Network	N/A	N/A	464.15	22.40
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	5,112,050	42.4	0.77	0.05
	Urban Restricted	2,788,905,003	48.7	532.42	26.69
	Urban UnRestricted	5,006,469,815	28.1	1,162.71	79.89
	Subtotal	7,800,486,868		2,160.05	129.04
Armstrong (Partial)	SPC May 2026	N/A	N/A	3.01	0.11
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	38,592,859	46.1	13.29	0.59
	Subtotal	38,592,859		16.30	0.70
Beaver	Off-Network	N/A	N/A	70.49	3.65
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,103,716	38.0	1.39	0.09
	Urban Restricted	357,659,719	56.5	36.77	1.92
	Urban UnRestricted	892,291,332	35.7	201.14	12.22
	Subtotal	1,257,054,767		309.79	17.88
Butler	Off-Network	N/A	N/A	146.02	5.34
	Rural Restricted	79,394,722	47.4	24.44	1.09
	Rural UnRestricted	177,293,045	33.7	57.10	3.18
	Urban Restricted	419,892,988	56.2	158.81	5.73
	Urban UnRestricted	1,047,429,562	37.0	363.11	18.70
	Subtotal	1,724,010,317		749.48	34.03
Washington	Off-Network	N/A	N/A	173.47	5.86
	Rural Restricted	148,119,794	57.5	39.50	1.49
	Rural UnRestricted	81,911,531	35.5	21.18	1.23
	Urban Restricted	913,455,625	56.3	347.51	12.58
	Urban UnRestricted	1,016,715,517	35.5	320.22	17.38
	Subtotal	2,160,202,466		901.86	38.54
Westmoreland	Off-Network	N/A	N/A	245.87	9.01
	Rural Restricted	58,571,645	54.8	13.92	0.58
	Rural UnRestricted	134,509,061	30.3	43.91	2.60
	Urban Restricted	912,387,158	55.7	359.69	13.10
	Urban UnRestricted	1,996,726,990	35.3	629.84	34.57
	Subtotal	3,102,194,854		1,293.23	59.85
Greene (Partial)	Off-Network	N/A	N/A	1.24	0.04
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	18,470,635	44.1	6.14	0.28
	Subtotal	18,470,635		7.38	0.33
Lawrence (Partial)	Off-Network	N/A	N/A	0.79	0.03
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	200,571	25.0	0.11	0.01
	Urban UnRestricted	12,684,647	41.9	3.55	0.18
	Subtotal	12,885,217		4.45	0.21
Region Subtotal		16,113,897,984		5,442.55	280.57
Off-Model Project Emission Benefits				0.00	0.00
Region Total		16,113,897,984		5,442.55	280.57
			(Kg/Year)	4,937,401	254,533

SPC July 2026

Pittsburgh-Beaver Valley PM2.5 Annual Emission Summary
2030 - TIP Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny (Partial)	Off-Network	N/A	N/A	404.26	20.52
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	5,111,870	42.3	0.57	0.04
	Urban Restricted	2,817,452,805	48.7	383.13	23.11
	Urban UnRestricted	5,013,595,983	28.1	875.26	72.59
	<i>Subtotal</i>	<i>7,836,160,657</i>		<i>1,663.23</i>	<i>116.27</i>
Armstrong (Partial)	SPC May 2026	N/A	N/A	2.61	0.10
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	38,472,571	46.3	9.47	0.49
	<i>Subtotal</i>	<i>38,472,571</i>		<i>12.08</i>	<i>0.59</i>
Beaver	Off-Network	N/A	N/A	63.98	3.54
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,062,420	38.0	1.00	0.08
	Urban Restricted	363,838,383	56.9	26.11	1.69
	Urban UnRestricted	899,691,195	35.7	148.10	10.91
	<i>Subtotal</i>	<i>1,270,591,998</i>		<i>239.20</i>	<i>16.22</i>
Butler	Off-Network	N/A	N/A	126.54	4.83
	Rural Restricted	79,391,862	47.4	17.35	0.91
	Rural UnRestricted	177,294,186	33.7	41.99	2.80
	Urban Restricted	424,832,704	56.2	112.55	4.65
	Urban UnRestricted	1,061,417,271	37.0	269.37	16.46
	<i>Subtotal</i>	<i>1,742,936,023</i>		<i>567.80</i>	<i>29.66</i>
Washington	Off-Network	N/A	N/A	148.16	5.20
	Rural Restricted	154,548,768	57.5	28.73	1.26
	Rural UnRestricted	82,782,821	35.5	15.73	1.10
	Urban Restricted	914,453,027	56.3	243.48	10.09
	Urban UnRestricted	1,027,362,670	35.5	237.67	15.39
	<i>Subtotal</i>	<i>2,179,147,286</i>		<i>673.77</i>	<i>33.02</i>
Westmoreland	Off-Network	N/A	N/A	210.48	8.01
	Rural Restricted	58,613,815	54.6	9.76	0.48
	Rural UnRestricted	135,325,018	30.3	32.69	2.32
	Urban Restricted	916,201,701	55.6	253.00	10.56
	Urban UnRestricted	2,010,950,278	35.4	465.46	30.48
	<i>Subtotal</i>	<i>3,121,090,813</i>		<i>971.39</i>	<i>51.85</i>
Greene (Partial)	Off-Network	N/A	N/A	1.07	0.04
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	18,439,048	44.1	4.35	0.24
	<i>Subtotal</i>	<i>18,439,048</i>		<i>5.42</i>	<i>0.28</i>
Lawrence (Partial)	Off-Network	N/A	N/A	0.68	0.03
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	201,524	25.0	0.08	0.01
	Urban UnRestricted	12,777,840	41.8	2.55	0.15
	<i>Subtotal</i>	<i>12,979,364</i>		<i>3.31</i>	<i>0.19</i>
Region Subtotal		16,219,817,761		4,136.20	248.07
Off-Model Project Emission Benefits				0.00	0.00
Region Total		16,219,817,761		4,136.20	248.07
			(Kg/Year)	3,752,303	225,047

SPC July 2026

Pittsburgh-Beaver Valley PM2.5 Annual Emission Summary
2035 - Interim Year #1 (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny (Partial)	Off-Network	N/A	N/A	384.16	16.96
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	5,168,007	42.2	0.36	0.04
	Urban Restricted	2,881,735,216	48.7	248.51	19.87
	Urban UnRestricted	5,048,702,339	28.1	567.85	65.47
	<i>Subtotal</i>	<i>7,935,605,561</i>		<i>1,200.88</i>	<i>102.34</i>
Armstrong (Partial)	SPC May 2026	N/A	N/A	2.36	0.07
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	38,411,456	46.4	6.02	0.41
	<i>Subtotal</i>	<i>38,411,456</i>		<i>8.37</i>	<i>0.48</i>
Beaver	Off-Network	N/A	N/A	59.21	2.76
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,164,386	38.0	0.64	0.07
	Urban Restricted	373,265,073	56.9	16.60	1.45
	Urban UnRestricted	916,227,280	35.9	95.50	9.67
	<i>Subtotal</i>	<i>1,296,656,739</i>		<i>171.95</i>	<i>13.95</i>
Butler	Off-Network	N/A	N/A	112.57	3.59
	Rural Restricted	79,234,318	47.5	10.99	0.76
	Rural UnRestricted	177,288,252	33.7	26.74	2.44
	Urban Restricted	432,548,773	56.2	72.70	3.74
	Urban UnRestricted	1,091,931,107	36.8	177.03	14.68
	<i>Subtotal</i>	<i>1,781,002,450</i>		<i>400.03</i>	<i>25.21</i>
Washington	Off-Network	N/A	N/A	128.43	3.77
	Rural Restricted	155,945,462	57.5	18.40	1.01
	Rural UnRestricted	85,204,677	35.5	10.28	0.99
	Urban Restricted	872,207,512	55.9	151.97	7.83
	Urban UnRestricted	1,091,262,601	36.2	158.73	13.84
	<i>Subtotal</i>	<i>2,204,620,251</i>		<i>467.81</i>	<i>27.44</i>
Westmoreland	Off-Network	N/A	N/A	193.73	6.41
	Rural Restricted	58,624,663	54.7	6.13	0.39
	Rural UnRestricted	137,385,847	30.3	21.29	2.08
	Urban Restricted	940,983,622	55.6	165.50	8.59
	Urban UnRestricted	2,021,449,239	35.4	298.66	26.66
	<i>Subtotal</i>	<i>3,158,443,371</i>		<i>685.31</i>	<i>44.13</i>
Greene (Partial)	Off-Network	N/A	N/A	0.94	0.03
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	18,226,937	44.2	2.68	0.20
	<i>Subtotal</i>	<i>18,226,937</i>		<i>3.63</i>	<i>0.23</i>
Lawrence (Partial)	Off-Network	N/A	N/A	0.61	0.02
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	323,613	25.0	0.08	0.01
	Urban UnRestricted	12,780,235	41.7	1.58	0.13
	<i>Subtotal</i>	<i>13,103,848</i>		<i>2.27</i>	<i>0.16</i>
Region Subtotal		16,446,070,614		2,940.25	213.93
Off-Model Project Emission Benefits				0.00	0.00
Region Total		16,446,070,614		2,940.25	213.93
			(Kg/Year)	2,667,355	194,077

SPC July 2026

Pittsburgh-Beaver Valley PM2.5 Annual Emission Summary
2045 - Interim Year #2 (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny (Partial)	Off-Network	N/A	N/A	353.40	5.88
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,124,111	42.8	0.33	0.05
	Urban Restricted	2,963,268,216	48.2	176.02	18.26
	Urban UnRestricted	5,080,201,555	27.7	376.02	61.45
	<i>Subtotal</i>	<i>8,050,593,881</i>		<i>905.77</i>	<i>85.64</i>
Armstrong (Partial)	SPC May 2026	N/A	N/A	2.20	0.03
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	39,387,482	46.4	4.10	0.37
	<i>Subtotal</i>	<i>39,387,482</i>		<i>6.30</i>	<i>0.39</i>
Beaver	Off-Network	N/A	N/A	54.29	0.94
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,660,868	37.9	0.44	0.07
	Urban Restricted	375,338,118	56.4	10.76	1.24
	Urban UnRestricted	927,592,502	35.5	63.87	8.99
	<i>Subtotal</i>	<i>1,310,591,488</i>		<i>129.36</i>	<i>11.24</i>
Butler	Off-Network	N/A	N/A	101.88	1.21
	Rural Restricted	82,081,131	47.8	7.67	0.68
	Rural UnRestricted	171,537,811	32.6	17.47	2.25
	Urban Restricted	460,563,722	56.4	53.87	3.34
	Urban UnRestricted	1,136,232,678	36.6	122.33	13.89
	<i>Subtotal</i>	<i>1,850,415,342</i>		<i>303.22</i>	<i>21.37</i>
Washington	Off-Network	N/A	N/A	122.93	1.48
	Rural Restricted	162,956,207	57.6	13.21	0.88
	Rural UnRestricted	79,065,427	33.9	6.47	0.88
	Urban Restricted	884,832,178	55.3	108.17	6.91
	Urban UnRestricted	1,113,196,335	35.7	108.18	12.95
	<i>Subtotal</i>	<i>2,240,050,147</i>		<i>358.96</i>	<i>23.09</i>
Westmoreland	Off-Network	N/A	N/A	178.78	2.23
	Rural Restricted	60,910,034	50.9	4.61	0.40
	Rural UnRestricted	134,049,894	29.6	13.85	1.91
	Urban Restricted	957,250,403	55.5	117.87	7.49
	Urban UnRestricted	2,041,684,019	35.0	201.33	24.75
	<i>Subtotal</i>	<i>3,193,894,350</i>		<i>516.44</i>	<i>36.79</i>
Greene (Partial)	Off-Network	N/A	N/A	0.85	0.01
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	17,788,566	44.3	1.69	0.17
	<i>Subtotal</i>	<i>17,788,566</i>		<i>2.54</i>	<i>0.18</i>
Lawrence (Partial)	Off-Network	N/A	N/A	0.60	0.01
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	382,564	25.0	0.07	0.01
	Urban UnRestricted	14,129,707	41.6	1.13	0.13
	<i>Subtotal</i>	<i>14,512,271</i>		<i>1.80</i>	<i>0.15</i>
Region Subtotal		16,717,233,527		2,224.39	178.85
Off-Model Project Emission Benefits				0.00	0.00
Region Total		16,717,233,527		2,224.39	178.85
			(Kg/Year)	2,017,931	162,251

SPC July 2026

Pittsburgh-Beaver Valley PM2.5 Annual Emission Summary
2050 - Horizon Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny (Partial)	Off-Network	N/A	N/A	356.95	3.35
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	6,705,557	42.6	0.29	0.04
	Urban Restricted	3,075,841,994	48.4	173.64	18.38
	Urban UnRestricted	5,096,901,799	27.7	353.38	60.75
	Subtotal	8,179,449,350		884.26	82.53
Armstrong (Partial)	SPC May 2026	N/A	N/A	2.19	0.02
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	38,837,870	46.5	3.84	0.35
	Subtotal	38,837,870		6.04	0.37
Beaver	Off-Network	N/A	N/A	54.72	0.51
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,571,726	37.9	0.41	0.06
	Urban Restricted	382,431,535	56.4	10.49	1.22
	Urban UnRestricted	938,766,268	35.6	60.90	8.93
	Subtotal	1,328,769,528		126.53	10.72
Butler	Off-Network	N/A	N/A	101.33	0.69
	Rural Restricted	82,245,170	47.8	7.32	0.66
	Rural UnRestricted	171,692,389	32.6	16.45	2.22
	Urban Restricted	468,592,224	56.5	52.57	3.31
	Urban UnRestricted	1,160,638,009	36.5	117.92	13.96
	Subtotal	1,883,167,791		295.59	20.83
Washington	Off-Network	N/A	N/A	123.60	0.86
	Rural Restricted	171,796,648	57.7	13.32	0.89
	Rural UnRestricted	80,376,134	33.9	6.20	0.88
	Urban Restricted	887,853,635	55.3	104.17	6.75
	Urban UnRestricted	1,136,949,530	35.7	104.32	13.01
	Subtotal	2,276,975,946		351.61	22.39
Westmoreland	Off-Network	N/A	N/A	179.22	1.26
	Rural Restricted	60,622,688	50.9	4.38	0.39
	Rural UnRestricted	134,595,784	29.6	13.08	1.89
	Urban Restricted	959,944,905	55.5	113.66	7.31
	Urban UnRestricted	2,063,037,151	35.0	191.93	24.58
	Subtotal	3,218,200,528		502.29	35.43
Greene (Partial)	Off-Network	N/A	N/A	0.84	0.01
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	0	N/A	0.00	0.00
	Urban UnRestricted	17,601,178	44.3	1.59	0.16
	Subtotal	17,601,178		2.43	0.17
Lawrence (Partial)	Off-Network	N/A	N/A	0.60	0.01
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	393,519	25.0	0.06	0.01
	Urban UnRestricted	14,455,373	41.6	1.09	0.13
	Subtotal	14,848,892		1.76	0.14
Region Subtotal		16,957,851,083		2,170.50	172.59
Off-Model Project Emission Benefits				0.00	0.00
Region Total		16,957,851,083		2,170.50	172.59
			(Kg/Year)	1,969,045	156,567

SPC July 2026

Allegheny County, PA PM2.5 Annual Emission Summary
2027 Existing / Base Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny	Off-Network	N/A	N/A	469.67	22.74
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	5,121,438	42.4	0.78	0.05
	Urban Restricted	2,788,865,008	48.7	532.28	26.69
	Urban UnRestricted	5,070,028,059	28.1	1,175.45	80.80
	<i>Subtotal</i>	<i>7,864,014,504</i>		<i>2,178.18</i>	<i>130.27</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		7,864,014,504		2,178.18	130.27
			(Kg/Year)	1,976,010	118,183

SPC July 2026

Allegheny County, PA PM2.5 Annual Emission Summary
2030 TIP Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny	Off-Network	N/A	N/A	420.36	22.09
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	5,117,011	42.3	0.57	0.04
	Urban Restricted	2,817,412,830	48.7	383.63	23.02
	Urban UnRestricted	5,076,614,480	28.1	885.85	73.21
	<i>Subtotal</i>	<i>7,899,144,322</i>		<i>1,690.41</i>	<i>118.36</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		7,899,144,322		1,690.41	118.36
			(Kg/Year)	1,533,517	107,375

SPC July 2026

Allegheny County, PA PM2.5 Annual Emission Summary
2035 Interim Year #1 (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny	Off-Network	N/A	N/A	388.93	17.22
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	5,173,144	42.2	0.36	0.04
	Urban Restricted	2,881,694,683	48.7	248.45	19.87
	Urban UnRestricted	5,109,130,244	28.1	573.57	66.16
	<i>Subtotal</i>	<i>7,995,998,070</i>		<i>1,211.31</i>	<i>103.29</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		7,995,998,070		1,211.31	103.29
			(Kg/Year)	1,098,884	93,705

SPC July 2026

Allegheny County, PA PM2.5 Annual Emission Summary
2045 Interim Year #2 (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny	Off-Network	N/A	N/A	357.71	5.97
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	7,130,718	42.8	0.33	0.05
	Urban Restricted	2,963,226,140	48.2	175.99	18.26
	Urban UnRestricted	5,135,495,899	27.7	379.61	62.08
	<i>Subtotal</i>	<i>8,105,852,757</i>		<i>913.65</i>	<i>86.36</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		8,105,852,757		913.65	86.36
			(Kg/Year)	828,846	78,343

SPC July 2026

Allegheny County, PA PM2.5 Annual Emission Summary
2050 LRP Horizon Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Allegheny	Off-Network	N/A	N/A	361.27	3.40
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	6,711,429	42.6	0.29	0.04
	Urban Restricted	3,075,800,001	48.4	173.62	18.38
	Urban UnRestricted	5,150,739,672	27.7	356.67	61.36
	<i>Subtotal</i>	<i>8,233,251,102</i>		<i>891.86</i>	<i>83.18</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		8,233,251,102		891.86	83.18
			(Kg/Year)	809,080	75,461

SPC July 2026

Indiana County PM2.5 Annual Emission Summary*
2027 Existing / Base Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Indiana (Partial)	Off-Network	N/A	N/A	9.35	0.30
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	181,777	25.0	0.13	0.01
	Urban UnRestricted	131,724,585	49.5	43.92	1.84
	<i>Subtotal</i>	<i>131,906,363</i>		<i>53.40</i>	<i>2.15</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		131,906,363		53.40	2.15
			(Kg/Year)	48,447	1,950

SPC July 2026

* Indiana County Portion of Johnstown, PA PM2.5 Nonattainment Area

Indiana County PM2.5 Annual Emission Summary*
2028 TIP Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Indiana (Partial)	Off-Network	N/A	N/A	8.04	0.28
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	188,171	25.0	0.10	0.01
	Urban UnRestricted	132,217,332	49.6	30.75	1.52
	<i>Subtotal</i>	<i>132,405,503</i>		<i>38.90</i>	<i>1.81</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		132,405,503		38.90	1.81
			(Kg/Year)	35,288	1,640

SPC July 2026

* Indiana County Portion of Johnstown, PA PM2.5 Nonattainment Area

Indiana County PM2.5 Annual Emission Summary*
2035 Interim Year #1 (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Indiana (Partial)	Off-Network	N/A	N/A	7.31	0.24
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	192,774	25.0	0.07	0.01
	Urban UnRestricted	132,977,181	49.6	19.25	1.25
	<i>Subtotal</i>	<i>133,169,955</i>		<i>26.63</i>	<i>1.50</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		133,169,955		26.63	1.50
			(Kg/Year)	24,158	1,362

SPC July 2026

* Indiana County Portion of Johnstown, PA PM2.5 Nonattainment Area

Indiana County PM2.5 Annual Emission Summary*
2045 Interim Year #2 (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Indiana (Partial)	Off-Network	N/A	N/A	6.85	0.11
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	226,846	25.0	0.05	0.01
	Urban UnRestricted	135,898,787	49.8	12.87	1.08
	<i>Subtotal</i>	<i>136,125,633</i>		<i>19.77</i>	<i>1.20</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		136,125,633		19.77	1.20
			(Kg/Year)	17,934	1,085

SPC July 2026

* Indiana County Portion of Johnstown, PA PM2.5 Nonattainment Area

Indiana County PM2.5 Annual Emission Summary*
2050 LRP Horizon Year (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Indiana (Partial)	Off-Network	N/A	N/A	6.85	0.06
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	0	N/A	0.00	0.00
	Urban Restricted	237,855	25.0	0.05	0.01
	Urban UnRestricted	136,838,105	49.9	12.29	1.05
	<i>Subtotal</i>	<i>137,075,960</i>		<i>19.19</i>	<i>1.12</i>
Off-Model Project Emission Benefits	SPC May 2026			0.00	0.00
Region Total		137,075,960		19.19	1.12
			(Kg/Year)	17,410	1,017

SPC July 2026

* Indiana County Portion of Johnstown, PA PM2.5 Nonattainment Area

Pittsburgh-Beaver Valley 8-Hour Ozone Emission Summary
2027 Existing / Base Year (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Allegheny	Off-Network	N/A	N/A	2.791	1.190
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	16,163	42.4	0.001	0.002
	Urban Restricted	9,561,390	48.7	0.329	1.635
	Urban UnRestricted	15,949,441	28.1	0.865	3.315
	Subtotal	25,526,994		3.986	6.142
Armstrong	SPC May 2026	0	0.0	0.255	0.129
	Rural Restricted	222,614	54.5	0.009	0.060
	Rural UnRestricted	171,797	34.7	0.010	0.054
	Urban Restricted	74,095	33.4	0.005	0.042
	Urban UnRestricted	1,149,860	44.1	0.054	0.371
	Subtotal	1,618,367		0.332	0.655
Beaver	Off-Network	0	0.0	0.470	0.176
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	22,225	38.0	0.001	0.004
	Urban Restricted	1,226,345	56.5	0.037	0.112
	Urban UnRestricted	2,814,100	35.7	0.131	0.570
	Subtotal	4,062,670		0.639	0.863
Butler	Off-Network	0	0.0	0.727	0.399
	Rural Restricted	272,249	47.4	0.011	0.075
	Rural UnRestricted	557,180	33.7	0.030	0.162
	Urban Restricted	1,439,917	56.2	0.056	0.490
	Urban UnRestricted	3,306,757	37.0	0.168	1.031
	Subtotal	5,576,103		0.992	2.157
Washington	Off-Network	0	0.0	0.703	0.489
	Rural Restricted	507,915	57.5	0.017	0.122
	Rural UnRestricted	257,803	35.5	0.012	0.060
	Urban Restricted	3,132,636	56.3	0.117	1.074
	Urban UnRestricted	3,212,404	35.5	0.158	0.912
	Subtotal	7,110,758		1.007	2.657
Westmoreland	Off-Network	0	0.0	1.099	0.674
	Rural Restricted	200,850	54.8	0.007	0.043
	Rural UnRestricted	423,928	30.3	0.023	0.125
	Urban Restricted	3,129,037	55.7	0.117	1.110
	Urban UnRestricted	6,298,905	35.3	0.307	1.787
	Subtotal	10,052,720		1.554	3.739
Fayette	Off-Network	0	0.0	0.465	0.207
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	2,422	44.7	0.000	0.000
	Urban Restricted	583,572	46.2	0.025	0.167
	Urban UnRestricted	2,582,894	40.6	0.121	0.656
	Subtotal	3,168,887		0.612	1.030
Region Subtotal		57,116,498		9.123	17.243
Off-Model Project Emission Benefits				0.000	0.000
Region Total		57,116,498		9.123	17.243
			(Kg/Day)	8,276	15,642

SPC July 2026

Pittsburgh-Beaver Valley 8-Hour Ozone Emission Summary
2030 TIP Year (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Allegheny	Off-Network	N/A	N/A	2.449	1.003
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	16,151	42.3	0.001	0.002
	Urban Restricted	9,659,126	48.7	0.287	1.172
	Urban UnRestricted	15,969,509	28.1	0.761	2.485
	Subtotal	25,644,786		3.498	4.661
Armstrong	SPC May 2026	0	0.0	0.234	0.110
	Rural Restricted	222,601	54.5	0.007	0.042
	Rural UnRestricted	173,056	34.7	0.008	0.040
	Urban Restricted	74,417	33.4	0.004	0.031
	Urban UnRestricted	1,157,466	44.2	0.046	0.268
	Subtotal	1,627,540		0.300	0.491
Beaver	Off-Network	0	0.0	0.441	0.154
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	22,096	38.0	0.001	0.003
	Urban Restricted	1,247,534	56.9	0.033	0.079
	Urban UnRestricted	2,837,455	35.7	0.114	0.419
	Subtotal	4,107,085		0.589	0.654
Butler	Off-Network	0	0.0	0.657	0.337
	Rural Restricted	272,247	47.4	0.010	0.053
	Rural UnRestricted	557,191	33.7	0.026	0.118
	Urban Restricted	1,456,878	56.2	0.047	0.346
	Urban UnRestricted	3,351,064	37.0	0.146	0.762
	Subtotal	5,637,380		0.885	1.618
Washington	Off-Network	0	0.0	0.621	0.409
	Rural Restricted	529,960	57.5	0.015	0.088
	Rural UnRestricted	260,551	35.5	0.011	0.044
	Urban Restricted	3,136,068	56.3	0.096	0.750
	Urban UnRestricted	3,246,155	35.5	0.137	0.674
	Subtotal	7,172,734		0.879	1.966
Westmoreland	Off-Network	0	0.0	0.967	0.564
	Rural Restricted	200,990	54.6	0.006	0.030
	Rural UnRestricted	426,450	30.3	0.020	0.092
	Urban Restricted	3,142,142	55.6	0.097	0.778
	Urban UnRestricted	6,343,934	35.4	0.265	1.316
	Subtotal	10,113,516		1.355	2.780
Fayette	Off-Network	0	0.0	0.426	0.175
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	2,513	44.7	0.000	0.000
	Urban Restricted	585,138	46.1	0.021	0.119
	Urban UnRestricted	2,586,751	40.6	0.104	0.474
	Subtotal	3,174,402		0.552	0.769
Region Subtotal		57,477,442		8.058	12.938
Off-Model Project Emission Benefits				0.000	0.000
Region Total		57,477,442		8.058	12.938
			(Kg/Day)	7,310	11,737

SPC July 2026

Pittsburgh-Beaver Valley 8-Hour Ozone Emission Summary
2035 Interim Year #1 (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Allegheny	Off-Network	N/A	N/A	2.265	0.906
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	16,328	42.2	0.000	0.001
	Urban Restricted	9,879,512	48.7	0.249	0.742
	Urban UnRestricted	16,072,592	28.1	0.659	1.577
	<i>Subtotal</i>	<i>25,968,432</i>		<i>3.173</i>	<i>3.226</i>
Armstrong	SPC May 2026	0	0.0	0.212	0.096
	Rural Restricted	213,094	54.5	0.006	0.024
	Rural UnRestricted	174,317	34.7	0.007	0.025
	Urban Restricted	88,097	33.7	0.004	0.022
	Urban UnRestricted	1,165,848	44.2	0.038	0.168
	<i>Subtotal</i>	<i>1,641,357</i>		<i>0.266</i>	<i>0.336</i>
Beaver	Off-Network	0	0.0	0.390	0.136
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	22,415	38.0	0.001	0.002
	Urban Restricted	1,279,867	56.9	0.029	0.050
	Urban UnRestricted	2,889,716	35.9	0.098	0.264
	<i>Subtotal</i>	<i>4,191,997</i>		<i>0.518</i>	<i>0.451</i>
Butler	Off-Network	0	0.0	0.573	0.289
	Rural Restricted	271,700	47.5	0.008	0.033
	Rural UnRestricted	557,185	33.7	0.022	0.074
	Urban Restricted	1,483,339	56.2	0.039	0.218
	Urban UnRestricted	3,448,029	36.8	0.127	0.489
	<i>Subtotal</i>	<i>5,760,253</i>		<i>0.769</i>	<i>1.104</i>
Washington	Off-Network	0	0.0	0.523	0.342
	Rural Restricted	534,736	57.5	0.013	0.055
	Rural UnRestricted	268,139	35.5	0.009	0.028
	Urban Restricted	2,991,191	55.9	0.074	0.456
	Urban UnRestricted	3,446,814	36.2	0.120	0.440
	<i>Subtotal</i>	<i>7,240,880</i>		<i>0.739</i>	<i>1.321</i>
Westmoreland	Off-Network	0	0.0	0.898	0.495
	Rural Restricted	201,030	54.7	0.005	0.018
	Rural UnRestricted	432,938	30.3	0.017	0.059
	Urban Restricted	3,227,120	55.6	0.080	0.496
	Urban UnRestricted	6,377,581	35.4	0.224	0.825
	<i>Subtotal</i>	<i>10,238,669</i>		<i>1.224</i>	<i>1.893</i>
Fayette	Off-Network	0	0.0	0.384	0.153
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	2,472	44.7	0.000	0.000
	Urban Restricted	591,418	46.1	0.018	0.074
	Urban UnRestricted	2,597,318	40.6	0.088	0.295
	<i>Subtotal</i>	<i>3,191,208</i>		<i>0.490</i>	<i>0.523</i>
Region Subtotal		58,232,794		7.179	8.853
Off-Model Project Emission Benefits				0.000	0.000
Region Total		58,232,794		7.179	8.853
			(Kg/Day)	6,513	8,032

SPC July 2026

Pittsburgh-Beaver Valley 8-Hour Ozone Emission Summary
2045 Interim Year #2 (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Allegheny	Off-Network	N/A	N/A	1.883	0.773
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	22,497	42.8	0.001	0.001
	Urban Restricted	10,159,046	48.2	0.216	0.501
	Urban UnRestricted	16,155,496	27.7	0.559	0.994
	<i>Subtotal</i>	<i>26,337,039</i>		<i>2.658</i>	<i>2.269</i>
Armstrong	SPC May 2026	0	0.0	0.182	0.083
	Rural Restricted	211,178	54.4	0.005	0.016
	Rural UnRestricted	177,443	34.7	0.006	0.016
	Urban Restricted	88,316	31.6	0.003	0.015
	Urban UnRestricted	1,180,829	43.6	0.032	0.109
	<i>Subtotal</i>	<i>1,657,767</i>		<i>0.227</i>	<i>0.239</i>
Beaver	Off-Network	0	0.0	0.325	0.115
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	23,968	37.9	0.001	0.001
	Urban Restricted	1,286,967	56.4	0.024	0.031
	Urban UnRestricted	2,925,935	35.5	0.083	0.168
	<i>Subtotal</i>	<i>4,236,871</i>		<i>0.433</i>	<i>0.315</i>
Butler	Off-Network	0	0.0	0.460	0.251
	Rural Restricted	281,469	47.8	0.007	0.022
	Rural UnRestricted	539,178	32.6	0.018	0.046
	Urban Restricted	1,579,437	56.4	0.033	0.153
	Urban UnRestricted	3,588,258	36.6	0.109	0.322
	<i>Subtotal</i>	<i>5,988,342</i>		<i>0.627</i>	<i>0.794</i>
Washington	Off-Network	0	0.0	0.472	0.307
	Rural Restricted	558,796	57.6	0.011	0.038
	Rural UnRestricted	248,850	33.9	0.007	0.017
	Urban Restricted	3,034,472	55.3	0.061	0.308
	Urban UnRestricted	3,516,694	35.7	0.101	0.285
	<i>Subtotal</i>	<i>7,358,812</i>		<i>0.653</i>	<i>0.955</i>
Westmoreland	Off-Network	0	0.0	0.745	0.431
	Rural Restricted	208,868	50.9	0.004	0.013
	Rural UnRestricted	422,448	29.6	0.014	0.036
	Urban Restricted	3,282,921	55.5	0.066	0.335
	Urban UnRestricted	6,441,560	35.0	0.188	0.529
	<i>Subtotal</i>	<i>10,355,797</i>		<i>1.017</i>	<i>1.345</i>
Fayette	Off-Network	0	0.0	0.329	0.131
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	2,558	44.7	0.000	0.000
	Urban Restricted	599,474	46.0	0.015	0.048
	Urban UnRestricted	2,630,660	40.6	0.073	0.188
	<i>Subtotal</i>	<i>3,232,692</i>		<i>0.417</i>	<i>0.367</i>
Region Subtotal		59,167,320		6.032	6.285
Off-Model Project Emission Benefits				0.000	0.000
Region Total		59,167,320		6.032	6.285
			(Kg/Day)	5,472	5,701

SPC July 2026

Pittsburgh-Beaver Valley 8-Hour Ozone Emission Summary
2050 LRP Horizon Year (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Allegheny	Off-Network	N/A	N/A	1.887	0.769
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	21,175	42.6	0.000	0.001
	Urban Restricted	10,544,985	48.4	0.217	0.489
	Urban UnRestricted	16,204,661	27.7	0.546	0.923
	<i>Subtotal</i>	<i>26,770,822</i>		<i>2.651</i>	<i>2.182</i>
Armstrong	SPC May 2026	0	0.0	0.183	0.083
	Rural Restricted	211,964	54.4	0.004	0.015
	Rural UnRestricted	178,915	34.7	0.006	0.015
	Urban Restricted	88,651	31.6	0.003	0.014
	Urban UnRestricted	1,190,454	43.6	0.031	0.103
	<i>Subtotal</i>	<i>1,669,984</i>		<i>0.227</i>	<i>0.230</i>
Beaver	Off-Network	0	0.0	0.326	0.114
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	23,689	37.9	0.001	0.001
	Urban Restricted	1,311,278	56.4	0.024	0.030
	Urban UnRestricted	2,961,223	35.6	0.082	0.159
	<i>Subtotal</i>	<i>4,296,189</i>		<i>0.433</i>	<i>0.304</i>
Butler	Off-Network	0	0.0	0.449	0.247
	Rural Restricted	282,031	47.8	0.007	0.021
	Rural UnRestricted	539,676	32.6	0.018	0.043
	Urban Restricted	1,606,977	56.5	0.033	0.148
	Urban UnRestricted	3,665,554	36.5	0.109	0.307
	<i>Subtotal</i>	<i>6,094,238</i>		<i>0.615</i>	<i>0.766</i>
Washington	Off-Network	0	0.0	0.473	0.305
	Rural Restricted	589,104	57.7	0.011	0.038
	Rural UnRestricted	252,981	33.9	0.007	0.016
	Urban Restricted	3,044,834	55.3	0.060	0.294
	Urban UnRestricted	3,591,896	35.7	0.101	0.272
	<i>Subtotal</i>	<i>7,478,814</i>		<i>0.651</i>	<i>0.925</i>
Westmoreland	Off-Network	0	0.0	0.746	0.426
	Rural Restricted	207,880	50.9	0.004	0.012
	Rural UnRestricted	424,180	29.6	0.014	0.034
	Urban Restricted	3,292,105	55.5	0.064	0.320
	Urban UnRestricted	6,509,070	35.0	0.185	0.498
	<i>Subtotal</i>	<i>10,433,235</i>		<i>1.012</i>	<i>1.291</i>
Fayette	Off-Network	0	0.0	0.331	0.129
	Rural Restricted	0	N/A	0.000	0.000
	Rural UnRestricted	2,667	44.7	0.000	0.000
	Urban Restricted	603,334	46.1	0.014	0.046
	Urban UnRestricted	2,639,624	40.7	0.071	0.177
	<i>Subtotal</i>	<i>3,245,625</i>		<i>0.416</i>	<i>0.352</i>
Region Subtotal		59,988,908		6.005	6.049
Off-Model Project Emission Benefits				0.000	0.000
Region Total		59,988,908		6.005	6.049
			(Kg/Day)	5,448	5,487

SPC July 2026

APPENDIX E

Common Acronyms

COMMON ACRONYMS

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act of 1990 (federal)
ADT	Average Daily Traffic
BIL	Bipartisan Infrastructure Law (federal transportation law – enacted 2021) (also IIJA)
BPR	PennDOT Bureau of Planning and Research
BRT	Bus Rapid Transit
CAAA 90	Federal Clean Air Act Amendments of 1990
CA LEV	California Low Emission Vehicle Program
CARB	California Air Resources Board
CBD	Central Business District
CENTRAL	Menu-driven software platform that executes PPSUITE and MOVES in batch mode
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Program (FHWA)
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
DEP	Pennsylvania Department of Environmental Protection (also PaDEP)
DOT	Department of Transportation (also see PennDOT; USDOT)
DVMT	Daily Vehicle Miles of Travel
EPA	Environmental Protection Agency (United States)
EPACT	Energy Policy Act of 1992 (federal)
FAST-Act	Fixing America’s Surface Transportation Act (federal transportation law – enacted 2015)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
HBW	Home-Based Work trips
HBO	Home-Based Other trips
HC	Hydrocarbons
HDDV	Heavy Duty Diesel Vehicle
HDGV	Heavy Duty Gasoline Vehicle
HDV	Heavy Duty Vehicle
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Vehicle Emissions Inspection and Maintenance Program
IIJA	Infrastructure Investment and Jobs Act (federal transportation law – enacted 2021) (also BIL)
ISTEA	Intermodal Surface Transportation Efficiency Act (federal transportation law – enacted 1991)
IVHS	Intelligent Vehicle Highway Systems
ITS	Intelligent Transportation Systems
IVT	In-Vehicle Travel Time
LDDT	Light Duty Diesel Truck
LDDV	Light Duty Diesel Vehicle
LDGT	Light Duty Gasoline Truck
LDGV	Light Duty Gasoline Vehicle
LDT	Light Duty Truck
LDV	Light Duty Vehicle
LEV	Low Emission Vehicle
LRP	Long-Range Transportation Plan
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century (federal transportation law – enacted 2012)
MOVES	Motor Vehicle Emissions Simulator – EPA on-road emissions model

COMMON ACRONYMS

MPO	Metropolitan Planning Organization
MPH	Miles per Hour
MPMS	Multi-Modal Project Management System (Pennsylvania)
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standards (federal)
NEPA	National Environmental Policy Act of 1969, as amended (federal)
NHB	Non Home-Based trips
NHS	National Highway System
NH ₃	Ammonia
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
O ₃	Ozone
OVT	Out of Vehicle Travel Time
PaDEP	Pennsylvania Department of Environmental Protection (also DEP)
PennDOT	Pennsylvania Department of Transportation (also DOT)
PM ₁₀	Coarse Particulate Matter - particles with diameter less than 10 micrometers
PM _{2.5}	Fine Particulate Matter - particles with diameter less than 2.5 micrometers
PPB	Parts Per Billion
PPM	Parts Per Million
PPSUITE	Software tool to estimate DVMT, average speeds, and vehicle type mix for input to MOVES
RFG	Reformulated Gasoline
RFP	Reasonable Further Progress
RMS	PennDOT's Roadway Management System
ROW	Right of Way
RVP	Reid Vapor Pressure
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (federal – 2005)
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SO ₂	Sulfur Dioxide
SO _x	Sulfur Oxides
SPC	Southwestern Pennsylvania Commission
SR	State Route number
STC	State Transportation Commission
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TCM	Transportation Control Measure
TDM	Travel Demand Management
TEA-21	Transportation Equity Act for the 21st Century (federal transportation law – enacted 1998)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPD	Tons per Day
TPY	Tons per Year
TR	Traffic Route number
TSM	Transportation System Management
USC	United States Code
µG/M ³	Micrograms per Cubic Meter
USDOT	United States Department of Transportation (also DOT)
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOYAGER	Suite of computer programs used to model travel demand

APPENDIX F

SPC Resolutions 01-26 and 03-26

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 01-26

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that the region's fiscally constrained 2027-2030 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2050 Transportation Plan (a component of *SmartMoves for a Changing Region*) are consistent with the requirements of the federal Clean Air Act.

WHEREAS, the federal Clean Air Act authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), to define the boundaries of areas not in attainment of the Standards, and to establish criteria and procedures for attaining and maintaining the Standards; and

WHEREAS, the EPA requires conformity assessments for three nonattainment and maintenance areas in the SPC planning region for the 8-Hour Ozone NAAQS; these include the Pittsburgh-Beaver Valley nonattainment area (comprised of the seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland); the Greene County maintenance area (comprised of Greene County in its entirety); and the Clearfield-Indiana maintenance area (comprised of Clearfield County, which is outside of SPC's planning area, and Indiana County which is within SPC's planning area); and

WHEREAS, the EPA requires conformity assessments for four nonattainment areas in the SPC planning region for the PM 2.5 NAAQS; these include the Liberty-Clairton nonattainment area (comprised of five municipalities within Allegheny County); the Pittsburgh-Beaver Valley nonattainment area (comprised of Beaver, Butler, Washington, and Westmoreland counties in their entirety and portions of Allegheny, Armstrong, Greene, and Lawrence counties); the Allegheny County nonattainment area (comprised of Allegheny County in its entirety); and the Johnstown nonattainment area (comprised of portions of Indiana County within SPC's planning area, and all of Cambria County which is in the planning area of the Johnstown MPO); and

WHEREAS, the EPA, in the Transportation Conformity Rule (40 CFR Part 93), provides criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making conformity determinations regarding transportation plans, programs, and projects within designated nonattainment and maintenance areas; and

WHEREAS, the Transportation Conformity Rule and Sections 174, 176(c), and 176(d) of the federal Clean Air Act (Sections 7504, 7506(c), and 7506(d) of Title 42 USC) require that the MPO not approve any plan, program, or project which does not conform with the Act; and

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23 USC and Section 5303 of Title 49 USC for carrying out a continuing, cooperative, and comprehensive transportation

planning process; Section 174 of the federal Clean Air Act designates this same organization as responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS; and

WHEREAS, SPC staff has conducted a qualitative and quantitative analysis for the designated PM 2.5 and 8-Hour Ozone nonattainment and maintenance areas within the SPC region in accordance with the applicable criteria and procedures of the federal Clean Air Act and the Transportation Conformity Rule, and has demonstrated conformity of the 2027-2030 TIP and the 2050 Transportation Plan to the Clean Air Act; and

WHEREAS, the results of the conformity analysis were widely available for public review and comment consistent with SPC's established public review procedures from May 7, 2026 through June 5, 2026 including ten public meetings; responses to all public comments have been compiled and made available to Commission members for review.

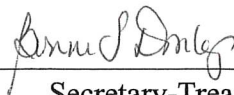
NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's fiscally constrained 2027-2030 TIP and the 2050 Transportation Plan conform to the federal Clean Air Act by supporting its intention of achieving and maintaining the NAAQS;

BE IT FURTHER RESOLVED that the region's 2027-2030 TIP and the 2050 Transportation Plan are consistent with the federal Clean Air Act and Transportation Conformity Rule; no goals, directives, recommendations, or projects in the region's TIP or Long-Range Plan contradict in a negative manner any specific requirements or commitments of the applicable State Implementation Plan (SIP);

RESOLVED FURTHER that assessment of the designated PM 2.5 and 8-Hour Ozone nonattainment and maintenance areas within the SPC region demonstrates that the transportation plans, programs, and projects for those areas conform to the provisions of the federal Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

I, Bonni Dunlap, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 22nd day of June 2026, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.



Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 03-26

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt the FFY 2027-2030 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area and to authorize the submission of the TIP and its companion documents to the appropriate authorities and agencies, and to approve an update to *SmartMoves for a Changing Region* to reflect the updated revenues, project costs and schedules identified in SPC's FFY 2027-2030 TIP.

WHEREAS, Section 134 of Title 23 U.S.C., Part 450 of Title 23 CFR and 49 U.S.C. 5303-5304 requires that Metropolitan Planning Organizations (MPOs) conduct a comprehensive transportation planning process and develop and maintain a Long Range Plan and a Transportation Improvement Program;

WHEREAS, federal law requires that regional transportation plans and programs be developed by MPOs and approved by the Governor of the state and to be reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA);

WHEREAS, federal law requires the state to develop statewide transportation plans and programming subject to review by the Secretary of the United States Department of Transportation (U.S. DOT);

WHEREAS, SPC's established process for public involvement in the metropolitan transportation planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program was conducted;

WHEREAS, in accordance with the requirements of the Clean Air Act (as amended) and the Transportation Conformity Rule, qualitative and quantitative analysis of the FFY 2027-2030 TIP and *SmartMoves for a Changing Region* update has demonstrated that they conform to the provisions of the Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule, with the resultant conformity finding approved by Commission Resolution 01-26;

WHEREAS, updated *SmartMoves for a Changing Region* project tables identify changes in revenues, costs and schedules for projects identified in *SmartMoves* as a result of the TIP Update;

WHEREAS, SPC's Transit Operators and Transportation Technical Committees recommended Commission approval of the 2027-2030 TIP and companion documents at its June 10th and June 11th respective meetings.

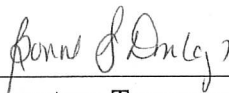
NOW, THEREFORE, BE IT RESOLVED that the FFY 2027-2030 TIP meets all applicable federal requirements and the Southwestern Pennsylvania Commission approves and adopts the 2027-2030 Transportation Improvement Program (TIP) for the Pittsburgh Management Area;

BE IT FURTHER RESOLVED that the FFY 2027-2030 TIP and companion documents are approved for submission to the appropriate authorities and agencies: 1) to the Secretary of the Pennsylvania Department of Transportation (PennDOT) for approval by the Governor, 2) to PennDOT for inclusion in the state transportation plan and program, with referral to US DOT, and 3) to FTA and FHWA for review; and

RESOLVED FURTHER that the Southwestern Pennsylvania Commission approves the amendment to *SmartMoves for a Changing Region*.

I, Bonni Dunlap, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 22nd day of June 2026, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.



Secretary-Treasurer