



# **2025-2028 Transportation Improvement Plan (TIP) for Southwestern Pennsylvania**

## **Appendix IV Financial Plan**

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## **TIP Financial Summary**

TIP Financial Summary Federal law requires that the MPO, public transit agencies and state cooperatively develop estimates of funds that are reasonably expected to be available to support transportation program implementation. MPOs are then required to balance the programmed costs in their TIPS at the level of anticipated revenues. To produce a fiscally-constrained TIP, the MPO first considers the projects in the existing program that already have funding commitments. After updating project costs and schedules for the committed projects, the MPO may consider other projects eligible for federal or state transportation funding. The MPO finalizes the proposed program by prioritizing the projects and balancing the overall program costs to the estimated revenues. The estimate of available revenues in the Commonwealth of Pennsylvania is developed in compliance with the federal regulations by PennDOT in coordination with its transportation partners (MPOs and RPOs from across the state). In its guidance document, Pennsylvania's 2025 Transportation Program Financial Guidance, PennDOT has established a set of formulas to ensure equitable distribution of anticipated formula funding. These agreed-upon formulas consider criteria such as roadway lane miles, vehicle travel, bridge size, bridge condition, air quality attainment status, population, population density, senior transit ridership, transit service area, level of transit service, and accidents at rail-highway crossings. The formulas identified in the state financial guidance document are hereby incorporated by reference into the 2025-2028 TIP for Southwestern Pennsylvania. The table (4-1) on the next page, "Revenue Summary SPC 2025-2028 TIP", provides a high-level accounting of anticipated federal and state highway formula funds, local matching funds, transit funds, state managed and discretionary program funds, federal grant funds, Pennsylvania Turnpike direct investment, and other funds that will support transportation projects in the SPC region.

**Table 4-1**  
**Revenue Summary, SPC 2025-2028 TIP**

	2025	2026	2027	2028	Total
<b>Highway and Bridge Formula Funds</b>					
Federal NHPP	86,142,000	81,367,000	72,037,000	65,091,000	304,637,000
Federal STP	41,280,000	42,491,000	42,477,000	42,463,000	168,711,000
Federal STP-Urban	40,174,000	40,977,000	40,977,000	40,977,000	163,105,000
Federal Bridge - BRIP	57,134,000	57,134,000	57,134,000	57,134,000	228,536,000
Federal Off System Bridge - BOF	34,692,000	34,692,000	34,692,000	34,692,000	138,768,000
Federal Safety - HSIP	12,800,000	13,291,000	13,291,000	13,291,000	52,673,000
Federal CMAQ	23,280,000	23,860,000	23,860,000	23,860,000	94,860,000
Federal TAP-Urban	3,747,000	3,826,000	3,826,000	3,826,000	15,225,000
Federal CRP	2,421,000	2,510,000	2,510,000	2,510,000	9,951,000
Federal CRP-Urban	4,711,000	4,806,000	4,806,000	4,806,000	19,129,000
State Highway	59,543,000	67,028,000	75,917,000	83,394,000	285,882,000
State Bridge	55,426,000	55,407,000	54,439,000	54,420,000	219,692,000
<b>Total Highway and Bridge Formula Funds</b>	<b>421,350,000</b>	<b>427,389,000</b>	<b>425,966,000</b>	<b>426,464,000</b>	<b>1,701,169,000</b>
<b>Local Highway and Bridge Funding</b>					
Local Match to TIP Formula Funds	12,039,448	18,395,360	10,427,360	7,126,973	47,989,141
Local Funds Exceeding Match	189,718	11,000,282	9,100,000	0	20,290,000
Projects with 100% Local Funding	375,000	8,962,968	0	0	9,337,968
<b>Total Local Highway and Bridge Funding</b>	<b>12,604,166</b>	<b>38,358,610</b>	<b>19,527,360</b>	<b>7,126,973</b>	<b>77,617,109</b>
<b>Transit Funding</b>					
Federal Transit Formula Funds <sup>1</sup>	86,425,000	86,425,000	86,425,000	86,425,000	345,700,000
Federal Transit Flex <sup>2</sup>	6,172,000	6,172,000	6,172,000	6,172,000	24,688,000
State Transit Funding	465,554,000	465,554,000	468,124,000	470,664,000	1,869,896,000
Local Transit Funding	69,833,100	69,833,100	84,108,150	84,489,180	308,263,530
<b>Total - Public Transportation Funding</b>	<b>627,984,100</b>	<b>627,984,100</b>	<b>644,829,150</b>	<b>647,750,180</b>	<b>2,548,547,530</b>
<b>State Managed Programs, SPIKE Programs and Other Discretionary Projects</b>					
<b>Interstate, Other State Managed Programs</b>					
Interstate Program	156,545,010	151,423,736	166,962,674	155,891,284	630,822,704
Spike Adjustment to Interstate Total <sup>3</sup>	-27,419,000	-5,000,000	0	-15,000,000	-47,419,000
State Managed Programs: sHSIP, sTAP, RRX, sPROTECT, sCRP/TSMO, state match for ATCMD grant, sHVRU, etc. <sup>4</sup>	26,960,940	14,740,000	15,186,000	14,791,000	71,677,940
Additional Non-TIP State Funds <sup>5</sup>	418,849,185	419,420,554	420,637,901	468,069,934	1,726,977,573
State Economic Development	7,873,899	2,000,000	2,500,000	0	12,373,899
<b>Spike Programs</b>					
NHPP SPIKE	20,919,000	0	0	15,000,000	35,919,000
STP SPIKE	10,830,793	21,500,000	14,000,000	5,000,000	51,330,793
State Highway SPIKE	15,500,000	10,000,000	1,000,000	31,000,000	57,500,000
<b>Other Discretionary &amp; PTC</b>					
Special Discretionary Funds <sup>6</sup>	18,280,000	13,464,000	5,972,000	0	37,716,000
PTC Maintenance, Reconstruction & Widening for Toll Roads [76/66] <sup>7</sup>	72,287,458	83,796,815	93,103,361	57,872,606	307,060,240
<b>Total State Managed, Discretionary, and Other</b>	<b>720,627,286</b>	<b>711,345,105</b>	<b>719,361,936</b>	<b>732,624,824</b>	<b>2,883,959,150</b>
<b>Grand Total for SPC TIP</b>	<b>1,782,565,552</b>	<b>1,805,076,815</b>	<b>1,809,684,446</b>	<b>1,813,965,977</b>	<b>7,211,292,789</b>

Based on the Pennsylvania 2025 Transportation Program Financial Guidance (4/19/2023) published by PennDOT, and other sources.

<sup>1</sup> Federal transit formula funds are derived from available estimates provided by Federal Transit Administration in August 2023

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

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

<sup>4</sup> Project selection from state managed programs: Rail-Safety-TA. Includes already-approved projects; additional state-selected projects will be added to the SPC TIP when PennDOT project selection has been completed.

<sup>5</sup> This funding includes:  
County/Municipal Liquid Fuels Tax Fund Allocations  
Statewide Distribution of funds through:  
PennDOT County Maintenance A-582/A-409  
Green Light Go  
Highway Transfer/Turnback Program  
Highway Systems Technology  
Debt Service  
Pennsylvania Infrastructure Bank (PIB)  
Act 44 Bridge  
\$5 County Fee for Local Use Fund  
Marcellus Shale  
A-409 Discretionary

<sup>6</sup> Over the TIP period the City of Pittsburgh Smart Spines System project is supported by \$10.3M from the federal ATCMD program (Advanced Transportation and Congestion Management Deployment) and \$7M from the state Greenlight GO program. Other discretionary/competitive funds include \$1.25M from the federal Appalachia Local Access program of the Appalachian Regional Commission for the Allegheny Shores project, and \$10.3M in funding from the federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant program for the New Pathways to Equity Project. In addition, the region is set to receive \$15.7M in project funding via Congressional earmarks.

<sup>7</sup> Includes capital maintenance, reconstruction, and widening projects along the (I-76) Turnpike Mainline and one project on route 66. See Appendix 9 for details. Estimated costs by year from PTC 2024 Capital Program. Work on the extension of the Mon Fayette Expressway during the TIP period is not included in the table but is estimated in Appendix 9.