2021-2024 Transportation Improvement

Franklin County Metropolitan Planning Organization

Franklin County Metropolitan Planning Organization

Transportation Improvement Program

2021-2024

Adoption Date: July 15, 2020

VOTING MEMBERS:

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Resolution Number 2020-04

Franklin County Metropolitan Planning Organization (FCMPO) Resolution

for Transportation Improvement Program (TIP) for FY 2021-2024

Recitals

WHEREAS, the MPO is required to develop a Transportation Improvement Program (TIP) in accordance with the requirements of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the attached FY 2021-2024 TIP was developed in cooperation with the Pennsylvania Department of Transportation, and

WHEREAS, the attached FY 2021-2024 was developed in accordance with FCMPO's Public Participation Plan which provides for significant opportunity for input in the planning process; and

WHEREAS, the FCMPO Board has reviewed the proposed Transportation Improvement Program and recommended adoption; and

WHEREAS, the FCMPO Board has determined that the proposed FY 2021-2024 Transportation Improvement Program is consistent with its proposed plans and programs;

NOW, THEREFORE, BE IT RESOLVED by the Franklin County Metropolitan Planning Organization Board that the Transportation Improvement Program for FY 2021-2024 is hereby adopted.

PASSED AND DULY ADOPTED after motion this 15th day of July 2020.

Franklin County

Metropolitan Planning Organization

By: *Samuel Cressler*

Sam Cressler, Chair

Jul 20, 2020

Attest: *Steven J Thomas*

Jul 20, 2020

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Introduction

The Franklin County Planning Department's mission is to foster the growth of Franklin County to ensure the enjoyment of life by each citizen in a pleasant, healthful, and harmonious environment. The Planning Department has four guiding principles which include promoting economic development to revitalize communities, sustaining open space, aesthetic, and historic character, protecting farms, forests and streams, and safeguarding our recreational and valuable natural resources.

The Franklin County Metropolitan Planning Organization (FCMPO and/or MPO) was established in 2013 as a transportation policy-making and decision-making entity. The MPO is composed of community members, local business interests, and local and state governments. FCMPO is responsible for comprehensive, cooperative, and continuous planning for highways, roads, bridges, and public transportation. The MPO coordinates with PennDOT and local municipalities in planning for the transportation needs of the County.

The MPO Board is composed of 15 members, including the Franklin County Commissioners, local municipality representatives, and school districts representatives. The MPO meetings are held in the Franklin County Administrative Annex located at 218 North Second Street, Chambersburg, PA 17201. For additional information such as time and dates of FCMPO meetings, please contact the Franklin County Planning Department at 717-261-3855 or visit the Franklin County website.

MPOs are mandated to implement the metropolitan transportation planning process outlined in the federal transportation regulations (23 USC 134 and 49 USC 5303). Federal law and regulations establish five (5) core functions of an MPO that include the following objectives:

1. Establish and manage a fair and impartial setting for effective regional decision-making in the transportation planning area.
2. Identify and evaluate alternative transportation improvement options by using data and planning methods to generate and evaluate alternatives.
3. Prepare and maintain a Long-Range Transportation Plan (LRTP). The MPO is responsible for developing and updating LRTPs for the planning area for a period of at least twenty (20) years that fosters mobility and access for people and goods; efficient system performance and preservation; and good quality of life.
4. Develop a Transportation Improvement Program (TIP). The MPO is responsible for developing a short-range (four-year) program of transportation improvements based on the LRTP. The TIP should be designed to achieve the area's goals using spending, regulating, operating, management and financial tools.
5. Involve the general public and all significantly affected sub-groups residing in Franklin County in the four (4) core functions listed above.

Purpose

The Transportation Improvement Program (TIP) is a short-range of priority projects and acts as an action plan for the upcoming 2-4 years. It is a prerequisite for federal funding assistance for implementing transportation projects within the metropolitan planning area. The MPO is

responsible for developing a TIP in partnership with PennDOT, which is updated every two years. The TIP project list covers a four year period and serves as the first four years of the Statewide Twelve Year Program (STIP).

The TIP is consistent with the Long-Range Transportation Plan (LRTP), which includes projects addressing safety and congestion issues, highway/bridge maintenance projects, bicycle/pedestrian projects, and freight-related improvements. The LRTP is the primary source for identifying priority projects to be implemented in the TIP. As with all FCMPO planning practices, the LRTP is developed with comprehensive, cooperative, and continuous methods.

The TIP must be financially constrained each year. Funding sources and cost estimates for professional engineering, right of way acquisitions, and construction for programmed projects cannot exceed anticipated federal, state, and local resources. Additionally, all public and private revenues and/or resources that will finance the program are indicated on the TIP, including innovative fiscal techniques. If additional or alternative funding resources become available during a TIP cycle, FCMPO may adopt a revision to include other projects. If funding becomes available in the current fiscal year for a project listed in later years, that project can be advanced to the current fiscal year fund cycle without an amendment or revision if the MPO approves.

Federal legislation requires the TIP to be available for public review and comment in the draft form before the formal adoption by the MPO. In May 2020, FCMPO updated the Public Participation Plan to include policies and guidance for public outreach strategies by the MPO.

Additionally, federal law requires that all transportation projects using federal aid under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 provisions must be listed in the TIP. The most recent transportation act, Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, and authorizes the Transportation Improvement Program (TIP) through the following statutes:

- 23 United States Code (U.S.C,) 134 (j) and (k)(3) and (4)
- 23 U.S.C. 204
- 49 U.S.C 5304
- 23 C.F.R. [Code of Federal Regulations] 450.320, 450.324, 326, 328, 330, and 332
- 23 C.F.R. 500.109, 500.110, and 500.11

TIP Selection Sub-Committee

The TIP Selection Sub-Committee is composed of FCMPO staff, PennDOT officials, township and borough representatives, public transportation representatives, and a bridge representative. This group meets as needed to evaluate projects for the TIP and provide technical assistance to the TIP project selection process. The TIP Selection Sub-Committee met on January 29, 2020 to review the projects and move them towards inclusion in the TIP.

Financial Plan

The financial plan is derived from a comprehensive, cooperative, and continuous planning process for the Franklin County region. The FAST Act requires that the TIP includes a financial plan demonstrating its projects can be implemented with the financial resources that are reasonably expected to be available. The TIP must be financially constrained each year. Funding sources and cost estimates for professional engineering, right of way acquisitions, and construction for programmed projects cannot exceed anticipated federal, state, and local resources. The financial considerations are conducted by PennDOT as part of the development of the State Transportation Improvement Program (STIP). The Franklin County MPO will continue to pursue opportunities where additional funding may be available to enhance transportation for the County.

The federal and state-funded projects in the 2021-2024 Franklin County TIP can be implemented using current and proposed revenue sources. Funds are presented in Year of Expenditures (YOE) dollars and are adjusted for inflation from present time to the year of construction for a more accurate cost estimate

Central Pennsylvania Transportation Authority

FINANCIAL CAPACITY PROGRAM

Introduction

This assessment is in accordance with the FTA C. 7008.1A and the Year of Expenditure requirement. The purpose of the Financial Capacity Policy is for transit grantees to demonstrate that they make capital investments based on the current and projected capability to maintain and operate current assets, and to determine the ability to operate and maintain the new assets on the same basis, providing at least the same level of service, for at least one replacement cycle of such assets. The program maintains two basic aspects: (1) demonstrate the general financial condition of the Central Pennsylvania Transportation Authority (CPTA); and (2) the communicate CPTA's sound financial planning efforts.

Assessment Requirements/Components

Planning and Project Development- Unified Planning Work Program. Transportation planning activities, such as database development and the development of analytical revenue and cost forecasting techniques needed to assess financial capacity, must be included in the urbanized area's Unified Planning Work Program of the Metropolitan Planning Organization (MPO). In addition, when the State and MPOs certify that the planning process is being carried out in accordance with Federal requirements, they must describe the region's public involvement process for balancing the cost of approved plans and programs with current and projected revenues.

Projected Cash Flow Statement – This is a multi-year projection, back five years (actual) and forward twenty years (CPTA forecasts a 12-year projection based on the EUL of the vehicles of revenues and expenses (and related items such as depreciation) relating to the grantee as an organization. It identifies expected revenues and expenses for each year, incorporating and highlighting the effects of a planned capital project or program of projects.

Financial Condition – This includes historical trends and current experience in the financial ability of the grantee to operate and maintain its transit system at present levels of service. The information supporting the assessment of the financial condition of the grantee is usually provided in audited financial statements and other financial reports. Financial condition is reflected in working capital levels, cash balances, capital reserves, the presence and status of depreciation accounts, debt levels, trends in transit costs as compared to available revenues, and trends in other relevant economic indicators. Satisfactory financial condition means that the grantee can pay its current costs from existing revenues.

Financial Capability – This refers to the stability and reliability of revenue sources needed to meet future annual capital and operating and maintenance costs. Assessments of financial capability shall cover the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any

debt issued to finance the capital project; or 20 years. Financial capability considers the nature of funds pledged to support operating costs and capital replacement programs (12 years for CPTA), as well as forecasted changes in fare and non-fare revenues.

Capital costs include both replacement and rehabilitation of existing equipment and facilities as well as new investments. Operating and maintenance costs include those for the present system, as well as increases due to capital investment and service expansion.

Satisfactory financial capability means the grantee's ability to meet its expansion costs in addition to its existing operations from projected revenues.

Program Management and Compliance - Regular grant monitoring will emphasize whether the findings and self-certifications of financial capacity made at the grant approval stage retain their validity. The Triennial Reviews will be the instrument used for monitoring.

FINANCIAL CAPACITY ASSESSMENT

1) Financial Condition

Historical Trends and Current Conditions-

For Fiscal Year 2019, rabbittransit's total operating expenditures were $27,663,164. Approximately, 53.3% of the total operating expenditures were used to operate paratransit in a ten-county service area. This was generated through a combination of non-fixed route (all demand response) and ADA paratransit services operating expenditures.

Ridership levels for FY 2019 were steady. 66% percent of the fixed route riders have no other means of transportation with 65% of riders using fixed route service 5 or more days per week. Additionally, 61% of the riders earn an average income of $23,000* or less per year. 44% of fixed route riders use rabbittransit for trips to/from work and 21% use the bus to access medical/dental services. Based on this information, rabbittransit has concluded that the majority of its passengers are very susceptible to fare increases.

*FY2019 fixed route ridership survey, the maximum margin of error with a sample of 499 is +/4.2% at the 95% level of confidence

A significant factor affecting paratransit service is the trip length and onboard time. In FY 2019 the average shared ride trip length was 13.3 miles per trip and the average on-board time was 38 minutes. rabbittransit believes that there are two factors creating the increase in trip distances; the first is urban sprawl and the second is the fundamental changes in older adults' needs for transportation.

rabbittransit is projecting FY 2021 expenses to be at $ 14,022,216 for fixed route, express and microtransit services; system wide expenses are projected to be $ 30,011.179 which includes the paratransit service. With the passing of Pennsylvania ACT 44 in 2007, rabbittransit experienced a 50% increase in state funding, with an average of 5.2% additional each year since. For FY2021, the increase in state funding to rabbittransit will be 7.5%.

Financial Projections-

rabbittransit's financial capacity analysis is a six-year combined operating and capital needs projection. The factors determining the outcomes are based on current and historical information. For this Operating and Capital Capacity Plan, the inflation factors were 3% and 5% respectfully. The analysis demonstrates that rabbittransit can continue to operate at FY 2020 service levels through FY 2023.

rabbittransit works closely with the State and Federal Transportation Departments and other groups of interests when developing projections. The CPTA Board of Directors are aware of how public transportation in the Commonwealth of Pennsylvania is funded. It is the policy of the Board of Directors to have service levels that can be supported by funding levels. When funding levels fall short of needs, service levels and fares are adjusted accordingly.

2) Financial Capability

Local match funds from Adams County historically have been a concern for CPTA. Last year Adams County provided an increase that reduced this concern level. If local match cannot meet legislative mandates, service levels will be adjusted based on the level of match for operating and to maintain a state of good repair with rolling stock. State funding would be returned to the state and most likely permanently lost

Capital-

Funding remains a concern at the state level. With the loss of discretionary funding based on the Congressional ban on earmarks and the loss of FTA discretion grants, the capital burden falls back on the state. The FAST ACT provides an understanding of the future, the ACT does financially put transit on solid ground. ACT 89 provides a good foundation for a capital program, but Federal funds need to continue at historic level with the possibility of growth. All eyes are on the sunset clause in ACT 44 in relation to the funding provided to PennDOT by the Turnpike.

Operating-

With the implementation of PA ACT 44, and recently ACT 89, state operating funds are steady. MAP 21 addressed the 200,000-population issue, allowing systems with 100 or less buses in peak service to utilize a percentage of the 5307 funds for operating.

Municipalities

The following municipalities are within Franklin County and are represented by the FCMPO.

Townships

Antrim Township
Fannett Township
Greene Township
Guilford Township
Hamilton Township
Letterkenny Township
Lurgan Township
Metal Township
Montgomery Township
Peters Township
Quincy Township
Southampton Township
St. Thomas Township
Warren Township
Washington Township

Boroughs

Chambersburg
Greencastle
Mercersburg
Mont Alto
Orrstown
Shippensburg
Waynesboro

Air Quality Conformity

The Clean Air Act Amendments of 1990 (CAAA) require Franklin County transportation planning and programming to be consistent with federal air quality goals. Franklin County is considered a non-attainment area—a geographic area that does not meet the federal air quality standards for eight-hour ozone and/or PM2.5 (particulate matter less than 2.5 µm in diameter).

"Transportation conformity" is a process that ensures federal funding from FHWA and FTA is directed to projects that are consistent with air quality standards. Air quality evaluations for an LRTP determine the total emissions projected for on-road mobile sources identified in the plan. This evaluation dictates whether transportation control measures must be implemented to meet conformity standards set by EPA.

The Environmental Protection Agency (EPA) published the 1997 eight-hour ozone National Ambient Air Quality Standard (NAAQS) on July 18, 1997 with an effective date of September 16, 1997. An area was in non-attainment of the 1997 eight-hour ozone NAAQS if the three-year average of the individual fourth-highest air quality monitor readings averaged over eight hours throughout the day, exceeded the NAAQS of .08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 eight-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 eight-hour ozone NAAQS area designations. As of July 20, 2013, Franklin County no longer needed to demonstrate conformity to the 1997 eight-hour ozone NAAQS. However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit reached a decision in South Coast Air Quality Management District v. EPA which led to vacating major portions of

the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS.

Portions of the MPO planning area have been designated as maintenance for PM2.5 under EPA designations. The MPO is currently required to demonstrate transportation conformity as we implement the planning process. The Franklin County MPO is working with FHWA and PennDOT to ensure that all requirements are fulfilled and Franklin County is in compliance with federal standards.

MPO's Responsibility
The FCMPO is responsible for assisting PennDOT in assembling project data and identifying significant and exempt projects on the County-level as well as providing a list of LRTP projects. The MPO staff conducts the public participation process and the MPO Board will approve and adopt the final AQ Conformity Report.

Environmental Justice

Environmental justice seeks to ensure that no group of people bears a disproportionate share of adverse environmental effects resulting from programs, policies or activities implemented by the Franklin County MPO. The United States Department of Transportation (DOT) requires that MPOs evaluate all plans and programs for environmental justice sensitivity and evaluate public involvement activities to include outreach to low income, minority and disadvantaged populations. The following are statutes that FCMPO must abide by that protect against environmental justice inequities.

- Title VI of the Civil Rights Act of 1964
- The Civil Rights Restoration Act of 1987
- Environmental Justice Executive Order 12898
- Limited English Proficiency (LEP) Executive Order 13166
- Americans with Disabilities Act of 1990 (ADA)

FCMPO is guided by Title VI of the Civil Rights Act of 1964 which states that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation of, be denied the benefits of, or be subjected to discrimination under any program or activity recieving federal financial assistance."

FCMPO integrates environmental justice requirements into its planning process through the Public Participation Plan (updated May 2020) and Title VI Policy (adopted May 2020). FCMPO continually works to seek input for programs, policies, and MPO activities from all interested parties, regardless of race, color, culture, creed, background, income, or national origin.

FCMPO recognizes that minority and low-income populations are unlikely to be uniformly distributed over a region and may be spatially concentrated in specific communities or areas. The EJ determinations FCMPO has made are based on effects, not population size.

EJ Benefits and Burdens

As part of the TIP preparation process, an Environmental Justice Analysis was performed and is attached as an Appendix to this document.

Title VI Assurances

The Franklin County Metropolitan Planning Organization (MPO) assures that no person shall on the grounds of race, color, creed, national origin, sex, disability, age, income, or limited proficiency in English, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (Public Law 100.259), and the Pennsylvania Department of Transportation (PennDOT) Title VI Plan, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity. The FCMPO further assures every effort will be made to ensure non-discrimination in all of its programs an dacitivities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs and activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, regardless of whether such programs and activities are themselves federally assisted (P.L. 100.259 [S.557] March 22, 1988). In the event the FCMPO as the recipient distributes federal aid funds to a sub-recipient, the FCMPO will include Title VI language in all written agreements and will monitor for compliance.

The Franklin County Planning Department is responsible for initiating and monitoring Title VI activities, preparing reports, and other responsibilities as required by 23 Code of Federal Regulations (CFR) 20 and 49 CFR 21.

Public Participation Process

The Public Participation Plan (PPP) includes policies and guidance for public outreach the MPO shall follow when developing, amending, or adopting various planning documents. The PPP works to ensure that all members of the public - including populations that have been underserved by the transportation system and/or have lacked access to the decision-making process - are given the opportunity to participate in the metropolitan transportation planning process that shapes Franklin County. The PPP guides the FCMPO's efforts to offer early, continuous, and meaningful opportunities for the public to held identify social, economic, and environmental impacts of proposed transportation policies, projects, and initiatives. This document was created under the guidance of the FAST Act to encourage a decision-making process which allows the public the opportunity for engagement and is responsive to local needs. The public participation process for the Transportation Improvement Program will meet the Federal Transit Administration public participation requirements for the Franklin County MPO.

The FCMPO's Public Participation Process strives to achieve the following objectives:

1. Provide opportunities for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), with adequate public notice and access to underlying technical and policy information.
2. Provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, and stakeholders including representatives of public transportation users and users of bicycle and pedestrian facilities, representatives of the disabled, private transportation providers, prodivers of freight transportation services, freight shippers, representatives of public transportation employees, and other interested parties; and
3. Provide participation opportunities to those traditionally underserved by existing transportation systems, such as low-income and minority populations.

The Draft FY 2021-2024 TIP was released for a 30-day public comment period from June 1, 2020 to July 1, 2020. An advertisement was placed in the Record Herald on June 1, 2020 for one day requesting public review and comment on the Final Draft TIP. The FCMPO held a virtual Open House for the Draft FY 2021-2024 TIP on June 17, 2020 from 3 p.m. to 5 p.m. EST. Due to the COVID-19 pandemic, the meeting was held virtually using the Google Hangout platform which allowed for both web participation and call-in participation. The final adoption of the FY 2021-2024 TIP was acted on in a special MPO meeting on July 15, 2020.

Administration

The TIP document is maintained and administered by the staff of the Franklin County Metropolitan Planning Organization (MPO). The TIP is the short-term action plan that lists approved Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) projects for the region within the next four years.

During the life of the TIP, situations may arise which require changes to be made to the current TIP document. Amendments of the approved TIP that occur in off-cycle that are deemed by the FCMPO as “Administrative Changes” or “Adjustments” are not subject to formal public notification. Public involvement and comments will be accepted but not solicited. An amendment to the TIP may be considered an “Administrative Change” based on any of the following criteria:

- To correct a non-substantive clerical error;
- Changes in funding levels that are less than two (2) million dollars or are part of a STIP grouped project category;
- The affected project/s are not regionally significant and exempt from transportation conformity requirements;
- Changes in the funding type, but overall funding levels remain constant or do not exceed the requirement prior;
- Any other changes approved by the ISC that meet the criteria of an “administrative change”.

Proposed changes that do not meet the criteria listed above are considered “Major Amendment(s)” and are subject to a formal public notification process. The public notification process includes a fourteen (14) day comment period. Any public comments received during the public comment period will be taken into consideration for the proposed amendment(s). Following the public comment period, the FCMPO shall take a vote on the proposed amendment(s) as outlined within the FCMPO By-Laws.

Transportation Performance Management

Introduction

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

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 CFR 490 outlines the national performance goal areas for the Federal-aid program. The regulations require the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas.

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

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)

- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operatoins Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to set performance measure targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

PennDOT, in coorperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP.

Evaluating 2021-2024 STIP Performance

The Federal Fiscal Year (FFY) 2021-2024 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long range transportation plan (PA On Track). These include system preservation, safety, personal and freight mobility, and stewardship. The goals are closely aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.

The following sections provide an overview of the federal performance measures, established targets, and how the FFY 2021-2024 STIP will support target achievement. Attributing projects to specific goal measures is difficult as many projects address multiple goal areas. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including

transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background
The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). Targets for the safety measures are established on an annual basis.
Data Source
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

2020 Safety Measures and Targets

Measure	Statewide Baseline (2014-2018)	Statewide Target (2016-2020)	FCMPO Baseline (2014-2018)	FCMPO Target (2016-2020)
Number of fatalities	1,182.0	**1,171.9**	**22.8**	**21.7**
Rate of fatalities per 100 million VMT	1.169	**1.148**	**1.578**	**1.5**
Number of serious injuries	3839.6	**4,400.3**	**60.6**	**65.2**
Rate of serious injuries per 100 million VMT	3.797	**4.309**	**4.194**	**4.508**
Number of non-motorized fatalities & serious injuries	679.0	**781.7**	**7.8**	**9.1**

Methods for Developing Targets

Pennsylvania's historic comprehensive approach to the Planning and Programming process was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 1% reduction, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Southwestern Pennsylvania Commission (SPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 16 key emphasis areas to improve safety.

SHSP Emphasis Areas in Priority Order			
1. Impaired Driving	2. Seat Belt Usage	3. Improved Infrastructure	4. Speed-Aggressive Driving
5. Distracted Driving	6. Mature Driver Safety	7. Motorcycle Safety	8. Young Driver Safety
9. Safety on Local Roads	10. Pedestrian Safety	11. Improving Traffic Records	12. Truck Safety
13. Incident Response	14. Bicycle Safety	15. Safety in Work Zones	16. Vehicle-Train Crashes

FCMPO has $1.104 million programmed into the FFY 2021 TIP for safety related projects. These projects are programmed to be funded through HSIP. Projects funded through HSIP are programmed to improve safety within Franklin County.

MPMS #	Project	Location	Description
114555	Lincoln Way Intersection Safety Improvements	Hamilton Township and Chambersburg Borough	This project consists of safety improvements, potentially including an intersection realignment with lane widening or converting the intersection to a roundabout at the intersection of US 30 (Lincoln Way) and SR 4013 (Sollenberger Road) in Hamilton Township and Chambersburg Borough.
111394	Waynesboro Ped Safety Project	PA-16 (Main St) between Broad St and Franklin St, Walnut St between 2nd and 3rd St, PA-16 and Clayton Ave intersection, Waynesboro Boro	This project consists of bike and pedestrian safety improvements on PA-16 (Main St) between Broad St and Franklin St, Walnut St between 2nd and 3rd St, PA-16 and Clayton Ave intersection in Waynesboro Boro. The scope of the project includes sidewalk, curb, and streetlight construction/improvement.
93055	I-81 New Interchange (Exit 12)	I-81 at Guilford Springs Rd overpass, Guilford Township	This project consists of a new interchange (Exit 12) on I-81 just north of Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a Township Road. Bridge over I-81 is state-owned bridge.

106709	PA 997 & SR 2015 Intersection	Intersection of PA997 and SR2015 (Tomstown Road), Washington Township	This project consists of intersection improvements at the intersection of PA 997 and SR 2015 (Tomstown Road) in Washington Township, Franklin County. This intersection improvement project has several potential solutions, through PE phase alternatives will be developed from line striping adjustments, realignment of Tomstown Road or Orchard Road to create a 4-way intersection with the potential for a new signal and potentially a traffic circle.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. Pennsylvania did not meet the 2018 targets and will be subject to the provisions of the federal rulemaking. This will require PennDOT to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all federally funded safety projects.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

Franklin County TIP:

- Performance Measure 1 (Safety) data is provided through PennDOT's Pennsylvania Crash Information Tool (PCIT).
- Performance Measure 2 (Bridges and Pavements) data is provided through a report from PennDOT.
- Performance Measure 3 (Interstate Reliability and Air Quality) data is provided through RITIS and the American Community Survey.
- Franklin County works closely with PennDOT Central Office and Engineering District 8-0 Staff to ensure planning consistency with PennDOT's Performance Measure Targets. PennDOT's Central Office and Engineering District 8-0 are involved in Franklin County's planning process and are frequently consulted to provide guidance and insight into best practices based on PennDOT's strategy for meeting established performance measures.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2021-2024 STIP includes $405 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide.

- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.[1]
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead new strategies that will be incorporated into the 2021 update of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

Franklin County TIP (PM-1)

- Franklin County will continue to work with PennDOT Central Office and Engineering District 8-0 and review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis to ensure continuing, comprehensive, and coordinated approaches towards meeting the Performance Measure Targets.
- On November 15, 2020, FCMPO adopted the Safety Performance Targets set forth by PennDOT. FCMPO plans on engaging in an ongoing safety planning effort in collaboration with PennDOT Central Office and Engineering District 8-0. These ongoing safety planning efforts will enable FCMPO to evaluate the results of its efforts and identify any additional actions necessary to achieve the long-term goal of eliminating crashes.
- The amount of regional TIP funding that is used to support safety for the FFY 2021 TIP is $1.104 million.
- Key safety improvements from the SHSP can be found on the table on Page 4.
- FCMPO will follow PennDOT Engineering District 8-0 guidance on the process for selecting Highway Safety Improvement (HSIP) candidates and applications for the selection on the TIP. During the TIP updates and adoption, programming of candidate locations for HSIP funding will be at the discretion of FCMPO.

[1] For more information on SPFs: https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx

Pavement/Bridge Performance Measures (PM2)

Background
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018.
Data Source
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

2021 Pavement Performance Measure Targets (Statewide)

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of Interstate pavements in Good condition	67.2 %	N/A	**60.0 %**
% of Interstate pavements in Poor condition	0.4 %	N/A	**2.0 %**
% of non-Interstate NHS pavements in Good condition	36.8 %	**35.0 %**	**33.0 %**
% of non-Interstate NHS pavements in Poor condition	2.3 %	**4.0 %**	**5.0 %**

Bridge Performance Measure Targets (Statewide)

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of NHS bridges by deck area in Good condition	25.6 %	**25.8%**	**26.0 %**
% of NHS bridges by deck area in Poor condition	5.5 %	**5.6%**	**6.0%**

Methods for Developing Targets

Pennsylvania's pavement and bridge targets were established through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLLC), and achieving national and state transportation goals.[2]

[2] For more information on LLCC: https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf

FCMPO FFY 2021 TIP has six projects that are located on the National Highway System. These projects represent bridge and pavement improvement within the Franklin County Region.

MPMS #	Project	Location	Description
90839	Rocky Mountain Creek Bridge	US-30 over Rocky Mountain Creek , Greene Township	This project consists of a Superstructure replacement on US Route 30 over Rocky Mountain Creek in Greene Township.
100046	Campbell Run	US 30 (Lincoln Highway) over branch of Campbell Run, St Thomas Township	This project consists of a bridge replacement on US Route 30 (Lincoln Highway) over branch of Campbell Run in St Thomas Township.
87680	Falling Spring Branch Bridge	US-11 over Falling Spring Run, Chambersburg Borough	This project consists of a bridge replacement on US Route 11 over Falling Spring Run in Chambersburg Borough.
19304	West King Street Bridge	Shippensburg Borough and Southampton Township	This project consists of a bridge replacement on US Route 11 over Norfolk Southern Railroad in Shippensburg Borough and Southampton Township.
90322	Lincoln Highway Bridge	SR 30 (Lincoln Highway), St. Thomas Township	This project consists of bridge rehabilitation on SR 30 (Lincoln Highway) over a Tributary to Back Creek in St. Thomas Township.
92006	I-81 Maryland to Mile 6	I-81 from Maryland line to Milepost 6, Antrim Township	Resurface and bridge preservation on I-81 North and Southbound from Maryland line to Milepost 6 in Antrim Township.

Progress Towards Target Achievement and Reporting:

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.[3] The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives
- Sustain a desired state of good repair over the life cycle of assets
- Achieve the lowest practical life-cycle cost for assets
- Achive national and state goals

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and targets established in the TAMP.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. In addition, PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

Franklin County TIP (PM-2)
- FCMPO staff works closely with PennDOT Engineering District 8-0 to ensure consistency with Performance Measure 2 targets as established by PennDOT.
- FCMPO is supportive of all PennDOT statewide targets and will continue to work closely with District 8-0 on an ongoing basis to ensure planning and project programming is consistent with PennDOT best practices.
- FCMPO will continue to monitor annual reports provided by PennDOT.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in bridge and pavement conditions for the state interstate and NHS roads:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2021 Twelve Year Program (TYP) and 2021-2024 STIP, is the result of numerous strategic decisions on which projects to advance at what time. These decisions are made by many different entities and must be made consistently across the state.
- The TAMP is a 10 year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development.

[3] PennDOT TAMP: https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf

- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General Procedural Guidance and Transportation Program Financial Guidance documents.[4] The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program—while meeting asset management targets within the available budget.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues—such as worst-first programming—and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life-cycle cost.
- In the short term, candidate projects are defined and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good, fair, and poor can also be projected and compared to PM-2 targets based on the proposed improvements and built-in deterioration models. When PAMS and BAMS are further implemented and in the hands of planners, then the system outputs can be used to select projects. Draft programs can then be analyzed in relation to the PM-2 measures.

Franklin County TIP (PM-2)

- Bridge and pavement conditions are integrated into the MPO process by data obtained through data from PennDOT Central Office and Engineering District 8-0. FCMPO takes this data and considers it into our TIP project selection process and during the preparation of the Long Range Transportation Plan.
- The amount of Spike/Discretionary funding programmed on the TIP for bridges and pavement is $3,400,000. The project funded is Rocky Mountain Creek Bridge, which can be found on the table on Page 8.
- The total amount of bridge deck area and miles of pavement improved based on the TIP are 30.033 sq. ft.
- FCMPO anticipates the projects selected for the TIP to works towards achieving the performance measures as set out by PennDOT.

[4] The 2020 Financial Guidance can be found at: www.talkpatransportation.com

System Performance Measures (PM3)

Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate all the travel time based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Interstate Reliability (Statewide)	89.8 %	**89.8 %**	**89.8 %**
Non-Interstate Reliability (Statewide)	87.4 %	N/A	**87.4 %**
Truck Reliability Index (Statewide)	1.34	**1.34**	**1.34**
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	DVRPC - 16.8	N/A	**17.2**
	SPC - 11.1	N/A	**11.8**

Non-SOV Travel Measure Targets

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	DVRPC - 27.9 %	**28.0 %**	**28.1 %**
	SPC - 24.8 %	**24.6%**	**24.4 %**

CMAQ Emission Targets

Measure	2-year Target 2019	4-year Target 2021
VOC Emissions (Statewide)	**109.460**	**201.730**
NOx Emissions (Statewide)	**337.700**	**612.820**
PM2.5 Emissions (Statewide)	**10.760**	**20.490**
PM10 Emissions (Statewide)	**9.540**	**17.470**
CO Emissions (Statewide)	**567.700**	**1135.400**

Methods for Developing Targets

The System Performance measure targets were developed in coordination with MPOs/RPOs within the state. Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT has established conservative targets. In some respects, these may be more appropriately referred to as benchmarks. PennDOT will track the measures over the reporting period to identify trends and to support future target revisions. Note: The Peak Hour Excessive Delay and Non-SOV measures are only calculated for the urbanized areas. For the first four-year period, it is only the urbanized areas with a population over 1 million (which is Pittsburgh and Philadelphia). In the next performance period (beginning 1/1/2022), this will include urbanized areas with a population over 200,000.

The projects below will contribute to meeting the PM-3 target.

MPMS #	Project	Location	Description
93055	I-81 New Interchange (Exit 12)	I-81 at Guilford Springs Rd overpass, Guilford Township	This project consists of a new interchange (Exit 12) on I-81 just north of Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a Township Road. Bridge over I-81 is state-owned bridge.
88666	SRTP Rideshare Program	Franklin MPO Area	This item provides funding for ridesharing, vanpooling programs, and transit coordination in the Franklin County Metropolitan Organization area.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have not established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides system performance objectives that guide investment decisions. These objectives are measured using multiple performance metrics including the federal systems performance measures.

Long Range Plan Objectives

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficienty and trip predictability
- Increase access to jobs, labor, and transportation choices in urban, suburan and rual communities
- Support communities through appropriate and equitable transportation modal options and investments
- Improve first and last mile intermodal access and connections

Franklin County TIP (PM-3)

- FCMPO will continue to work with PennDOT Central Office and Engineering District 8-0 in support of statewide targets. FCMPO, in coordination with PennDOT, will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.
- FCMPO will integrate Federal and State Guidance into the MPO planning process.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2021-2024 STIP includes over $289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over $440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over $210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of the STIP on PM-3 performance measures cannot be determined. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts and in revising future targets and goals.

Franklin County TIP (PM-3)

- System performance measures are integrated into the FCMPO planning process and selection of projects in coordination with PennDOT Central Office and Engineering District 8-0. This process ensures there is a continuous, comprehensive, and coordinated approach toward meeting PM-3 targets.
- FCMPO does not have regional or statewide Spike/Discretionary funds that are programmed for projects that will help support achieving the PM-3 targets.
- FCMPO does not have CMAQ projects within the region.

Transit Performance Measures

In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally-funded capital assets used in providing public transportation services. The TAM rule divides transit agencies (see Appendix 13) into two categories based on size and mode:

- Tier I
  - Operates Rail Fixed Guideway (Section 5337) **OR**
  - Operates over 100 vehicles across all fixed route modes **OR**
  - Operates over 100 vehicles in one non-fixed route mode

- Tier II
  - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
  - Operates up to and including 100 vehicles across all fixed route modes **OR**
  - Operates up to and including 100 vehicles in one non-fixed route mode

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

The TAM process requires agencies to annually set performance measure targets and report performance against those targets. Required measures are:

- Rolling Stock – Percentage past the Useful Life Benchmark (ULB) (age only)
- Equipment – Percentage of service vehicles past the ULB (age only)
- Facilities – Percentage of passenger/parking and admin/maintenance facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- Infrastructure – Percentage with performance restrictions (fixed-guideway only)

Performance targets, and how those targets translate into project prioritization, is the focus of TAM plans. The Pennsylvania Group Plan is available on PennDOT's website at https://www.penndot.gov/Doing-Business/Transit/InformationandReports/. The group plan is updated annually with new targets as well as the current performance of the group.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements:

the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This will ensure that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the Transit Asset Management Performance, FTA issue a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients of only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are except from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events, and
4. System Reliability.

The Final Rule sets the following deadlines for PTASP compliance:

- ***July 20, 2020***: Transit providers subject to the PTASP final rule are required to have their certified Agency Safety Plans in place, which includes safety performance targets, and share the targets with their MPO and State. For small public transportation providers, a state must certify compliance unless the provider opts to draft and certify its own Agency Safety Plan. In Pennsylvania, all small providers are drafting their own plans based on a PennDOT-provided template.

- ***January 20, 2021 (or no more than 180 days after receipt of the Agency Safety Plan from public transportation providers)***: MPOs are required to set their initial transit safety targets.

- **July 20, 2021**: Specific written provisions for the transit safety measure are jointly agreed upon and adopted by the MPO(s), state(s), and providers of public transportation. The MPO reflects the transit safety measures and targets in all Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) updated or amended after this date.

As a result of the COVID-19 Pandemic, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.

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FY 2021 – 2024 TIP Development Schedule and Project Selection Process

Schedule:

July 11, 2019 – PennDOT issued final guidance documents to Planning Partners for the development of the 2021 Program

Fall 2019 – Conduct PennDOT Connects and Municipal meetings to gather project ideas

November 2019 – Franklin County MPO adopts PennDOT Safety Performance Measures

January 29, 2020– TIP Subcommittee Meeting for FY 2021-2024 TIP

February 19, 2020 - Initial TIP presentation of funding during MPO meeting

May 20, 2020 – TIP update to MPO Policy Board

May 20, 2020 – Air Quality Conformity Analysis completed for 2021-2024 TIP by PennDOT

June 1, 2020 – TIP Public Comment Period advertisement published in Record Herald

June 1, 2020 – July 1, 2020 – TIP open for Public Comment

June 17, 2020 – Online Public Open House for TIP

July 1, 2020 – Special MPO Meeting advertisement for TIP Adoption published in Record Herald

July 2020 – Received remarks back from PennDOT/FHWA

July 1, 2020 – July 8, 2020 – Finalize Draft Including Revisions

July 8, 2020 – Send out Final Draft TIP to MPO

July 15, 2020 – TIP Adoption by MPO

July 22, 2020 – Submit Final TIP Packet to PennDOT

Project Selection Process:

The TIP Selection Subcommittee is composed of FCMPO staff, PennDOT officials, township and borough representatives, public transportation representatives, and a bridge representative. This group meets as needed to evaluate projects for the TIP and provide technical assistance to the TIP project selection process. The TIP Selection Sub-Committee met on January 29, 2020, to review the projects and move them towards inclusion in the TIP.

TIP PROJECT PRIORITIZATION PROCESS

The following criteria for the prioritization of transportation projects were developed during the development of the Long Range Transportation Plan. These criteria are published as part of the Action Plan in the final version of the Long Range Transportation Plan which can be found at www.franklincountylrtp.com.

Criteria for the Prioritization of Transportation Projects:

- Consistency with County Goals and Objectives (project aligns with county goals/policies)
- Consistency with Local Goals and Objectives (project aligns with local goals/policies)
- Local Commitment (project is supported through local resources)
- System Preservation (project helps meet optimal replacement cycle for asset maintenance)
- Environment (the potential impact of project on natural and manmade environments)
- Social Impact
- Air Quality
- Natural Resources
- Accessibility and Mobility (project facilitates improved movement of people and freight)
- System Management and Operation
- Integration and Connectivity
- Providing New Capacity
- Safety and Security (project improves safety and/or security)
- Economic Vitality (the impact a project has on the ability to provide jobs or economic benefit)

The role of the MPO is to continually monitor the funding available through the TIP and the evaluation criteria adopted during the development of the LRTP to match project proposals to address transportation system needs within the available funding. The use of these criteria as improvement proposals compete for available funding helps ensure that the Franklin County TIP will continue to meet the goals and objectives of the LRTP, address the federally-mandated planning factors, and address the asset management approach to programming as set by PennDOT. A funding shortfall is evident through PennDOT's own estimate of $56.6 million in annual maintenance needs for Franklin County to maintain a steady state of system condition and to address capital backlog.

Appendix A

Air Quality Conformity Analysis

Transportation Conformity Determination Report

1997 Ozone NAAQS

Transportation Conformity Determination
Franklin County

2021-2024 Transportation Improvement Program (TIP)

Public Review: June 1, 2020-July 1, 2020
Public Meeting: June 17, 2020
MPO Approval: July 15, 2020

May 2020

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APPENDIX A: Regionally Significant Project List (Franklin County)

Executive Summary

As part of its transportation planning process, the Franklin County Metropolitan Planning Organization (FCMPO) completed the transportation conformity process for the 2021-2024 Transportation Improvement Program (TIP). This report documents that the current TIP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Franklin County was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Franklin County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The county is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour $PM_{2.5}$ and 2012 annual $PM_{2.5}$ NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Franklin County was designated as an "orphan" maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA's original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Franklin County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Franklin County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 FCMPO TIP

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each Planning Partner. Federal Law requires TIPs to be

updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

Appendix A provides a listing of the regional significant projects that are funded in the TIP within Franklin County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[1] for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the FCMPO 2021-2024 TIP.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that 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 (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).
For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .
[2] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Franklin County SIP maintenance plan does not include any TCMs.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted on October 23, 2019 and February 4, 2020 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, FCMPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The FCMPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The FCMPO TIP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the FCMPO TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List
Franklin County

Project Name	Description	Municipality
FY 2021-2024 Highway-Bridge TIP		
I-81 New Exit 12 Interchange (MPMS 93055)	This project consists of a new interchange (Exit 12) on I-81 just north of the Guilford Springs Road overpass.	Guilford Township
PA997 & SR2015 Intersection (MPMS 106709)	This project consists of intersection improvements at the intersection of PA 997 and SR 2015 (Tomstown Road) in Washington Township. This intersection improvement project has several potential solutions including line striping adjustments and realignment of Tomstown Road or Orchard Road to create a 4-way intersection with the potential for a new signal and potentially a traffic circle	Washington Township
Lincoln Way Intersection Safety Improvements (MPMS 114555)	This project consists of safety improvements, potentially including an intersection realignment with lane widening or converting the intersection to a roundabout at the intersection of US 30 (Lincoln Way) and SR 4013 (Sollenberger Road) in Hamilton Township and Chambersburg Borough.	Hamilton Township and Chambersburg Boroughs

Resolution 2020-03

FRANKLIN COUNTY METROPOLITAN PLANNING ORGANIZATION (FCMPO)
2020 Air Quality Conformity Resolution

Conformity of the 2021-2024 Franklin County Metropolitan Planning Organization (FCMPO) (TIP) in accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as "the CAAA"; and,

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS effective July 15, 2004, Franklin County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on July 25, 2007, Franklin County was re-designated under the 1997 8-hour ozone NAAQS as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) maintenance plan; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Eighth Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Franklin County satisfies the criteria; and,

WHEREAS, the EPA issued the Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018 to address how transportation conformity determinations can be made for the 1997 ozone NAAQS; and

WHEREAS, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d); and,

WHEREAS, the FCMPO, the Metropolitan Planning Organization for Franklin County, Pennsylvania, is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS, the Final Conformity Rule (and subsequent amendments) requires the FCMPO to determine that its transportation plans and programs conform with the CAAA requirements by meeting the Final Rule on Transportation Conformity; and

WHEREAS, an air quality analysis and conformity determination has been prepared for the Franklin County LRTP 2044 (2019 Update) for the 1997 ozone standard;

NOW, THEREFORE BE IT RESOLVED, that FCMPO has found the 2021-2024 TIP contribute to the achievement and maintenance of the 1997 8-hour ozone NAAQS and is consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments; and that this conformity determination demonstrates that the requirements of 40 CFR Part 93 regarding conformity to the State Implementation Plan are met.

I hereby certify that this Resolution was adopted by the Coordinating Committee on July 15, 2020.
ATTEST:

Steven J Thomas

MPO Director
Steve Thomas

Jul 20, 2020

Samuel Cressler

MPO Chairperson
Sam Cressler

Jul 20, 2020

Project Delivery

District 8-0

Milestone: Estimated Let
Between: 2018-10-01 and 2020-10-01

County	Project	Manager	Route	Section	Title	Contract Code	Proj. Class	Construction Estimate	Let Estimate	Let Actual	NEPA Actual	ROW Plan to Unit Actual	Final ROW Clr. Actual	PSE-DCM Actual	PSE-CO Actual
Franklin	104299	Leona J Barr		TAP	Waynesboro RRFB	Coop Agr	BKPED	$150,924	10/4/18		7/26/16				
Franklin	105714	Daniel Farley	11	112	LED Upgrade\Emergency Battery Backup		ITS	$43,431	11/1/18	11/1/18	9/10/18				
Franklin	102384	David F Fratangeli	11	100	Chambersburg Signal Imp.	ECMS Cntr	AIRQ	$4,150,000	9/3/20		6/18/19				
Franklin	87446	Mark A Malhenzie	11	093	US 11 Conococheague Cr Br-A	ECMS Cntr	BRPL	$625,447	4/16/20	4/16/20	4/1/19			1/7/20	2/6/20
Franklin	105716	Daniel Farley	16	050	LED and Battery Back-up Upgrades		ITS	$26,506	11/1/18	11/1/18	9/10/18				
Franklin	90813	Gladis E Silverio	16	046	Marsh Run Road	ECMS Cntr	BRPL	$832,520	11/7/19	11/7/19	9/25/18		6/21/19	8/28/19	10/9/19
Franklin	108747	Adam L Wright	30	139	SR 30 Resurfacing	ECMS Cntr	409EM	$2,969,124	3/28/19	3/28/19	10/24/18				
Franklin	90322	Mark A Malhenzie	30	119	Lincoln Highway Bridge 1-A	ECMS Cntr	BRST	$607,990	8/20/20		8/22/18	4/22/19	8/13/19	12/20/19	2/24/20
Franklin	90323	Mark A Malhenzie	30	120	Lincoln Highway Bridge 2-A	ECMS Cntr	BRST	$671,081	8/20/20		9/17/18	4/12/19	7/31/19	12/20/19	2/24/20
Franklin	90324	Mark A Malhenzie	30	121	Lincoln Highway Bridge 3-A	ECMS Cntr	BRST	$1,226,208	8/20/20		10/1/18	4/12/19	7/31/19	12/20/19	2/24/20
Franklin	100046	Mark A Malhenzie	30	116	US 30 over Campbell Run-A	ECMS Cntr	BRPL	$3,050,733	8/20/20		9/25/18	5/6/19	8/14/19	12/20/19	2/24/20
Franklin	100051	Mark A Malhenzie	30	117	US30 over trib of Back Cr-A	ECMS Cntr	BRPL	$2,045,304	8/20/20		9/26/18	4/22/19	7/31/19	12/20/19	2/24/20
Franklin	107589	Mark A Malhenzie	30	134	US 30 Pipe Replacment-A	ECMS Cntr	BRPL	$1,814,179	8/20/20		11/28/18	5/6/19	8/13/19	12/20/19	2/24/20
Franklin	112852	Benjamin E Singer	81	084	Franklin TSMO ITS Device Project 2	ECMS Cntr	ITS	$561,372	5/21/20		1/29/20				
Franklin	112853	Benjamin E Singer	81	083	Franklin TSMO ITS Device Project 1	ECMS Cntr	ITS	$58,520	5/21/20		1/29/20				
Franklin	100149	Geoffrey F Elsavage	233	018	PA233 over Rocky Mtn Crk-C	ECMS Cntr	BRST	$810,206	12/12/19	12/12/19	9/26/18			10/4/19	11/6/19
Franklin	79700	Benjamin E Singer	1006	005	Main Street-Scotland	ECMS Cntr	HRCT	$4,808,279	6/18/20		8/22/18	7/12/19	1/22/20	2/21/20	
Franklin	107986	Benjamin E Singer	1006	TAP	Scotland Main St Sidewalk	ECMS Loc C	ENHNC	$520,820	6/18/20		8/22/18				
Franklin	92543	Robert C Nuss	7209	BRG	Heisey Road T330 CO#121	ECMS Loc C	BRST	$1,681,229	4/30/20	4/30/20	2/24/18		10/28/19	12/19/19	2/21/20

Appendix B

Environmental Justice Burdens Analysis

2021-2024 Franklin County MPO TIP Environmental Justice Analysis

Introduction

The public involvement efforts for the Department of Transportation are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low- income communities in the transportation decision-making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually-impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and the Franklin County MPO are committed to following the Core Elements approach, which includes:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

By integrating the Core Elements into the planning process, state and local agencies are better equipped to carry out the investment strategy and project selection. The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step.

Identifying Minority and Low-Income Populations

In development of the 2021-2024 Transportation Improvement Program (TIP), the Franklin County MPO conducted an Environmental Justice Benefits and Burdens analysis. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other Traditionally Underserved Populations (TUP).

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity.

As shown in **Table 1**, based on the 2013-2017 American Community Survey (ACS) data, minority persons in Franklin County are just over 11 percent of the total population. The number of persons in poverty is just over 10 percent of the total county population.

Table 1: Profile of Low-Income and Minority Populations, 2017

Demographic Indicator	Franklin County	
	Regional Population	Regional Percentage
Total	153,003	
White, Non-Hispanic	135,632	88.65%
Minority	**17,371**	**11.35%**
Black or African American, Non-Hispanic	5,830	3.81%
American Indian and Alaska Native, Non-Hispanic	296	0.19%
Asian alone, Non-Hispanic	1,502	0.98%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	40	0.03%
Some other race, Non-Hispanic	82	0.05%
Two or more races, Non-Hispanic	1,558	1.02%
Hispanic	8,063	5.27%
Low-Income Households	5,984	10.08%
Low-Income Population	**15,643**	**10.39%**
Other Potentially Disadvantaged Populations		
Limited English Proficiency (LEP)	3,518	2.44%
Persons with a Disability	19,860	13.10%
Female Head of Household with Child	3,720	6.19%
Elderly (65 years or older)	28,244	18.46%
Carless Households	3,443	5.73%

Source: 2013-2017 ACS 5-Year Estimates

Table 2 identifies the total population by race and low-Income category. Based on those numbers, **Figure 1** highlights the poverty rate for each racial/ethnic group. The White, Non-Hispanic category has the highest population and most individuals that are low-Income, however, the overall poverty percentage is only about 9 percent, which is lower than the county average of 10 percent. In contrast, nearly 25 percent of the Hispanic population and nearly 72 percent of the Native Hawaiian category is considered low-income.

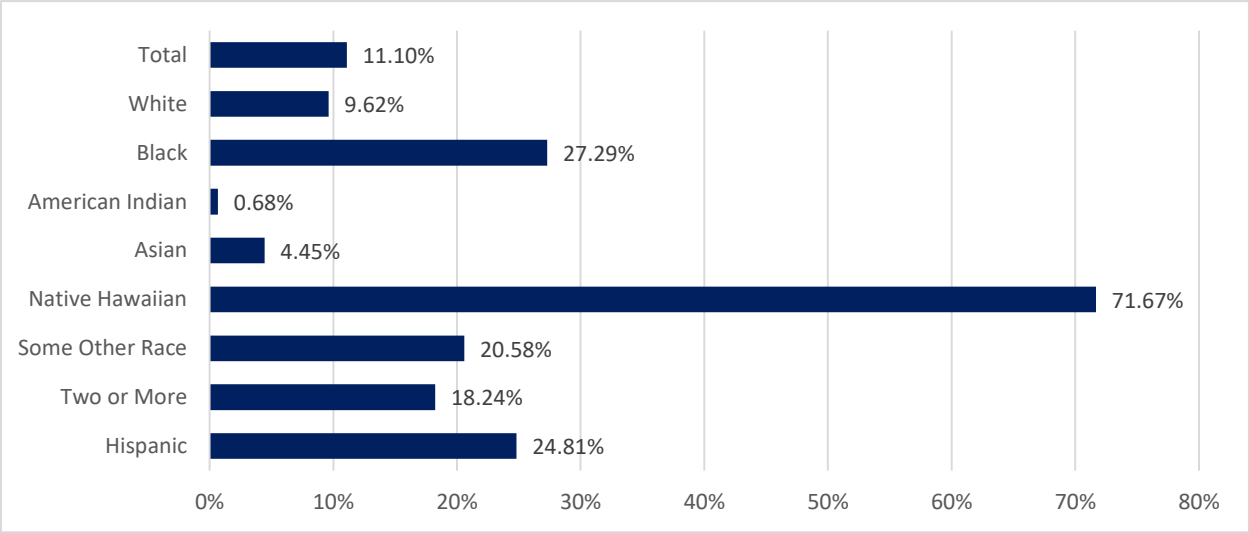
Figure 2 shows the concentrations of minority populations by Census "block groups" based on 2013-2017 ACS data. **Figure 3** shows the concentrations of households below the poverty county average by Census block groups, also based on 2013-2017 ACS data.

Table 2: Population Tabulations by Racial/Ethnic Groups and Poverty Categories

White	Total:	140,488
	Low-Income	13,518
	% Low-income	9.6%
Black	Total:	5,573
	Low-Income	1,521
	% Low-income	27.3%
American Indian	Total:	296
	Low-Income	2
	% Low-income	0.7%
Asian	Total:	1,506
	Low-Income	67
	% Low-income	4.45%
Native Hawaiian	Total:	60
	Low-Income	43
	% Low-income	71.67%
Some Other Race	Total:	753
	Low-Income	155
	% Low-income	20.58%
Two or More	Total:	1,848
	Low-Income	337
	% Low-income	18.24%
Hispanic	Total:	7,719
	Low-Income	1,915
	% Low-income	24.81%
Total Population		158,243
Total Poverty		17,558

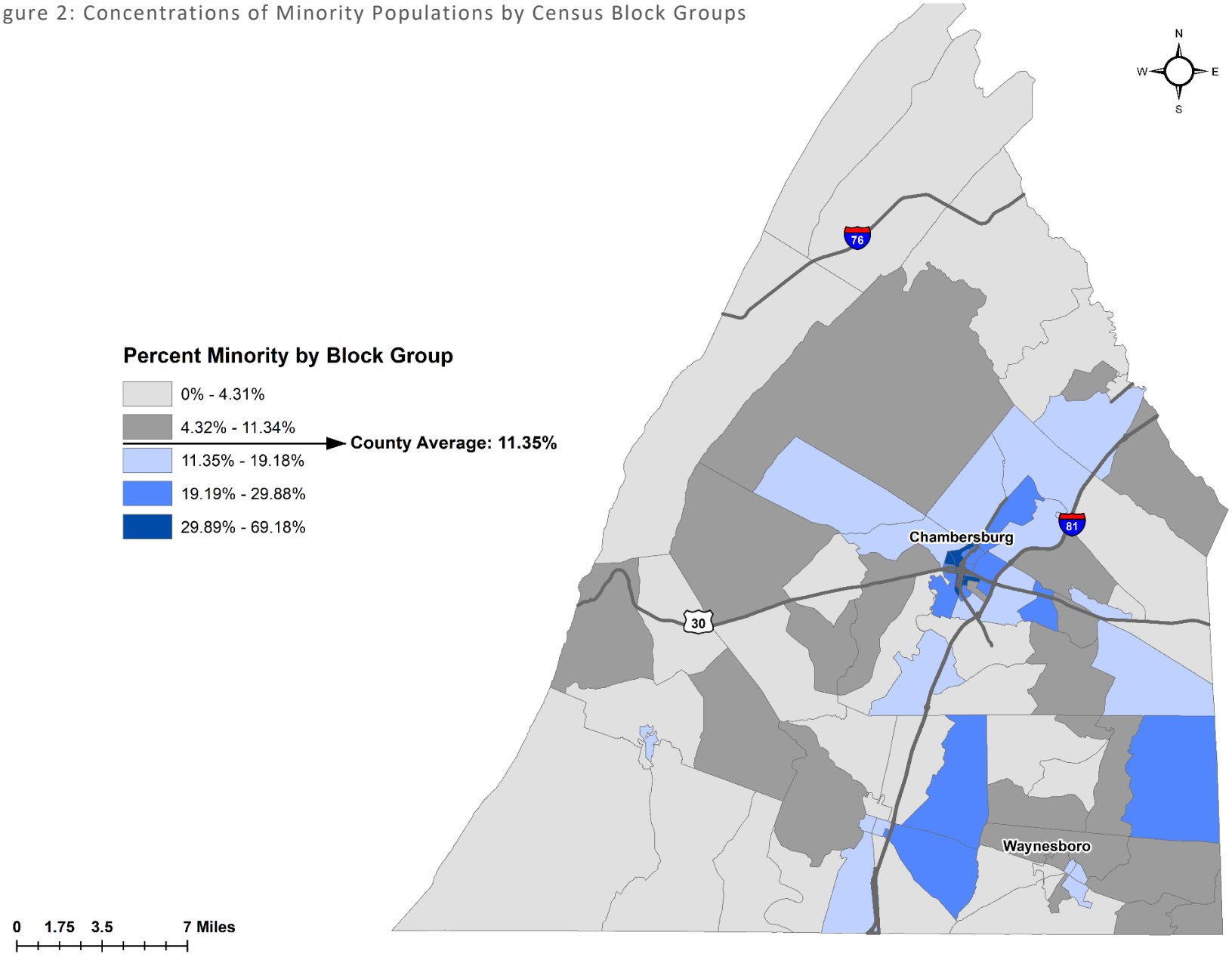
Source: 2013-2017 ACS 5-Year Estimates

Figure 1: Cross Tabulation of Poverty Rate among



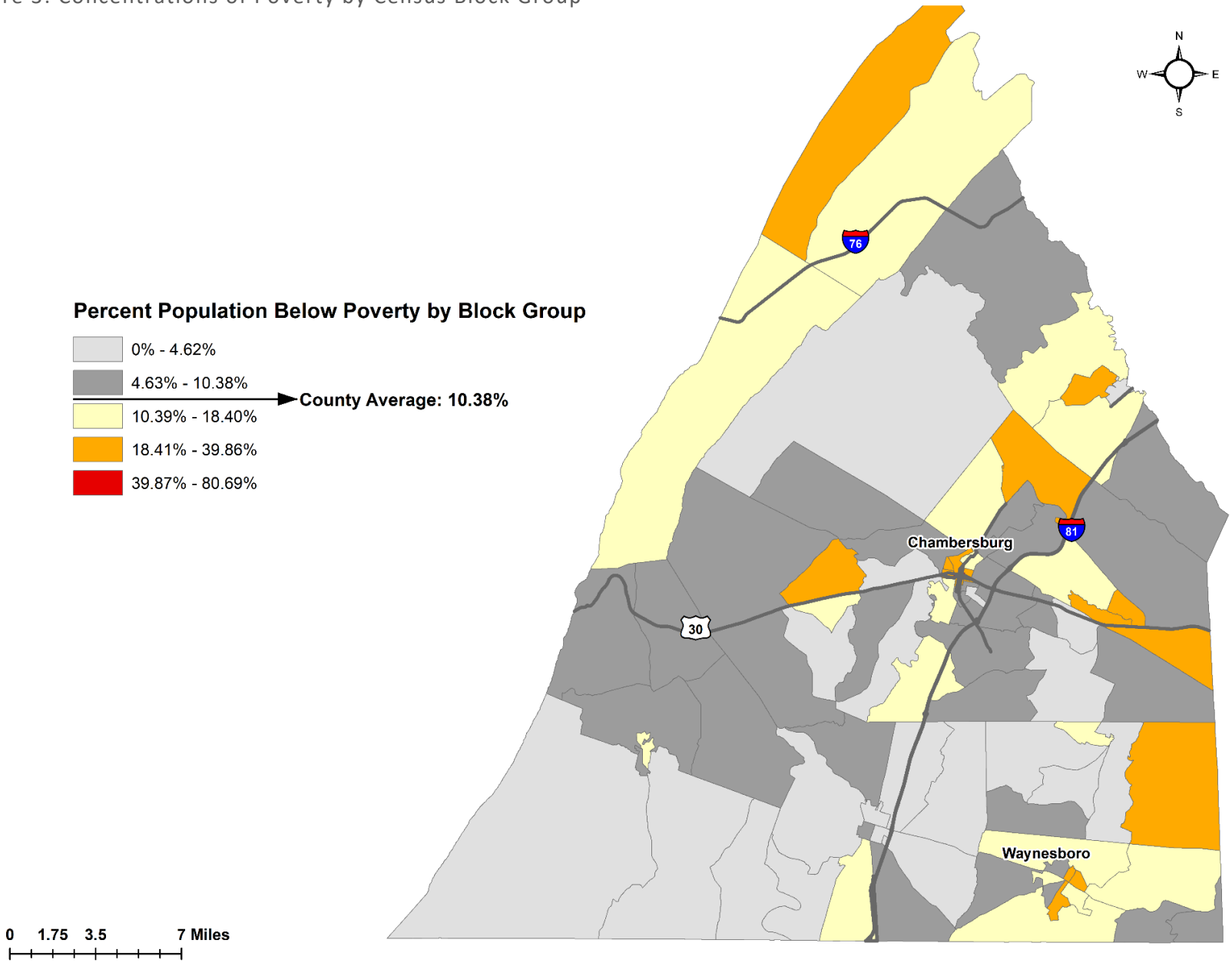
Source: 2013-2017 ACS 5-Year Estimates

Figure 2: Concentrations of Minority Populations by Census Block Groups



Source: 2013-2017 American Community Survey 5-Year Estimates

Figure 3: Concentrations of Poverty by Census Block Group



Source: 2013-2017 American Community Survey 5-Year Estimates

CONDITION ASSESSMENT

In order to meaningfully analyze benefits and adverse effects of the transportation program, the MPO has examined the existing conditions of transportation assets throughout the region and safety performance measures among the minority and low-income populations. These data assessments allow the MPO to track changes in crashes, poor condition bridges, and poor pavement mileage in the region and identify safety gaps and distribution disparities between minority and low-income populations.

Tables 3 and 4 provide the number and percentage of bridges by condition and by the concentration of minority and low-income population. Franklin County currently has 49 bridges in poor condition. Of those bridges, only 11 (or 22 percent) are located within block groups that exceed the minority average for the county of 11.35 percent. Similarly, 37 percent of the poor condition bridges are within block groups that exceed the poverty average for the county of 10.39 percent. Based on the available conditions data, there is not a disproportionate number of poor-conditioned bridges in areas with higher concentrations of minority or low-Income populations.

Table 3: Distribution of Poor Condition Bridges by Minority Population Intervals

Population/Asset	**Percent Minority Population Intervals**					***Total***
	0% - 4.31%	4.32% - 11.34%	11.35% - 19.18%	19.19% - 29.88%	29.89% - 69.18%	
Poor Condition Bridge Count	26	12	3	6	2	49
Percentage	53.1%	24.5%	6.1%	12.2%	4.1%	100%
Total Population	49,559	45,972	31,150	17,964	8,358	153,003
Total Population (in %)	32.4%	30.0%	20.4%	11.7%	5.5%	100%
Minority Population	887	3,511	4,849	4,404	3,720	17,371
Minority Population (in %)	5.1%	20.2%	27.9%	25.4%	21.4%	11%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Table 4: Distribution of Poor Condition Bridges by Poverty Population Intervals

Population/Asset	**Percent Below Poverty Population Intervals**					*Total*
	0% - 4.62%	4.63% - 10.38%	10.39% - 18.4%	18.41% - 39.86%	39.87% - 80.69%	
Poor Condition Bridge Count	10	21	11	7	0	49
Percentage	20.4%	42.9%	22.4%	14.3%	0.0%	100%
Total Population	32,969	61,672	36,479	19,404	2,479	153,003
Total Population (in %)	21.5%	40.3%	23.8%	12.7%	1.6%	100%
Below Poverty Population	4,113	3,632	3,774	1,955	2,169	15,643
Below Poverty Population (in %)	26.3%	23.2%	24.1%	12.5%	13.9%	10%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Tables 5 and **6** show the number and percentage of bicycle and pedestrian-related crashes in Franklin County from 2013-2017. Of the total crashes, 63 percent of crashes occur in high minority block groups while 51 percent of crashes occur in high poverty block groups. This information shows that there is a disproportionate number of bicycle and pedestrian-related crashes occurring in block groups with a higher population of low-income and minority populations. This may be expected as the high minority and low-income populations are located in the urbanized areas where non-motorized transportation is more prevalent.

Table 5: Distribution of Bicycle & Pedestrian related crashes by Minority Population Intervals

Population/Asset	**Percent Minority Population Intervals**					*Total*
	0% - 4.31%	4.32% - 11.34%	11.35% - 19.18%	19.19% - 29.88%	29.89% - 69.18%	
Bike-Pedestrian Crash Count	32	30	57	26	23	168
Percentage	19.0%	17.9%	33.9%	15.5%	13.7%	100%
Total Population	49,559	45,972	31,150	17,964	8,358	153,003
Total Population (in %)	32.4%	30.0%	20.4%	11.7%	5.5%	100%
Minority Population	887	3,511	4,849	4,404	3,720	17,371
Minority Population (in %)	5.1%	20.2%	27.9%	25.4%	21.4%	11%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Table 6: Distribution of Bicycle & Pedestrian related crashes by Poverty Population Intervals

Population/Asset	**Percent Below Poverty Population Intervals**					*Total*
	0% - 4.62%	4.63% - 10.38%	10.39% - 18.4%	18.41% - 39.86%	39.87% - 80.69%	
Bike-Pedestrian Crash Count	19	64	37	36	12	168
Percentage	11.3%	38.1%	22.0%	21.4%	7.1%	100%
Total Population	32,969	61,672	36,479	19,404	2,479	153,003
Total Population (in %)	21.5%	40.3%	23.8%	12.7%	1.6%	100%
Below Poverty Population	4,113	3,632	3,774	1,955	2,169	15,643
Below Poverty Population (in %)	26.3%	23.2%	24.1%	12.5%	13.9%	10%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Tables 7 through **10** identify the number and percentage of roadways with poor or excellent International Roughness Index (IRI) within minority and low-income population block group intervals. This information shows that there is not a disproportionate amount of poor condition pavement in block groups with a higher population of low-income and minority populations. The data does show small mileage numbers for excellent condition pavement in areas with high minority population. This could mean that a majority of roadways in these areas are identified as Good or Fair condition.

Table 7: Distribution of Poor Pavement by Minority Population Intervals

Population/Asset	**Percent Minority Population Intervals**					*Total*
	0% - 4.31%	4.32% - 11.34%	11.35% - 19.18%	19.19% - 29.88%	29.89% - 69.18%	
Poor Pavement Mileage	46.13	24.06	10.82	4.00	1.83	86.84
Percentage	53.1%	27.7%	12.5%	4.6%	2.1%	100%
Total Population	49,559	45,972	31,150	17,964	8,358	153,003
Total Population (in %)	32.4%	30.0%	20.4%	11.7%	5.5%	100%
Minority Population	887	3,511	4,849	4,404	3,720	17,371
Minority Population (in %)	5.1%	20.2%	27.9%	25.4%	21.4%	11%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Table 8: Distribution of Poor Pavement by Poverty Population Intervals

Population/Asset	**Percent Below Poverty Population Intervals**					*Total*
	0% - 4.62%	4.63% - 10.38%	10.39% - 18.4%	18.41% - 39.86%	39.87% - 80.69%	
Poor Pavement Mileage	18.02	41.97	17.92	7.86	1.07	86.84
Percentage	20.8%	48.3%	20.6%	9.1%	1.2%	100%
Total Population	32,969	61,672	36,479	19,404	2,479	153,003
Total Population (in %)	21.5%	40.3%	23.8%	12.7%	1.6%	100%
Below Poverty Population	4,113	3,632	3,774	1,955	2,169	15,643
Below Poverty Population (in %)	26.3%	23.2%	24.1%	12.5%	13.9%	10%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Table 9: Distribution of Excellent Pavement by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					*Total*
	0% - 4.31%	4.32% - 11.34%	11.35% - 19.18%	19.19% - 29.88%	29.89% - 69.18%	
Poor Pavement Mileage	119.72	66.47	41.10	10.23	0.29	237.81
Percentage	50.3%	28.0%	17.3%	4.3%	0.1%	100%
Total Population	49,559	45,972	31,150	17,964	8,358	153,003
Total Population (in %)	32.4%	30.0%	20.4%	11.7%	5.5%	100%
Minority Population	887	3,511	4,849	4,404	3,720	17,371
Minority Population (in %)	5.1%	20.2%	27.9%	25.4%	21.4%	11%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

Table 10: Distribution of Excellent Pavement by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					*Total*
	0% - 4.62%	4.63% - 10.38%	10.39% - 18.4%	18.41% - 39.86%	39.87% - 80.69%	
Poor Pavement Mileage	74.63	80.64	65.98	16.56	0	237.81
Percentage	31.4%	33.9%	27.7%	7.0%	0.0%	100%
Total Population	32,969	61,672	36,479	19,404	2,479	153,003
Total Population (in %)	21.5%	40.3%	23.8%	12.7%	1.6%	100%
Below Poverty Population	4,113	3,632	3,774	1,955	2,169	15,643
Below Poverty Population (in %)	26.3%	23.2%	24.1%	12.5%	13.9%	10%

Source: 2013-2017 ACS 5-Year Estimates, PennDOT

BENEFITS & BURDENS: 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

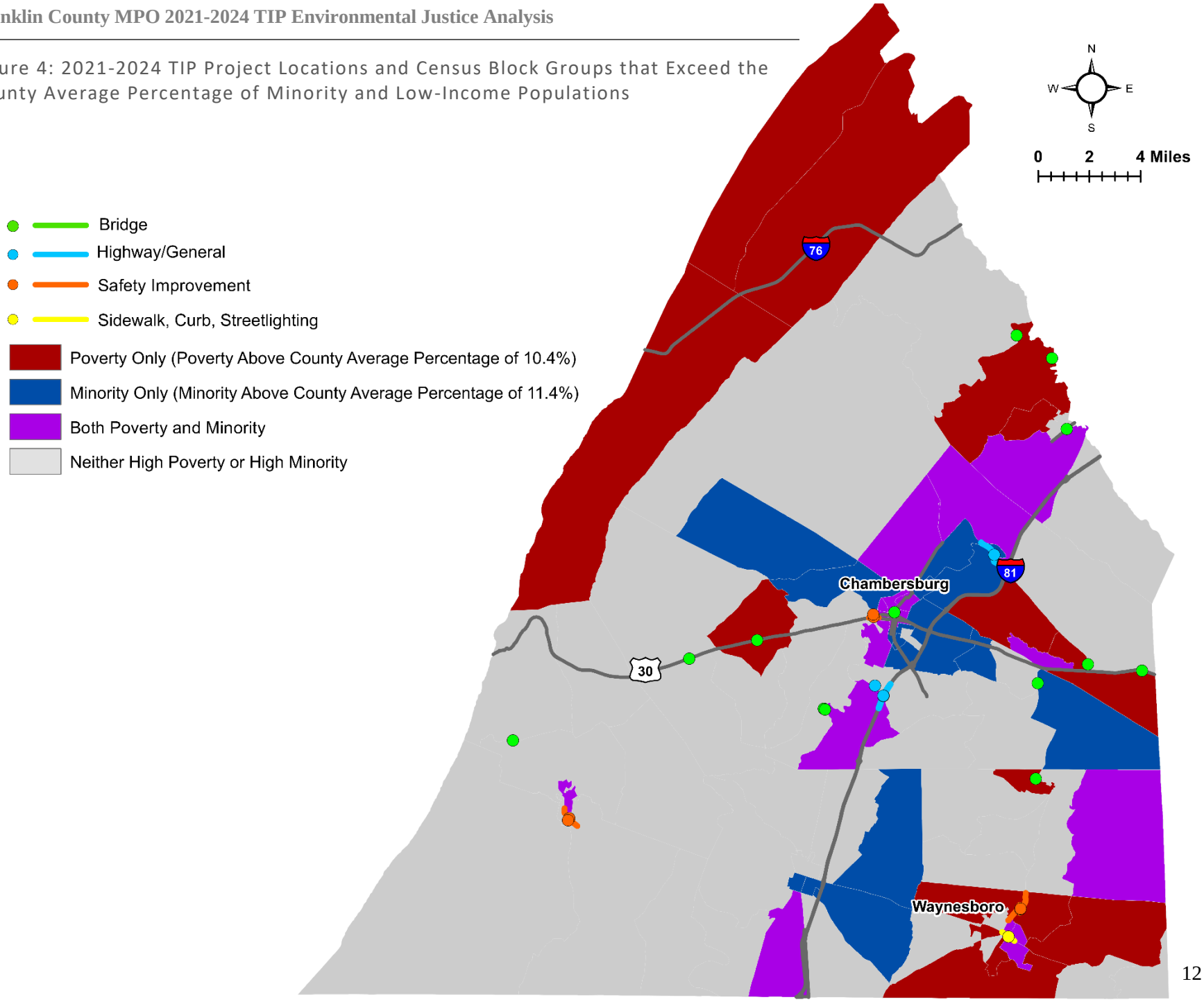
The Franklin County MPO reviewed transportation projects located in areas that were determined to be "high minority" or "high in-poverty." "High minority", for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the county average of 11.35 percent. "High in-poverty" refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 10.39 percent.

When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

Of the locatable 20 projects on the Franklin County TIP, the number of projects in minority or low-income areas is lower than the number of projects located in non-minority and non-low-income areas. Five projects are located in both high minority and high poverty block groups, six projects are located in a high poverty block group, and two projects are located in a high minority block group. These projects consist of three safety improvements, eight bridge projects, one sidewalk, curb, and street lighting improvement, and one highway reconstruction. **Figure 4** illustrates the geographic proximity between different 2021-2024 TIP projects and high minority and high in poverty areas.

Figure 4: 2021-2024 TIP Project Locations and Census Block Groups that Exceed the County Average Percentage of Minority and Low-Income Populations



Source: 2013-2017 American Community Survey 5-Year Estimates

Appendix C

PennDOT Interstate TIP

2021 INTERSTATE MANAGEMENT TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

Prepared by PennDOT's Center for Program Development and Management, provided statewide as part of regional Transportation Improvement Program Public Comment Period

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 30, 2020

Pennsylvania Interstate Management Program

The Interstate Management (IM) Program is a separate Transportation Improvement Program (TIP) that is centrally developed and managed based on statewide needs. Pennsylvania has one of the largest Interstate Systems in the nation, with more than 2,740 miles and 2,207 bridges. Based on asset condition it is estimated that the annual need on the Interstates is $1.2 Billion to meet basic maintenance and preservation needs. Currently we spend between $450-$500 million per year on the Interstate System.

From a programming standpoint, the IM Program is constrained to an annual funding level provided as part of Financial Guidance. Working in collaboration with our Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), PennDOT issued 2021 Financial Guidance that increases Interstate Investments by approximately $150 million in Federal Fiscal Year (FFY) 2021 and grows by $50 million per year up to $1 billion in 2028.

To more efficiently manage the significant needs of the Statewide Interstate System, PennDOT formed an Interstate Steering Committee (ISC) in summer of 2015. The ISC contains representation from PennDOT's Center for Program Development and Management (CPDM), the Bureau of Maintenance Operations (BOMO), the Bureau of Project Delivery (BPD), and the Districts. The ISC works with PennDOT, MPO/RPOs, Federal Highway Administration (FHWA) and State Transportation Commission (STC) on the development and management of the IM Program. They assist with project prioritization and re-evaluate projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the 2021 Program Update the ISC had each District present their Interstate program. The presentations occurred in July 2019. Presentations provided updates on conditions, challenges, best practices and needs for each District. All presentations were available via web conference so other Districts, MPO/RPOs and FHWA could participate. In addition to the presentations, the ISC also held Interstate Rides. ISC members, Central Office Asset Management and Planning staff, as well as, District staff rode all 2,740 miles of the Interstate System in May and June 2019. The District Interstate rides provided a statewide perspective of current conditions, as well as, an opportunity to review currently planned and potential projects.

Project Prioritization

In coordination with the District presentations, the individual Districts provided prioritized lists of Interstate needs. These lists were compiled into a statewide prioritized Interstate needs list.

To help evaluate and prioritize projects on the Interstate, the Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS) were utilized to provide an optimized program based on Lowest Life Cycle Cost (LLCC) principals. BAMS and PAMS were utilized to produce a fiscally unconstrained run with no committed projects to determine which existing projects would align with LLCC principals. The candidate projects were then compared and rated with a high-medium-low rating against the LLCC principals from the fiscally unconstrained runs. Project bridge and pavement data and guidance from Chapter 13 of Publication 242 were also used in project selection. Pennsylvania's Transportation Asset Management Plan (TAMP) defines how LLCC is required and is applied to planning and programming.

Initial programming consideration is given to currently programmed projects that carry over from one State Transportation Improvement Program (STIP) to another. The carry-over projects were prioritized based on current field conditions and asset management criteria. Consideration was also given to project development process and current project schedules when developing the 2021 IM Program.

Due to the formula adjustments and focus on the Interstates, MPO/RPOs requested the IM Program carry mainline Interstate projects that were previously funded by the regions on various regional TIPS. The regional carryover projects have been coordinated with the ISC and included on the IM Program. A list of these projects is attached. These projects will be drawn down from Regional IM Carryover Reserve – 2021 IM Update (MPMS 114199) line item and added to the IM TIP after STIP adoption.

During development of the IM TIP, consideration was given to Intelligent Transportation Systems (ITS) and various safety measures. Line items were programmed for ITS and All-weather Pavement Markings (AWPM), each of which will be ramped up over the first four years of the Interstate Twelve Year Program (TYP). The ITS line item will focus on addressing antiquated devices, new devices, and equipment gaps on the Interstate system. The AWPM line item will focus on the deployment of AWPMs as the center line for interstates statewide.

The remaining funds for the 2021 IM Program will fund new LLCC principal projects. The District prioritized lists were compared with the BAMS and PAMS runs. Projects with high District and High Asset Management Priorities were added to the Program as new projects.

Funds that were not allocated to projects were programmed in a set-aside line item to address programmatic contingencies, emergencies, and necessary project cost adjustments (increases and decreases). The line item will also be utilized to account for any obligation conversions that were anticipated to occur prior to end of the 2019 program and didn't get converted. The line item is continually monitored and if not necessary for

programmatic contingencies or emergencies it is used to advance other prioritized needs. The draft IM Program was shared with the ISC, Districts and MPO/RPOs on November 27, 2019 and March 4, 2020.

Secretary's Discretionary Funding

Financial Guidance includes a set-aside of several highway funding programs that are reserved for the Secretary of Transportation discretion, commonly referred as "Spike" funding. The Secretary's "Spike" funding is fiscally constrained to an annual fund level provided by Financial Guidance. As part of the Secretary's recommended discretionary (Spike) funded projects for the 2021 Program, several major Interstate Projects were included that otherwise would not have been able to advance and are vitally important to maintaining and improving our Interstate infrastructure. The spike funded Interstate Projects are included in the 2021 IM Program and are listed on the recommended spike funded projects for the 2021 Program.

National Highway Freight Program

The National Highway Freight Program (NHFP) was a new program authorized under the Fixing America's Surface Transportation (FAST) Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, including: (1) investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; (2) improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; (3) improving the state of good repair of the NHFN; (4) using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; (5) improving the efficiency and productivity of the NHFN; (6) improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and (7) reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]. The Statutory citation for the NHFP is: FAST Act § 1116; 23
U.S.C. 167

Per 2021 Financial Guidance all NHFP funds have been allocated to the Interstates and included on the IM Program with the fund type NFP. Projects were based on the following considerations:

- Factors from the state's Comprehensive Freight Movement Plan, including:
    - Freight bottlenecks;
    - Freight efficiency projects; and
    - Projects as identified by the state's MPOs/RPOs.
- Estimated let dates: projects that haven't been let but will be let within the Program period.
- Estimated construction costs: projects that had a cost greater than $50 million.

National Highway Freight Program Projects:

MPMS	District	County	Project Title
79904	6	Philadelphia	I-95: Betsy Ross Ramps A&B
57921	5	Monroe	I-80/Exit 308 Realignment
97828	8	Dauphin	I-83 East Shore (Section 3)
92924	8	York	I-83, North York Widening
105438	11	Allegheny	I-376, Commercial Street Bridge
113357	8	Dauphin	I-83 East Shore (Section 3B)
79828	6	Philadelphia	I-95: Race - Shackamaxon
103559	6	Philadelphia	I-95 Btsy Rss MainIn SB
103558	6	Philadelphia	I-95SB: Ann St-Wheatsheaf Lane
113380	8	Dauphin	I-83 Eisenhower Interchange D
106746	99	Central Office	National Highway Freight Program Reserve

The Interstate Management Program will be included with regional TIP public comment periods. The IM TIP is listed below. Upon approval of the STIP, Interstate projects will be monitored and managed based on scope changes and project schedules. The ISC will review requested increases and decreases.

2021 INTERSTATE MANAGEMENT TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Allegheny	79	A61	87756	Neville Island Bridge	+C	IMAN	NHPP	30,000,000				30,000,000																			5/7/20 E
Allegheny	79	A67	94812	I-79, Neville Island to I-279	F	IMAN			581	1,545,000		1,545,000																			
Allegheny	79	A67	94812	I-79, Neville Island to I-279	U	IMAN			581	106,090		106,090																			
Allegheny	79	A67	94812	I-79, Neville Island to I-279	R	IMAN			581	206,000		206,000																			
Allegheny	79	A67	94812	I-79, Neville Island to I-279	+C	IMAN	NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	NHPP	11,545,050				11,545,050	12/10/20 E
Allegheny	79		91565	I-79, Moon Run - Neville Island	C	IMAN							NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	3/11/22 E
Allegheny	79		114544	2020 Interstate Longitudinal Joint Rehabilitation	C	IMAN	NHPP	308,041	581	2,772,369		3,080,410																			6/18/20 E
Allegheny	79		114545	2021 Interstate Longitudinal Joint Rehabilitation	C	IMAN	NHPP	2,365,249	581	262,805		2,628,054																			6/10/21 E
Allegheny	79	000	81931	I-79, Campbell's-Moon Run	P	IMAN	NHPP	2,082,300				2,082,300																			
Allegheny	79	000	81931	I-79, Campbell's-Moon Run	F	IMAN							NHPP	3,000,000				3,000,000													
Allegheny	79	000	81931	I-79, Campbell's-Moon Run	U	IMAN															581	100,000		100,000							
Allegheny	79	000	81931	I-79, Campbell's-Moon Run	R	IMAN															581	475,000		475,000							
Allegheny	79	000	81931	I-79, Campbell's-Moon Run	C	IMAN													NHPP	5,000,000				5,000,000	NHPP	5,000,000				5,000,000	3/10/22 E
Allegheny	376	A62	105438	I-376, Commercial Street Bridge	P	IMAN			s581	2,000,000		2,000,000			s581	2,000,000		2,000,000													
Allegheny	376	A62	105438	I-376, Commercial Street Bridge	F	IMAN															s581	4,500,000		4,500,000			s581	1,500,000		1,500,000	
Allegheny	376	A62	105438	I-376, Commercial Street Bridge	U	IMAN																					s581	500,000		500,000	
Allegheny	376	A62	105438	I-376, Commercial Street Bridge	R	IMAN																					s581	600,000		600,000	
Allegheny	376	A62	105438	I-376, Commercial Street Bridge	C	IMAN																			NFP	61,099,000				61,099,000	2/15/23 E
Allegheny	376	A67	97029	I-376/Greentree Interchange	P	IMAN			s581	500,000		500,000			s581	500,000		500,000													
Allegheny	376	A67	97029	I-376/Greentree Interchange	F	IMAN							NHPP	1,000,000				1,000,000	NHPP	1,575,000				1,575,000							
Allegheny	376	A67	97029	I-376/Greentree Interchange	U	IMAN															581	515,000		515,000							
Allegheny	376	A67	97029	I-376/Greentree Interchange	R	IMAN																					581	1,060,900		1,060,900	
Allegheny	376	A68	97027	I-376/Carnegie Interchange	P	IMAN			s581	500,000		500,000			s581	500,000		500,000													
Allegheny	376	A68	97027	I-376/Carnegie Interchange	F	IMAN							NHPP	1,000,000				1,000,000	NHPP	1,575,000				1,575,000							
Allegheny	376	A68	97027	I-376/Carnegie Interchange	U	IMAN															581	515,000		515,000							
Allegheny	376	A68	97027	I-376/Carnegie Interchange	R	IMAN																					581	1,060,900		1,060,900	
Allegheny	376	A69	112249	I-376, Bath Tub Flooding	P	IMAN															581	2,000,000		2,000,000			581	1,713,150		1,713,150	
Allegheny	376	A70	87765	I-376, 376 Business to Tonidale	C	IMAN	NHPP	13,539,206				13,539,206																			4/9/20 E
Allegheny	376		87767	I-376, Edgewood to Churchill	P	IMAN	NHPP	2,000,000				2,000,000																			
Allegheny	376		87767	I-376, Edgewood to Churchill	F	IMAN							NHPP	2,500,000				2,500,000													
Allegheny	376		87767	I-376, Edgewood to Churchill	U	IMAN													NHPP	100,000				100,000							
Allegheny	376		87767	I-376, Edgewood to Churchill	R	IMAN													NHPP	450,000				450,000							
Allegheny	376		87767	I-376, Edgewood to Churchill	C	IMAN																			NHPP	10,000,000				10,000,000	6/15/23 E
Allegheny	376		87778	I-376, Churchhill to Monroeville	P	IMAN	NHPP	2,500,000				2,500,000																			
Allegheny	376		87778	I-376, Churchhill to Monroeville	F	IMAN							NHPP	2,500,000				2,500,000													
Allegheny	376		87778	I-376, Churchhill to Monroeville	U	IMAN													NHPP	250,000				250,000							
Allegheny	376		87778	I-376, Churchhill to Monroeville	R	IMAN													NHPP	750,000				750,000							
Allegheny	376		87778	I-376, Churchhill to Monroeville	C	IMAN													NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	3/11/21 E
Allegheny	376	000	99874	Pkwy East Corridor Transp Ph 2	P	IMAN			s581	3,000,000		3,000,000			s581	3,000,000		3,000,000													
Allegheny	376	000	99874	Pkwy East Corridor Transp Ph 2	F	IMAN															s581	7,000,000		7,000,000			s581	2,000,000		2,000,000	
Allegheny	376	000	99874	Pkwy East Corridor Transp Ph 2	U	IMAN																					s581	3,000,000		3,000,000	
Allegheny	376	000	99874	Pkwy East Corridor Transp Ph 2	R	IMAN																					s581	4,000,000		4,000,000	
Totals for: Allegheny								**62,794,796**		**10,892,264**		**73,687,060**		**30,000,000**		**6,000,000**		**36,000,000**		**39,700,000**		**15,105,000**		**54,805,000**		**107,644,050**		**15,434,950**		**123,079,000**	**287,571,060**
Bedford	70	021	22816	Breezewood-Fulton Co Line	F	IMAN			581	112,000		112,000																			
Bedford	70	021	22816	Breezewood-Fulton Co Line	R	IMAN			581	166,500		166,500																			
Bedford	70	021	22816	Breezewood-Fulton Co Line	+C	IMAN	NHPP	8,000,000				8,000,000	NHPP	8,000,000				8,000,000	NHPP	7,070,470				7,070,470							2/11/21 E
Totals for: Bedford								**8,000,000**		**278,500**		**8,278,500**		**8,000,000**				**8,000,000**		**7,070,470**				**7,070,470**							**23,348,970**
Berks	78	ASR	87645	I-78 Lenhartsville ASR	C	IMAN	NHPP	6,472,000				6,472,000																			5/7/20 E
Berks	78	LBR	97274	Lenhartsville Bridge	F	IMAN	NHPP	3,042,414	185	338,046		3,380,460																			
Berks	78	LBR	97274	Lenhartsville Bridge	U	IMAN			185	495,430		495,430																			
Berks	78	LBR	97274	Lenhartsville Bridge	R	IMAN			185	929,060		929,060																			
Berks	78	LBR	97274	Lenhartsville Bridge	C	IMAN									185	11,000,000		11,000,000			185	11,000,000		11,000,000			185	11,000,000		11,000,000	3/17/22 E
Berks	78	13B	93494	I-78-Rt 61 Bridge Replace	+C	IMAN	sNHPP	32,650,000				32,650,000	sNHPP	19,550,000				19,550,000													12/5/19 A
Berks	78	22M	72807	I-78 Shrtlesville to Hamb - Resurface	+C	IMAN																			NHPP	5,000,000				5,000,000	1/25/24 E
Berks	78	25M	85903	I-78 Midway to Shartlesville Resurface	C	IMAN	NHPP	5,300,000				5,300,000	NHPP	5,300,000				5,300,000	NHPP	5,500,000				5,500,000							4/22/21 E
Totals for: Berks								**47,464,414**		**1,762,536**		**49,226,950**		**24,850,000**		**11,000,000**		**35,850,000**		**5,500,000**		**11,000,000**		**16,500,000**		**5,000,000**		**11,000,000**		**16,000,000**	**117,576,950**
Blair	99		112239	I-99 Plank Rd Intchg to Tyrone	P	IMAN															581	100,000		100,000							
Blair	99		112239	I-99 Plank Rd Intchg to Tyrone	C	IMAN																			NHPP	2,000,000				2,000,000	

d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Blair	99	021	112241	I-99 Newry Pulloff to Plank Rd Intchg	P	IMAN															581	100,000		100,000							
Blair	99	021	112241	I-99 Newry Pulloff to Plank Rd Intchg	C	IMAN																			NHPP	3,000,000				3,000,000	2/15/24 E
Totals for: Blair																						**200,000**		**200,000**		**5,000,000**				**5,000,000**	**5,200,000**
Butler	79	24C	106274	I-79 Southern Section Reconstruction	S	IMAN															581	1,000,000		1,000,000							
Butler	79	24C	106274	I-79 Southern Section Reconstruction	P	IMAN																					581	2,500,000		2,500,000	
Totals for: Butler																						**1,000,000**		**1,000,000**				**2,500,000**		**2,500,000**	**3,500,000**
Carbon	80	07M	87648	I-80 Rehabilitation	+C	IMAN	NHPP	2,500,000				2,500,000																			7/26/18 A
Carbon	80	08B	99552	I-80 White Haven Bridges	F	IMAN									185	2,500,000		2,500,000			185	2,564,790		2,564,790							
Carbon	80	08B	99552	I-80 White Haven Bridges	U	IMAN															185	869,456		869,456							
Carbon	80	08B	99552	I-80 White Haven Bridges	R	IMAN																					185	173,891		173,891	
Totals for: Carbon								**2,500,000**				**2,500,000**				**2,500,000**		**2,500,000**				**3,434,246**		**3,434,246**				**173,891**		**173,891**	**8,608,137**
Central Office			75891	Interstate Contingency	C	IMAN			581	459,510		459,510			581	431,412		431,412			581	2,433,589		2,433,589			581	220,731		220,731	
Central Office			75891	Interstate Contingency	C	IMAN	NHPP	2,328,778	185	1,669,229		3,998,007	NHPP	831,203	185	382,609		1,213,812	NHPP	626,242	185	2,200,157		2,826,399	NHPP	1,569,324	185	10,211,110		11,780,434	
Central Office			105487	Interstate Traffic Monitoring	+C	IMAN	NHPP	800,000				800,000	NHPP	800,000				800,000	NHPP	800,000				800,000	NHPP	800,000				800,000	
Central Office			110601	INFRA Support	C	IMAN									s581	500,000		500,000			s581	500,000		500,000			s581	500,000		500,000	
Central Office			112672	Interstate Guide Rail Upgrade	+C	IMAN	NHPP	19,300,000				19,300,000	NHPP	19,300,000				19,300,000													
Central Office			114199	Regional IM Carryover Reserve - 2021 IM Update	C	IMAN			581	4,143,998		4,143,998			581	7,583,169		7,583,169			581	6,930,998		6,930,998			581	3,899,485		3,899,485	
Central Office			114199	Regional IM Carryover Reserve - 2021 IM Update	C	IMAN	NHPP	35,618,132	185	672,034		36,290,166	NHPP	34,738,245	185	394,534		35,132,779	NHPP	45,195,627	185	394,534		45,590,161	NHPP	62,852,543	185	394,534		63,247,077	
Central Office			114586	Interstate ITS Reserve	C	IMAN	NHPP	1,000,000				1,000,000	NHPP	2,000,000				2,000,000	NHPP	3,000,000				3,000,000	NHPP	4,000,000				4,000,000	
Central Office			114587	All-Weather Pavement Marking Reserve	C	SPFED																			NHPP	4,000,000				4,000,000	
Central Office			114587	All-Weather Pavement Marking Reserve	C	IMAN	NHPP	1,000,000				1,000,000	NHPP	2,000,000				2,000,000	NHPP	3,000,000				3,000,000							
Totals for: Central Office								**60,046,910**		**6,944,771**		**66,991,681**		**59,669,448**		**9,291,724**		**68,961,172**		**52,621,869**		**12,459,278**		**65,081,147**		**73,221,867**		**15,225,860**		**88,447,727**	**289,481,727**
Centre	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN							sNHPP	10,000,000	581	3,528,000		13,528,000	sNHPP	10,000,000	581	3,528,000		13,528,000	sNHPP	5,000,000	581	3,528,000		8,528,000	3/3/22 E
Centre	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN							APD	20,000,000	185	2,772,000		22,772,000	APD	20,000,000	185	2,772,000		22,772,000	APD	25,000,000	185	2,772,000		27,772,000	3/3/22 E
Centre	80	B38	74912	I-80 Bridge Replacements	C	IMAN									185	6,913,500		6,913,500			185	9,000,000		9,000,000							3/3/22 E
Totals for: Centre														**30,000,000**		**13,213,500**		**43,213,500**		**30,000,000**		**15,300,000**		**45,300,000**		**30,000,000**		**6,300,000**		**36,300,000**	**124,813,500**
Clarion	80	RPR	114557	I 80 Strattenville Resurfacing	C	IMAN	NHPP	5,000,000				5,000,000	NHPP	4,589,803				4,589,803													10/1/20 E
Clarion	80	365	90021	I-80 Canoe Creek Bridges	F	IMAN			185	2,000,000		2,000,000																			
Clarion	80	365	90021	I-80 Canoe Creek Bridges	U	IMAN			185	200,000		200,000																			
Clarion	80	365	90021	I-80 Canoe Creek Bridges	R	IMAN									185	265,226		265,226													
Clarion	80	365	90021	I-80 Canoe Creek Bridges	C	IMAN															185	30,000,000		30,000,000			185	30,000,000		30,000,000	3/1/23 E
Totals for: Clarion								**5,000,000**		**2,200,000**		**7,200,000**		**4,589,803**		**265,226**		**4,855,029**				**30,000,000**		**30,000,000**				**30,000,000**		**30,000,000**	**72,055,029**
Clearfield	80	B29	74910	I-80 Clfd - Viaduct Highway Preservation	+C	IMAN	NHPP	7,632,085				7,632,085																			4/23/20 E
Clearfield	80	B41	87729	I-80 over SR 970 Interchange	C	IMAN			185	8,500,000		8,500,000			185	5,000,000		5,000,000													1/16/20 A
Totals for: Clearfield								**7,632,085**		**8,500,000**		**16,132,085**				**5,000,000**		**5,000,000**													**21,132,085**
Columbia	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	P	IMAN															581	3,000,000		3,000,000			581	2,000,000		2,000,000	11/9/23 E
Columbia	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	F	IMAN																					581	2,251,018		2,251,018	
Columbia	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	U	IMAN																					581	59,703		59,703	
Columbia	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	R	IMAN																					581	23,185		23,185	
Columbia	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	P	IMAN	NHPP	2,500,000				2,500,000	NHPP	2,500,000				2,500,000													11/9/23 E
Columbia	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	F	IMAN															581	1,376,526		1,376,526			581	2,000,000		2,000,000	
Columbia	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	U	IMAN																					581	59,703		59,703	
Columbia	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	R	IMAN																					581	23,185		23,185	
Columbia	80	161	105528	I-80 East Bound from Montour County to SR 4009	F	IMAN									581	50,000		50,000													
Columbia	80	161	105528	I-80 East Bound from Montour County to SR 4009	+C	IMAN													NHPP	2,000,000				2,000,000	NHPP	1,500,000				1,500,000	1/1/23 E
Totals for: Columbia								**2,500,000**				**2,500,000**		**2,500,000**		**50,000**		**2,550,000**		**2,000,000**		**4,376,526**		**6,376,526**		**1,500,000**		**6,416,794**		**7,916,794**	**19,343,320**
Dauphin	83	B78	113378	Eisenhower Interchange B	F	IMAN															s581	7,289,300		7,289,300			s581	3,000,000		3,000,000	
Dauphin	83	B78	113378	Eisenhower Interchange B	R	IMAN																			sNHPP	5,900,000				5,900,000	
Dauphin	83	B79	113357	I-83 East Shore Section 3B	F	IMAN									s581	4,000,000		4,000,000													
Dauphin	83	B79	113357	I-83 East Shore Section 3B	U	IMAN															s581	2,000,000		2,000,000							
Dauphin	83	B79	113357	I-83 East Shore Section 3B	R	IMAN									s581	4,000,000		4,000,000			s581	1,000,000		1,000,000							
Dauphin	83	B79	113357	I-83 East Shore Section 3B	C	IMAN																			sNHPP	13,901,000				13,901,000	1/1/24 E

d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Dauphin	83	C78	113380	Eisenhower Interchange C	R	IMAN																			sNHPP	1,500,000				1,500,000	
Dauphin	83	078	92931	Eisenhower Interchange	F	IMAN			s581	4,000,000		4,000,000			s581	7,008,900		7,008,900													
Dauphin	83	078	92931	Eisenhower Interchange	U	IMAN			s581	3,300,000		3,300,000			s581	4,700,000		4,700,000			s581	4,000,000		4,000,000							
Dauphin	83	078	92931	Eisenhower Interchange	R	IMAN	sNHPP	20,000,000				20,000,000	sNHPP	20,000,000				20,000,000	sNHPP	20,000,000				20,000,000	sNHPP	14,300,000				14,300,000	
Dauphin	83	078	92931	Eisenhower Interchange	C	IMAN													sNHPP	18,751,488				18,751,488	sNHPP	30,947,000				30,947,000	12/16/22 E
Dauphin	83	079	97828	I-83 East Shore Section 3	U	IMAN									s581	2,000,000		2,000,000													
Dauphin	83	079	97828	I-83 East Shore Section 3	R	IMAN			s581	10,000,000		10,000,000			s581	11,000,000		11,000,000			s581	12,000,000		12,000,000			s581	12,000,000		12,000,000	
Dauphin	83	079	97828	I-83 East Shore Section 3	C	IMAN							NFP	61,099,000				61,099,000	sNHPP	8,901,000				8,901,000							1/1/22 E
Totals for: Dauphin								**20,000,000**		**17,300,000**		**37,300,000**		**81,099,000**		**32,708,900**		**113,807,900**		**47,652,488**		**26,289,300**		**73,941,788**		**66,548,000**		**15,000,000**		**81,548,000**	**306,597,688**
Delaware	95	322	15477	I95/US322 Intrchng Imp	P	IMAN									581	1,300,000		1,300,000			581	1,300,000		1,300,000			581	1,300,000		1,300,000	12/9/19 A
Delaware	476	HSR	104821	I-476 Travel Management	P	IMAN	sSTP	2,250,000				2,250,000																			5/15/20 E
Delaware	476	HSR	104821	I-476 Travel Management	F	IMAN	sSTP	3,000,000				3,000,000	sSTP	2,500,000				2,500,000													
Delaware	476	HSR	104821	I-476 Travel Management	U	IMAN													sSTP	300,000				300,000							
Delaware	476	HSR	104821	I-476 Travel Management	R	IMAN													sSTP	250,000				250,000							
Delaware	476	HSR	104821	I-476 Travel Management	+C	IMAN																			sSTP	11,000,000				11,000,000	10/16/25 E
Totals for: Delaware								**5,250,000**				**5,250,000**		**2,500,000**		**1,300,000**		**3,800,000**		**550,000**		**1,300,000**		**1,850,000**		**11,000,000**		**1,300,000**		**12,300,000**	**23,200,000**
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct - #1	U	IMAN			581	124,831		124,831																			
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct - #1	R	IMAN			581	374,797		374,797																			
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct - #1	+C	IMAN	NHPP	8,000,000				8,000,000	NHPP	8,000,000				8,000,000	NHPP	8,000,000				8,000,000	NHPP	18,725,626				18,725,626	7/23/20 E
Erie	90	A31	102040	I-90: MP 7 to 10.5 Reconstruct - #1	+C	IMAN	NHPP	11,000,000				11,000,000	NHPP	11,000,000				11,000,000	NHPP	10,000,000				10,000,000	NHPP	20,669,441				20,669,441	7/23/20 E
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	P	IMAN															581	2,000,000		2,000,000							
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	F	IMAN																					581	3,724,864		3,724,864	
Erie	90	A36	106297	I-90: MP 35 to 46, Preservation - #11	C	IMAN	NHPP	6,000,000				6,000,000	NHPP	6,000,000				6,000,000	NHPP	5,200,000				5,200,000							6/4/21 E
Totals for: Erie								**25,000,000**		**499,628**		**25,499,628**		**25,000,000**				**25,000,000**		**23,200,000**		**2,000,000**		**25,200,000**		**39,395,067**		**3,724,864**		**43,119,931**	**118,819,559**
Franklin	81		92006	I-81 Maryland to Mile 6	P	IMAN									581	54,636		54,636													
Franklin	81		92006	I-81 Maryland to Mile 6	F	IMAN															581	927,419		927,419							
Totals for: Franklin																**54,636**		**54,636**				**927,419**		**927,419**							**982,055**
Fulton	70	033	91536	I-70 WB Amaranth to Bdfrd	+C	IMAN							NHPP	11,139,450				11,139,450													1/6/22 E
Fulton	70	034	91537	I-70 EB Amaranth to Bdfrd	+C	IMAN													NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	2/15/23 E
Fulton	70	039	112244	I-70 Amaranth Intchg to MD State Line	P	IMAN									581	100,000		100,000													
Fulton	70	039	112244	I-70 Amaranth Intchg to MD State Line	C	IMAN													NHPP	3,824,845				3,824,845	NHPP	3,824,544				3,824,544	2/15/23 E
Totals for: Fulton														**11,139,450**		**100,000**		**11,239,450**		**13,824,845**				**13,824,845**		**13,824,544**				**13,824,544**	**38,888,839**
Jefferson	80	J20	114556	I 80 Joint Repair	C	IMAN	NHPP	3,282,500				3,282,500																			10/1/20 E
Jefferson	80	54F	106224	I-80 Brookville East PM	F	IMAN	NHPP	50,000				50,000																			
Jefferson	80	54F	106224	I-80 Brookville East PM	C	IMAN	NHPP	5,000,000				5,000,000	NHPP	6,600,000				6,600,000													
Jefferson	80	550	106275	I-80 North Fork Bridge Replacements	F	IMAN			185	1,700,000		1,700,000			185	1,777,822		1,777,822													
Jefferson	80	550	106275	I-80 North Fork Bridge Replacements	U	IMAN															185	273,182		273,182							
Jefferson	80	550	106275	I-80 North Fork Bridge Replacements	R	IMAN															185	500,000		500,000			185	592,727		592,727	
Totals for: Jefferson								**8,332,500**		**1,700,000**		**10,032,500**		**6,600,000**		**1,777,822**		**8,377,822**				**773,182**		**773,182**				**592,727**		**592,727**	**19,776,231**
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	P	IMAN	NHPP	4,943,998	581	549,333		5,493,331	NHPP	4,943,998	581	549,333		5,493,331	NHPP	4,943,998	581	549,333		5,493,331							
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	F	IMAN							NHPP	4,774,050	581	530,450		5,304,500	NHPP	4,774,050	581	530,450		5,304,500	NHPP	4,774,050	581	530,450		5,304,500	
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	P	IMAN			581	1,400,000		1,400,000																			
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	F	IMAN	NHPP	1,590,000				1,590,000	NHPP	1,500,000				1,500,000													
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	+C	IMAN													NHPP	7,500,000				7,500,000	NHPP	10,000,000				10,000,000	8/25/22 E
Lackawanna	81	246	106682	Scranton Beltway/Turnpike	C	IMAN													sNHPP	10,000,000				10,000,000	sNHPP	10,000,000				10,000,000	4/1/22 E
Lackawanna	84	247	91540	I-84 E&W Mill/Fill Lacka/Wayne	C	IMAN							NHPP	7,000,000				7,000,000	NHPP	7,000,000				7,000,000	NHPP	9,021,530				9,021,530	7/9/20 E
Lackawanna	84	249	93807	I-84 EB/WB Mill/Fill Lackawanna	+C	IMAN	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000	NHPP	2,317,000				2,317,000	7/9/20 E
Lackawanna	84	258	112437	I-84 High Priority Bridge Repairs	C	IMAN	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000	NHPP	7,689,103				7,689,103							7/9/20 E
Lackawanna	84	260	114418	I-84 High Priority Bridge Repairs	C	IMAN	NHPP	1,000,000				1,000,000	NHPP	3,110,897				3,110,897													
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 435	+C	IMAN	NHPP	17,000,000				17,000,000	NHPP	15,000,000				15,000,000	NHPP	17,000,000				17,000,000	NHPP	17,000,000				17,000,000	2/27/20 A
Totals for: Lackawanna								**32,533,998**		**1,949,333**		**34,483,331**		**44,328,945**		**1,079,783**		**45,408,728**		**62,907,151**		**1,079,783**		**63,986,934**		**53,112,580**		**530,450**		**53,643,030**	**197,522,023**
Lawrence	79		87757	I-79/ Butler Co/Mercer	P	IMAN	NHPP	739,200				739,200																			

d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Lawrence	79		87757	I-79/ Butler Co/Mercer	F	IMAN							NHPP	850,000				850,000													
Lawrence	79		87757	I-79/ Butler Co/Mercer	U	IMAN													NHPP	60,000				60,000							
Lawrence	79		87757	I-79/ Butler Co/Mercer	R	IMAN													NHPP	300,000				300,000							
Lawrence	79		87757	I-79/ Butler Co/Mercer	C	IMAN																			NHPP	6,320,000				6,320,000	3/9/23 E
Lawrence	376		109287	I-376, SR 422 to SR 224	P	IMAN	NHPP	250,000				250,000																			
Lawrence	376		109287	I-376, SR 422 to SR 224	F	IMAN							NHPP	250,000				250,000													
Lawrence	376		109287	I-376, SR 422 to SR 224	U	IMAN							NHPP	50,000				50,000													
Lawrence	376		109287	I-376, SR 422 to SR 224	R	IMAN							NHPP	100,000				100,000													
Lawrence	376		109287	I-376, SR 422 to SR 224	C	IMAN																			NHPP	1,600,000				1,600,000	3/15/23 E
Totals for: Lawrence								**989,200**				**989,200**		**1,250,000**				**1,250,000**		**360,000**				**360,000**		**7,920,000**				**7,920,000**	**10,519,200**
Lehigh	78	ASR	11551	I-78 Lehigh ASR- Cedar Crest to Lehigh St.	C	IMAN	NHPP	5,000,000				5,000,000	NHPP	2,750,000				2,750,000													5/7/20 E
Lehigh	78	13M	72822	I-78 EB - 309 S to Saucon Viaduct ASR	C	IMAN	NHPP	6,000,000				6,000,000	NHPP	4,300,000				4,300,000													5/7/20 E
Lehigh	78	16M	87646	I-78 PM 2 - Lehigh	+C	IMAN	NHPP	5,000,000				5,000,000	NHPP	4,800,000				4,800,000	NHPP	4,000,000				4,000,000							3/25/21 E
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	P	IMAN			581	3,000,000		3,000,000			581	3,500,000		3,500,000			581	4,000,000		4,000,000							
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	P	IMAN			185	2,913,580		2,913,580			185	3,413,580		3,413,580			185	3,913,580		3,913,580							
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	F	IMAN																					581	6,000,000		6,000,000	
Lehigh	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	P	IMAN			581	1,060,000		1,060,000			581	1,000,000		1,000,000													
Lehigh	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	F	IMAN									581	618,000		618,000													
Lehigh	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	U	IMAN															581	53,046		53,046							
Lehigh	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	R	IMAN															581	53,046		53,046							
Lehigh	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	C	IMAN																			NHPP	9,029,996				9,029,996	5/11/23 E
Totals for: Lehigh								**16,000,000**		**6,973,580**		**22,973,580**		**11,850,000**		**8,531,580**		**20,381,580**		**4,000,000**		**8,019,672**		**12,019,672**		**9,029,996**		**6,000,000**		**15,029,996**	**70,404,828**
Luzerne	80	311	107495	I-80 Eastbound Reconstruction	+F	IMAN													NHPP	2,000,000				2,000,000	NHPP	2,120,000				2,120,000	
Luzerne	80	350	91587	I-80 EB over I-81 NB/SB	F	IMAN			185	1,150,000		1,150,000																			
Luzerne	80	350	91587	I-80 EB over I-81 NB/SB	C	IMAN							NHPP	5,400,000	185	600,000		6,000,000	NHPP	5,867,521	185	651,947		6,519,468							10/21/21 E
Luzerne	80	352	111769	I-80 EB/WB over Nescopeck Creek	P	IMAN			185	3,257,375		3,257,375																			
Luzerne	80	352	111769	I-80 EB/WB over Nescopeck Creek	F	IMAN			185	1,369,000		1,369,000			185	1,000,000		1,000,000													
Luzerne	80	352	111769	I-80 EB/WB over Nescopeck Creek	C	IMAN							NHPP	8,100,000	185	900,000		9,000,000	NHPP	8,100,000	185	900,000		9,000,000	NHPP	9,759,938	185	1,084,438		10,844,376	10/21/21 E
Luzerne	80	353	111770	I-80 EB/WB over SR 93	P	IMAN			185	1,776,750		1,776,750																			
Luzerne	80	353	111770	I-80 EB/WB over SR 93	F	IMAN			185	800,000		800,000			185	680,625		680,625													
Luzerne	80	353	111770	I-80 EB/WB over SR 93	C	IMAN							NHPP	6,300,000	185	700,000		7,000,000	NHPP	6,710,689	185	745,632		7,456,321							10/21/21 E
Luzerne	81	D52	67443	I-81 Dorrance Bridges	F	IMAN			185	1,340,346		1,340,346																			
Luzerne	81	D52	67443	I-81 Dorrance Bridges	R	IMAN			185	103,000		103,000																			
Luzerne	81	D52	67443	I-81 Dorrance Bridges	C	IMAN	NHPP	8,500,000				8,500,000	NHPP	8,500,000				8,500,000	NHPP	8,750,000				8,750,000							3/16/21 E
Luzerne	81		115097	Partnership 81	P	IMAN	NHPP	1,642,500	581	182,500		1,825,000	NHPP	3,285,000	581	365,000		3,650,000	NHPP	1,642,500	581	182,500		1,825,000							
Luzerne	81		115097	Partnership 81	F	IMAN																			NHPP	3,780,000	581	420,000		4,200,000	
Luzerne	81		115097	Partnership 81	C	IMAN																			NHPP	16,200,000	581	1,800,000		18,000,000	
Luzerne	81	313	81910	I-81 NB Grinding Luz	P	IMAN																					581	500,000		500,000	
Luzerne	81	348	112285	I-81 NB/SB Mill/Fill Southern Luz	+C	IMAN	NHPP	4,000,000				4,000,000	NHPP	7,650,000				7,650,000													4/2/20 E
Luzerne	81	359	114154	Luzerne I-81 Bridge Preservation	C	IMAN	NHPP	4,736,250	185	526,250		5,262,500	NHPP	4,736,250	185	526,250		5,262,500													1/14/21 E
Luzerne	81	361	106049	Interstate 81 over Railroad	F	IMAN			185	1,000,000		1,000,000																			
Luzerne	81	361	106049	Interstate 81 over Railroad	C	IMAN							NHPP	5,400,000	185	600,000		6,000,000	NHPP	5,491,995	185	610,222		6,102,217							10/21/21 E
Luzerne	81	362	111613	Interstate 81 over West Foothills Drive	F	IMAN			185	1,000,000		1,000,000																			
Luzerne	81	362	111613	Interstate 81 over West Foothills Drive	C	IMAN							NHPP	5,362,690	185	595,854		5,958,544													10/21/21 E
Totals for: Luzerne								**18,878,750**		**12,505,221**		**31,383,971**		**54,733,940**		**5,967,729**		**60,701,669**		**38,562,705**		**3,090,301**		**41,653,006**		**31,859,938**		**3,804,438**		**35,664,376**	**169,403,022**
Lycoming	180	132	105532	Market St to Warrensville Rd WB	+F	IMAN															581	25,000		25,000							
Lycoming	180	132	105532	Market St to Warrensville Rd WB	+C	IMAN																			NHPP	1,600,000				1,600,000	1/1/24 E
Totals for: Lycoming																						**25,000**		**25,000**		**1,600,000**				**1,600,000**	**1,625,000**
Mercer	80	A16	91569	I-80: MM0 to MM5 Reconstruct - #3	F	IMAN	NHPP	300,000				300,000																			
Mercer	80	A16	91569	I-80: MM0 to MM5 Reconstruct - #3	+C	IMAN							NHPP	10,000,000				10,000,000	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	2/1/22 E
Totals for: Mercer								**300,000**				**300,000**		**10,000,000**				**10,000,000**		**15,000,000**				**15,000,000**		**15,000,000**				**15,000,000**	**40,300,000**
Monroe	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	NHPP	20,000,000				20,000,000																			8/20/20 E

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Monroe	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	NFP	51,099,000				51,099,000																			8/20/20 E
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	+F	IMAN	NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	NHPP	8,660,000				8,660,000							
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	U	IMAN															581	3,361,426		3,361,426							
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN															581	10,758,850		10,758,850			581	11,635,683		11,635,683	
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	+C	IMAN																			NHPP	30,000,000				30,000,000	10/6/22 E
Monroe	80	18M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	P	IMAN									581	1,000,000		1,000,000			581	3,000,000		3,000,000			581	5,000,000		5,000,000	
Monroe	80	23M	87649	I-80 - I-380 to Tannersville Resurface	C	IMAN	NHPP	4,950,000	581	550,000		5,500,000	NHPP	4,950,000	581	550,000		5,500,000	NHPP	4,950,000	581	550,000		5,500,000							1/8/21 E
Monroe	380	05M	112292	SR 380 Tobyhanna Ramps and I/C	+C	IMAN	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000													4/22/21 E
Totals for: Monroe								**90,049,000**		**550,000**		**90,599,000**		**18,950,000**		**1,550,000**		**20,500,000**		**13,610,000**		**17,670,276**		**31,280,276**		**30,000,000**		**16,635,683**		**46,635,683**	**189,014,959**
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+F	IMAN	sNHPP	12,000,000				12,000,000																			
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+U	IMAN	sNHPP	15,000,000				15,000,000																			
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+R	IMAN							sNHPP	6,400,000				6,400,000	sNHPP	6,400,000				6,400,000	sNHPP	6,400,000				6,400,000	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+C	IMAN													sNHPP	15,000,000				15,000,000	sNHPP	20,000,000				20,000,000	7/11/24 E
Totals for: Montgomery								**27,000,000**				**27,000,000**		**6,400,000**				**6,400,000**		**21,400,000**				**21,400,000**		**26,400,000**				**26,400,000**	**81,200,000**
Northampton	78	10M	109318	I-78 - Easton Rd to SR 33	P	IMAN	NHPP	1,000,000				1,000,000	NHPP	2,713,150				2,713,150	NHPP	1,413,150				1,413,150							
Northampton	78	10M	109318	I-78 - Easton Rd to SR 33	C	IMAN													NHPP	9,000,000				9,000,000	NHPP	7,809,474				7,809,474	1/13/22 E
Northampton	78	11B	75849	Dual Bridges over Easton Road	P	IMAN			185	6,390,000		6,390,000																			
Northampton	78	11B	75849	Dual Bridges over Easton Road	F	IMAN	NHPP	3,096,900	185	344,100		3,441,000																			
Northampton	78	11B	75849	Dual Bridges over Easton Road	U	IMAN									185	983,000		983,000													
Northampton	78	11B	75849	Dual Bridges over Easton Road	R	IMAN									185	700,000		700,000			185	775,000		775,000							
Northampton	78	11B	75849	Dual Bridges over Easton Road	C	IMAN																					185	12,500,000		12,500,000	4/1/23 E
Totals for: Northampton								**4,096,900**		**6,734,100**		**10,831,000**		**2,713,150**		**1,683,000**		**4,396,150**		**10,413,150**		**775,000**		**11,188,150**		**7,809,474**		**12,500,000**		**20,309,474**	**46,724,774**
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatsheaf	P	IMAN			581	590,000		590,000			581	590,000		590,000			581	1,180,000		1,180,000			581	1,180,000		1,180,000	8/2/17 A
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatsheaf	P	IMAN			185	410,000		410,000			185	410,000		410,000			185	820,000		820,000			185	820,000		820,000	8/2/17 A
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN			581	885,000		885,000			581	885,000		885,000			581	1,770,000		1,770,000			581	2,950,000		2,950,000	
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN			185	615,000		615,000			185	615,000		615,000			185	1,230,000		1,230,000			185	2,050,000		2,050,000	
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave Intr Connection	R	IMAN	NHPP	4,007,947	581	445,327		4,453,274																			
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave Intr Connection	+C	IMAN	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	NHPP	10,685,000				10,685,000							11/5/20 E
Philadelphia	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	U	IMAN													NHPP	954,810	581	106,090		1,060,900	NHPP	954,810	581	106,090		1,060,900	
Philadelphia	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	R	IMAN													NHPP	4,050,000	581	450,000		4,500,000	NHPP	4,050,000	581	450,000		4,500,000	
Philadelphia	95	BRI	47812	I-95: BetsyRoss DESIGN	F	IMAN													NHPP	5,400,000	581	600,000		6,000,000	NHPP	5,400,000	581	600,000		6,000,000	
Philadelphia	95	BR2	79904	I-95: Betsy Ross Rmps A&B (C)	+C	IMAN	NFP	10,000,000				10,000,000	NHPP	20,000,000				20,000,000	NHPP	18,901,000				18,901,000							12/12/19 A
Philadelphia	95	BR3	79905	I-95: Betsy RossMainln NB	U	IMAN															581	1,092,727		1,092,727							
Philadelphia	95	BR3	79905	I-95: Betsy RossMainln NB	R	IMAN															581	3,000,000		3,000,000			581	3,556,362		3,556,362	
Philadelphia	95	BR3	79905	I-95: Betsy RossMainln NB	+C	IMAN																			NHPP	20,000,000				20,000,000	10/19/23 E
Philadelphia	95	BR6	103561	I95 Betsy Ross Int. Drainage	+C	IMAN																			NHPP	3,649,089				3,649,089	
Philadelphia	95	BSR	47811	I-95: Bridge St DESIGN	F	IMAN	NHPP	4,500,000	581	500,000		5,000,000							NHPP	4,500,000	581	500,000		5,000,000	NHPP	4,500,000	581	500,000		5,000,000	
Philadelphia	95	BSR	47811	I-95: Bridge St DESIGN	R	IMAN																			NHPP	1,260,000	581	140,000		1,400,000	
Philadelphia	95	BS1	79908	I-95: Kennedy-Levick (C)	+C	IMAN	NHPP*	25,000,000				25,000,000	NHPP*	25,000,000				25,000,000	NHPP*	26,000,000				26,000,000							10/10/19 A
Philadelphia	95	BS2	79910	I-95: Margaret-Kennedy	U	IMAN															581	3,000,000		3,000,000			581	3,901,000		3,901,000	
Philadelphia	95	BS2	79910	I-95: Margaret-Kennedy	R	IMAN															581	2,000,000		2,000,000			581	2,700,000		2,700,000	
Philadelphia	95	BS2	79910	I-95: Margaret-Kennedy	+C	IMAN													NHPP	20,000,000				20,000,000	NHPP	30,000,000				30,000,000	8/25/22 E
Philadelphia	95	CMP	98207	I-95 Congestion Managemnt	fd A	PRA	NHPP	6,500,000				6,500,000	NHPP	10,000,000				10,000,000	NHPP	16,500,000				16,500,000	NHPP	10,000,000				10,000,000	
Philadelphia	95	CP3	80014	I-95: Cottman On-Ramp	F	IMAN			581	500,000		500,000			581	500,000		500,000													
Philadelphia	95	CP3	80014	I-95: Cottman On-Ramp	+C	IMAN							NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	6/24/21 E
Philadelphia	95	GR4	79827	I-95S: Columbia-Ann St N (C)	+C	IMAN	NHPP*	30,000,000				30,000,000	NHPP*	30,000,000				30,000,000	NHPP*	30,000,000				30,000,000	NHPP*	30,000,000				30,000,000	12/14/17 A
Philadelphia	95	GR5	79828	I-95: Race - Shackamaxon	U	IMAN													NHPP	7,200,000	581	800,000		8,000,000	NHPP	7,551,815	581	839,091		8,390,906	
Philadelphia	95	GR5	79828	I-95: Race - Shackamaxon	R	IMAN	NHPP	4,500,000	581	500,000		5,000,000																			
Philadelphia	95	GR6	103553	I-95: Race-Shackamaxon 2	U	IMAN	NHPP	4,635,000	581	515,000		5,150,000	NHPP	4,635,000	581	515,000		5,150,000													
Philadelphia	95	GR6	103553	I-95: Race-Shackamaxon 2	R	IMAN	NHPP*	4,500,000	581*	500,000		5,000,000	NHPP	4,500,000	581	500,000		5,000,000													
Philadelphia	95	GR6	103553	I-95: Race-Shackamaxon 2	+C	IMAN													NHPP	20,000,000				20,000,000	NHPP	20,000,000				20,000,000	7/14/22 E
Philadelphia	95	GR8	103555	I-95 Corridor ITS	U	IMAN	NHPP	450,000	581	50,000		500,000																			
Philadelphia	95	GR8	103555	I-95 Corridor ITS	+C	IMAN							NHPP	13,765,264				13,765,264	NHPP	10,000,000				10,000,000	NHPP	10,000,000				10,000,000	1/28/21 E
Philadelphia	95		92289	I-95 Consultant Mgmt	P	IMAN	NHPP	1,800,000	581	200,000		2,000,000	NHPP	1,800,000	581	200,000		2,000,000	NHPP	1,800,000	581	200,000		2,000,000	NHPP	1,800,000	581	200,000		2,000,000	
Philadelphia	95		114876	Studies Line Item	S	IMAN													NHPP	2,000,000				2,000,000	NHPP	2,000,000				2,000,000	
Totals for: Philadelphia								**110,892,947**		**5,710,327**		**116,603,274**		**139,700,264**		**4,215,000**		**143,915,264**		**192,990,810**		**16,748,817**		**209,739,627**		**166,165,714**		**19,992,543**		**186,158,257**	**656,416,422**

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Pike	84	494	85766	I-84 E&W I-4R MP 40 - E46	+C	IMAN	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	9/3/20 E
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN	sNHPP	45,858,000				45,858,000	NHPP	5,000,000				5,000,000	NHPP	4,000,000				4,000,000	NHPP	12,500,000				12,500,000	6/10/21 E
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN							sNHPP	19,550,000				19,550,000	sNHPP	25,092,000				25,092,000							6/10/21 E
Totals for: Pike								**60,858,000**				**60,858,000**		**39,550,000**				**39,550,000**		**44,092,000**				**44,092,000**		**27,500,000**				**27,500,000**	**172,000,000**
Schuylkill	81	25M	85911	I-81 - Pine Grove to Minersville Resurface	C	IMAN	NHPP	10,000,000				10,000,000	NHPP	4,500,000				4,500,000													4/1/21 E
Totals for: Schuylkill								**10,000,000**				**10,000,000**		**4,500,000**				**4,500,000**													**14,500,000**
Susquehanna	81	511	75917	NTier Interstate 4R	F	IMAN	NHPP	900,000	581	100,000		1,000,000																			
Susquehanna	81	511	75917	NTier Interstate 4R	U	IMAN	NHPP*	540,000	581*	60,000		600,000																			
Susquehanna	81	511	75917	NTier Interstate 4R	R	IMAN	NHPP*	2,317,500	581*	257,500		2,575,000																			
Susquehanna	81	511	75917	NTier Interstate 4R	+C	IMAN							NHPP	10,000,000				10,000,000	NHPP	20,000,000				20,000,000	NHPP	25,000,000				25,000,000	10/21/21 E
Susquehanna	81	590	75976	I-81 Exit 219	F	IMAN	NHPP	1,605,000				1,605,000	NHPP	800,000				800,000													
Susquehanna	81	590	75976	I-81 Exit 219	U	IMAN			581	280,450		280,450																			
Susquehanna	81	590	75976	I-81 Exit 219	R	IMAN			581	616,990		616,990			581	500,000		500,000													
Susquehanna	81	590	75976	I-81 Exit 219	+C	IMAN							NHPP	9,000,000				9,000,000	NHPP	9,000,000				9,000,000	NHPP	8,840,770				8,840,770	3/25/21 E
Totals for: Susquehanna								**5,362,500**		**1,314,940**		**6,677,440**		**19,800,000**		**500,000**		**20,300,000**		**29,000,000**				**29,000,000**		**33,840,770**				**33,840,770**	**89,818,210**
Venango	80	A11	109821	I-80 MM27 to MM34 - #8	C	IMAN	NHPP	6,000,000				6,000,000	NHPP	5,000,000				5,000,000													12/10/20 E
Totals for: Venango								**6,000,000**				**6,000,000**		**5,000,000**				**5,000,000**													**11,000,000**
Washington	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	F	IMAN	NHPP	2,700,000	581	300,000		3,000,000	NHPP	2,700,000	581	300,000		3,000,000	NHPP	3,564,000	581	396,000		3,960,000							
Washington	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	U	IMAN																					581	4,051,500		4,051,500	
Washington	79	18R	91555	I79: Marianna to Laboratory Hill	C	IMAN	NHPP	5,000,000				5,000,000	NHPP	5,000,000				5,000,000													4/8/21 E
Totals for: Washington								**7,700,000**		**300,000**		**8,000,000**		**7,700,000**		**300,000**		**8,000,000**		**3,564,000**		**396,000**		**3,960,000**				**4,051,500**		**4,051,500**	**24,011,500**
Westmoreland	70	D10	88508	I-70 Arnold City Interch	F	IMAN			185	1,182,700		1,182,700																			
Westmoreland	70	D10	88508	I-70 Arnold City Interch	U	IMAN			185	1,652,250		1,652,250																			
Westmoreland	70	D10	88508	I-70 Arnold City Interch	R	IMAN			185	1,652,250		1,652,250																			
Westmoreland	70	D10	88508	I-70 Arnold City Interch	+C	IMAN													NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	6/10/21 E
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	F	IMAN			185	2,743,600		2,743,600			185	1,500,000		1,500,000													
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	U	IMAN			185	1,500,000		1,500,000			185	1,500,000		1,500,000			185	2,304,500		2,304,500							
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	R	IMAN									185	2,500,000		2,500,000			185	2,500,000		2,500,000			185	2,426,300		2,426,300	
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	+C	IMAN							NHPP	10,000,000				10,000,000	NHPP	15,000,000				15,000,000	NHPP	30,000,000				30,000,000	1/27/22 E
Westmoreland	70	L10	31895	Yukon & Madison Interchanges	+C	IMAN	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	NHPP	15,000,000				15,000,000	12/5/19 A
Totals for: Westmoreland								**15,000,000**		**8,730,800**		**23,730,800**		**25,000,000**		**5,500,000**		**30,500,000**		**45,000,000**		**4,804,500**		**49,804,500**		**60,000,000**		**2,426,300**		**62,426,300**	**166,461,600**
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	F	IMAN			s581	2,000,000		2,000,000			s581	4,000,000		4,000,000													
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	U	IMAN			s581	100,000		100,000																			
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	R	IMAN	sNHPP	1,000,000				1,000,000																			
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	C	IMAN													NFP	61,099,000				61,099,000							7/13/23 E
York	83	090	112540	Mill Creek Relocation	F	IMAN			s581	425,000		425,000																			
York	83	090	112540	Mill Creek Relocation	U	IMAN			s581	70,000		70,000																			
York	83	090	112540	Mill Creek Relocation	R	IMAN			s581	2,000,000		2,000,000			s581	2,500,000		2,500,000			s581	2,500,000		2,500,000							
York	83	090	112540	Mill Creek Relocation	C	IMAN							sNHPP	3,920,000				3,920,000													11/4/21 E
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	F	IMAN			s581	2,500,000		2,500,000																			
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	U	IMAN			s581	1,000,000		1,000,000																			
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	R	IMAN			s581	2,000,000		2,000,000			s581	2,000,000		2,000,000													
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	C	IMAN							sNHPP	15,000,000				15,000,000	sNHPP	15,000,000				15,000,000	sNHPP	15,000,000				15,000,000	11/4/21 E
York	83	092	112549	North York Widening #1 (Exit 19)	F	ICON									s581	6,000,000		6,000,000			s581	1,000,000		1,000,000							
York	83	092	112549	North York Widening #1 (Exit 19)	U	ICON															s581	3,300,000		3,300,000							
York	83	092	112549	North York Widening #1 (Exit 19)	R	ICON																					s581	5,099,540		5,099,540	
York	462	052	111664	Market Street Bridge over Mill Creek	C	IMAN	sNHPP	5,040,000				5,040,000																			10/1/20 E
York	1033	008	112548	Sherman Street & Eberts Lane	F	IMAN			s581	500,000		500,000			s581	500,000		500,000													
York	1033	008	112548	Sherman Street & Eberts Lane	U	IMAN			s581	190,000		190,000																			
York	1033	008	112548	Sherman Street & Eberts Lane	R	IMAN			s581	760,000		760,000																			
York	1033	008	112548	Sherman Street & Eberts Lane	C	IMAN							sNHPP	7,336,488				7,336,488	sNHPP	3,303,512				3,303,512							8/26/21 E
Totals for: York								**6,040,000**		**11,545,000**		**17,585,000**		**26,256,488**		**15,000,000**		**41,256,488**		**79,402,512**		**6,800,000**		**86,202,512**		**15,000,000**		**5,099,540**		**20,099,540**	**165,143,540**
Overall Totals:								**666,222,000**		**106,391,000**		**772,613,000**		**703,680,488**		**127,588,900**		**831,269,388**		**782,422,000**		**183,574,300**		**965,996,300**		**838,372,000**		**178,709,540**		**,017,081,540**	**3,586,960,228**

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

2021 INTERSTATE MANAGEMENT TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC NARRATIVE REPORT

Allegheny

PennDOT Project Id: 81931

Project Administrator: PennDOT

Title: I-79, Campbell's-Moon Run

Improvement Type: Restoration

State Route: 79

Municipality: Robinson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/10/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79, Campbells Run to Moon Run, just past Crafton exit in Kennedy & Robinson Townships, Allegheny County

Project Description: Resurfacing, guiderail upgrades and new pavement markings on I-79 from Campbells Run to Moon Run and bridge preservation on I-79 over State Route 22, I-79 over Campbells Run Road and I-79 over State Route 60 in Kennedy and Robinson Townships, Allegheny County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$2,082	$0	$0	$0	$0	$0
Final Design	NHPP	$0	$3,000	$0	$0	$0	$0
Utility	581	$0	$0	$100	$0	$0	$0
Right of Way	581	$0	$0	$475	$0	$0	$0
Construction	NHPP	$0	$0	$5,000	$5,000	$10,539	$0
	Federal:	$2082	$3000	$5000	$5000	$10539	$0
	State:	$0	$0	$575	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,082	$3,000	$5,575	$5,000	$10,539	$0

Total FFY 2021-2032 Cost **$26,196**

PennDOT Project Id: 87756

Project Administrator: PennDOT

Title: Neville Island Bridge

Improvement Type: Bridge Preservation Activities

State Route: 79

Municipality: Neville (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: I-79 NB ramp to SR 0051 in Robinson Township 200 feet north of SR 4033 in Glenfield Borough, Allegheny County

Project Description: Bridge preservation (paint, structural steel crack repairs) on I-79 and SR 65 bridges (Neville Island) and associated ramps in Robinson and Neville Townships, and Glenfield Borough, Allegheny County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$30,000	$0	$0	$0	$0	$0
	Federal:	$30000	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$30,000	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$30,000**

PennDOT Project Id: 87765

Project Administrator: PennDOT

Title: I-376, 376 Business to Tonidale

Improvement Type: Restoration

State Route: 376

Municipality: Moon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/9/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376, from Business 376 to SR 22 in, North Fayette, Findlay, Moon and Robinson Townships, Allegheny County.

Project Description: Mill and overlay on I-376, from Business 376 to SR 22 in North Fayette, Findlay, Moon and Robinson Townships, Allegheny County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$13,539	$0	$0	$0	$0	$0
	Federal:	$13539	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$13,539	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$13,539**

PennDOT Project Id: 87767

Project Administrator: PennDOT

Title: I-376, Edgewood to Churchill

Improvement Type: Restoration

State Route: 376

Municipality: Churchill (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376 from Edgewood to Churchill in Edgewood, Churchill and Wilkinsburg Boro's, Allegheny County

Project Description: Mill and overlay and bridge work on I-376 from Edgewood to Churchill in Edgewood, Churchill and Wilkinsburg Boro's, Allegheny County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$2,000	$0	$0	$0	$0	$0
Final Design	NHPP	$0	$2,500	$0	$0	$0	$0
Utility	NHPP	$0	$0	$100	$0	$0	$0
Right of Way	NHPP	$0	$0	$450	$0	$0	$0
Construction	NHPP	$0	$0	$0	$10,000	$25,805	$0
	Federal:	$2000	$2500	$550	$10000	$25805	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,000	$2,500	$550	$10,000	$25,805	$0

Total FFY 2021-2032 Cost **$40,855**

PennDOT Project Id: 87778

Project Administrator: PennDOT

Title: I-376, Churchhill to Monroeville

Improvement Type: Resurface

State Route: 376

Municipality: Churchill (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/11/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376 from Churchhill to Monroeville in Churchhill Boro and Monroeville Boro, Allegheny County

Project Description: Mill and overlay, bridge rehabilitation and preservation on I-376 from Churchhill to Monroeville in Churchhill Boro and Monroeville Boro, Allegheny County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$2,500	$0	$0	$0	$0	$0
Final Design	NHPP	$0	$2,500	$0	$0	$0	$0
Utility	NHPP	$0	$0	$250	$0	$0	$0
Right of Way	NHPP	$0	$0	$750	$0	$0	$0
Construction	NHPP	$0	$0	$10,000	$10,000	$64,920	$0
	Federal:	$2500	$2500	$11000	$10000	$64920	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,500	$2,500	$11,000	$10,000	$64,920	$0

Total FFY 2021-2032 Cost **$90,920**

PennDOT Project Id: 91565

Project Administrator: PennDOT

Title: I-79, Moon Run - Neville Island

Improvement Type: Reconstruct

State Route: 79

Municipality: Kennedy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/11/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79 from Moon Run to Neville Island in Robinson, Kennedy & Neville Townships and Glenfield Borough, Allegheny County

Project Description: Milling and overlay on I-79 from Moon Run to Neville Island in Robinson, Kennedy & Neville Townships and Glenfield Borough, Allegheny County

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$0	$10,000	$10,000	$10,000	$12,070	$0
	Federal:	$0	$10000	$10000	$10000	$12070	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$10,000	$10,000	$10,000	$12,070	$0

Total FFY 2021-2032 Cost **$42,070**

PennDOT Project Id: 94812

Project Administrator: PennDOT

Title: I-79, Neville Island to I-279

Improvement Type: Restoration

State Route: 79

Municipality: Aleppo (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/10/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79, from Neville Island to I-279 in Aleppo Township and Glenfield, Sewickley Hills and Franklin Park Boros, Allegheny County.

Project Description: Mill and overlay, bridge rehabilitation and bridge preservation on I-79, from Neville Island to I-279 in Aleppo Township and Glenfield, Sewickley Hills and Franklin Park Boros, Allegheny County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$1,545	$0	$0	$0	$0	$0
Utility	581	$106	$0	$0	$0	$0	$0
Right of Way	581	$206	$0	$0	$0	$0	$0
Construction	NHPP	$10,000	$10,000	$10,000	$11,545	$0	$0
	Federal:	$10000	$10000	$10000	$11545	$0	$0
	State:	$1857	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$11,857	$10,000	$10,000	$11,545	$0	$0
Total FFY 2021-2032 Cost	**$43,402**						

PennDOT Project Id: 97027

Project Administrator: PennDOT

Title: I-376/Carnegie Interchange

Improvement Type: Interchange Improvement

State Route: 376

Municipality: Carnegie (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/24

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: Located on I-376 Carnegie Interchange including SR 50 and SR 3099 in Scott, Carnegie and Greentree Borough, Allegheny County.

Project Description: Interchange improvements and structure improvement on I-376 Carnegie Interchange including SR 50 and SR 3099 in Scott, Carnegie and Greentree Borough, Allegheny County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	581	$500	$500	$0	$0	$0	$0
Final Design	NHPP	$0	$1,000	$1,575	$0	$0	$0
Utility	581	$0	$0	$515	$0	$0	$0
Right of Way	581	$0	$0	$0	$1,061	$0	$0
Construction	NHPP	$0	$0	$0	$0	$75,000	$35,300
	Federal:	$0	$1000	$1575	$0	$75000	$35300
	State:	$500	$500	$515	$1061	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$500	$1,500	$2,090	$1,061	$75,000	$35,300
Total FFY 2021-2032 Cost	**$115,451**						

PennDOT Project Id: 97029

Project Administrator: PennDOT

Title: I-376/Greentree Interchange

Improvement Type: Interchange Improvement

State Route: 376

Municipality: Greentree (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/24

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: Located on I-376 (Greentree Interchange) in the City of Pittsburgh and Greentree Borough, Allegheny County. This project includes SR 121, 3101 and 8035

Project Description: Interchange improvements on I-376 (Greentree Interchange) in the City of Pittsburgh and Greentree Borough, Allegheny County. This project includes SR 121, 3101 and 8035

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$500	$500	$0	$0	$0	$0
Final Design	NHPP	$0	$1,000	$1,575	$0	$0	$0
Utility	581	$0	$0	$515	$0	$0	$0
Right of Way	581	$0	$0	$0	$1,061	$0	$0
Construction	NHPP	$0	$0	$0	$0	$65,000	$8,158
	Federal:	$0	$1000	$1575	$0	$65000	$8158
	State:	$500	$500	$515	$1061	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$500	$1,500	$2,090	$1,061	$65,000	$8,158

Total FFY 2021-2032 Cost **$78,309**

PennDOT Project Id: 99874

Project Administrator: PennDOT

Title: Pkwy East Corridor Transp Ph 2

Improvement Type: Safety Improvement

State Route: 376

Municipality: Pittsburgh (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/15/25

Actual Construction Bid Date:

Location: Parkway East Corridor Transportation Network for I-376 between Downtown Pittsburgh and Monroeville in Allegheny County.

Project Description: Corridor improvements to improve safety and mobility for all modes of transportation in the I-376 Corridor for both the mainline of I-376 as well as parallel alternate routes and routes which distribute traffic to and from the mainline between Downtown Pittsburgh and Monroeville in Allegheny County. Alternatives range from system wide improvements on the mainline such as ramp management, truck restrictions, and managed lanes; to more specific interchange geometric improvements such as eliminating weave movements at Squirrel Hill and Churchill interchanges or combining and eliminating ramps at Edgewood Swissvale and Wilkinsburg.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$3,000	$3,000	$0	$0	$0	$0
Final Design	581	$0	$0	$7,000	$2,000	$0	$0
Utility	581	$0	$0	$0	$3,000	$1,000	$0
Right of Way	581	$0	$0	$0	$4,000	$2,000	$0
Construction	NHPP	$0	$0	$0	$0	$40,000	$20,000
	Federal:	$0	$0	$0	$0	$40000	$20000
	State:	$3000	$3000	$7000	$9000	$3000	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$3,000	$3,000	$7,000	$9,000	$43,000	$20,000

Total FFY 2021-2032 Cost **$85,000**

PennDOT Project Id: 105438

Project Administrator: PennDOT

Title: I-376, Commercial Street Bridge

Improvement Type: Bridge Replacement

State Route: 376

Municipality: Pittsburgh (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/15/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Commercial Street Bridge and four structures at the Braddock Avenue Interchange in the City of Pittsburgh, Allegheny County.

Project Description: Study the replacement of the Commercial Street Bridge and 4 structures at the Braddock Avenue Interchange in the City of Pittsburgh, Allegheny County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$2,000	$2,000	$0	$0	$0	$0
Final Design	581	$0	$0	$4,500	$1,500	$0	$0
Utility	581	$0	$0	$0	$500	$0	$0
Right of Way	581	$0	$0	$0	$600	$0	$0
Construction	NFP	$0	$0	$0	$61,099	$0	$0
Construction	STP	$0	$0	$0	$0	$50,901	$0
	Federal:	$0	$0	$0	$61099	$50901	$0
	State:	$2000	$2000	$4500	$2600	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,000	$2,000	$4,500	$63,699	$50,901	$0

Total FFY 2021-2032 Cost **$123,100**

PennDOT Project Id: 112249

Project Administrator: PennDOT

Title: I-376, Bath Tub Flooding

Improvement Type: Drainage Improvement

State Route: 376

Municipality: Pittsburgh (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/26

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Located on I-376 Westbound, from Fort Pitt Bridge to about 600 feet before 10th Street Bridge overpass in the City of Pittsburgh, Allegheny County

Project Description: Study drainage issues on I-376 Westbound, from Fort Pitt Bridge to about 600 feet before 10th Street Bridge overpass in the City of Pittsburgh, Allegheny County

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$0	$2,000	$1,713	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$2000	$1713	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$2,000	$1,713	$0	$0

Total FFY 2021-2032 Cost **$3,713**

PennDOT Project Id: 114544

Project Administrator: PennDOT

Title: 2020 Interstate Longitudinal Joint Rehabilitation

Improvement Type: Restoration

State Route: 79

Municipality: Kennedy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/18/20

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Located on Interstates 79, 279 and 376 in Allegheny and Lawrence Counties.

Project Description: Highway restoration on Interstates 79, 279 and 376 in Kennedy, Robinson, Collier, Ross, and Ohio Townships, and Franklin Park Borough, Allegheny County, and Union and Neshannock Townships, Lawrence County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$308	$0	$0	$0	$0	$0
Construction	581	$2,772	$0	$0	$0	$0	$0
	Federal:	$308	$0	$0	$0	$0	$0
	State:	$2772	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$3,080	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$3,080**

PennDOT Project Id: 114545

Project Administrator: PennDOT
Title: 2021 Interstate Longitudinal Joint Rehabilitation
Improvement Type: Restoration
State Route: 79
Municipality: Franklin Park (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 6/10/21
Air Quality Exempt Reason: S6 - Safety improvement program
Actual Construction Bid Date:
Location: Located on Interstates 79, 279 and 376 in Allegheny, Beaver and Lawrence Counties.
Project Description: Highway restoration on Interstates 79, 279 and 376 in Franklin Park Borough, Marshall, Collier, Robinson Townships, and the City of Pittsburgh, Allegheny County; Center and Hopewell Townships, Beaver County; and Neshannock and Union Townships, Lawrence County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$2,365	$0	$0	$0	$0	$0
Construction	581	$263	$0	$0	$0	$0	$0
	Federal:	$2365	$0	$0	$0	$0	$0
	State:	$263	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,628	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$2,628**

Bedford

PennDOT Project Id: 22816

Project Administrator: PENNDOT
Title: Breezewood-Fulton Co Line
Improvement Type: Restoration
State Route: 70
Municipality: East Providence (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 2/11/21
Actual Construction Bid Date:
Location: I-70 from the US 30 Interchange south to the Fulton County Line in East Providence Twp, Bedford County.
Project Description: Mill and overlay, median work, signs, and slip lining metal pipes on I-70 from the US 30 Interchange south to the Fulton County Line in East Providence Twp, Bedford County

The only work being done in Fulton County is the slip lining of metal pipes from the Bedford County line to the Maryland state line.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$112	$0	$0	$0	$0	$0
Right of Way	581	$167	$0	$0	$0	$0	$0
Construction	NHPP	$8,000	$8,000	$7,070	$0	$0	$0
	Federal:	$8000	$8000	$7070	$0	$0	$0
	State:	$279	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$8,279	$8,000	$7,070	$0	$0	$0

Total FFY 2021-2032 Cost **$23,349**

Berks

PennDOT Project Id: 72807

Project Administrator: PennDOT

Title: I-78 Shrtlesville to Hamb - Resurface

Improvement Type: Resurface

State Route: 78

Municipality: Upper Bern (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/25/24

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78 Shartlesville to Hamburg

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail and glare screen, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in Berks County; Tilden and Upper Bern Townships from Shartlesville to Hamburg for a construction distance of approximately 12.72 miles (67,162 FT).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$0	$0	$0	$5,000	$12,670	$0
	Federal:	$0	$0	$0	$5000	$12670	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$0	$5,000	$12,670	$0

Total FFY 2021-2032 Cost **$17,670**

PennDOT Project Id: 85903

Project Administrator: PennDOT

Title: I-78 Midway to Shartlesville Resurface

Improvement Type: Restoration

State Route: 78

Municipality: Bethel (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/22/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Midway Interchange to Shartlesville, Bethel Township, Berks County

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail and glare screen, and bridge preservation activities, along with other miscellaneous construction items.

The Midway (SR 8008) and Shartlesville Ramps (SR 8010) involve the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in Berks County; Bethel Township including SR 8002 and SR 8004 for a construction distance of approximately 15.13 miles (79,887 FT).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$5,300	$5,300	$5,500	$0	$0	$0
	Federal:	$5300	$5300	$5500	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,300	$5,300	$5,500	$0	$0	$0

Total FFY 2021-2032 Cost **$16,100**

PennDOT Project Id: 87645

Project Administrator: PennDOT

Title: I-78 Lenhartsville ASR

Improvement Type: Resurface

State Route: 78

Municipality: Windsor (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: MM 33.4 to 35.4 on Interstate 78, Windsor and Greenwich Townships , Berks County

Project Description: This project involves the treatment of ASR for mainline and shoulders of (I-78), from milepost 33.4 to milepost 35.4, with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, MASH standard guiderail, reflective tape pavement markers, line painting, and bridge rehabilitation/preservation activities, and bridge preservation activities, along with other miscellaneous construction items.

This project is located in Windsor and Greenwich Townships, Berks County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$6,472	$0	$0	$0	$0	$0
	Federal:	$6472	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$6,472	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$6,472**

PennDOT Project Id: 93494

Project Administrator: PennDOT

Title: I-78-Rt 61 Bridge Replace

Improvement Type: Bridge Replacement

State Route: 78

Municipality: Tilden (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/15/19

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date: 12/5/19

Location: I-78 and SR 61 Interchange, including two I-78 mainline bridges in Berks County.

Project Description: Reconstruction of I-78 and SR 61 Interchange including the bridge replacement and widening of two I-78 mainline bridges and roadway reconstruction in Tilden Township, Berks County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$32,650	$19,550	$0	$0	$0	$0
	Federal:	$32650	$19550	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$32,650	$19,550	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$52,200**

PennDOT Project Id: 97274

Project Administrator: PennDOT

Title: Lenhartsville Bridge

Improvement Type: Bridge Rehabilitation

State Route: 78

Municipality: Greenwich (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/17/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: I-78 Bridge over PA 143 and Maiden Creek, Lenhartsville, Greenwich Township, Berks County.

Project Description: Widening and rehabilitation of the structure carrying I-78 over PA 143 and Maiden Creek in Lenhartsville, Greenwich Township, Berks County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$3,042	$0	$0	$0	$0	$0
Final Design	185	$338	$0	$0	$0	$0	$0
Utility	185	$495	$0	$0	$0	$0	$0
Right of Way	185	$929	$0	$0	$0	$0	$0
Construction	185	$0	$11,000	$11,000	$11,000	$11,027	$0
	Federal:	$3042	$0	$0	$0	$0	$0
	State:	$1762	$11000	$11000	$11000	$11027	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,804	$11,000	$11,000	$11,000	$11,027	$0

Total FFY 2021-2032 Cost **$48,831**

Blair

PennDOT Project Id: 112239

Project Administrator: PennDOT
Title: I-99 Plank Rd Intchg to Tyrone
Improvement Type: Restoration
State Route: 99
Municipality: Logan (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date:
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:

Location: On I-99 from the Plank Road Interchange to 17th Street Interchange including ramps at Frankstown, 17th Street, Pinecroft, Bellwood, Grazierville, and Tyrone Viaduct in Logan Twp, Allegheny Twp, Antis Twp, Snyder Twp, Tyrone Boro, Blair County.

Project Description: Thin Hot Mix Overlay on I-99 from the Plank Road Interchange to 17th Street Interchange including ramps at Frankstown, 17th Street, Pinecroft, Bellwood, Grazierville, and Tyrone Viaduct in Logan Twp, Allegheny Twp, Antis Twp, Snyder Twp, Tyrone Boro, Blair County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$0	$100	$0	$0	$0
Construction	NHPP	$0	$0	$0	$2,000	$1,377	$0
	Federal:	$0	$0	$0	$2000	$1377	$0
	State:	$0	$0	$100	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$100	$2,000	$1,377	$0

Total FFY 2021-2032 Cost **$3,477**

PennDOT Project Id: 112241

Project Administrator: PennDOT
Title: I-99 Newry Pulloff to Plank Rd Intchg
Improvement Type: Resurface
State Route: 99
Municipality: Freedom (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 2/15/24
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:

Location: On I-99 (Bud Shuster Highway) from Leamersville to Plank Road exit Freedom, Blair, Logan, Greenfield, and Allegheny Townships, Blair County.

Project Description: Thin Hot Mix Overlay on I-99 (Bud Shuster Highway) from Leamersville to Plank Road exit Freedom, Blair, Logan, Greenfield, and Allegheny Townships, Blair County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$0	$100	$0	$0	$0
Construction	NHPP	$0	$0	$0	$3,000	$3,190	$0
	Federal:	$0	$0	$0	$3000	$3190	$0
	State:	$0	$0	$100	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$100	$3,000	$3,190	$0

Total FFY 2021-2032 Cost **$6,290**

Butler

PennDOT Project Id: 106274

Project Administrator: PennDOT

Title: I-79 Southern Section Reconstruction

Improvement Type: Reconstruct

State Route: 79

Municipality: Cranberry (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/1/26

Actual Construction Bid Date:

Location: Along Interstate 79 in both travel directions, within Jackson and Cranberry Townships, from the Allegheny/Butler County line north to the Jackson/Lancaster Township line.

Project Description: Reconstruction, widening and addition of a third lane (portion of project only) from the Allegheny/Butler County line to the Jackson/Lancaster Township line which includes removal of bituminous and concrete surface, widening, addition of a third lane, sub grade, subbase, concrete pavement restoration, drainage, and guiderail upgrades along Interstate 79 northbound and southbound in Jackson and Cranberry Townships, Butler County. The third lane addition in both travel directions will only be from the Allegheny/Butler County line to the SR 528 Interchange.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Study	581	$0	$0	$1,000	$0	$0	$0
Preliminary Engineering	581	$0	$0	$0	$2,500	$1,500	$0
Final Design	581	$0	$0	$0	$0	$5,000	$0
Utility	581	$0	$0	$0	$0	$2,500	$0
Right of Way	581	$0	$0	$0	$0	$3,500	$0
Construction	NHPP	$0	$0	$0	$0	$40,000	$129,900
	Federal:	$0	$0	$0	$0	$40000	$129900
	State:	$0	$0	$1000	$2500	$12500	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$1,000	$2,500	$52,500	$129,900

Total FFY 2021-2032 Cost **$185,900**

Carbon

PennDOT Project Id: 87648

Project Administrator: PennDOT

Title: I-80 Rehabilitation

Improvement Type: Resurface

State Route: 80

Municipality: East Side (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/26/18

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date: 7/26/18

Location: I-80 Eastbound from one mile west of Exit 292 through Butler, Dennison and Foster Townships and White Haven Borough in Luzerne County. I-80 from Luzerne County to the Monroe County Line through East Side Borough and Kidder Township in Carbon County.

Project Description: This project involves concrete preservation on Interstate 80 Eastbound from one mile west of Exit 292, SR 309 to Exit 292, SR 309 and from the Roadside Rest to the Luzerne/Carbon County Line in Butler, Dennison and Foster Townships, White Haven Borough in Luzerne County. Highway rehabilitation includes the crack/break and seating of existing concrete and bituminous overlay northbound and southbound on I-80 from the White Haven bridge to the Monroe County Line and milling and resurfacing or crack/break and seating the existing concrete of SR 8004 (Hickory Run State Park) located in Kidder Township and East Side Borough, Carbon County. Approximately 26.4 miles.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$2,500	$0	$0	$0	$0	$0
	Federal:	$2500	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,500	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$2,500**

PennDOT Project Id: 99552

Project Administrator: PennDOT

Title: I-80 White Haven Bridges

Improvement Type: Bridge Improvement

State Route: 80

Municipality: East Side (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/23/25

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: I-80 over SR 1005, Lehigh River, and Reading Blue Mountain and Northern Railroad, Carbon County.

Project Description: This project involves the rehabilitation or replacement of the bridges carrying I-80 over SR 1005, Lehigh River, and Reading Blue Mountain and Northern Railroad in East Side Borough, Carbon County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$0	$2,500	$2,565	$0	$0	$0
Utility	185	$0	$0	$869	$0	$0	$0
Right of Way	185	$0	$0	$0	$174	$0	$0
Construction	NHPP	$0	$0	$0	$0	$38,257	$0
Construction	185	$0	$0	$0	$0	$4,251	$0
	Federal:	$0	$0	$0	$0	$38257	$0
	State:	$0	$2500	$3434	$174	$4251	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$2,500	$3,434	$174	$42,508	$0

Total FFY 2021-2032 Cost **$48,616**

Central Office

PennDOT Project Id: 75891

Project Administrator: PennDOT

Title: Interstate Contingency

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide Interstate System

Project Description: Statewide reserve to address contingencies associated with projects/needs on the Interstate Management Program.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$2,329	$831	$626	$1,569	$23,840	$199,658
Construction	185	$1,669	$383	$2,200	$10,211	$124,332	$221,100
Construction	581	$460	$431	$2,434	$221	$54,262	$214,873
	Federal:	$2329	$831	$626	$1569	$23840	$199658
	State:	$2129	$814	$4634	$10432	$178594	$435973
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,458	$1,645	$5,260	$12,001	$202,434	$635,631
Total FFY 2021-2032 Cost	**$861,429**						

PennDOT Project Id: 105487

Project Administrator: PennDOT

Title: Interstate Traffic Monitoring

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide Interstate System

Project Description: Annual funding for repair and installation of interstate traffic monitoring sites.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$800	$800	$800	$800	$3,600	$4,000
	Federal:	$800	$800	$800	$800	$3600	$4000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$800	$800	$800	$800	$3,600	$4,000
Total FFY 2021-2032 Cost	**$10,800**						

PennDOT Project Id: 110601

Project Administrator: PennDOT

Title: INFRA Support

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Reserve for support of potential INFRA grant project(s).

Project Description: Reserve for support of potential INFRA grant project(s).

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	581	$0	$500	$500	$500	$4,500	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$500	$500	$500	$4500	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$500	$500	$500	$4,500	$0
Total FFY 2021-2032 Cost	**$6,000**						

PennDOT Project Id: 112672

Project Administrator: PennDOT
Title: Interstate Guide Rail Upgrade
Improvement Type: Guiderail Improvement
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide Interstates (BPN1)

Project Description: Line Item to upgrade existing guiderail and end treatments on Statewide Interstate System based on Manual for Assessing Safety Hardware (MASH) criteria. These projects will address necessary upgrades that were not already addressed as part of current projects under construction or programmed to be let by end of calendar year 2021.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$19,300	$19,300	$0	$0	$0	$0
	Federal:	$19300	$19300	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$19,300	$19,300	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$38,600**

PennDOT Project Id: 114199

Project Administrator: PennDOT
Title: Regional IM Carryover Reserve - 2021 IM Update
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide Reserve IM

Project Description: Statewide Reserve

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$35,618	$34,738	$45,196	$62,853	$170,162	$41,134
Construction	185	$672	$395	$395	$395	$0	$0
Construction	581	$4,144	$7,583	$6,931	$3,899	$18,380	$0
	Federal:	$35618	$34738	$45196	$62853	$170162	$41134
	State:	$4816	$7978	$7326	$4294	$18380	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$40,434	$42,716	$52,522	$67,147	$188,542	$41,134

Total FFY 2021-2032 Cost **$432,495**

PennDOT Project Id: 114586

Project Administrator: PennDOT
Title: Interstate ITS Reserve
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide

Project Description: Reserve Line Item for ITS needs on the Interstate System.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$1,000	$2,000	$3,000	$4,000	$16,000	$16,000
	Federal:	$1000	$2000	$3000	$4000	$16000	$16000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,000	$2,000	$3,000	$4,000	$16,000	$16,000

Total FFY 2021-2032 Cost **$42,000**

PennDOT Project Id: 114587

Project Administrator: PennDOT

Title: All-Weather Pavement Marking Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Reserve Line Item for AWPM in the Interstate System.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$1,000	$2,000	$3,000	$4,000	$16,000	$16,000
	Federal:	$1000	$2000	$3000	$4000	$16000	$16000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,000	$2,000	$3,000	$4,000	$16,000	$16,000

Total FFY 2021-2032 Cost **$42,000**

Centre

PennDOT Project Id: 3142

Project Administrator: PENNDOT

Title: EXIT 161 Bellefonte Interchange

Improvement Type: New Interchange

State Route: 80

Municipality: Spring (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/3/22

Actual Construction Bid Date:

Location: Centre County, Boggs, Spring and Marion Townships, High Speed Interchange , , , I 80 Segment 1590/0000 to 1620/0800, 1591/0000 to 1621/0800, SR26 Segment 0452/0000 to 0470/1000, SR99 Segment 0854/0000 to 0854/1428, 0855/0000 to 0855/1450

Project Description: Construction of High Speed Interchange between I-99 and I-80 at the existing Exit 161. Segment Eastbound 1590/0000 to 1620/0800; Westbound 1591/0000 to 1621/0800. Companion with 80-A18. ITS Includes: Retrofit Existing Dynamic Message Sign(DMS), Install RWIS Tower, Remove Existing CCTV, (2) New CCTV Installed, Install Conduit/Possibly Fiber in Boggs, Spring and Marion Townships, Centre County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	APD	$0	$20,000	$20,000	$25,000	$11,750	$0
Construction	NHPP	$0	$10,000	$10,000	$5,000	$0	$0
Construction	185	$0	$2,772	$2,772	$2,772	$2,877	$0
Construction	581	$0	$3,528	$3,528	$3,528	$3,661	$0
	Federal:	$0	$30000	$30000	$30000	$11750	$0
	State:	$0	$6300	$6300	$6300	$6538	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$36,300	$36,300	$36,300	$18,288	$0

Total FFY 2021-2032 Cost **$127,188**

PennDOT Project Id: 74912

Project Administrator: PennDOT
Title: I-80 Bridge Replacements
Improvement Type: Bridge Replacement
State Route: 80
Municipality: Marion (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 3/3/22
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Actual Construction Bid Date:
Location: Interstate 80 Bridges in Marion Township, Centre County.
Project Description: Interstate 80 Bridge Replacements over SR 1010 and T-476 in Marion Township, Centre County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	$0	$6,914	$9,000	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$6914	$9000	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$6,914	$9,000	$0	$0	$0

Total FFY 2021-2032 Cost **$15,914**

Clarion

PennDOT Project Id: 90021

Project Administrator: PennDOT
Title: I-80 Canoe Creek Bridges
Improvement Type: Bridge Improvement
State Route: 80
Municipality: Beaver (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 3/1/23
Actual Construction Bid Date:
Location: Structures carrying I-80 (eastbound and westbound) over SR 4005 (Tippecanoe Road) and Canoe Creek in Beaver Township.
Project Description: Bridge rehabilitation/replacement of the existing structures carrying I-80 (eastbound and westbound) over SR 4005 (Tippecanoe Road) and Canoe Creek in Beaver Township, Clarion County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$2,000	$0	$0	$0	$0	$0
Utility	185	$200	$0	$0	$0	$0	$0
Right of Way	185	$0	$265	$0	$0	$0	$0
Construction	185	$0	$0	$30,000	$30,000	$43,809	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$2200	$265	$30000	$30000	$43809	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,200	$265	$30,000	$30,000	$43,809	$0

Total FFY 2021-2032 Cost **$106,274**

PennDOT Project Id: 114557

Project Administrator: PennDOT
Title: I 80 Strattenville Resurfacing
Improvement Type: Resurface
State Route: 80
Municipality: Monroe (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/1/20
Actual Construction Bid Date:
Location: Along Interstate 80 from MM 62 to MM 72 (Jefferson County Line), in Clarion Township, Clarion County.
Project Description: Mill 1 1/2" depth (travel & passing lane only), place 1 1/2" SMA wearing, saw and seal transverse joints along Interstate 80 from MM 62 to MM 72 (Jefferson County Line), in Clarion Township, Clarion County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$5,000	$4,590	$0	$0	$0	$0
	Federal:	$5000	$4590	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,000	$4,590	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$9,590**

Clearfield

PennDOT Project Id: 74910

Project Administrator: PennDOT
Title: I-80 Clfd - Viaduct Highway Preservation
Improvement Type: Pavement Preservation
State Route: 80
Municipality: Bradford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 4/23/20
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:

Location: Clearfield County, Interstate 0080, Eastbound Seg 1160/0200 to 1374/2633, Westbound Seg 1185/2190 to 1375/2544, Lawrence, Bradford, Graham & Cooper Townships

Project Description: Highway Preservation on I-80 including concrete patching, patching and new pavement joints, superpave bituminous pavement mill and overlay, shoulder upgrades, guide rail, pavement markings and miscellaneous construction from Exit 121 to the Clearfield/Centre County Line Viaduct Bridges in Lawrence, Bradford, Graham & Cooper Townships, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$7,632	$0	$0	$0	$0	$0
	Federal:	$7632	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$7,632	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$7,632**

PennDOT Project Id: 87729

Project Administrator: PennDOT
Title: I-80 over SR 970 Interchange
Improvement Type: Reconstruct
State Route: 80
Municipality: Bradford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 1/16/20
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Actual Construction Bid Date: 1/16/20

Location: Interstate 80 overState Route 970 Eastbound and Westbound in Bradford Township, Clearfield County.

Project Description: Reconstruction of Interchange on Interstate 80 over State Route 970 at Exit 123 Eastbound and Westbound in Bradford Township in Clearfield County. Work will include a turning lane on State Route 970, drainage upgrades, pavement reconstruction, and a concrete box culvert under State Route 970 and the concrete arch culvert under I 80.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	$8,500	$5,000	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$8500	$5000	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$8,500	$5,000	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$13,500**

Columbia

PennDOT Project Id: 93697

Project Administrator: PennDOT

Title: I-80 East Bound Lane from Paper Mill Rd to US 11

Improvement Type: Reconstruct

State Route: 80

Municipality: Scott (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/9/25

Actual Construction Bid Date:

Location: I-80 from Paper Mill Road to US 11, (2330/1788 to 2404/1364) in, Scott Township and South Centre Township in Columbia County., ,

Project Description: Reconstruction of I-80 West Bound from Paper Mill Road to US Route 11 in Scott and South Centre Townships, Columbia County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$2,500	$2,500	$0	$0	$0	$0
Final Design	581	$0	$0	$1,377	$2,000	$0	$0
Utility	581	$0	$0	$0	$60	$0	$0
Right of Way	581	$0	$0	$0	$23	$0	$0
Construction	NHPP	$0	$0	$0	$0	$50,214	$0
	Federal:	$2500	$2500	$0	$0	$50214	$0
	State:	$0	$0	$1377	$2083	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,500	$2,500	$1,377	$2,083	$50,214	$0

Total FFY 2021-2032 Cost **$58,674**

PennDOT Project Id: 97561

Project Administrator: PennDOT

Title: I-80 West Bound Lane from Fishing Creek to US 11

Improvement Type: Reconstruct

State Route: 80

Municipality: Hemlock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/9/25

Actual Construction Bid Date:

Location: I-80 from Fishing Creek to US 11 (Segment 2325/2149 - 2405/1110), Hemlock, Mt Pleasant, Scott, South Centre Townships, and the Town of Bloomsburg ,

Project Description: Reconstruction of I-80 West Bound from Fishing Creek to US Route 11 in Hemlock, Mt Pleasant, Scott, South Centre Townships, and the Town of Bloomsburg, Columbia County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$0	$3,000	$2,000	$0	$0
Final Design	581	$0	$0	$0	$2,251	$0	$0
Utility	581	$0	$0	$0	$60	$0	$0
Right of Way	581	$0	$0	$0	$23	$0	$0
Construction	NHPP	$0	$0	$0	$0	$38,273	$0
	Federal:	$0	$0	$0	$0	$38273	$0
	State:	$0	$0	$3000	$4334	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$3,000	$4,334	$38,273	$0

Total FFY 2021-2032 Cost **$45,607**

PennDOT Project Id: 105528

Project Administrator: PennDOT
Title: I-80 East Bound from Montour County to SR 4009
Improvement Type: Resurface
State Route: 80
Municipality: Hemlock (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 1/1/23
Actual Construction Bid Date:
Location: 2282/0000 to 2330/1721, Hemlock Twp & Bloomsburg
Project Description: Mill and resurface SR 80 from Columbia County line to SR 4009 in Hemlock Twp & Bllomsburg, Columbia County

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$0	$50	$0	$0	$0	$0
Construction	NHPP	$0	$0	$2,000	$1,500	$0	$0
	Federal:	$0	$0	$2000	$1500	$0	$0
	State:	$0	$50	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$50	$2,000	$1,500	$0	$0

Total FFY 2021-2032 Cost **$3,550**

Dauphin

PennDOT Project Id: 92931

Project Administrator: PennDOT
Title: Eisenhower Interchange
Improvement Type: Reconstruct
State Route: 83
Municipality: Swatara (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Estimated Construction Bid Date: 12/16/22
Actual Construction Bid Date:
Location: Eisenhower Interchange: I-83, I-283, US 322, and connected ramps in, Swatara and Lower Paxton Townships, Dauphin County.
Project Description: Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange (I-83, I-283, and US Route 322) in Swatara and Lower Paxton Townships, Dauphin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$4,000	$7,009	$0	$0	$0	$0
Utility	581	$3,300	$4,700	$4,000	$0	$0	$0
Right of Way	NHPP	$20,000	$20,000	$20,000	$14,300	$0	$0
Construction	NHPP	$0	$0	$18,751	$30,947	$49,295	$30,477
	Federal:	$20000	$20000	$38751	$45247	$49295	$30477
	State:	$7300	$11709	$4000	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$27,300	$31,709	$42,751	$45,247	$49,295	$30,477

Total FFY 2021-2032 Cost **$226,779**

PennDOT Project Id: 97828

Project Administrator: PennDOT
Title: I-83 East Shore Section 3
Improvement Type: Reconstruct
State Route: 83
Municipality: Harrisburg (CITY)
Air Quality Status: Significant: Included in regional conformity analysis
Estimated Construction Bid Date: 1/1/22
Actual Construction Bid Date:
Location: I-83 from 17th Street to SR 3013 (29th Street) and at SR 230 (Cameron Street) in Harrisburg City and Swatara Township, Dauphin County.
Project Description: Reconstruct and widen for additional lanes on I-83 from 17th Street to SR 3013 (29th Street) and at SR 230 (Cameron Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Utility	581	$0	$2,000	$0	$0	$0	$0
Right of Way	581	$10,000	$11,000	$12,000	$12,000	$0	$0
Construction	NFP	$0	$61,099	$0	$0	$0	$0
Construction	NHPP	$0	$0	$8,901	$0	$0	$0
	Federal:	$0	$61099	$8901	$0	$0	$0
	State:	$10000	$13000	$12000	$12000	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$10,000	$74,099	$20,901	$12,000	$0	$0
Total FFY 2021-2032 Cost	**$117,000**						

PennDOT Project Id: 113357

Project Administrator: PennDOT

Title: I-83 East Shore Section 3B

Improvement Type: Reconstruct

State Route: 83

Municipality: Harrisburg (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/1/24

Actual Construction Bid Date:

Location: I-83 from SR 230 (Cameron Sreet) to about 1500ft west of SR 3013 (29th Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Description: Reconstruct and widen for additional lanes on I-83 from the SR 230 (Cameron Sreet) to about 1500ft west of SR 3013 (29th Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$0	$4,000	$0	$0	$0	$0
Utility	581	$0	$0	$2,000	$0	$0	$0
Right of Way	581	$0	$4,000	$1,000	$0	$0	$0
Construction	NFP	$0	$0	$0	$0	$61,099	$0
Construction	NHPP	$0	$0	$0	$13,901	$0	$0
	Federal:	$0	$0	$0	$13901	$61099	$0
	State:	$0	$8000	$3000	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$8,000	$3,000	$13,901	$61,099	$0
Total FFY 2021-2032 Cost	**$86,000**						

PennDOT Project Id: 113378

Project Administrator: PennDOT

Title: Eisenhower Interchange B

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/8/26

Actual Construction Bid Date:

Location: Eisenhower Interchange: I-83, I-283, US 322, and connected ramps in, Swatara and Lower Paxton Townships, Dauphin County.

Project Description: Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange (I-83, I-283, and US Route 322) in Swatara and Lower Paxton Townships, Dauphin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$0	$0	$7,289	$3,000	$0	$0
Right of Way	NHPP	$0	$0	$0	$5,900	$0	$0
Construction	NHPP	$0	$0	$0	$0	$25,233	$61,865
	Federal:	$0	$0	$0	$5900	$25233	$61865
	State:	$0	$0	$7289	$3000	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$7,289	$8,900	$25,233	$61,865

Total FFY 2021-2032 Cost **$103,287**

PennDOT Project Id: 113380

Project Administrator: PennDOT

Title: Eisenhower Interchange C

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/13/28

Actual Construction Bid Date:

Location: Eisenhower Interchange: I-83, I-283, US 322, and connected ramps in, Swatara and Lower Paxton Townships, Dauphin County.

Project Description: Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange (I-83, I-283, and US Route 322) in Swatara and Lower Paxton Townships, Dauphin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$0	$0	$0	$0	$9,046	$0
Right of Way	NHPP	$0	$0	$0	$1,500	$0	$0
Construction	NFP	$0	$0	$0	$0	$0	$61,099
Construction	NHPP	$0	$0	$0	$0	$0	$40,000
	Federal:	$0	$0	$0	$1500	$0	$101099
	State:	$0	$0	$0	$0	$9046	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$0	$1,500	$9,046	$101,099

Total FFY 2021-2032 Cost **$111,645**

Delaware

PennDOT Project Id: 15477

Project Administrator: PENNDOT

Title: I95/US322 Intrchng Imp

Improvement Type: Interchange Improvement

State Route: 95

Municipality: Chester (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/24/25

Actual Construction Bid Date:

Location: IN CHESTER CITY, CHESTER AND UPPER CHICHESTER TWP , I95/US322 INTERCHANGE & LOCAL ACCESS

Project Description: I-95/US Route 322 Interchange Improvement
Chester City, Chester Township and Upper Chichester Township
Delaware County
Study

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	581	$0	$1,300	$1,300	$1,300	$0	$0
Construction	NHPP	$0	$0	$0	$0	$90,000	$25,927
	Federal:	$0	$0	$0	$0	$90000	$25927
	State:	$0	$1300	$1300	$1300	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$1,300	$1,300	$1,300	$90,000	$25,927
Total FFY 2021-2032 Cost	**$119,827**						

PennDOT Project Id: 104821

Project Administrator: PennDOT

Title: I-476 Travel Management

Improvement Type: Traffic System Management

State Route: 476

Municipality: Ridley (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/16/25

Actual Construction Bid Date:

Location: Radnor, Haverford, Marple, and Nether Providence Townships, Delaware County

Project Description: I-476 Travel Management
This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges in Radnor, Haverford, Marple, and Nether Providence Townships, Delaware County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	STP	$2,250	$0	$0	$0	$0	$0
Final Design	STP	$3,000	$2,500	$0	$0	$0	$0
Utility	STP	$0	$0	$300	$0	$0	$0
Right of Way	STP	$0	$0	$250	$0	$0	$0
Construction	STP	$0	$0	$0	$11,000	$43,000	$0
	Federal:	$5250	$2500	$550	$11000	$43000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,250	$2,500	$550	$11,000	$43,000	$0
Total FFY 2021-2032 Cost	**$62,300**						

Erie

PennDOT Project Id: 102039

Project Administrator: PennDOT

Title: I-90: MP 3.5 to 7 Reconstruct - #1

Improvement Type: Reconstruct

State Route: 90

Municipality: Springfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/23/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-90 (American Veterans Memorial Highway) from the maintenance crossover east of US 6N (Exit 3) to milepost 7 east of SR 215 in Springfield and Girard Townships, Erie County.

Project Description: This project includes the reconstruction and bridge rehabilitation/replacement on Interstate 90 (American Veterans Memorial Highway) from the maintenance crossover east of State Route 6N (Exit 3) to milepost 7 east of State Route 215 in Springfield and Girard Townships.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Utility	581	$125	$0	$0	$0	$0	$0
Right of Way	581	$375	$0	$0	$0	$0	$0
Construction	NHPP	$8,000	$8,000	$8,000	$18,726	$0	$0
	Federal:	$8000	$8000	$8000	$18726	$0	$0
	State:	$500	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$8,500	$8,000	$8,000	$18,726	$0	$0
Total FFY 2021-2032 Cost	**$43,226**						

PennDOT Project Id: 102040

Project Administrator: PennDOT

Title: I-90: MP 7 to 10.5 Reconstruct - #1

Improvement Type: Reconstruct

State Route: 90

Municipality: Girard (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/23/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-90 (American Veterans Memorial Highway) before Neiger Road to past Exit 9 before Cross Station Road in Girard Township and the Borough of Platea, Erie County.

Project Description: This project includes the reconstruction and bridge replacement/rehabilitation on Interstate 90 (American Veterans Memorial Highway) before Neiger Road to past Exit 9 before Cross Station Road in Girard Township and the Borough of Platea.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$11,000	$11,000	$10,000	$20,669	$0	$0
	Federal:	$11000	$11000	$10000	$20669	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$11,000	$11,000	$10,000	$20,669	$0	$0
Total FFY 2021-2032 Cost	**$52,669**						

PennDOT Project Id: 102041

Project Administrator: PennDOT

Title: I-90: MP 10.5 to 14.5 Reconstruct - #6

Improvement Type: Reconstruct

State Route: 90

Municipality: Girard (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/28

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-90 (American Veterans Memorial Highway) from before Mill Road to just past Doggett Road in Girard and Fairview Townships, Erie County.

Project Description: 'This project includes reconstruction and bridge replacement/preservation on Interstate 90 (American Veterans Memorial Highway) from before Mill Road to just past Doggett Road in Girard and Fairview Townships

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$0	$2,000	$0	$0	$0
Final Design	581	$0	$0	$0	$3,725	$1,593	$0
Utility	581	$0	$0	$0	$0	$76	$0
Right of Way	581	$0	$0	$0	$0	$234	$0
Construction	NHPP	$0	$0	$0	$0	$17,500	$34,913
	Federal:	$0	$0	$0	$0	$17500	$34913
	State:	$0	$0	$2000	$3725	$1903	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$2,000	$3,725	$19,403	$34,913

Total FFY 2021-2032 Cost **$60,041**

PennDOT Project Id: 106297

Project Administrator: PennDOT

Title: I-90: MP 35 to 46, Preservation - #11

Improvement Type: Restoration

State Route: 90

Municipality: Greenfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/4/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Interstate 90 from the Interstate 86 Interchange at Milepost 35 to the New York State Line at Milepost 46 in Harborcreek, Greenfield, and Northeast Townships

Project Description: Interstate 90 from the Interstate 86 Interchange at Milepost 35 to the New York State Line at Milepost 46 in Harborcreek, Greenfield, and Northeast Townships, Erie County. Interstate Preservation Project mill and inlay

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$6,000	$6,000	$5,200	$0	$0	$0
	Federal:	$6000	$6000	$5200	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$6,000	$6,000	$5,200	$0	$0	$0

Total FFY 2021-2032 Cost **$17,200**

Franklin

PennDOT Project Id: 92006

Project Administrator: PennDOT

Title: I-81 Maryland to Mile 6

Improvement Type: Resurface

State Route: 81

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/7/26

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-81 from Maryland line to Milepost 6, Antrim Township

Project Description: Resurface and bridge preservation on I-81 North and Southbound from Maryland line to Milepost 6 in Antrim Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$55	$0	$0	$0	$0
Final Design	581	$0	$0	$927	$0	$0	$0
Construction	NHPP	$0	$0	$0	$0	$17,956	$0
	Federal:	$0	$0	$0	$0	$17956	$0
	State:	$0	$55	$927	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$55	$927	$0	$17,956	$0

Total FFY 2021-2032 Cost **$18,938**

Fulton

PennDOT Project Id: 91536

Project Administrator: PennDOT
Title: I-70 WB Amaranth to Bdfrd
Improvement Type: Resurface
State Route: 70
Municipality: Brush Creek (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 1/6/22
Actual Construction Bid Date:
Location: I-70 westbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships, Fulton County.
Project Description: Mill and overlay I-70 westbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$0	$11,139	$0	$0	$0	$0
	Federal:	$0	$11139	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$11,139	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$11,139**

PennDOT Project Id: 91537

Project Administrator: PennDOT
Title: I-70 EB Amaranth to Bdfrd
Improvement Type: Resurface
State Route: 70
Municipality: Brush Creek (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 2/15/23
Actual Construction Bid Date:
Location: On I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County
Project Description: Mill and Overlay on I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships, Fulton County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$0	$0	$10,000	$10,000	$8,909	$0
	Federal:	$0	$0	$10000	$10000	$8909	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$10,000	$10,000	$8,909	$0

Total FFY 2021-2032 Cost **$28,909**

PennDOT Project Id: 112244

Project Administrator: PennDOT
Title: I-70 Amaranth Intchg to MD State Line
Improvement Type: Resurface
State Route: 70
Municipality: Bethel (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 2/15/23
Actual Construction Bid Date:
Location: On I-70 from Amaranth interchange (PA 731) to the Maryland state line, Bethel Township, Fulton County.
Project Description: Thin Hot Mix Overlay on I-70 from Amaranth interchange (PA 731) to the Maryland state line, Bethel Township, Fulton County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$100	$0	$0	$0	$0
Construction	NHPP	$0	$0	$3,825	$3,825	$0	$0
	Federal:	$0	$0	$3825	$3825	$0	$0
	State:	$0	$100	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$100	$3,825	$3,825	$0	$0

Total FFY 2021-2032 Cost **$7,750**

Jefferson

PennDOT Project Id: 106224

Project Administrator: PennDOT
Title: I-80 Brookville East PM
Improvement Type: Resurface
State Route: 80
Municipality: Brookville (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Along Interstate 80 from Brookville (Exit 78) to Mill Creek, west of Exit 86 in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.
Project Description: Resurfacing of highway to include milling, patching, bituminous binder, leveling and wearing. along Interstate 80 from Brookville (Exit 78) to Mill Creek, west of Exit 86 in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$50	$0	$0	$0	$0	$0
Construction	NHPP	$5,000	$6,600	$0	$0	$0	$0
	Federal:	$5050	$6600	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,050	$6,600	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$11,650**

PennDOT Project Id: 106275

Project Administrator: PennDOT
Title: I-80 North Fork Bridge Replacements
Improvement Type: New Bridge
State Route: 80
Municipality: Brookville (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 7/10/25
Actual Construction Bid Date:
Location: Interstate 80 eastbound and westbound over North Fork Creek and Water Plant Road in Brookville Borough.
Project Description: Replacement of dual-girder structures carrying Interstate 80 eastbound and westbound over North Fork Creek and Water Plant Road, as well as realignment of a portion of I-80 eastbound in Brookville Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$1,700	$1,778	$0	$0	$0	$0
Utility	185	$0	$0	$273	$0	$0	$0
Right of Way	185	$0	$0	$500	$593	$0	$0
Construction	NHPP	$0	$0	$0	$0	$134,331	$0
Construction	185	$0	$0	$0	$0	$14,926	$0
	Federal:	$0	$0	$0	$0	$134331	$0
	State:	$1700	$1778	$773	$593	$14926	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,700	$1,778	$773	$593	$149,257	$0

Total FFY 2021-2032 Cost **$154,101**

PennDOT Project Id: 114556

Project Administrator: PennDOT
Title: I 80 Joint Repair
Improvement Type: Pavement Preservation
State Route: 80
Municipality: Union (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/1/20
Actual Construction Bid Date:
Location: Along Interstate 80 in Jefferson County from Clarion/Jefferson County Line to Mile Marker 84 in Rose, Union and Pine Creek Townships, Jefferson County,
Project Description: Mill and fill the centerline and edgeline joint along Interstate 80 in Jefferson County from Clarion/Jefferson County Line to Mile Marker 84 in Rose, Union and Pine Creek Townships, Jefferson County

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$3,283	$0	$0	$0	$0	$0
	Federal:	$3283	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$3,283	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$3,283**

Lackawanna

PennDOT Project Id: 69181

Project Administrator: PennDOT
Title: I-84 ov LackRR/Roaring & 435
Improvement Type: Bridge Replacement
State Route: 84
Municipality: Dunmore (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 2/27/20
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Actual Construction Bid Date: 2/27/20
Location: Lackawanna County, Dunmore Borough, I-84 eastbound and westbound
Project Description: Bridge Replacement on I-84 EB and WB over Lackawanna County Railroad and Roaring Brook; Bridge Replacement on I-84 over State Route 435, and Interchange Improvement on I 84 and SR 0435 (Exit 2) in Dunmore Borough, Lackawanna County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$17,000	$15,000	$17,000	$17,000	$52,250	$0
	Federal:	$17000	$15000	$17000	$17000	$52250	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$17,000	$15,000	$17,000	$17,000	$52,250	$0

Total FFY 2021-2032 Cost **$118,250**

PennDOT Project Id: 87736

Project Administrator: PennDOT

Title: I-81 NB/SB Moosic-Scranton I-4R Lacka

Improvement Type: Reconstruct

State Route: 81

Municipality: Moosic (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/13/26

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Lackawanna County, Moosic Borough and Scranton City, I-81 (American Legion Memorial Highway), SR 307 (Moosic Street), SR 3016 (Davis Street), SR 3102 (River Street), SR 8005 (Ramp A Road)

Project Description: Interstate reconstruction on I-81 (American Legion Memorial Highway) from the Luzerne County Line to Exit 185, Central Scranton Expressway; and bridge reconstruction/rehabilitation on SR 307 (Moosic Street), SR 3016 (Davis Street), SR 3102 (River Street), SR 8005 (Ramp A Road) over various roads and waterways in Moosic Borough and Scranton City, Lackawanna County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$4,944	$4,944	$4,944	$0	$0	$0
Preliminary Engineering	581	$549	$549	$549	$0	$0	$0
Final Design	NHPP	$0	$4,774	$4,774	$4,774	$0	$0
Final Design	581	$0	$530	$530	$530	$0	$0
Utility	581	$0	$0	$0	$0	$113	$0
Right of Way	185	$0	$0	$0	$0	$927	$0
Right of Way	581	$0	$0	$0	$0	$3,710	$0
Construction	NHPP	$0	$0	$0	$0	$70,000	$332,396
	Federal:	$4944	$9718	$9718	$4774	$70000	$332396
	State:	$549	$1079	$1079	$530	$4750	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,493	$10,797	$10,797	$5,304	$74,750	$332,396

Total FFY 2021-2032 Cost **$439,537**

PennDOT Project Id: 91540

Project Administrator: PennDOT

Title: I-84 E&W Mill/Fill Lacka/Wayne

Improvement Type: Resurface

State Route: 84

Municipality: Jefferson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/9/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Lackawanna County Interstate 84 (Eastbound and Westbound) starting east of the I-84 and I-380 interchange in Lackawanna County and extending through Wayne County, ending at the Pike County line.

Project Description: Resurfacing and Bridge Replacement/Preservation on 6 structures in Lackawanna County Interstate 84 (Eastbound and Westbound) starting east of the I-84 and I-380 interchange in Lackawanna County and extending through Wayne County, ending at the Pike County line.

Project is in Jefferson, Madison, Salem, and Sterling Townships.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$0	$7,000	$7,000	$9,022	$0	$0
	Federal:	$0	$7000	$7000	$9022	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$7,000	$7,000	$9,022	$0	$0

Total FFY 2021-2032 Cost **$23,022**

PennDOT Project Id: 92435

Project Administrator: PennDOT

Title: I-81 NB/SB Preservation Pavement Replacement Lacka

Improvement Type: Reconstruct

State Route: 81

Municipality: Scranton (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/25/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Lackawanna County, City of Scranton and Dunmore Borough, I-81 North and South from Scranton Expressway Exit to Olyphant Avenue; I-84 East and West from Elmhurst Exit (#2) to interchange with I-81

Project Description: Interstate reconstruction and rehabilitation on I-81 northbound/southbound from Exit 185 (Central Scranton Expressway) to Exit 186 (East Drinker Street); and on I-84 eastbound/westbound from I-81 to Exit 2 (Elmhurst, PA 435) in the City of Scranton and Dunmore Borough, Lackawanna County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$1,400	$0	$0	$0	$0	$0
Final Design	NHPP	$1,590	$1,500	$0	$0	$0	$0
Construction	NHPP	$0	$0	$7,500	$10,000	$27,520	$0
	Federal:	$1590	$1500	$7500	$10000	$27520	$0
	State:	$1400	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,990	$1,500	$7,500	$10,000	$27,520	$0

Total FFY 2021-2032 Cost **$49,510**

PennDOT Project Id: 93807

Project Administrator: PennDOT

Title: I-84 EB/WB Mill/Fill Lackawanna

Improvement Type: Resurface

State Route: 84

Municipality: Roaring Brook (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/9/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Lackawanna County, Roaring Brook, Jefferson, and Elmhurst Townships, Interstate 84 (Fallen Trooper Memorial Highway)

Project Description: Resurfacing on I-84 between Roaring Brook and Rock Bottom Creek, I-380 at the I-84 interchange (including bridge preservation work), and SR 8008 (Ramp D Road) at the I-84/I-380 interchange in various townships, Lackawanna County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$4,000	$4,000	$4,000	$2,317	$0	$0
	Federal:	$4000	$4000	$4000	$2317	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,000	$4,000	$4,000	$2,317	$0	$0

Total FFY 2021-2032 Cost **$14,317**

PennDOT Project Id: 106682

Project Administrator: PennDOT

Title: Scranton Beltway/Turnpike

Improvement Type: Reconstruct

State Route: 81

Municipality: Moosic (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/22

Actual Construction Bid Date:

Location: Lackawanna and Luzerne Counties, Borough of Dupont, Pittston Township, South Abington Township, I-81 and I-476 (The Turnpike),

Project Description: This project will link Interstate 81 and the Pennsylvania Turnpike's Northeastern Extension (I-476), creating a beltway around the City of Scranton. The project will widen I-81 to six lanes and provide new ramps to connect I-81 and the Turnpike (I-476), south of Scranton in the Borough of Dupont and Pittston Township, in Luzerne County and to the north of Scranton in South Abington Township, Lackawanna County.

This is a joint project between the Pennsylvania Turnpike Commission and the Pennsylvania Department of Transportation (PennDOT).New highway-speed connections from I-81 to Turnpike (I-476) in northbound and southbound directions.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$0	$0	$10,000	$10,000	$20,000	$0
	Federal:	$0	$0	$10000	$10000	$20000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$10,000	$10,000	$20,000	$0
Total FFY 2021-2032 Cost	**$40,000**						

PennDOT Project Id: 112437

Project Administrator: PennDOT

Title: I-84 High Priority Bridge Repairs

Improvement Type: Bridge Rehabilitation

State Route: 84

Municipality: Roaring Brook (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/9/20

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Lackawanna County, South Abington, Roaring Brook Townships, Interstate 84 (Fallen Trooper Memorial Hwy)

Project Description: Bridge preservation on Interstate 84 (Fallen Trooper Memorial Highway) over Lackawanna County Rail Authority in South Abington, Roaring Brook Townships, Lackawanna County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$4,000	$4,000	$7,689	$0	$0	$0
	Federal:	$4000	$4000	$7689	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,000	$4,000	$7,689	$0	$0	$0
Total FFY 2021-2032 Cost	**$15,689**						

PennDOT Project Id: 114418

Project Administrator: PennDOT

Title: I-84 High Priority Bridge Repairs

Improvement Type: Bridge Rehabilitation

State Route: 84

Municipality: Jefferson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Lackawanna County, Jefferson Township, Interstate 84 (Fallen Troopers Memorial Highway)

Project Description: Bridge rehabilitation on Interstate 84 (Fallen Troopers Memorial Highway) over State Route 2005 (Aberdeen Road) in Jefferson Township, Lackawanna County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$1,000	$3,111	$0	$0	$0	$0
	Federal:	$1000	$3111	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,000	$3,111	$0	$0	$0	$0
Total FFY 2021-2032 Cost	**$4,111**						

Lawrence

PennDOT Project Id: 87757

Project Administrator: PennDOT

Title: I-79/ Butler Co/Mercer

Improvement Type: Resurface

State Route: 79

Municipality: Plain Grove (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/9/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79, from Butler County Line to Mercer County Line in Plain Grove Township, Lawrence County. , ,

Project Description: Mill and Overlay on I-79, from Butler County Line to Mercer County Line in Plain Grove Township, Lawrence County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$739	$0	$0	$0	$0	$0
Final Design	NHPP	$0	$850	$0	$0	$0	$0
Utility	NHPP	$0	$0	$60	$0	$0	$0
Right of Way	NHPP	$0	$0	$300	$0	$0	$0
Construction	NHPP	$0	$0	$0	$6,320	$6,000	$0
	Federal:	$739	$850	$360	$6320	$6000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$739	$850	$360	$6,320	$6,000	$0

Total FFY 2021-2032 Cost **$14,269**

PennDOT Project Id: 109287

Project Administrator: PennDOT

Title: I-376, SR 422 to SR 224

Improvement Type: Resurface

State Route: 376

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/15/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376, from SR 422 to SR 224 in Union Township, Lawrence County.

Project Description: 2" Mill & Inlay on I-376, from SR 422 to SR 224 in Union Township, Lawrence County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$250	$0	$0	$0	$0	$0
Final Design	NHPP	$0	$250	$0	$0	$0	$0
Utility	NHPP	$0	$50	$0	$0	$0	$0
Right of Way	NHPP	$0	$100	$0	$0	$0	$0
Construction	NHPP	$0	$0	$0	$1,600	$0	$0
	Federal:	$250	$400	$0	$1600	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$250	$400	$0	$1,600	$0	$0

Total FFY 2021-2032 Cost **$2,250**

Lehigh

PennDOT Project Id: 11551

Project Administrator: PENNDOT

Title: I-78 Lehigh ASR- Cedar Crest to Lehigh St.

Improvement Type: Restoration

State Route: 78

Municipality: Salisbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Cedar Crest to Lehigh St. on Interstate 78, City of Allentown and Salisbury Townships , Lehigh County

Project Description: This project involves the treatment of ASR for mainline and shoulders of (I-78) with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, MASH standard guiderail, reflective tape pavement markers, line painting, and bridge rehabilitation/preservation activities, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in the City of Allentown and Salisbury Townships, Lehigh County; from segment 0554/1405 & 0555/1388 to segment 0574/0205 & 0575/0227 for a construction distance of approximately 3.54 miles (18,691 FT).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$5,000	$2,750	$0	$0	$0	$0
	Federal:	$5000	$2750	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,000	$2,750	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$7,750**

PennDOT Project Id: 72822

Project Administrator: PennDOT

Title: I-78 EB - 309 S to Saucon Viaduct ASR

Improvement Type: Restoration

State Route: 78

Municipality: Upper Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78 EB, 309 S to Saucon Viaduct , Lehigh and Northampton County

Project Description: This project involves the treatment of ASR of EB mainline and shoulders of (I-78) with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, MASH standard guiderail, reflective tape pavement markers, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in Lehigh and Northampton County; Upper and Lower Saucon Townships and City of Bethlehem from segment 0604/1900 & to segment 0664/0000 for a construction distance of approximately 5.63 miles (29,726 FT).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$6,000	$4,300	$0	$0	$0	$0
	Federal:	$6000	$4300	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$6,000	$4,300	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$10,300**

PennDOT Project Id: 86006

Project Administrator: PennDOT

Title: I-78 - Lehigh St to 309 South Interchange

Improvement Type: Resurface

State Route: 78

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/11/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78, Exit 57 (Lehigh Street) to Exit 60 (SR 309 South Interchange), Lehigh County

Project Description: This project involves concrete patching and Ultra-Thin Bonded Wearing Course overlay of (I-78) WB and EB mainline and shoulders, and line painting along with rehabilitation/replacement of the drainage system along this corridor.

The Summit Lawn (SR 8001), Emaus Ave (SR 8003), and Quakertown Ramps (SR 8028) involve an overlay with Ultra-Thin Bonded Wearing Course, concrete patching, and line painting along with other miscellaneous construction items.

The project is located in Lehigh County; Salisbury and Upper Saucon Townships and City of Allentown from segment 0580/0000 & 0581/0000 to segment 0604/1900 & 0605/1742 including SR 8001, SR 8003 and SR 8028 for a construction distance of approximately 7.18 miles (37,910 FT).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$1,060	$1,000	$0	$0	$0	$0
Final Design	581	$0	$618	$0	$0	$0	$0
Utility	581	$0	$0	$53	$0	$0	$0
Right of Way	581	$0	$0	$53	$0	$0	$0
Construction	NHPP	$0	$0	$0	$9,030	$9,000	$0
	Federal:	$0	$0	$0	$9030	$9000	$0
	State:	$1060	$1618	$106	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,060	$1,618	$106	$9,030	$9,000	$0

Total FFY 2021-2032 Cost **$20,814**

PennDOT Project Id: 87646

Project Administrator: PennDOT

Title: I-78 PM 2 - Lehigh

Improvement Type: Resurface

State Route: 78

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/25/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78 from Segment 0504 Offset 0000, just west of the SR 0022 interchange, to Segment 0540 Offset 1000, just east of the SR 0309 interchange; in Upper Macungie and Lower Macungie Townships, Lehigh County.

Project Description: Pavement rehabilitation, traffic barrier, and drainage improvements from just west of the US Route 22 split to just east of the US 309 merge in Upper and Lower Macungie Townships in Lehigh County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$5,000	$4,800	$4,000	$0	$0	$0
	Federal:	$5000	$4800	$4000	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,000	$4,800	$4,000	$0	$0	$0

Total FFY 2021-2032 Cost **$13,800**

PennDOT Project Id: 92780

Project Administrator: PennDOT

Title: I-78 Recon-Berks County Line to SR 100

Improvement Type: Reconstruct

State Route: 78

Municipality: Weisenberg (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 2/18/27

Actual Construction Bid Date:

Location: Interstate 78, Berks County Line to SR 100 Interchange, Includes SR 100 and SR 863 Interchanges, Lehigh County

Project Description: This project consists of the reconstruction of Interstate 78 from the Berks County Line to SR 100 Interchange, in Weisenberg and Upper Macungie Townships. Full reconstruction will include drainage system improvements, guide rail, safety barriers, signing, pavement marking, delineators and truck climbing lanes. Reconstruction of the I-78 and SR 100 interchange, ramps will be reconfigured.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	$2,914	$3,414	$3,914	$0	$0	$0
Preliminary Engineering	581	$3,000	$3,500	$4,000	$0	$0	$0
Final Design	581	$0	$0	$0	$6,000	$11,508	$0
Utility	581	$0	$0	$0	$0	$3,096	$0
Right of Way	581	$0	$0	$0	$0	$12,383	$0
Construction	NHPP	$0	$0	$0	$0	$40,000	$240,000
	Federal:	$0	$0	$0	$0	$40000	$240000
	State:	$5914	$6914	$7914	$6000	$26987	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,914	$6,914	$7,914	$6,000	$66,987	$240,000

Total FFY 2021-2032 Cost **$333,729**

Luzerne

PennDOT Project Id: 67443

Project Administrator: PennDOT

Title: I-81 Dorrance Bridges

Improvement Type: Bridge Replacement

State Route: 81

Municipality: Dorrance (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/16/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Luzerne County, Dorrrance Township, I-81 (American Legion Memorial Highway)

Project Description: Interstate bridge replacement on I-81 over SR 3007 at Exit 155, over SR 3010 and over Big Wapwallopen Creek; and extension of box culvert carrying I-81 over Tributary Wapwallopen Creek in Dorrance Township, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$1,340	$0	$0	$0	$0	$0
Right of Way	185	$103	$0	$0	$0	$0	$0
Construction	NHPP	$8,500	$8,500	$8,750	$0	$0	$0
	Federal:	$8500	$8500	$8750	$0	$0	$0
	State:	$1443	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$9,943	$8,500	$8,750	$0	$0	$0

Total FFY 2021-2032 Cost **$27,193**

PennDOT Project Id: 81910

Project Administrator: PennDOT

Title: I-81 NB Grinding Luz

Improvement Type: Restoration

State Route: 81

Municipality: West Hazleton (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/12/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Luzerne County, Butler, Dorrance, and Rice Townships, West Hazelton Borough, I-81 (American Legion Memorial Highway)

Project Description: Interstate resurfacing on I-81 (American Legion Memorial Highway) from Black Creek to Mile Marker 164; and bridge replacement/preservation on five structures in Butler, Dorrance, Sugarloaf, Hanover and Rice Townships, and West Hazelton Borough, Luzerne County:

1. I-81 Bridge over Nescopeck Creek in Butler Township
2. I-81 Bridge over Turnback 3040 (Township Road) in Butler Township
3. I-81 Bridge over I-80 Westbound in Butler Township
4. I-81 Bridge over Blytheburn Drive in Rice Township
5. I-81 Bridge over Little Wapwallopen Creek in Rice Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$0	$0	$500	$0	$0
Construction	NHPP	$0	$0	$0	$0	$41,000	$21,601
	Federal:	$0	$0	$0	$0	$41000	$21601
	State:	$0	$0	$0	$500	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$0	$500	$41,000	$21,601

Total FFY 2021-2032 Cost **$63,101**

PennDOT Project Id: 91587

Project Administrator: PennDOT

Title: I-80 EB over I-81 NB/SB

Improvement Type: Bridge Improvement

State Route: 80

Municipality: Butler (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Luzerne County, Butler Township, Interstate 80

Project Description: Bridge rehabilitation/replacement on Interstate 80 Eastbound, over Interstate 81, in Butler Township, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$1,150	$0	$0	$0	$0	$0
Construction	NHPP	$0	$5,400	$5,868	$0	$0	$0
Construction	185	$0	$600	$652	$0	$0	$0
	Federal:	$0	$5400	$5868	$0	$0	$0
	State:	$1150	$600	$652	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,150	$6,000	$6,520	$0	$0	$0

Total FFY 2021-2032 Cost **$13,670**

PennDOT Project Id: 106049

Project Administrator: PennDOT

Title: Interstate 81 over Railroad

Improvement Type: Bridge Improvement

State Route: 81

Municipality: West Hazleton (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Luzerne County, Butler Township and West Hazleton Borough, I-81 (American Legion Memorial Highway)

Project Description: Bridge rehabilitation/replacement on two structures on I-81 (American Legion Memorial Highway) over Norfolk Southern Railroad and Black Creek in Butler Township and West Hazleton Borough, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$1,000	$0	$0	$0	$0	$0
Construction	NHPP	$0	$5,400	$5,492	$0	$0	$0
Construction	185	$0	$600	$610	$0	$0	$0
	Federal:	$0	$5400	$5492	$0	$0	$0
	State:	$1000	$600	$610	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,000	$6,000	$6,102	$0	$0	$0

Total FFY 2021-2032 Cost **$13,102**

PennDOT Project Id: 107495

Project Administrator: PennDOT
Title: I-80 Eastbound Reconstruction
Improvement Type: Restoration
State Route: 80
Municipality: Butler (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 1/8/24
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:
Location: Luzerne County, in Butler, Dennison and Foster Townships, and White Haven Borough, I-80
Project Description: Interstate 80 eastbound reconstruction and bridge rehabilitation/replacement on I-80 EB/WB over SR 309, County Road, Nescopeck Creek, and Linesville Creek, in Butler, Dennison and Foster Townships and White Haven Borough, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$0	$0	$2,000	$2,120	$0	$0
Construction	NHPP	$0	$0	$0	$0	$60,777	$0
	Federal:	$0	$0	$2000	$2120	$60777	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$2,000	$2,120	$60,777	$0

Total FFY 2021-2032 Cost **$64,897**

PennDOT Project Id: 111613

Project Administrator: PennDOT
Title: Interstate 81 over West Foothills Drive
Improvement Type: Bridge Improvement
State Route: 81
Municipality: Butler (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 10/21/21
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Actual Construction Bid Date:
Location: Luzerne County, Butler Township, Interstate 81 (American Legion Memorial Highway)
Project Description: Bridge replacement / rehabilitation on Interstate 81 (American Legion Memorial Highway) over West Foothills Road, Butler Township, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$1,000	$0	$0	$0	$0	$0
Construction	NHPP	$0	$5,363	$0	$0	$0	$0
Construction	185	$0	$596	$0	$0	$0	$0
	Federal:	$0	$5363	$0	$0	$0	$0
	State:	$1000	$596	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,000	$5,959	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$6,959**

PennDOT Project Id: 111769

Project Administrator: PennDOT

Title: I-80 EB/WB over Nescopeck Creek

Improvement Type: Bridge Improvement

State Route: 80

Municipality: Black Creek (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Luzerne County, Black Creek Township, Interstate 80

Project Description: Bridge rehabilitation/replacement on Interstate 80, Eastbound, Westbound, over Nescopeck Creek, in Black Creek Township, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	$3,257	$0	$0	$0	$0	$0
Final Design	185	$1,369	$1,000	$0	$0	$0	$0
Construction	NHPP	$0	$8,100	$8,100	$9,760	$0	$0
Construction	185	$0	$900	$900	$1,084	$0	$0
	Federal:	$0	$8100	$8100	$9760	$0	$0
	State:	$4626	$1900	$900	$1084	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,626	$10,000	$9,000	$10,844	$0	$0

Total FFY 2021-2032 Cost **$34,470**

PennDOT Project Id: 111770

Project Administrator: PennDOT

Title: I-80 EB/WB over SR 93

Improvement Type: Bridge Improvement

State Route: 80

Municipality: Sugarloaf (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Luzerne County, Sugarloaf Township, Interstate 80

Project Description: Bridge rehabilitation/replacement on Interstate 80 Eastbound,Westbound over State Route 93, in Sugarloaf Township, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	$1,777	$0	$0	$0	$0	$0
Final Design	185	$800	$681	$0	$0	$0	$0
Construction	NHPP	$0	$6,300	$6,711	$0	$0	$0
Construction	185	$0	$700	$746	$0	$0	$0
	Federal:	$0	$6300	$6711	$0	$0	$0
	State:	$2577	$1381	$746	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,577	$7,681	$7,457	$0	$0	$0

Total FFY 2021-2032 Cost **$17,715**

PennDOT Project Id: 112285

Project Administrator: PennDOT
Title: I-81 NB/SB Mill/Fill Southern Luz
Improvement Type: Resurface
State Route: 81
Municipality: Hazle (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 4/2/20
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:
Location: Luzerne County Hazle Township, West Hazleton Borough, Interstate 81 (American Legion Memorial Highway)
Project Description: Highway Resurfacing on Interstate 81(American Legion Memorial Highway) from Schuylkill County Line to Mile Marker 144 West Hazleton Borough, Hazle Township, Luzerne County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$4,000	$7,650	$0	$0	$0	$0
	Federal:	$4000	$7650	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,000	$7,650	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$11,650**

PennDOT Project Id: 114154

Project Administrator: PennDOT
Title: Luzerne I-81 Bridge Preservation
Improvement Type: Bridge Preservation Activities
State Route: 81
Municipality: Hanover (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 1/14/21
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Actual Construction Bid Date:
Location: Luzerne County, Ashley Borough and Hanover and Wilkes Barre Townships, I-81 (American Legion Memorial Highway)
Project Description: I-81 (American Legion Memorial Highway) bridge preservation at eight locations in Ashley Borough and Hanover and Wilkes Barre Townships, Luzerne County:
1) I-81 Bridge over State Route 8011 in Hanover Township.
2) I-81 Bridge over State Route 8011 Ramp A in Hanover Township.
3) I-81 Bridge over State Route 6309 in Ashley Borough.
4) I-81 Bridge over State Route 2003 (Hazelton Street) in Ashley Borough.
5) I-81 Bridge over Luzerne County Rail Authority in Ashley Borough.
6) I-81 Bridge over Luzerne County Rail Authority in Hanover Township.
7) I-81 Bridge over Johnson Street, Allan Street, and Branch of Spring Run Creek in Wilkes Barre Township.
8) I-81 Bridge over Johnson Street, Allan Street, and Branch of Spring Run Creek in Wilkes Barre Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$4,736	$4,736	$0	$0	$0	$0
Construction	185	$526	$526	$0	$0	$0	$0
	Federal:	$4736	$4736	$0	$0	$0	$0
	State:	$526	$526	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,262	$5,262	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$10,524**

PennDOT Project Id: 115097

Project Administrator: PennDOT
Title: Partnership 81
Improvement Type: Bridge Replacement
State Route: 81
Municipality: Hanover (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date:
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Actual Construction Bid Date:
Location: Luzerne County, Ashley Borough and Hanover and Wilkes Barre Townships, I-81 (American Legion Memorial Highway)
Project Description: I-81 (American Legion Memorial Highway) bridge rehabilitation/replacement at eight locations in Ashley Borough and Hanover and Wilkes Barre Townships, Luzerne County

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$1,643	$3,285	$1,643	$0	$0	$0
Preliminary Engineering	581	$183	$365	$183	$0	$0	$0
Final Design	NHPP	$0	$0	$0	$3,780	$8,550	$0
Final Design	581	$0	$0	$0	$420	$950	$0
Construction	NHPP	$0	$0	$0	$16,200	$99,000	$37,890
Construction	581	$0	$0	$0	$1,800	$11,000	$4,210
	Federal:	$1643	$3285	$1643	$19980	$107550	$37890
	State:	$183	$365	$183	$2220	$11950	$4210
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,826	$3,650	$1,826	$22,200	$119,500	$42,100

Total FFY 2021-2032 Cost **$191,102**

Lycoming

PennDOT Project Id: 105532

Project Administrator: PennDOT

Title: Market St to Warrensville Rd WB

Improvement Type: Resurface

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/24

Actual Construction Bid Date:

Location: I 180 from 0335/1237 to 0371/1059, Loyalsock Twp & Williamsport

Project Description: Mill and resurface I-180 from Market St to Warrensville Rd Westbound in Loyalsock Township and Williamsport, Lycoming County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$0	$0	$25	$0	$0	$0
Construction	NHPP	$0	$0	$0	$1,600	$0	$0
	Federal:	$0	$0	$0	$1600	$0	$0
	State:	$0	$0	$25	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$25	$1,600	$0	$0

Total FFY 2021-2032 Cost **$1,625**

Mercer

PennDOT Project Id: 91569

Project Administrator: PennDOT

Title: I-80: MM0 to MM5 Reconstruct - #3

Improvement Type: Reconstruct

State Route: 80

Municipality: Shenango (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/1/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-80 (Z H Confair Highway) from the Ohio/Pennsylvania line to MM 5 (West Middlesex) in Shenango Township, Mercer County.

Project Description: This project includes 10 miles of rehabilitation/reconstruction on I-80 (Z H Confair Highway) from the Ohio/Pennsylvania line to Mile Mark 5 (West Middlesex) in Shenango Township, Mercer County. Work includes highway reconstruction along with bridge rehabilitations and preservations.

Interstate 80 (Z H Confair Highway) from the Ohio/Pennsylvania line to Mile Marker 5 (West Middlesex) in Shenango Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$300	$0	$0	$0	$0	$0
Construction	NHPP	$0	$10,000	$15,000	$15,000	$40,000	$0
	Federal:	$300	$10000	$15000	$15000	$40000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$300	$10,000	$15,000	$15,000	$40,000	$0

Total FFY 2021-2032 Cost **$80,300**

Monroe

PennDOT Project Id: 57921

Project Administrator: PennDOT

Title: I-80/Exit 308 Realignment

Improvement Type: Interchange Improvement

State Route: 80

Municipality: East Stroudsburg (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 8/20/20

Actual Construction Bid Date:

Location: I-80/SR2017 Interchange in East Stroudsburg Borough, Monroe County.

Project Description: The reconstruction of the Exit 308 Interchange of Interstate 80 includes ramps upgrades via acceleration and deceleration roadway lengthening and the replacement of the bridge carrying SR 2017 (Prospect Street) over I-80.

The dual bridges carrying I-80 over Lincoln Avenue/Forge Road and an active railroad track will also be replaced to accommodate future widening of I-80 to six lanes.

SR 2017 (Prospect Street) to be widened with the addition of turning lanes and the installation of new traffic signals.

Project design also includes construction of two roundabouts, one at I-80 and SR 2017 (Prospect Street) interchange, and second on the eastern side of I-80 at Green Tree Drive.

Project lies within the Borough of East Stroudsburg, Monroe County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NFP	$51,099	$0	$0	$0	$0	$0
Construction	NHPP	$20,000	$0	$0	$0	$0	$0
	Federal:	$71099	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$71,099	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$71,099**

PennDOT Project Id: 76357

Project Administrator: PennDOT

Title: I-80 Reconstruction-Monroe

Improvement Type: Reconstruct

State Route: 80

Municipality: Stroud (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/6/22

Actual Construction Bid Date:

Location: I-80 west of Exit 303 (Ninth Street) in Stroud Township through Stroudsburg Borough to east of Exit 307 (Park Avenue / Broad Street in East Stroudsburg Borough, Monroe County.

Project Description: The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening, and interchange reconfiguration from just west of the 303 interchange to east of exit 307 and the Brodhead Creek bridge in Stroud Township, Stroudsburg Borough and East Stroudsburg Borough, Monroe County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$10,000	$10,000	$8,660	$0	$0	$0
Utility	581	$0	$0	$3,361	$0	$0	$0
Right of Way	581	$0	$0	$10,759	$11,636	$23,500	$0
Construction	NHPP	$0	$0	$0	$30,000	$160,000	$360,655
	Federal:	$10000	$10000	$8660	$30000	$160000	$360655
	State:	$0	$0	$14120	$11636	$23500	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$10,000	$10,000	$22,780	$41,636	$183,500	$360,655

Total FFY 2021-2032 Cost **$628,571**

PennDOT Project Id: 87649

Project Administrator: PennDOT

Title: I-80 - I-380 to Tannersville Resurface

Improvement Type: Resurface

State Route: 80

Municipality: Pocono (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/8/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-80, I-380 Interchange to Bartonsville, Monroe County

Project Description: This project involves the milling and resurfacing of EB & WB mainline and shoulders of (I-80) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail, and bridge preservation activities, along with other miscellaneous construction items.

The Scotrun (SR 8006) and Tannersville (SR 8008) interchange work involves the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, line painting along with other miscellaneous construction items.

The project is located in Monroe County; Pocono, Stroud, and Hamilton Townships from segment 2940/0 & segment 2941/0 to 3014/2640 & 3015/2658 including SR 8006 and SR 8008 for a construction distance of approximately 16.52 miles (87,266 FT)

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$4,950	$4,950	$4,950	$0	$0	$0
Construction	581	$550	$550	$550	$0	$0	$0
	Federal:	$4950	$4950	$4950	$0	$0	$0
	State:	$550	$550	$550	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,500	$5,500	$5,500	$0	$0	$0

Total FFY 2021-2032 Cost **$16,500**

PennDOT Project Id: 112292

Project Administrator: PennDOT

Title: SR 380 Tobyhanna Ramps and I/C

Improvement Type: Interchange Improvement

State Route: 380

Municipality: Coolbaugh (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/22/21

Actual Construction Bid Date:

Location: Between Milepost 8 and Milepost 9 on Interstate 380, Coolbaugh Township, Monroe County

Project Description: Interchange restoration of Tobyhanna Ramps with Interstate 380 including the acceleration and deceleration lanes between Milepost 8 and Milepost 9 on Interstate 380 in Coolbaugh Township, Monroe County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$4,000	$4,000	$0	$0	$0	$0
	Federal:	$4000	$4000	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,000	$4,000	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$8,000**

PennDOT Project Id: 112351

Project Administrator: PennDOT
Title: I 80 Phase 2 - Reconstruction (Bartonsville)
Improvement Type: Reconstruct
State Route: 80
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 1/13/28
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:
Location: I-80 Monroe County, Seg 2990 Offset 0000 to Seg 3030 Offset 2640, Seg 2991 Offset 0000 to Seg 3031 Offset 2640, Pocono, Hamilton, and Stroud Twps.

Project Description: The project is reconstruction of Interstate 80 from the SR 4012 (Warner Street) Bridge over Interstate 80 (Seg 2990 Offset 0000 & Seg 2991 Offset 0000) to beyond SR 33 Interchange (Seg 3030 Offset 2640 & Segment 3031 Offset 2640) including SR 33 Interchange. All Bridges on and over I-80 will be rehab or reconstructed to accommodate I 80 widening. I-80 will be widened to match the improvements planned in Stroudsburg and East Stroudsburg. for a total project length of 11.41 miles. This project will receive MASH guiderail replacement, glare screen barrier, and ITS updates along the corridor.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	$0	$1,000	$3,000	$5,000	$6,000	$0
Final Design	581	$0	$0	$0	$0	$10,000	$0
Utility	581	$0	$0	$0	$0	$2,844	$0
Right of Way	581	$0	$0	$0	$0	$11,718	$0
Construction	NHPP	$0	$0	$0	$0	$30,000	$245,522
	Federal:	$0	$0	$0	$0	$30000	$245522
	State:	$0	$1000	$3000	$5000	$30562	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$1,000	$3,000	$5,000	$60,562	$245,522

Total FFY 2021-2032 Cost **$315,084**

Montgomery

PennDOT Project Id: 106662

Project Administrator: PennDOT
Title: I-76 Integrated Corridor Management
Improvement Type: Miscellaneous
State Route: 76
Municipality: Upper Merion (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Estimated Construction Bid Date: 7/11/24
Actual Construction Bid Date:
Location: Montgomery County

Project Description: I-76 Integrated Corridor Management
Montgomery County
Corridor Management

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$12,000	$0	$0	$0	$0	$0
Utility	NHPP	$15,000	$0	$0	$0	$0	$0
Right of Way	NHPP	$0	$6,400	$6,400	$6,400	$0	$0
Construction	NHPP	$0	$0	$15,000	$20,000	$80,000	$78,535
	Federal:	$27000	$6400	$21400	$26400	$80000	$78535
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$27,000	$6,400	$21,400	$26,400	$80,000	$78,535

Total FFY 2021-2032 Cost **$239,735**

Northampton

PennDOT Project Id: 75849

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Lower Saucon (TWP)

Estimated Construction Bid Date: 4/1/23

Actual Construction Bid Date:

Location: SR over 2006, Lower Saucon Township

Project Description: This project involves an engineering study for substructure conditions on dual structures that carry I-78 over SR 2006 in Lower Saucon Township, Northampton County.

Title: Dual Bridges over Easton Road

State Route: 78

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: SDX - Resulting prjct which is likely to be exempt

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	$6,390	$0	$0	$0	$0	$0
Final Design	NHPP	$3,097	$0	$0	$0	$0	$0
Final Design	185	$344	$0	$0	$0	$0	$0
Utility	185	$0	$983	$0	$0	$0	$0
Right of Way	185	$0	$700	$775	$0	$0	$0
Construction	185	$0	$0	$0	$12,500	$36,650	$0
	Federal:	$3097	$0	$0	$0	$0	$0
	State:	$6734	$1683	$775	$12500	$36650	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$9,831	$1,683	$775	$12,500	$36,650	$0

Total FFY 2021-2032 Cost **$61,439**

PennDOT Project Id: 109318

Project Administrator: PennDOT

Improvement Type: Concrete Rehabilitation

Municipality: Lower Saucon (TWP)

Estimated Construction Bid Date: 1/13/22

Actual Construction Bid Date:

Location: SR 2006 (Easton Rd) overpass to SR 33 Interchange, Lower Saucon Township, Northampton County

Project Description: Highway preservation / restoration on concrete slabs
SR 2006 (Easton Rd) overpass to SR 33 Interchange
Lower Saucon Township, Northampton County

Title: I-78 - Easton Rd to SR 33

State Route: 78

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$1,000	$2,713	$1,413	$0	$0	$0
Construction	NHPP	$0	$0	$9,000	$7,809	$0	$0
	Federal:	$1000	$2713	$10413	$7809	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,000	$2,713	$10,413	$7,809	$0	$0

Total FFY 2021-2032 Cost **$21,935**

Philadelphia

PennDOT Project Id: 47811

Project Administrator: PENNDOT

Title: I-95: Bridge St DESIGN

Improvement Type: Interchange Improvement

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: This project provides for design of I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section, and will eliminate the lane drop at the James St. Ramp in the southbound direction and will eliminate the add lane at the Bridge St Acceleration Ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west to just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than $2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$4,500	$0	$4,500	$4,500	$10,170	$0
Final Design	581	$500	$0	$500	$500	$1,130	$0
Right of Way	NHPP	$0	$0	$0	$1,260	$1,800	$0
Right of Way	581	$0	$0	$0	$140	$200	$0
	Federal:	$4500	$0	$4500	$5760	$11970	$0
	State:	$500	$0	$500	$640	$1330	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,000	$0	$5,000	$6,400	$13,300	$0

Total FFY 2021-2032 Cost **$29,700**

PennDOT Project Id: 47812

Project Administrator: PENNDOT

Title: I-95: BetsyRoss DESIGN

Improvement Type: Interchange Improvement

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: This project provides for the design of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

This project is funded by a portion of a $51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than $2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$0	$0	$5,400	$5,400	$18,540	$0
Final Design	581	$0	$0	$600	$600	$2,060	$0
	Federal:	$0	$0	$5400	$5400	$18540	$0
	State:	$0	$0	$600	$600	$2060	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$6,000	$6,000	$20,600	$0

Total FFY 2021-2032 Cost **$32,600**

PennDOT Project Id: 47813

Project Administrator: PENNDOT

Title: I-95: Ann St - Wheatsheaf

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: I-95 Southbound from Ann St. to Frankford Creek, City of Philadelphia

Project Description: This project provides for design of I-95 Reconstruction SR 0095 Section AFC. From Ann Street to Tioga Street, the project will include construction of a new NB off-ramp at Castor Avenue and removal of the existing NB off-ramp at Westmoreland Street, widening of Allegheny Avenue (from Richmond Street to Bath Street), and improvements to Delaware Avenue (from Allegheny Avenue to Castor Avenue). From Tioga Street to the railroad bridge (south of Frankford Creek), the project will include reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	185	$410	$410	$820	$820	$0	$0
Preliminary Engineering	581	$590	$590	$1,180	$1,180	$0	$0
Final Design	185	$615	$615	$1,230	$2,050	$14,801	$0
Final Design	581	$885	$885	$1,770	$2,950	$21,299	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$2500	$2500	$5000	$7000	$36100	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,500	$2,500	$5,000	$7,000	$36,100	$0
Total FFY 2021-2032 Cost	**$53,100**						

PennDOT Project Id: 79827

Project Administrator: PennDOT

Title: I-95S: Columbia-Ann St N (C)

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/14/17

Actual Construction Bid Date: 12/14/17

Location: Philadelphia

Project Description: Reconstruction and widening of I-95 Southbound from Columbia Avenue to North of Ann Street and the reconstruction of the Southbound Girard Ave Interchange Ramps in the City of Philadelphia, Philadelphia County. This phase includes demolition and replacement of nine bridges.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	NHPP	$30,000	$30,000	$30,000	$30,000	$25,630	$0
	Federal:	$30000	$30000	$30000	$30000	$25630	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$30,000	$30,000	$30,000	$30,000	$25,630	$0
Total FFY 2021-2032 Cost	**$145,630**						

PennDOT Project Id: 79828

Project Administrator: PennDOT

Title: I-95: Race - Shackamaxon

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/18/24

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: Reconstruction, rehabilitation and widening of I-95 between Race Street and Shackamaxon Street and the reconstruction of the Northern Vine Street Interchange ramp connections with I-95, in the City of Philadelphia, Philadelphia County. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	$0	$0	$7,200	$7,552	$0	$0
Utility	581	$0	$0	$800	$839	$0	$0
Right of Way	NHPP	$4,500	$0	$0	$0	$0	$0
Right of Way	581	$500	$0	$0	$0	$0	$0
Construction	NFP	$0	$0	$0	$0	$61,099	$0
Construction	NHPP	$0	$0	$0	$0	$105,000	$36,774
	Federal:	$4500	$0	$7200	$7552	$166099	$36774
	State:	$500	$0	$800	$839	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,000	$0	$8,000	$8,391	$166,099	$36,774

Total FFY 2021-2032 Cost **$224,264**

PennDOT Project Id: 79904

Project Administrator: PennDOT

Title: I-95: Betsy Ross Rmps A&B (C)

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/12/19

Actual Construction Bid Date: 12/12/19

Location: Philadelphia County

Project Description: The BR2 section is a part of the I-95 Reconstruction, I-95 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work in the City of Philadelphia. See MPMS #47812 for an overall description of the I-95 Section BRI section.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NFP	$10,000	$0	$0	$0	$0	$0
Construction	NHPP	$0	$20,000	$18,901	$0	$0	$0
	Federal:	$10000	$20000	$18901	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$10,000	$20,000	$18,901	$0	$0	$0

Total FFY 2021-2032 Cost **$48,901**

PennDOT Project Id: 79905

Project Administrator: PennDOT

Title: I-95: Betsy RossMainln NB

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/19/23

Actual Construction Bid Date:

Location: Philadelphia County

Project Description: I-95: Betsy Ross Mainline Northbound
Philadelphia County
Widening/Reconstruction

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	581	$0	$0	$1,093	$0	$0	$0
Right of Way	581	$0	$0	$3,000	$3,556	$0	$0
Construction	NHPP	$0	$0	$0	$20,000	$155,000	$130,964
	Federal:	$0	$0	$0	$20000	$155000	$130964
	State:	$0	$0	$4093	$3556	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$4,093	$23,556	$155,000	$130,964

Total FFY 2021-2032 Cost **$313,613**

PennDOT Project Id: 79908

Project Administrator: PennDOT

Title: I-95: Kennedy-Levick (C)

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/10/19

Actual Construction Bid Date: 10/10/19

Location: Philadelphia County

Project Description: Widen & reconstruct SR 0095 from the relocated Carver Street Bridge to Levick Street: Construct the new Southbound off-ramp to Tacony Street and Arsenal Business Center, remove the existing Southbound off-ramp to James Street, remove the existing Carver Street Bridge, reconstruct Tacony St. north of Bridge Street. Utility impacts under I-95 are anticipated. Bridges to be replaced include Carver, Van Kirk & Comly Street bridges. A new traffic signal will be installed at the intersection of Carver Street and Tacony Street.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than $2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$25,000	$25,000	$26,000	$0	$0	$0
	Federal:	$25000	$25000	$26000	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$25,000	$25,000	$26,000	$0	$0	$0

Total FFY 2021-2032 Cost **$76,000**

PennDOT Project Id: 79910

Project Administrator: PennDOT

Title: I-95: Margaret-Kennedy

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 8/25/22

Actual Construction Bid Date:

Location: Philadelphia County

Project Description: This phase of I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street, which were relocated in the Section BS1 project (MPMS #79908) inn the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Buckius Street to Kennedy Street; (4) modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	581	$0	$0	$3,000	$3,901	$0	$0
Right of Way	581	$0	$0	$2,000	$2,700	$2,510	$0
Construction	NHPP	$0	$0	$20,000	$30,000	$150,000	$62,254
	Federal:	$0	$0	$20000	$30000	$150000	$62254
	State:	$0	$0	$5000	$6601	$2510	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$25,000	$36,601	$152,510	$62,254

Total FFY 2021-2032 Cost **$276,365**

PennDOT Project Id: 79912

Project Administrator: PennDOT

Title: I-95: Allegheny & Castor Ave Intr Connection

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/5/20

Actual Construction Bid Date:

Location: Philadelphia County

Project Description: Project includes the local road improvements in support of I-95 AF3 and AF4 (mainline I-95) in the City of Philadelphia. The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Right of Way	NHPP	$4,008	$0	$0	$0	$0	$0
Right of Way	581	$445	$0	$0	$0	$0	$0
Construction	NHPP	$15,000	$15,000	$10,685	$0	$0	$0
	Federal:	$19008	$15000	$10685	$0	$0	$0
	State:	$445	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$19,453	$15,000	$10,685	$0	$0	$0

Total FFY 2021-2032 Cost **$45,138**

PennDOT Project Id: 80014

Project Administrator: CITY OF PHILADELPHIA

Title: I-95: Cottman On-Ramp

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/24/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: I-95: Utility Relocation and Surface Streets
This project will complete the relocation of the large sanitary box sewer, Ramp F, and the reconstruction of Wissinoming Street in the City of Philadelphia, Philadelphia County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$500	$500	$0	$0	$0	$0
Construction	NHPP	$0	$15,000	$15,000	$15,000	$18,654	$0
	Federal:	$0	$15000	$15000	$15000	$18654	$0
	State:	$500	$500	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$500	$15,500	$15,000	$15,000	$18,654	$0

Total FFY 2021-2032 Cost **$64,654**

PennDOT Project Id: 92289

Project Administrator: PennDOT
Title: I-95 Consultant Mgmt
Improvement Type: Miscellaneous
State Route: 95
Municipality: Philadelphia (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date:
Air Quality Exempt Reason: X1 - Actvtys not leading to constr. (plan & tech study)
Actual Construction Bid Date:
Location: I-95 in Bucks, Delaware and Philadelphia Counties

Project Description: Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	$1,800	$1,800	$1,800	$1,800	$0	$0
Preliminary Engineering	581	$200	$200	$200	$200	$0	$0
	Federal:	$1800	$1800	$1800	$1800	$0	$0
	State:	$200	$200	$200	$200	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,000	$2,000	$2,000	$2,000	$0	$0

Total FFY 2021-2032 Cost **$8,000**

PennDOT Project Id: 98207

Project Administrator: PennDOT
Title: I-95 Congestion Managemnt
Improvement Type: Miscellaneous
State Route: 95
Municipality: Philadelphia (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date:
Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.
Actual Construction Bid Date:
Location: I-95 in Bucks, Delaware, and Philadelphia counties

Project Description: This project will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	NHPP	$6,500	$10,000	$16,500	$10,000	$0	$0
	Federal:	$6500	$10000	$16500	$10000	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$6,500	$10,000	$16,500	$10,000	$0	$0

Total FFY 2021-2032 Cost **$43,000**

PennDOT Project Id: 103553

Project Administrator: PennDOT

Title: I-95: Race-Shackamaxon 2

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/14/22

Actual Construction Bid Date:

Location: I-95 Race St to Shackamaxon South, City of Philadelphia,

Project Description: Reconstruction and rehabilitation of I-95 Southbound between Race Street and Shackamaxon Street and the reconstruction of the northern Vine Street Interchange ramp connections with I-95 Southbound in the City of Philadelphia, Philadelphia County. This project also includes widening of shoulders and rehabilitation, deck replacement, demolition and replacement of ten (10) bridges.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	$4,635	$4,635	$0	$0	$0	$0
Utility	581	$515	$515	$0	$0	$0	$0
Right of Way	NHPP	$4,500	$4,500	$0	$0	$0	$0
Right of Way	581	$500	$500	$0	$0	$0	$0
Construction	NHPP	$0	$0	$20,000	$20,000	$125,000	$20,658
	Federal:	$9135	$9135	$20000	$20000	$125000	$20658
	State:	$1015	$1015	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$10,150	$10,150	$20,000	$20,000	$125,000	$20,658

Total FFY 2021-2032 Cost **$205,958**

PennDOT Project Id: 103555

Project Administrator: PennDOT

Title: I-95 Corridor ITS

Improvement Type: Traffic System Management

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/28/21

Actual Construction Bid Date:

Location: I-95 Corridor , City of Philadelphia

Project Description: Traffic signal interconnection and implementation of ITS devices along the US Route 1/Roosevelt Boulevard from 9th Street to Woodhaven Road in the City of Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary. Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	$450	$0	$0	$0	$0	$0
Utility	581	$50	$0	$0	$0	$0	$0
Construction	NHPP	$0	$13,765	$10,000	$10,000	$0	$0
	Federal:	$450	$13765	$10000	$10000	$0	$0
	State:	$50	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$500	$13,765	$10,000	$10,000	$0	$0

Total FFY 2021-2032 Cost **$34,265**

PennDOT Project Id: 103557

Project Administrator: PennDOT
Title: I-95N Ann St-Wheatsheaf Lane
Improvement Type: Reconstruct
State Route: 95
Municipality: Philadelphia (CITY)
Air Quality Status: Significant: Included in regional conformity analysis
Estimated Construction Bid Date: 10/24/24
Actual Construction Bid Date:
Location: I-95 Allegheny Ave. South of Frankford Crk,

Project Description: Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the northbound on-ramp to the Betsy Ross Bridge over Castor Avenue, and the relocation of the northbound off - Ramp from Westmoreland Street to Castor Avenue.
In the City of Philadelphia, Philadelphia County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	$0	$0	$955	$955	$0	$0
Utility	581	$0	$0	$106	$106	$0	$0
Right of Way	NHPP	$0	$0	$4,050	$4,050	$0	$0
Right of Way	581	$0	$0	$450	$450	$0	$0
Construction	NHPP	$0	$0	$0	$0	$140,000	$87,218
	Federal:	$0	$0	$5005	$5005	$140000	$87218
	State:	$0	$0	$556	$556	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$5,561	$5,561	$140,000	$87,218

Total FFY 2021-2032 Cost **$238,340**

PennDOT Project Id: 103561

Project Administrator: PennDOT
Title: I95 Betsy Ross Int. Drainage
Improvement Type: Concrete Rehabilitation
State Route: 95
Municipality: Philadelphia (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date:
Air Quality Exempt Reason: S2 - Hazard elimination program
Actual Construction Bid Date:
Location: In the City of Philadelphia

Project Description: I-95 Betsy Ross Interchange Drainage
This phase of I-95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.
In the City of Philadelphia, Philadelphia County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$0	$0	$0	$3,649	$4,000	$0
	Federal:	$0	$0	$0	$3649	$4000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$0	$3,649	$4,000	$0

Total FFY 2021-2032 Cost **$7,649**

PennDOT Project Id: 114876

Project Administrator: PennDOT
Title: Studies Line Item
Improvement Type: Administration
State Route: 95
Municipality: Philadelphia (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date:
Air Quality Exempt Reason: X1 - Actvtys not leading to constr. (plan & tech study)
Actual Construction Bid Date:
Location: City of Philadelphia

Project Description: Study Line Item

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Study	NHPP	$0	$0	$2,000	$2,000	$4,000	$0
	Federal:	$0	$0	$2000	$2000	$4000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$2,000	$2,000	$4,000	$0

Total FFY 2021-2032 Cost **$8,000**

Pike

PennDOT Project Id: 85766

Project Administrator: PennDOT

Title: I-84 E&W I-4R MP 40 - E46

Improvement Type: Reconstruct

State Route: 84

Municipality: Dingman (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/3/20

Actual Construction Bid Date:

Location: Pike County, Dingman Township, I-84 (Fallen Trooper Memorial Highway)

Project Description: Interstate roadway reconstruction on I-84 (Fallen Trooper Memorial Highway) from SEG 394/OFF 2304 to Sawkill Creek; and bridge replacement/repair on 10 structures in Dingman Township, Pike County:

1. I-84 Bridge over Township Road 430 (Tunnel Road) in Dingham Township
2. I-84 Bridge over Raymondskill Creek in Dingham Township
3. I-84 Bridge over Raymondskill Creek in Dingham Township
4. I-84 Bridge over Sum Brook in Dingham Township
5. I-84 Bridge over Sum Brook in Dingham Township
6. I-84 Bridge over vehicle underpass in Dingham Township
7. I-84 Bridge over vehicle underpass in Dingham Township
8. I-84 Bridge over SR 2011 (Sawkill Road) in Dingham Township
9. I-84 Bridge over SR 2011 (Sawkill Road) in Dingham Township
10. SR 2009 Bridge over I-84 in Dingham Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$15,000	$15,000	$15,000	$15,000	$28,580	$0
	Federal:	$15000	$15000	$15000	$15000	$28580	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$15,000	$15,000	$15,000	$15,000	$28,580	$0

Total FFY 2021-2032 Cost **$88,580**

PennDOT Project Id: 87795

Project Administrator: PennDOT

Title: I-84 E&W I-4R E26 to E34

Improvement Type: Reconstruct

State Route: 84

Municipality: Palmyra (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 6/10/21

Actual Construction Bid Date:

Location: Pike County, Palmyra and Blooming Grove Townships, I-84 (Fallen Trooper Memorial Highway)

Project Description: Interstate roadway reconstruction on I-84 (Fallen Trooper Memorial Highway) from the Palmyra Rest Area to Exit 34; and bridge rehabilitation/replacement on eleven structures in Palmyra and Blooming Grove Townships, Pike County:

1. I-84 Bridge over SR/TR 390 in Palmyra Township
2. I-84 Bridge over SR/TR 390 in Palmyra Township
3. I-84 Bridge over Egypt Creek in Palmyra Township
4. I-84 Bridge over Tributary to Blooming Grove Creek in Blooming Grove Township
5. I-84 Bridge over Tributary to Blooming Grove Creek in Blooming Grove Township
6. I-84 Bridge over a private road in Blooming Grove Township
7. I-84 Bridge over a private road in Blooming Grove Township
8. I-84 Bridge over North Branch of Mountain Run Creek in Blooming Grove Township
9. I-84 Bridge over North Branch of Mountain Run Creek in Blooming Grove Township
10. I-84 Bridge over Shohola Creek in Blooming Grove Township
11. I-84 Bridge over Shohola Creek in Blooming Grove Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$45,858	$24,550	$29,092	$12,500	$0	$0
	Federal:	$45858	$24550	$29092	$12500	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$45,858	$24,550	$29,092	$12,500	$0	$0

Total FFY 2021-2032 Cost **$112,000**

Schuylkill

PennDOT Project Id: 85911

Project Administrator: PennDOT

Title: I-81 - Pine Grove to Minersville Resurface

Improvement Type: Resurface

State Route: 81

Municipality: Tremont (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/1/21

Actual Construction Bid Date:

Location: I-81, Pine Grove to Minersville, Schuylkill County

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-81) with stone matrix asphalt mixture design, bituminous milling, bituminous patching, Type 6-SP shoulders, MASH guiderail, Reflective tape pavement markings, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The Tower City/Tremont Ramps (SR 8005) involve the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, line painting along with other miscellaneous construction items.

The project is located in Schuylkill County; Frailey and Tremont Townships including SR 8005 for a construction distance of approximately 13.65 miles (72,072 FT).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$10,000	$4,500	$0	$0	$0	$0
	Federal:	$10000	$4500	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$10,000	$4,500	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$14,500**

Susquehanna

PennDOT Project Id: 75917

Project Administrator: PennDOT

Title: NTier Interstate 4R

Improvement Type: Bridge Replacement

State Route: 81

Municipality: New Milford (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 10/21/21

Actual Construction Bid Date:

Location: I-81 (American Legion Memorial Highway), SR 1029 (Randolph Road), SR 171 (State Street), SR 8011 (Ramp A,B,C,D,) in New Milford and Great Bend Townships, New Milford and Great Bend Boroughs, Susquehanna County.

Project Description: Interstate roadway reconstruction on I-81 (American Legion Memorial Highway) from SEG 2234/OFF 1429 to New York State Line; and bridge replacement of eleven structures in New Milford and Great Bend Townships, and New Milford and Great Bend Boroughs, Susquehanna County:

1. I-81 Bridge over SR 1014 (Susquehanna Street) in New Milford Borough
2. I-81 Bridge over SR 1014 (Susquehanna Street) in New Milford Borough
3. I-81 Bridge over SR 1010 and Susquehanna River in Great Bend Township
4. I-81 Bridge over SR 1010 and Susquehanna River in Great Bend Township
5. I-81 Bridge over SR/TR 171 (Exit 230) in Great Bend Township
6. I-81 Bridge over SR/TR 171 (Exit 230) in Great Bend Township
7. I-81 Bridge over D and H Railroad in Great Bend Township
8. I-81 Bridge over D and H Railroad in Great Bend Township
9. I-81 Bridge over Trowbridge Creek in Great Bend Township
10. I-81 Bridge over Trowbridge Creek in Great Bend Township
11. SR 1029 Bridge over I-81 in Great Bend Township

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	NHPP	$900	$0	$0	$0	$0	$0
Final Design	581	$100	$0	$0	$0	$0	$0
Utility	NHPP	$540	$0	$0	$0	$0	$0
Utility	581	$60	$0	$0	$0	$0	$0
Right of Way	NHPP	$2,318	$0	$0	$0	$0	$0
Right of Way	581	$258	$0	$0	$0	$0	$0
Construction	NHPP	$0	$10,000	$20,000	$25,000	$114,744	$0
	Federal:	$3758	$10000	$20000	$25000	$114744	$0
	State:	$418	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,176	$10,000	$20,000	$25,000	$114,744	$0
Total FFY 2021-2032 Cost	**$173,920**						

PennDOT Project Id: 75976

Project Administrator: PennDOT

Title: I-81 Exit 219

Improvement Type: Interchange Improvement

State Route: 81

Municipality: New Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 3/25/21

Actual Construction Bid Date:

Location: Susquehanna County, Gibson Township, I-81 (Exit 219)

Project Description: Interchange/Safety Improvement on Interstate 81 (Exit 219) in Harford and New Milford Townships, Susquehanna County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	NHPP	$1,605	$800	$0	$0	$0	$0
Utility	581	$280	$0	$0	$0	$0	$0
Right of Way	581	$617	$500	$0	$0	$0	$0
Construction	NHPP	$0	$9,000	$9,000	$8,841	$0	$0
	Federal:	$1605	$9800	$9000	$8841	$0	$0
	State:	$897	$500	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,502	$10,300	$9,000	$8,841	$0	$0
Total FFY 2021-2032 Cost	**$30,643**						

Venango

PennDOT Project Id: 109821

Project Administrator: PennDOT

Title: I-80 MM27 to MM34 - #8

Improvement Type: Surface Treatment Micro-surfacing

State Route: 80

Municipality: Barkeyville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 12/10/20

Actual Construction Bid Date:

Location: I-80 from mile marker 27 to mile marker 34 in in the Boroughs of Barkeyville and Clintonville and Irwin and Clinton Townships, Venango County.

Project Description: Micro surface overlay on I-80 (Z H Confair Highway) from the Mercer/Venango line at milepost 27.6 to Exit 35 at milepost 34.5 in the Boroughs of Barkeyville and Clintonville and Irwin and Clinton Townships, Venango County.

Interstate 80 (Z H Confair Highway) from the Mercer/Venango line at milepost 27.6 to Exit 35 at milepost 34.5 in the Boroughs of Barkeyville and Clintonville and Irwin and Clinton Townships

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$6,000	$5,000	$0	$0	$0	$0
	Federal:	$6000	$5000	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$6,000	$5,000	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$11,000**

Washington

PennDOT Project Id: 91555

Project Administrator: PennDOT
Title: I79: Marianna to Laboratory Hill
Improvement Type: Resurface
State Route: 79
Municipality: Amwell (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 4/8/21
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Actual Construction Bid Date:
Location: I-79 from Marianna Exit to Laboratory Hill Exit

Project Description: This project is highway and bridge preservation of Interstate 79 from the Marianna Exit to the Laboratory Hill Exit in Amwell and South Strabane Townships, Washington County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$5,000	$5,000	$0	$0	$0	$0
	Federal:	$5000	$5000	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,000	$5,000	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$10,000**

PennDOT Project Id: 106919

Project Administrator: PennDOT
Title: I70: Belle Vernon Bridge to Bentleyville
Improvement Type: Reconstruct
State Route: 70
Municipality: Fallowfield (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
S19
Actual Construction Bid Date:
Location: SR 0070: 0340/0000 to 0374/2632, 0381/0000 to 0401/1571, , ,

Project Description: This project is the reconstruction of Interstate 70 from the Belle Vernon Bridge to Bentleyville in Twilight and Speers Boroughs, and Fallowfield Township Washington County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$2,700	$2,700	$3,564	$0	$0	$0
Final Design	581	$300	$300	$396	$0	$0	$0
Utility	581	$0	$0	$0	$4,052	$4,052	$0
Right of Way	581	$0	$0	$0	$0	$6,956	$0
Construction	NHPP	$0	$0	$0	$0	$54,000	$93,216
Construction	581	$0	$0	$0	$0	$6,000	$10,357
	Federal:	$2700	$2700	$3564	$0	$54000	$93216
	State:	$300	$300	$396	$4052	$17008	$10357
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$3,000	$3,000	$3,960	$4,052	$71,008	$103,573

Total FFY 2021-2032 Cost **$188,593**

Westmoreland

PennDOT Project Id: 31895

Project Administrator: PENNDOT

Title: Yukon & Madison Interchanges

Improvement Type: Interchange Improvement

State Route: 70

Municipality: South Huntingdon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/5/19

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date: 12/5/19

Location: I-70 approximately 5,500 ft. west of the Yukon Interchange and 2,500 ft. west of the Madison Interchange, South Huntingdon, Sewickley and Hempfield Townships, Westmoreland County.

Project Description: This project is the reconstruction of the I-70 at Yukon (Exit 53) and Madison (Exit 54) interchanges located in South Huntingdon, Sewickley and Hempfield Townships, Westmoreland County and the replacement of the structure carrying I-70 over Sewickly Creek and Westmoreland Industrial Development Corporation RR located in South Huntingdon and Sewickley Townships, Westmoreland County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$15,000	$15,000	$15,000	$15,000	$30,000	$0
	Federal:	$15000	$15000	$15000	$15000	$30000	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$15,000	$15,000	$15,000	$15,000	$30,000	$0

Total FFY 2021-2032 Cost **$90,000**

PennDOT Project Id: 75978

Project Administrator: PennDOT

Title: I-70 @ PA 51 Interchange

Improvement Type: Interchange Improvement

State Route: 70

Municipality: Rostraver (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/27/22

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: I-70 at PA 51, in Rostraver Township, Westmoreland County.

Project Description: This project is the reconstruction of the PA 51 interchange (including the overpass and acceleration/deceleration ramps) located on I-70 in Rostraver Township, Westmoreland County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$2,744	$1,500	$0	$0	$0	$0
Utility	185	$1,500	$1,500	$2,305	$0	$0	$0
Right of Way	185	$0	$2,500	$2,500	$2,426	$0	$0
Construction	NHPP	$0	$10,000	$15,000	$30,000	$85,689	$0
	Federal:	$0	$10000	$15000	$30000	$85689	$0
	State:	$4244	$5500	$4805	$2426	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,244	$15,500	$19,805	$32,426	$85,689	$0

Total FFY 2021-2032 Cost **$157,664**

PennDOT Project Id: 88508

Project Administrator: PennDOT

Title: I-70 Arnold City Interch

Improvement Type: Interchange Improvement

State Route: 70

Municipality: Rostraver (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/21

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: I-70, MP 43.0 to Arnold City Interchange, in Rostraver Township, Westmoreland County.

Project Description: This project is the reconstruction of the Arnold City Interchange (including the overpass bridge and acceleration/deceleration ramps) on I-70 located in Rostraver Township, Westmoreland County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	$1,183	$0	$0	$0	$0	$0
Utility	185	$1,652	$0	$0	$0	$0	$0
Right of Way	185	$1,652	$0	$0	$0	$0	$0
Construction	NHPP	$0	$0	$15,000	$15,000	$54,413	$0
	Federal:	$0	$0	$15000	$15000	$54413	$0
	State:	$4487	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$4,487	$0	$15,000	$15,000	$54,413	$0

Total FFY 2021-2032 Cost **$88,900**

York

PennDOT Project Id: 92924

Project Administrator: PennDOT

Title: North York Widening #3 (Exit 21 & 22)

Improvement Type: Reconstruct

State Route: 83

Municipality: Manchester (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/13/23

Actual Construction Bid Date:

Location: I-83 Exit 21 and Exit 22 Interchanges, Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County

Project Description: Bridge Replacements, Reconstructing, Widening and Interchange Improvements on I-83 Exit 21 and Exit 22 Interchanges in Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	$2,000	$4,000	$0	$0	$0	$0
Utility	581	$100	$0	$0	$0	$0	$0
Right of Way	NHPP	$1,000	$0	$0	$0	$0	$0
Construction	NFP	$0	$0	$61,099	$0	$0	$0
Construction	NHPP	$0	$0	$0	$0	$27,901	$0
	Federal:	$1000	$0	$61099	$0	$27901	$0
	State:	$2100	$4000	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$3,100	$4,000	$61,099	$0	$27,901	$0

Total FFY 2021-2032 Cost **$96,100**

PennDOT Project Id: 111664

Project Administrator: PennDOT

Title: Market Street Bridge over Mill Creek

Improvement Type: Bridge Replacement

State Route: 462

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/20

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 462 (Market Street) over Mill Creek in Springettsbury Township, York County

Project Description: Bridge replacement on Market Street (SR 462) over Mill Creek in Springettsbury Township, York County

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	$5,040	$0	$0	$0	$0	$0
	Federal:	$5040	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,040	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$5,040**

PennDOT Project Id: 112540

Project Administrator: PennDOT

Title: Mill Creek Relocation

Improvement Type: Environmental Mitigation

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/4/21

Air Quality Exempt Reason: X9 - Plantings, landscaping, etc.

Actual Construction Bid Date:

Location: Along I-83 from Eberts Lane to I-83 over Mill Creek, Springettsbury Township

Project Description: Mill Creek Stream relocation along I-83 from Eberts Lane to I-83 over Mill Creek in Springettsbury Township.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$425	$0	$0	$0	$0	$0
Utility	581	$70	$0	$0	$0	$0	$0
Right of Way	581	$2,000	$2,500	$2,500	$0	$0	$0
Construction	NHPP	$0	$3,920	$0	$0	$0	$0
	Federal:	$0	$3920	$0	$0	$0	$0
	State:	$2495	$2500	$2500	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,495	$6,420	$2,500	$0	$0	$0
Total FFY 2021-2032 Cost	**$11,415**						

PennDOT Project Id: 112548

Project Administrator: PennDOT

Title: Sherman Street & Eberts Lane

Improvement Type: Bridge Replacement

State Route: 1033

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/26/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek, Springettsbury and Spring Garden Township, York County

Project Description: New Bridge and Bridge Replacement on SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$500	$500	$0	$0	$0	$0
Utility	581	$190	$0	$0	$0	$0	$0
Right of Way	581	$760	$0	$0	$0	$0	$0
Construction	NHPP	$0	$7,336	$3,304	$0	$0	$0
	Federal:	$0	$7336	$3304	$0	$0	$0
	State:	$1450	$500	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,450	$7,836	$3,304	$0	$0	$0
Total FFY 2021-2032 Cost	**$12,590**						

PennDOT Project Id: 112549

Project Administrator: PennDOT

Title: North York Widening #1 (Exit 19)

Improvement Type: Reconstruct

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/25/24

Actual Construction Bid Date:

Location: I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane, Springettsbury and Spring Garden Township, York County

Project Description: Reconstruction, Widening and Bridge Replacements and Exit 19 Interchange Improvements from I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$0	$6,000	$1,000	$0	$0	$0
Utility	581	$0	$0	$3,300	$0	$0	$0
Right of Way	581	$0	$0	$0	$5,100	$1,500	$0
Construction	NHPP	$0	$0	$0	$0	$45,000	$42,200
	Federal:	$0	$0	$0	$0	$45000	$42200
	State:	$0	$6000	$4300	$5100	$1500	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$6,000	$4,300	$5,100	$46,500	$42,200
Total FFY 2021-2032 Cost	**$104,100**						

PennDOT Project Id: 112550

Project Administrator: PennDOT

Title: North York Widening #2 (Codorus Creek Bridge)

Improvement Type: Reconstruct

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/4/21

Actual Construction Bid Date:

Location: I-83 from Mill Creek to I-83 over the Codorus Creek, Springettsbury and Spring Garden Township, York County

Project Description: Bridge Replacement, Reconstruction and Widening on I-83 from Mill Creek to I-83 over the Codorus Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$2,500	$0	$0	$0	$0	$0
Utility	581	$1,000	$0	$0	$0	$0	$0
Right of Way	581	$2,000	$2,000	$0	$0	$0	$0
Construction	NHPP	$0	$15,000	$15,000	$15,000	$35,850	$0
	Federal:	$0	$15000	$15000	$15000	$35850	$0
	State:	$5500	$2000	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$5,500	$17,000	$15,000	$15,000	$35,850	$0
Total FFY 2021-2032 Cost	**$88,350**						

Fund Category Appendix

Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond
ADMUO	Administration Use Only - Do Not Use
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BND	Bridge Bonding
BOF	Bridge Off System
CAQ	Congestion Mitigation/Air Quality
CB	Capital Budget Nonhighway
DAR	Defense Access Roads
DBE	Disadvantages Business Enterprise
D4R	Discretionary Interstate Maintenance
EB	Equity Bonus
ECONR	Economic Recovery
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLAP	Federal Lands Access Program
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
H4L	Highway for Life - 10% Limiting Amount
INFRA	INFRA Discretionary Award
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MSFF	Marcellus Shale Fee Fund
NFP	National HWY Freight Program
NHPP	National Highway Performance Program
OTH	Other Local Government Agencies
OTH-F	Other Federal Govt Agencies
OTH-S	Other Pa State Government Agencies
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PTAF	Act 26 PA Transportation Assist Fund
REC	Recreational Trails
RES	Funds Restoration
RFAP	Rail Freight Assistance Program
RRX	Highway Safety
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
SRTSF	Federal Safe Routes to Schools
SR2S	State Safe Route to School

Fund Category Code	Fund Category Description
SSE	Supportive Services Enterprise
STE	Surface Transportation Enhancement
STN	STP - Nonurbanized
STP	Surface Transportation Prog-Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TAU	Tap > 200,000 Population
TCS	Transpo & Community System Pres.
TIGER	Trans Investment Generating Economic Recovery
TIGGR	Transit Investment for Greenhouse Gas and Energy R
TPK	Turnpike
TTE	Transit Transportation Enhancements
073	Green Light-Go
137	Municipal Bridge Improvements and Bundling
138	Rural Commercial Routes
140	Intelligent Transportation System
144	302-87-3 Transportation Assistance
160	Community Transport.-Equip Grant
163	Community Transport.- Equip Grant
164	PTAF
175	FTA- Capital Improvements
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Hwy Transfer
185	State Bridge Construction
208	FTA- Discretionary Capital
244	ARLE Projects
278	Safety Admin
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asst Imprvmnt / Capitl Budg
340	PT - 1517 Capital Improvement
341	PT - 1516 Progrms of Statewide Signif
342	Transit Administration and Oversight
361	FTA- Capital Improvements
383	DGS Delegated Facilities projects
403	Act 89 - Aviation Grants
404	Act 89 - Rail Freight Grants
405	Act 89 - Passenger Rail Grants
406	Act 89 - Port and Waterways Grants
407	Act 89 - Bicycle & Pedestrian Facilities Grants
408	Act 89 - Multimodal Admin and Oversight
409	ACT 89 - Roadway Maintenance
411	Act 89 - Statewide Program Grants - Non HWY
5208	ITS
5303	FTA Metropolitan Planning Program
5307	FTA Urban Area Formula Grants
5308	FTA Clean Fuels Formula Grants
5309	FTA New Starts Capital Program
5310	FTA Elderly & Handicapped Program
5311	FTA Rural Area Formula Grants
5312	FTA Low or No Emission Vehicle Deployment (LoNo)
5313	FTA State Planning and Research
5316	Job Access & Reverse Commute
5317	New Freedom Program
5320	Alternative Transp. in Parks & P. Land
5329	FTA State Safety Oversight Program
5337	State of Good Repair Grant Program
5339	FTA Alternatives Analysis
5340	Growing States
571	Airport Development

2021 INTERSTATE MANAGEMENT
TWELVE YEAR PROGRAM
PROJECT LIST

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Allegheny	11	79	A61	87756	Neville Island Bridge	+C	IMAN	2021	NHPP	30,000,000				30,000,000													30,000,000	5/7/20 E
Allegheny	11	79	A67	94812	I-79, Neville Island to I-279	F	IMAN	2021			581	1,545,000		1,545,000													1,545,000	
Allegheny	11	79	A67	94812	I-79, Neville Island to I-279	U	IMAN	2021			581	106,090		106,090													106,090	
Allegheny	11	79	A67	94812	I-79, Neville Island to I-279	R	IMAN	2021			581	206,000		206,000													206,000	
Allegheny	11	79	A67	94812	I-79, Neville Island to I-279	+C	IMAN	2024	NHPP	41,545,050				41,545,050													41,545,050	12/10/20 E
Allegheny	11	79	0	91565	I-79, Moon Run - Neville Island	C	IMAN	2025	NHPP	30,000,000				30,000,000	NHPP	12,069,989				12,069,989							42,069,989	3/11/22 E
Allegheny	11	79	0	114544	2020 Interstate Longitudinal Joint Rehabilitation	C	IMAN	2021	NHPP	308,041	581	2,772,369		3,080,410													3,080,410	6/18/20 E
Allegheny	11	79	0	114545	2021 Interstate Longitudinal Joint Rehabilitation	C	IMAN	2021	NHPP	2,365,249	581	262,805		2,628,054													2,628,054	6/10/21 E
Allegheny	11	79	000	81931	I-79, Campbell's-Moon Run	P	IMAN	2021	NHPP	2,082,300				2,082,300													2,082,300	
Allegheny	11	79	000	81931	I-79, Campbell's-Moon Run	F	IMAN	2022	NHPP	3,000,000				3,000,000													3,000,000	
Allegheny	11	79	000	81931	I-79, Campbell's-Moon Run	U	IMAN	2023			581	100,000		100,000													100,000	
Allegheny	11	79	000	81931	I-79, Campbell's-Moon Run	R	IMAN	2023			581	475,000		475,000													475,000	
Allegheny	11	79	000	81931	I-79, Campbell's-Moon Run	C	IMAN	2026	NHPP	10,000,000				10,000,000	NHPP	10,539,024				10,539,024							20,539,024	3/10/22 E
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	P	IMAN	2022			581	4,000,000		4,000,000													4,000,000	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	F	IMAN	2024			581	6,000,000		6,000,000													6,000,000	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	U	IMAN	2024			581	500,000		500,000													500,000	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	R	IMAN	2024			581	600,000		600,000													600,000	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	C	IMAN	2027	NFP	61,099,000				61,099,000	STP	50,901,000				50,901,000							112,000,000	2/15/23 E
Allegheny	11	376	A67	97029	I-376/Greentree Interchange	P	IMAN	2022			581	1,000,000		1,000,000													1,000,000	
Allegheny	11	376	A67	97029	I-376/Greentree Interchange	F	IMAN	2023	NHPP	2,575,000				2,575,000													2,575,000	
Allegheny	11	376	A67	97029	I-376/Greentree Interchange	U	IMAN	2023			581	515,000		515,000													515,000	
Allegheny	11	376	A67	97029	I-376/Greentree Interchange	R	IMAN	2024			581	1,060,900		1,060,900													1,060,900	
Allegheny	11	376	A67	97029	I-376/Greentree Interchange	C	IMAN	2029							NHPP	65,000,000				65,000,000	NHPP	8,158,072				8,158,072	73,158,072	6/15/24 E
Allegheny	11	376	A68	97027	I-376/Carnegie Interchange	P	IMAN	2022			581	1,000,000		1,000,000													1,000,000	
Allegheny	11	376	A68	97027	I-376/Carnegie Interchange	F	IMAN	2023	NHPP	2,575,000				2,575,000													2,575,000	
Allegheny	11	376	A68	97027	I-376/Carnegie Interchange	U	IMAN	2023			581	515,000		515,000													515,000	
Allegheny	11	376	A68	97027	I-376/Carnegie Interchange	R	IMAN	2024			581	1,060,900		1,060,900													1,060,900	
Allegheny	11	376	A68	97027	I-376/Carnegie Interchange	C	IMAN	2029							NHPP	75,000,000				75,000,000	NHPP	35,299,863				35,299,863	110,299,863	6/15/24 E
Allegheny	11	376	A69	112249	I-376, Bath Tub Flooding	P	IMAN	2024			581	3,713,150		3,713,150													3,713,150	
Allegheny	11	376	A70	87765	I-376, 376 Business to Tonidale	C	IMAN	2021	NHPP	13,539,206				13,539,206													13,539,206	4/9/20 E
Allegheny	11	376	0	87767	I-376, Edgewood to Churchill	P	IMAN	2021	NHPP	2,000,000				2,000,000													2,000,000	
Allegheny	11	376	0	87767	I-376, Edgewood to Churchill	F	IMAN	2022	NHPP	2,500,000				2,500,000													2,500,000	
Allegheny	11	376	0	87767	I-376, Edgewood to Churchill	U	IMAN	2023	NHPP	100,000				100,000													100,000	
Allegheny	11	376	0	87767	I-376, Edgewood to Churchill	R	IMAN	2023	NHPP	450,000				450,000													450,000	
Allegheny	11	376	0	87767	I-376, Edgewood to Churchill	C	IMAN	2026	NHPP	10,000,000				10,000,000	NHPP	25,805,000				25,805,000							35,805,000	6/15/23 E
Allegheny	11	376	0	87778	I-376, Churchhill to Monroeville	P	IMAN	2021	NHPP	2,500,000				2,500,000													2,500,000	
Allegheny	11	376	0	87778	I-376, Churchhill to Monroeville	F	IMAN	2022	NHPP	2,500,000				2,500,000													2,500,000	
Allegheny	11	376	0	87778	I-376, Churchhill to Monroeville	U	IMAN	2023	NHPP	250,000				250,000													250,000	
Allegheny	11	376	0	87778	I-376, Churchhill to Monroeville	R	IMAN	2023	NHPP	750,000				750,000													750,000	
Allegheny	11	376	0	87778	I-376, Churchhill to Monroeville	C	IMAN	2028	NHPP	20,000,000				20,000,000	NHPP	64,920,000				64,920,000							84,920,000	3/11/21 E
Allegheny	11	376	0	113362	Frazier Street Bridge	P	IMAN	2025									185	1,500,000		1,500,000							1,500,000	
Allegheny	11	376	0	113362	Frazier Street Bridge	F	IMAN	2026									185	1,000,000		1,000,000							1,000,000	
Allegheny	11	376	0	113362	Frazier Street Bridge	C	IMAN	2029									185	30,000,000		30,000,000			185	15,000,000		15,000,000	45,000,000	3/15/25 E
Allegheny	11	376	000	99874	Pkwy East Corridor Transp Ph 2	P	IMAN	2022			581	6,000,000		6,000,000													6,000,000	
Allegheny	11	376	000	99874	Pkwy East Corridor Transp Ph 2	F	IMAN	2024			581	9,000,000		9,000,000													9,000,000	
Allegheny	11	376	000	99874	Pkwy East Corridor Transp Ph 2	U	IMAN	2025			581	3,000,000		3,000,000			581	1,000,000		1,000,000							4,000,000	
Allegheny	11	376	000	99874	Pkwy East Corridor Transp Ph 2	R	IMAN	2025			581	4,000,000		4,000,000			581	2,000,000		2,000,000							6,000,000	
Allegheny	11	376	000	99874	Pkwy East Corridor Transp Ph 2	+C	IMAN	2029							NHPP	40,000,000				40,000,000	NHPP	20,000,000				20,000,000	60,000,000	3/15/25 E
Totals for: Allegheny										**240,138,846**		**47,432,214**		**287,571,060**		**344,235,013**		**35,500,000**		**379,735,013**		**63,457,935**		**15,000,000**		**78,457,935**	**745,764,008**	
Bedford	9	70	021	22816	Breezewood-Fulton Co Line	F	IMAN	2021			581	112,000		112,000													112,000	
Bedford	9	70	021	22816	Breezewood-Fulton Co Line	R	IMAN	2021			581	166,500		166,500													166,500	
Bedford	9	70	021	22816	Breezewood-Fulton Co Line	+C	IMAN	2023	NHPP	23,070,470				23,070,470													23,070,470	2/11/21 E
Totals for: Bedford										**23,070,470**		**278,500**		**23,348,970**													**23,348,970**	
Berks	5	78	ASR	87645	I-78 Lenhartsville ASR	C	IMAN	2021	NHPP	6,472,000				6,472,000													6,472,000	5/7/20 E
Berks	5	78	LBR	97274	Lenhartsville Bridge	F	IMAN	2021	NHPP	3,042,414	185	338,046		3,380,460													3,380,460	
Berks	5	78	LBR	97274	Lenhartsville Bridge	U	IMAN	2021			185	495,430		495,430													495,430	
Berks	5	78	LBR	97274	Lenhartsville Bridge	R	IMAN	2021			185	929,060		929,060													929,060	
Berks	5	78	LBR	97274	Lenhartsville Bridge	C	IMAN	2025			185	33,000,000		33,000,000			185	11,027,350		11,027,350							44,027,350	3/17/22 E

*** Includes Conversion Amount** **+ Indicates phase qualifies for TOLL funds** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Berks	5	78	13B	93494	I-78-Rt 61 Bridge Replace	+C	IMAN	2022	NHPP	52,200,000				52,200,000													52,200,000	12/5/19 A
Berks	5	78	22M	72807	I-78 Shrtlesville to Hamb - Resurface	+C	IMAN	2027	NHPP	5,000,000				5,000,000	NHPP	12,670,487				12,670,487							17,670,487	1/25/24 E
Berks	5	78	25M	85903	I-78 Midway to Shartlesville Resurface	C	IMAN	2023	NHPP	16,100,000				16,100,000													16,100,000	4/22/21 E
Totals for: Berks										**82,814,414**		**34,762,536**		**117,576,950**		**12,670,487**		**11,027,350**		**23,697,837**							**141,274,787**	
Blair	9	99	0	112239	I-99 Plank Rd Intchg to Tyrone	P	IMAN	2023			581	100,000		100,000													100,000	
Blair	9	99	0	112239	I-99 Plank Rd Intchg to Tyrone	C	IMAN	2025	NHPP	2,000,000				2,000,000	NHPP	1,376,527				1,376,527							3,376,527	
Blair	9	99	021	112241	I-99 Newry Pulloff to Plank Rd Intchg	P	IMAN	2023			581	100,000		100,000													100,000	
Blair	9	99	021	112241	I-99 Newry Pulloff to Plank Rd Intchg	C	IMAN	2025	NHPP	3,000,000				3,000,000	NHPP	3,190,299				3,190,299							6,190,299	2/15/24 E
Totals for: Blair										**5,000,000**		**200,000**		**5,200,000**		**4,566,826**				**4,566,826**							**9,766,826**	
Butler	10	79	24C	106274	I-79 Southern Section Reconstruction	S	IMAN	2023			581	1,000,000		1,000,000													1,000,000	
Butler	10	79	24C	106274	I-79 Southern Section Reconstruction	P	IMAN	2025			581	2,500,000		2,500,000			581	1,500,000		1,500,000							4,000,000	
Butler	10	79	24C	106274	I-79 Southern Section Reconstruction	F	IMAN	2026									581	5,000,000		5,000,000							5,000,000	
Butler	10	79	24C	106274	I-79 Southern Section Reconstruction	U	IMAN	2026									581	2,500,000		2,500,000							2,500,000	
Butler	10	79	24C	106274	I-79 Southern Section Reconstruction	R	IMAN	2027									581	3,500,000		3,500,000							3,500,000	
Butler	10	79	24C	106274	I-79 Southern Section Reconstruction	C	IMAN	2029							NHPP	40,000,000				40,000,000	NHPP	129,900,000				129,900,000	169,900,000	10/1/26 E
Totals for: Butler												**3,500,000**		**3,500,000**		**40,000,000**		**12,500,000**		**52,500,000**		**129,900,000**				**129,900,000**	**185,900,000**	
Carbon	5	80	07M	87648	I-80 Rehabilitation	+C	IMAN	2021	NHPP	2,500,000				2,500,000													2,500,000	7/26/18 A
Carbon	5	80	08B	99552	I-80 White Haven Bridges	F	IMAN	2023			185	5,064,790		5,064,790													5,064,790	
Carbon	5	80	08B	99552	I-80 White Haven Bridges	U	IMAN	2023			185	869,456		869,456													869,456	
Carbon	5	80	08B	99552	I-80 White Haven Bridges	R	IMAN	2024			185	173,891		173,891													173,891	
Carbon	5	80	08B	99552	I-80 White Haven Bridges	C	IMAN	2027							NHPP	38,257,437	185	4,250,826		42,508,263							42,508,263	1/23/25 E
Totals for: Carbon										**2,500,000**		**6,108,137**		**8,608,137**		**38,257,437**		**4,250,826**		**42,508,263**							**51,116,400**	
Central Office	99			75891	Interstate Contingency	C	IMAN	2029			185	14,463,105		14,463,105			581	54,261,671		54,261,671			581	214,872,678		214,872,678	283,597,454	
Central Office	99			75891	Interstate Contingency	C	IMAN	2029	NHPP	5,355,547	581	3,545,242		8,900,789	NHPP	23,839,915	185	124,332,149		148,172,064	NHPP	199,658,189	185	221,100,000		420,758,189	577,831,042	
Central Office	99			105487	Interstate Traffic Monitoring	+C	IMAN	2029	NHPP	3,200,000				3,200,000	NHPP	3,600,000				3,600,000	NHPP	4,000,000				4,000,000	10,800,000	
Central Office	99			106746	National Highway Freight Program Reserve	C	IMAN	2029													NFP	122,198,000				122,198,000	122,198,000	
Central Office	99			110601	INFRA Support	C	IMAN	2027			581	1,500,000		1,500,000			581	4,500,000		4,500,000							6,000,000	
Central Office	99			112672	Interstate Guide Rail Upgrade	+C	IMAN	2022	NHPP	38,600,000				38,600,000													38,600,000	
Central Office	99			114199	Regional IM Carryover Reserve - 2021 IM Update	C	IMAN	2029			185	1,855,636		1,855,636													1,855,636	
Central Office	99			114199	Regional IM Carryover Reserve - 2021 IM Update	C	IMAN	2029	NHPP	178,404,547	581	22,557,650		200,962,197	NHPP	170,161,721	581	18,380,171		188,541,892	NHPP	41,133,653				41,133,653	430,637,742	
Central Office	99			114586	Interstate ITS Reserve	C	IMAN	2029	NHPP	10,000,000				10,000,000	NHPP	16,000,000				16,000,000	NHPP	16,000,000				16,000,000	42,000,000	
Central Office	99			114587	All-Weather Pavement Marking Reserve	C	IMAN	2029	NHPP	6,000,000				6,000,000	NHPP	16,000,000				16,000,000	NHPP	16,000,000				16,000,000	38,000,000	
Central Office	99			114587	All-Weather Pavement Marking Reserve	C	SPFED	2024	NHPP	4,000,000				4,000,000													4,000,000	
Central Office	99			115100	Asset Management Based Planning	C	IMAN	2029									185	10,000,000		10,000,000			581	60,000,000		60,000,000	70,000,000	
Central Office	99			115100	Asset Management Based Planning	C	IMAN	2029									581	10,000,000		10,000,000			185	60,000,000		60,000,000	70,000,000	
Totals for: Central Office										**245,560,094**		**43,921,633**		**289,481,727**		**229,601,636**		**221,473,991**		**451,075,627**		**398,989,842**		**555,972,678**		**954,962,520**	**1,695,519,874**	
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	2025	NHPP	25,000,000	185	8,316,000		33,316,000			581	3,661,048		3,661,048							36,977,048	3/3/22 E
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	2025	APD	65,000,000	581	10,584,000		75,584,000	APD	11,750,340	185	2,876,537		14,626,877							90,210,877	3/3/22 E
Centre	2	80	B38	74912	I-80 Bridge Replacements	C	IMAN	2023			185	15,913,500		15,913,500													15,913,500	3/3/22 E
Totals for: Centre										**90,000,000**		**34,813,500**		**124,813,500**		**11,750,340**		**6,537,585**		**18,287,925**							**143,101,425**	
Clarion	10	80	RPR	114557	I 80 Strattenville Resurfacing	C	IMAN	2022	NHPP	9,589,803				9,589,803													9,589,803	10/1/20 E
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	F	IMAN	2021			185	2,000,000		2,000,000													2,000,000	
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	U	IMAN	2021			185	200,000		200,000													200,000	
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	R	IMAN	2022			185	265,226		265,226													265,226	
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	C	IMAN	2026			185	60,000,000		60,000,000			185	43,809,065		43,809,065							103,809,065	3/1/23 E
Totals for: Clarion										**9,589,803**		**62,465,226**		**72,055,029**				**43,809,065**		**43,809,065**							**115,864,094**	
Clearfield	2	80	B29	74910	I-80 Clfd - Viaduct Highway Preservation	+C	IMAN	2021	NHPP	7,632,085				7,632,085													7,632,085	4/23/20 E
Clearfield	2	80	B41	87729	I-80 over SR 970 Interchange	C	IMAN	2022			185	13,500,000		13,500,000													13,500,000	1/16/20 A
Totals for: Clearfield										**7,632,085**		**13,500,000**		**21,132,085**													**21,132,085**	
Columbia	3	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	P	IMAN	2024			581	5,000,000		5,000,000													5,000,000	11/9/23 E
Columbia	3	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	F	IMAN	2024			581	2,251,018		2,251,018													2,251,018	
Columbia	3	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	U	IMAN	2024			581	59,703		59,703													59,703	
Columbia	3	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	R	IMAN	2024			581	23,185		23,185													23,185	
Columbia	3	80	131	97561	I-80 West Bound Lane from Fishing Creek to US 11	+C	IMAN	2028							NHPP	38,273,451				38,273,451							38,273,451	1/9/25 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	P	IMAN	2022	NHPP	5,000,000				5,000,000													5,000,000	11/9/23 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	F	IMAN	2024			581	3,376,526		3,376,526													3,376,526	
Columbia	3	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	U	IMAN	2024			581	59,703		59,703													59,703	
Columbia	3	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	R	IMAN	2024			581	23,185		23,185													23,185	

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Columbia	3	80	136	93697	I-80 East Bound Lane from Paper Mill Rd to US 11	+C	IMAN	2028							NHPP	50,213,974				50,213,974							50,213,974	1/9/25 E
Columbia	3	80	161	105528	I-80 East Bound from Montour County to SR 4009	F	IMAN	2022			581	50,000		50,000													50,000	
Columbia	3	80	161	105528	I-80 East Bound from Montour County to SR 4009	+C	IMAN	2024	NHPP	3,500,000				3,500,000													3,500,000	1/1/23 E
Totals for: Columbia										**8,500,000**		**10,843,320**		**19,343,320**		**88,487,425**				**88,487,425**							**107,830,745**	
Crawford	1	79	A09	76858	I-79: MP 136 - MP 141 - #14	C	IMAN	2028							NHPP	10,450,853				10,450,853							10,450,853	1/1/27 E
Totals for: Crawford																**10,450,853**				**10,450,853**							**10,450,853**	
Dauphin	8	83	B78	113378	Eisenhower Interchange B	F	IMAN	2024			581	10,289,300		10,289,300													10,289,300	
Dauphin	8	83	B78	113378	Eisenhower Interchange B	R	IMAN	2024	NHPP	5,900,000				5,900,000													5,900,000	
Dauphin	8	83	B78	113378	Eisenhower Interchange B	C	IMAN	2029							NHPP	25,233,000				25,233,000	NHPP	61,865,000				61,865,000	87,098,000	1/8/26 E
Dauphin	8	83	B79	113357	I-83 East Shore Section 3B	F	IMAN	2022			581	4,000,000		4,000,000													4,000,000	
Dauphin	8	83	B79	113357	I-83 East Shore Section 3B	U	IMAN	2023			581	2,000,000		2,000,000													2,000,000	
Dauphin	8	83	B79	113357	I-83 East Shore Section 3B	R	IMAN	2023			581	5,000,000		5,000,000													5,000,000	
Dauphin	8	83	B79	113357	I-83 East Shore Section 3B	C	IMAN	2025	NHPP	13,901,000				13,901,000	NFP	61,099,000				61,099,000							75,000,000	1/1/24 E
Dauphin	8	83	C78	113380	Eisenhower Interchange C	F	IMAN	2026									581	9,046,100		9,046,100							9,046,100	
Dauphin	8	83	C78	113380	Eisenhower Interchange C	R	IMAN	2024	NHPP	1,500,000				1,500,000													1,500,000	
Dauphin	8	83	C78	113380	Eisenhower Interchange C	C	IMAN	2029													NFP	61,099,000				61,099,000	61,099,000	1/13/28 E
Dauphin	8	83	C78	113380	Eisenhower Interchange C	C	IMAN	2029													NHPP	40,000,000				40,000,000	40,000,000	1/13/28 E
Dauphin	8	83	C79	113376	I-83 East Shore Section 3C	F	IMAN	2026									581	5,000,000		5,000,000							5,000,000	
Dauphin	8	83	C79	113376	I-83 East Shore Section 3C	U	IMAN	2026									581	2,000,000		2,000,000							2,000,000	
Dauphin	8	83	C79	113376	I-83 East Shore Section 3C	R	IMAN	2026									581	5,000,000		5,000,000							5,000,000	
Dauphin	8	83	C79	113376	I-83 East Shore Section 3C	C	IMAN	2029													NHPP	75,000,000				75,000,000	75,000,000	1/1/27 E
Dauphin	8	83	D78	113381	Eisenhower Interchange D	F	IMAN	2027									581	9,937,900		9,937,900							9,937,900	
Dauphin	8	83	D78	113381	Eisenhower Interchange D	R	IMAN	2025							NHPP	900,000				900,000							900,000	
Dauphin	8	83	D78	113381	Eisenhower Interchange D	C	IMAN	2029													NHPP	34,463,488				34,463,488	34,463,488	1/10/30 E
Dauphin	8	83	078	92931	Eisenhower Interchange	F	IMAN	2022			581	11,008,900		11,008,900													11,008,900	
Dauphin	8	83	078	92931	Eisenhower Interchange	U	IMAN	2023			581	12,000,000		12,000,000													12,000,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	R	IMAN	2024	NHPP	74,300,000				74,300,000													74,300,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	C	IMAN	2029	NHPP	49,698,488				49,698,488	NHPP	49,295,000				49,295,000	NHPP	30,476,512				30,476,512	129,470,000	12/16/22 E
Dauphin	8	83	079	97828	I-83 East Shore Section 3	U	IMAN	2022			581	2,000,000		2,000,000													2,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	R	IMAN	2024			581	45,000,000		45,000,000													45,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	C	IMAN	2023	NHPP	8,901,000				8,901,000													8,901,000	1/1/22 E
Dauphin	8	83	079	97828	I-83 East Shore Section 3	C	IMAN	2023	NFP	61,099,000				61,099,000													61,099,000	1/1/22 E
Dauphin	8	3001	R78	114698	I-83 Eisenhower RR Bridge	C	IMAN	2028							NHPP	27,800,000				27,800,000							27,800,000	1/9/25 E
Totals for: Dauphin										**215,299,488**		**91,298,200**		**306,597,688**		**164,327,000**		**30,984,000**		**195,311,000**		**302,904,000**				**302,904,000**	**804,812,688**	
Delaware	6	95	322	15477	I95/US322 Intrchng Imp	P	IMAN	2024			581	3,900,000		3,900,000													3,900,000	12/9/19 A
Delaware	6	95	322	15477	I95/US322 Intrchng Imp	+C	IMAN	2029							NHPP	90,000,000				90,000,000	NHPP	25,927,407				25,927,407	115,927,407	4/24/25 E
Delaware	6	476	HSR	104821	I-476 Travel Management	P	IMAN	2021	STP	2,250,000				2,250,000													2,250,000	5/15/20 E
Delaware	6	476	HSR	104821	I-476 Travel Management	F	IMAN	2022	STP	5,500,000				5,500,000													5,500,000	
Delaware	6	476	HSR	104821	I-476 Travel Management	U	IMAN	2023	STP	300,000				300,000													300,000	
Delaware	6	476	HSR	104821	I-476 Travel Management	R	IMAN	2023	STP	250,000				250,000													250,000	
Delaware	6	476	HSR	104821	I-476 Travel Management	+C	IMAN	2028	STP	11,000,000				11,000,000	STP	43,000,000				43,000,000							54,000,000	10/16/25 E
Delaware	6	476	0	112298	SR 476: 76 Interchange to MacDade	C	IMAN	2027							NHPP	31,300,399	581	3,477,822		34,778,221							34,778,221	
Totals for: Delaware										**19,300,000**		**3,900,000**		**23,200,000**		**164,300,399**		**3,477,822**		**167,778,221**		**25,927,407**				**25,927,407**	**216,905,628**	
Erie	1	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct - #1	U	IMAN	2021			581	124,831		124,831													124,831	
Erie	1	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct - #1	R	IMAN	2021			581	374,797		374,797													374,797	
Erie	1	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct - #1	+C	IMAN	2024	NHPP	42,725,626				42,725,626													42,725,626	7/23/20 E
Erie	1	90	A31	102040	I-90: MP 7 to 10.5 Reconstruct - #1	+C	IMAN	2024	NHPP	52,669,441				52,669,441													52,669,441	7/23/20 E
Erie	1	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	P	IMAN	2023			581	2,000,000		2,000,000													2,000,000	
Erie	1	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	F	IMAN	2025			581	3,724,864		3,724,864			581	1,593,012		1,593,012							5,317,876	
Erie	1	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	U	IMAN	2026									581	75,630		75,630							75,630	
Erie	1	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	R	IMAN	2027									581	233,696		233,696							233,696	
Erie	1	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	+C	IMAN	2029							NHPP	17,500,000				17,500,000	NHPP	34,912,739				34,912,739	52,412,739	1/1/28 E
Erie	1	90	A33	102044	I-90: MP 14.5 - 18, Reconstruct - #6	U	IMAN	2025									581	77,899		77,899							77,899	
Erie	1	90	A33	102044	I-90: MP 14.5 - 18, Reconstruct - #6	R	IMAN	2026									581	233,696		233,696							233,696	
Erie	1	90	A33	102044	I-90: MP 14.5 - 18, Reconstruct - #6	+C	IMAN	2029							NHPP	32,000,000				32,000,000	NHPP	16,565,399				16,565,399	48,565,399	1/1/27 E
Erie	1	90	A36	106297	I-90: MP 35 to 46, Preservation - #11	C	IMAN	2023	NHPP	17,200,000				17,200,000													17,200,000	6/4/21 E
Totals for: Erie										**112,595,067**		**6,224,492**		**118,819,559**		**49,500,000**		**2,213,933**		**51,713,933**		**51,478,138**				**51,478,138**	**222,011,630**	
Franklin	8	81	0	92006	I-81 Maryland to Mile 6	P	IMAN	2022			581	54,636		54,636													54,636	

*** Includes Conversion Amount** **+ Indicates phase qualifies for TOLL funds** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Franklin	8	81	0	92006	I-81 Maryland to Mile 6	F	IMAN	2023			581	927,419		927,419													927,419	
Franklin	8	81	0	92006	I-81 Maryland to Mile 6	+C	IMAN	2027							NHPP	17,956,158				17,956,158							17,956,158	3/7/26 E
Totals for: Franklin												**982,055**		**982,055**		**17,956,158**				**17,956,158**							**18,938,213**	
Fulton	9	70	033	91536	I-70 WB Amaranth to Bdfrd	+C	IMAN	2022	NHPP	11,139,450				11,139,450													11,139,450	1/6/22 E
Fulton	9	70	034	91537	I-70 EB Amaranth to Bdfrd	+C	IMAN	2025	NHPP	20,000,000				20,000,000	NHPP	8,908,548				8,908,548							28,908,548	2/15/23 E
Fulton	9	70	039	112244	I-70 Amaranth Intchg to MD State Line	P	IMAN	2022			581	100,000		100,000													100,000	
Fulton	9	70	039	112244	I-70 Amaranth Intchg to MD State Line	C	IMAN	2024	NHPP	7,649,389				7,649,389													7,649,389	2/15/23 E
Totals for: Fulton										**38,788,839**		**100,000**		**38,888,839**		**8,908,548**				**8,908,548**							**47,797,387**	
Jefferson	10	80	J20	114556	I 80 Joint Repair	C	IMAN	2021	NHPP	3,282,500				3,282,500													3,282,500	10/1/20 E
Jefferson	10	80	54F	106224	I-80 Brookville East PM	F	IMAN	2021	NHPP	50,000				50,000													50,000	
Jefferson	10	80	54F	106224	I-80 Brookville East PM	C	IMAN	2022	NHPP	11,600,000				11,600,000													11,600,000	
Jefferson	10	80	550	106275	I-80 North Fork Bridge Replacements	F	IMAN	2022			185	3,477,822		3,477,822													3,477,822	
Jefferson	10	80	550	106275	I-80 North Fork Bridge Replacements	U	IMAN	2023			185	273,182		273,182													273,182	
Jefferson	10	80	550	106275	I-80 North Fork Bridge Replacements	R	IMAN	2024			185	1,092,727		1,092,727													1,092,727	
Jefferson	10	80	550	106275	I-80 North Fork Bridge Replacements	C	IMAN	2028							NHPP	134,330,883	185	14,925,654		149,256,537							149,256,537	7/10/25 E
Totals for: Jefferson										**14,932,500**		**4,843,731**		**19,776,231**		**134,330,883**		**14,925,654**		**149,256,537**							**169,032,768**	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	P	IMAN	2023	NHPP	14,831,994	581	1,647,999		16,479,993													16,479,993	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	F	IMAN	2024	NHPP	14,322,150	581	1,591,350		15,913,500													15,913,500	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	U	IMAN	2025									581	112,551		112,551							112,551	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	R	IMAN	2026									185	927,419		927,419							927,419	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	R	IMAN	2026									581	3,709,678		3,709,678							3,709,678	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	+C	IMAN	2029							NHPP	70,000,000				70,000,000	NHPP	332,395,624				332,395,624	402,395,624	4/13/26 E
Lackawanna	4	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	P	IMAN	2021			581	1,400,000		1,400,000													1,400,000	
Lackawanna	4	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	F	IMAN	2022	NHPP	3,090,000				3,090,000													3,090,000	
Lackawanna	4	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	+C	IMAN	2026	NHPP	17,500,000				17,500,000	NHPP	27,520,352				27,520,352							45,020,352	8/25/22 E
Lackawanna	4	81	246	106682	Scranton Beltway/Turnpike	C	IMAN	2026	NHPP	20,000,000				20,000,000	NHPP	20,000,000				20,000,000							40,000,000	4/1/22 E
Lackawanna	4	84	247	91540	I-84 E&W Mill/Fill Lacka/Wayne	C	IMAN	2024	NHPP	23,021,530				23,021,530													23,021,530	7/9/20 E
Lackawanna	4	84	248	85791	I-84 EB/WB I-4R Lacka/Wayne	P	IMAN	2027									581	11,940,523		11,940,523							11,940,523	
Lackawanna	4	84	248	85791	I-84 EB/WB I-4R Lacka/Wayne	+F	IMAN	2028									581	10,438,186		10,438,186							10,438,186	
Lackawanna	4	84	248	85791	I-84 EB/WB I-4R Lacka/Wayne	C	IMAN	2029													NHPP	239,638,568				239,638,568	239,638,568	1/30/26 E
Lackawanna	4	84	249	93807	I-84 EB/WB Mill/Fill Lackawanna	+C	IMAN	2024	NHPP	14,317,000				14,317,000													14,317,000	7/9/20 E
Lackawanna	4	84	258	112437	I-84 High Priority Bridge Repairs	C	IMAN	2023	NHPP	15,689,103				15,689,103													15,689,103	7/9/20 E
Lackawanna	4	84	259	94637	I-84 EB/WB I-4R Lacka	P	IMAN	2026									581	9,838,991		9,838,991							9,838,991	
Lackawanna	4	84	259	94637	I-84 EB/WB I-4R Lacka	F	IMAN	2027									581	7,164,313		7,164,313							7,164,313	
Lackawanna	4	84	259	94637	I-84 EB/WB I-4R Lacka	+C	IMAN	2029							NHPP	20,000,000				20,000,000	NHPP	360,000,000				360,000,000	380,000,000	1/28/27 E
Lackawanna	4	84	260	114418	I-84 High Priority Bridge Repairs	C	IMAN	2022	NHPP	4,110,897				4,110,897													4,110,897	
Lackawanna	4	84	282	69181	I-84 ov LackRR/Roaring & 435	+C	IMAN	2026	NHPP	66,000,000				66,000,000	NHPP	52,250,000				52,250,000							118,250,000	2/27/20 A
Totals for: Lackawanna										**192,882,674**		**4,639,349**		**197,522,023**		**189,770,352**		**44,131,661**		**233,902,013**		**932,034,192**				**932,034,192**	**1,363,458,228**	
Lawrence	11	79	0	87757	I-79/ Butler Co/Mercer	P	IMAN	2021	NHPP	739,200				739,200													739,200	
Lawrence	11	79	0	87757	I-79/ Butler Co/Mercer	F	IMAN	2022	NHPP	850,000				850,000													850,000	
Lawrence	11	79	0	87757	I-79/ Butler Co/Mercer	U	IMAN	2023	NHPP	60,000				60,000													60,000	
Lawrence	11	79	0	87757	I-79/ Butler Co/Mercer	R	IMAN	2023	NHPP	300,000				300,000													300,000	
Lawrence	11	79	0	87757	I-79/ Butler Co/Mercer	C	IMAN	2025	NHPP	6,320,000				6,320,000	NHPP	6,000,000				6,000,000							12,320,000	3/9/23 E
Lawrence	11	376	0	109287	I-376, SR 422 to SR 224	P	IMAN	2021	NHPP	250,000				250,000													250,000	
Lawrence	11	376	0	109287	I-376, SR 422 to SR 224	F	IMAN	2022	NHPP	250,000				250,000													250,000	
Lawrence	11	376	0	109287	I-376, SR 422 to SR 224	U	IMAN	2022	NHPP	50,000				50,000													50,000	
Lawrence	11	376	0	109287	I-376, SR 422 to SR 224	R	IMAN	2022	NHPP	100,000				100,000													100,000	
Lawrence	11	376	0	109287	I-376, SR 422 to SR 224	C	IMAN	2024	NHPP	1,600,000				1,600,000													1,600,000	3/15/23 E
Totals for: Lawrence										**10,519,200**				**10,519,200**		**6,000,000**				**6,000,000**							**16,519,200**	
Lehigh	5	78	ASR	11551	I-78 Lehigh ASR- Cedar Crest to Lehigh St.	C	IMAN	2022	NHPP	7,750,000				7,750,000													7,750,000	5/7/20 E
Lehigh	5	78	13M	72822	I-78 EB - 309 S to Saucon Viaduct ASR	C	IMAN	2022	NHPP	10,300,000				10,300,000													10,300,000	5/7/20 E
Lehigh	5	78	16M	87646	I-78 PM 2 - Lehigh	+C	IMAN	2023	NHPP	13,800,000				13,800,000													13,800,000	3/25/21 E
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	P	IMAN	2023			581	10,500,000		10,500,000													10,500,000	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	P	IMAN	2023			185	10,240,740		10,240,740													10,240,740	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	F	IMAN	2026			581	6,000,000		6,000,000			581	11,507,914		11,507,914							17,507,914	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	U	IMAN	2026									581	3,095,690		3,095,690							3,095,690	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	R	IMAN	2027									581	12,382,764		12,382,764							12,382,764	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	C	IMAN	2029							NHPP	40,000,000				40,000,000	NHPP	240,000,000				240,000,000	280,000,000	2/18/27 E

*** Includes Conversion Amount** **+ Indicates phase qualifies for TOLL funds** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Lehigh	5	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	P	IMAN	2022			581	2,060,000		2,060,000													2,060,000	
Lehigh	5	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	F	IMAN	2022			581	618,000		618,000													618,000	
Lehigh	5	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	U	IMAN	2023			581	53,046		53,046													53,046	
Lehigh	5	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	R	IMAN	2023			581	53,046		53,046													53,046	
Lehigh	5	78	20M	86006	I-78 - Lehigh St to 309 South Interchange	C	IMAN	2025	NHPP	9,029,996				9,029,996	NHPP	9,000,000				9,000,000							18,029,996	5/11/23 E
Totals for: Lehigh										**40,879,996**		**29,524,832**		**70,404,828**		**49,000,000**		**26,986,368**		**75,986,368**		**240,000,000**				**240,000,000**	**386,391,196**	
Luzerne	4	80	311	107495	I-80 Eastbound Reconstruction	+F	IMAN	2024	NHPP	4,120,000				4,120,000													4,120,000	
Luzerne	4	80	311	107495	I-80 Eastbound Reconstruction	+C	IMAN	2028							NHPP	60,777,476				60,777,476							60,777,476	1/8/24 E
Luzerne	4	80	350	91587	I-80 EB over I-81 NB/SB	F	IMAN	2021			185	1,150,000		1,150,000													1,150,000	
Luzerne	4	80	350	91587	I-80 EB over I-81 NB/SB	C	IMAN	2023	NHPP	11,267,521	185	1,251,947		12,519,468													12,519,468	10/21/21 E
Luzerne	4	80	352	111769	I-80 EB/WB over Nescopeck Creek	P	IMAN	2021			185	3,257,375		3,257,375													3,257,375	
Luzerne	4	80	352	111769	I-80 EB/WB over Nescopeck Creek	F	IMAN	2022			185	2,369,000		2,369,000													2,369,000	
Luzerne	4	80	352	111769	I-80 EB/WB over Nescopeck Creek	C	IMAN	2024	NHPP	25,959,938	185	2,884,438		28,844,376													28,844,376	10/21/21 E
Luzerne	4	80	353	111770	I-80 EB/WB over SR 93	P	IMAN	2021			185	1,776,750		1,776,750													1,776,750	
Luzerne	4	80	353	111770	I-80 EB/WB over SR 93	F	IMAN	2022			185	1,480,625		1,480,625													1,480,625	
Luzerne	4	80	353	111770	I-80 EB/WB over SR 93	C	IMAN	2023	NHPP	13,010,689	185	1,445,632		14,456,321													14,456,321	10/21/21 E
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	F	IMAN	2021			185	1,340,346		1,340,346													1,340,346	
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	R	IMAN	2021			185	103,000		103,000													103,000	
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	C	IMAN	2023	NHPP	25,750,000				25,750,000													25,750,000	3/16/21 E
Luzerne	4	81	0	115097	Partnership 81	P	IMAN	2023	NHPP	6,570,000	581	730,000		7,300,000													7,300,000	
Luzerne	4	81	0	115097	Partnership 81	F	IMAN	2026	NHPP	3,780,000	581	420,000		4,200,000	NHPP	8,550,000	581	950,000		9,500,000							13,700,000	
Luzerne	4	81	0	115097	Partnership 81	C	IMAN	2029	NHPP	16,200,000	581	1,800,000		18,000,000	NHPP	99,000,000	581	11,000,000		110,000,000	NHPP	37,890,000	581	4,210,000		42,100,000	170,100,000	
Luzerne	4	81	313	81910	I-81 NB Grinding Luz	P	IMAN	2024			581	500,000		500,000													500,000	
Luzerne	4	81	313	81910	I-81 NB Grinding Luz	C	IMAN	2029							NHPP	41,000,000				41,000,000	NHPP	21,600,799				21,600,799	62,600,799	1/12/23 E
Luzerne	4	81	348	112285	I-81 NB/SB Mill/Fill Southern Luz	+C	IMAN	2022	NHPP	11,650,000				11,650,000													11,650,000	4/2/20 E
Luzerne	4	81	359	114154	Luzerne I-81 Bridge Preservation	C	IMAN	2022	NHPP	9,472,500	185	1,052,500		10,525,000													10,525,000	1/14/21 E
Luzerne	4	81	361	106049	Interstate 81 over Railroad	F	IMAN	2021			185	1,000,000		1,000,000													1,000,000	
Luzerne	4	81	361	106049	Interstate 81 over Railroad	C	IMAN	2023	NHPP	10,891,995	185	1,210,222		12,102,217													12,102,217	10/21/21 E
Luzerne	4	81	362	111613	Interstate 81 over West Foothills Drive	F	IMAN	2021			185	1,000,000		1,000,000													1,000,000	
Luzerne	4	81	362	111613	Interstate 81 over West Foothills Drive	C	IMAN	2022	NHPP	5,362,690	185	595,854		5,958,544													5,958,544	10/21/21 E
Totals for: Luzerne										**144,035,333**		**25,367,689**		**169,403,022**		**209,327,476**		**11,950,000**		**221,277,476**		**59,490,799**		**4,210,000**		**63,700,799**	**454,381,297**	
Lycoming	3	180	132	105532	Market St to Warrensville Rd WB	+F	IMAN	2023			581	25,000		25,000													25,000	
Lycoming	3	180	132	105532	Market St to Warrensville Rd WB	+C	IMAN	2024	NHPP	1,600,000				1,600,000													1,600,000	1/1/24 E
Totals for: Lycoming										**1,600,000**		**25,000**		**1,625,000**													**1,625,000**	
Mercer	1	79	A18	109793	I-79 MM 110 to 136 - #15	C	IMAN	2029							NHPP	3,000,000				3,000,000	NHPP	14,074,948				14,074,948	17,074,948	1/1/27 E
Mercer	1	80	A16	91569	I-80: MM0 to MM5 Reconstruct - #3	F	IMAN	2021	NHPP	300,000				300,000													300,000	
Mercer	1	80	A16	91569	I-80: MM0 to MM5 Reconstruct - #3	+C	IMAN	2027	NHPP	40,000,000				40,000,000	NHPP	40,000,000				40,000,000							80,000,000	2/1/22 E
Mercer	1	80	A22	51021	I-80 MM11 to MM15 - #5	C	IMAN	2029							NHPP	15,000,000				15,000,000	NHPP	18,500,000				18,500,000	33,500,000	1/1/24 E
Mercer	1	80	A23	81476	I80: MM 6 to MM 10 Reconstruction - #4	C	IMAN	2029							NHPP	45,006,784				45,006,784	NHPP	4,993,216				4,993,216	50,000,000	1/1/23 E
Totals for: Mercer										**40,300,000**				**40,300,000**		**103,006,784**				**103,006,784**		**37,568,164**				**37,568,164**	**180,874,948**	
Monroe	5	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	2021	NFP	51,099,000				51,099,000													51,099,000	8/20/20 E
Monroe	5	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	2021	NHPP	20,000,000				20,000,000													20,000,000	8/20/20 E
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	+F	IMAN	2023	NHPP	28,660,000				28,660,000													28,660,000	
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	U	IMAN	2023			581	3,361,426		3,361,426													3,361,426	
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN	2026			581	22,394,533		22,394,533			581	23,500,000		23,500,000							45,894,533	
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	+C	IMAN	2029	NHPP	30,000,000				30,000,000	NHPP	160,000,000				160,000,000	NHPP	360,655,185				360,655,185	550,655,185	10/6/22 E
Monroe	5	80	18M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	P	IMAN	2025			581	9,000,000		9,000,000			581	6,000,000		6,000,000							15,000,000	
Monroe	5	80	18M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	F	IMAN	2027									581	10,000,000		10,000,000							10,000,000	
Monroe	5	80	18M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	U	IMAN	2027									581	2,844,205		2,844,205							2,844,205	
Monroe	5	80	18M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	R	IMAN	2028									581	11,718,122		11,718,122							11,718,122	
Monroe	5	80	18M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	+C	IMAN	2029							NHPP	30,000,000				30,000,000	NHPP	245,522,492				245,522,492	275,522,492	1/13/28 E
Monroe	5	80	23M	87649	I-80 - I-380 to Tannersville Resurface	C	IMAN	2023	NHPP	14,850,000	581	1,650,000		16,500,000													16,500,000	1/8/21 E
Monroe	5	380	05M	112292	SR 380 Tobyhanna Ramps and I/C	+C	IMAN	2022	NHPP	8,000,000				8,000,000													8,000,000	4/22/21 E
Totals for: Monroe										**152,609,000**		**36,405,959**		**189,014,959**		**190,000,000**		**54,062,327**		**244,062,327**		**606,177,677**				**606,177,677**	**1,039,254,963**	
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Management	+F	IMAN	2021	NHPP	12,000,000				12,000,000													12,000,000	
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Management	+U	IMAN	2021	NHPP	15,000,000				15,000,000													15,000,000	
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Management	+R	IMAN	2024	NHPP	19,200,000				19,200,000													19,200,000	
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Management	+C	IMAN	2029	NHPP	35,000,000				35,000,000	NHPP	80,000,000				80,000,000	NHPP	78,535,000				78,535,000	193,535,000	7/11/24 E

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Totals for: Montgomery										**81,200,000**				**81,200,000**		**80,000,000**				**80,000,000**		**78,535,000**				**78,535,000**	**239,735,000**	
Northampton	5	78	10M	109318	I-78 - Easton Rd to SR 33	P	IMAN	2023	NHPP	5,126,300				5,126,300													5,126,300	
Northampton	5	78	10M	109318	I-78 - Easton Rd to SR 33	C	IMAN	2024	NHPP	16,809,474				16,809,474													16,809,474	1/13/22 E
Northampton	5	78	11B	75849	Dual Bridges over Easton Road	P	IMAN	2021			185	6,390,000		6,390,000													6,390,000	
Northampton	5	78	11B	75849	Dual Bridges over Easton Road	F	IMAN	2021	NHPP	3,096,900	185	344,100		3,441,000													3,441,000	
Northampton	5	78	11B	75849	Dual Bridges over Easton Road	U	IMAN	2022			185	983,000		983,000													983,000	
Northampton	5	78	11B	75849	Dual Bridges over Easton Road	R	IMAN	2023			185	1,475,000		1,475,000													1,475,000	
Northampton	5	78	11B	75849	Dual Bridges over Easton Road	C	IMAN	2027			185	12,500,000		12,500,000			185	36,650,000		36,650,000							49,150,000	4/1/23 E
Totals for: Northampton										**25,032,674**		**21,692,100**		**46,724,774**				**36,650,000**		**36,650,000**							**83,374,774**	
Philadelphia	6	76	0	112299	I-76: Route 1 -I676	C	IMAN	2028							NHPP	36,517,133	581	4,057,459		40,574,592							40,574,592	
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	P	IMAN	2024			581	3,540,000		3,540,000													3,540,000	8/2/17 A
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	P	IMAN	2024			185	2,460,000		2,460,000													2,460,000	8/2/17 A
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN	2028			581	6,490,000		6,490,000			185	14,801,000		14,801,000							21,291,000	
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN	2028			185	4,510,000		4,510,000			581	21,299,000		21,299,000							25,809,000	
Philadelphia	6	95	AF2	79912	I-95: Allegheny & Castor Ave Intr Connection	R	IMAN	2021	NHPP	4,007,947	581	445,327		4,453,274													4,453,274	
Philadelphia	6	95	AF2	79912	I-95: Allegheny & Castor Ave Intr Connection	+C	IMAN	2023	NHPP	40,685,000				40,685,000													40,685,000	11/5/20 E
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	U	IMAN	2024	NHPP	1,909,620	581	212,180		2,121,800													2,121,800	
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	R	IMAN	2024	NHPP	8,100,000	581	900,000		9,000,000													9,000,000	
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	+C	IMAN	2029							NHPP	140,000,000				140,000,000	NHPP	87,217,719				87,217,719	227,217,719	10/24/24 E
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lane	U	IMAN	2027							NHPP	537,324	581	59,703		597,027							597,027	
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lane	R	IMAN	2028							NHPP	537,324	581	59,703		597,027							597,027	
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lane	+C	IMAN	2029													NFP	61,099,000				61,099,000	61,099,000	10/5/28 E
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lane	+C	IMAN	2029													NHPP	147,918,063				147,918,063	147,918,063	10/5/28 E
Philadelphia	6	95	BRI	47812	I-95: BetsyRoss DESIGN	F	IMAN	2025	NHPP	10,800,000	581	1,200,000		12,000,000	NHPP	18,540,000	581	2,060,000		20,600,000							32,600,000	
Philadelphia	6	95	BR2	79904	I-95: Betsy Ross Rmps A&B (C)	+C	IMAN	2023	NHPP	38,901,000				38,901,000													38,901,000	12/12/19 A
Philadelphia	6	95	BR2	79904	I-95: Betsy Ross Rmps A&B (C)	+C	IMAN	2023	NFP	10,000,000				10,000,000													10,000,000	12/12/19 A
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	U	IMAN	2023			581	1,092,727		1,092,727													1,092,727	
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	R	IMAN	2024			581	6,556,362		6,556,362													6,556,362	
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	+C	IMAN	2029	NHPP	20,000,000				20,000,000	NHPP	155,000,000				155,000,000	NHPP	130,963,560				130,963,560	305,963,560	10/19/23 E
Philadelphia	6	95	BR4	103559	I-95 Btsy Rss Mainln SB	C	IMAN	2029							NFP	122,198,000				122,198,000	NHPP	93,029,926				93,029,926	215,227,926	7/30/26 E
Philadelphia	6	95	BR5	103560	I-95 Betsy Ross Conrail Brdgs	+C	IMAN	2029							NHPP	40,000,000				40,000,000	NHPP	11,654,702				11,654,702	51,654,702	7/30/26 E
Philadelphia	6	95	BR6	103561	I95 Betsy Ross Int. Drainage	+C	IMAN	2025	NHPP	3,649,089				3,649,089	NHPP	4,000,000				4,000,000							7,649,089	
Philadelphia	6	95	BSR	47811	I-95: Bridge St DESIGN	F	IMAN	2025	NHPP	13,500,000	581	1,500,000		15,000,000	NHPP	10,170,000	581	1,130,000		11,300,000							26,300,000	
Philadelphia	6	95	BSR	47811	I-95: Bridge St DESIGN	R	IMAN	2026	NHPP	1,260,000	581	140,000		1,400,000	NHPP	1,800,000	581	200,000		2,000,000							3,400,000	
Philadelphia	6	95	BS1	79908	I-95: Kennedy-Levick (C)	+C	IMAN	2023	NHPP*	76,000,000				76,000,000													76,000,000	10/10/19 A
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	U	IMAN	2024			581	6,901,000		6,901,000													6,901,000	
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	R	IMAN	2025			581	4,700,000		4,700,000			581	2,510,000		2,510,000							7,210,000	
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	+C	IMAN	2029	NHPP	50,000,000				50,000,000	NHPP	150,000,000				150,000,000	NHPP	62,254,480				62,254,480	262,254,480	8/25/22 E
Philadelphia	6	95	CMP	98207	I-95 Congestion Managemnt	A	PRA	2024	NHPP	43,000,000				43,000,000													43,000,000	
Philadelphia	6	95	CP3	80014	I-95: Cottman On-Ramp	F	IMAN	2022			581	1,000,000		1,000,000													1,000,000	
Philadelphia	6	95	CP3	80014	I-95: Cottman On-Ramp	+C	IMAN	2025	NHPP	45,000,000				45,000,000	NHPP	18,654,000				18,654,000							63,654,000	6/24/21 E
Philadelphia	6	95	GR4	79827	I-95S: Columbia-Ann St N (C)	+C	IMAN	2025	NHPP*	120,000,000				120,000,000	NHPP	25,630,000				25,630,000							145,630,000	12/14/17 A
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	U	IMAN	2024	NHPP	14,751,815	581	1,639,091		16,390,906													16,390,906	
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	R	IMAN	2021	NHPP	4,500,000	581	500,000		5,000,000													5,000,000	
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	+C	IMAN	2029							NHPP	105,000,000				105,000,000							105,000,000	7/18/24 E
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	+C	IMAN	2029							NFP	61,099,000				61,099,000	NHPP	36,773,963				36,773,963	97,872,963	7/18/24 E
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	U	IMAN	2022	NHPP	9,270,000	581	1,030,000		10,300,000													10,300,000	
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	R	IMAN	2022	NHPP*	9,000,000	581*	1,000,000		10,000,000													10,000,000	
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	+C	IMAN	2029	NHPP	40,000,000				40,000,000	NHPP	125,000,000				125,000,000	NHPP	20,657,500				20,657,500	185,657,500	7/14/22 E
Philadelphia	6	95	GR8	103555	I-95 Corridor ITS	U	IMAN	2021	NHPP	450,000	581	50,000		500,000													500,000	
Philadelphia	6	95	GR8	103555	I-95 Corridor ITS	+C	IMAN	2024	NHPP	33,765,264				33,765,264													33,765,264	1/28/21 E
Philadelphia	6	95	GR9	103556	I-95 ATMS (GR9)	U	IMAN	2029									581	804,773		804,773			581	500,000		500,000	1,304,773	
Philadelphia	6	95	GR9	103556	I-95 ATMS (GR9)	+C	IMAN	2029													NHPP	83,054,032				83,054,032	83,054,032	10/25/29 E
Philadelphia	6	95	0	92289	I-95 Consultant Mgmt	P	IMAN	2024	NHPP	7,200,000	581	800,000		8,000,000													8,000,000	
Philadelphia	6	95	0	114876	Studies Line Item	S	IMAN	2026	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000							8,000,000	
Totals for: Philadelphia										**609,749,735**		**46,666,687**		**656,416,422**		**1,018,682,781**		**46,981,638**		**1,065,664,419**		**734,622,945**		**500,000**		**735,122,945**	**2,457,203,786**	
Pike	4	84	494	85766	I-84 E&W I-4R MP 40 - E46	+C	IMAN	2026	NHPP	60,000,000				60,000,000	NHPP	28,580,000				28,580,000							88,580,000	9/3/20 E
Pike	4	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN	2024	NHPP	90,500,000				90,500,000													90,500,000	6/10/21 E

*** Includes Conversion Amount** **+ Indicates phase qualifies for TOLL funds** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Interstate

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Pike	4	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN	2024	NHPP	21,500,000				21,500,000													21,500,000	6/10/21 E
Totals for: Pike										**172,000,000**				**172,000,000**		**28,580,000**				**28,580,000**							**200,580,000**	
Schuylkill	5	81	25M	85911	I-81 - Pine Grove to Minersville Resurface	C	IMAN	2022	NHPP	14,500,000				14,500,000													14,500,000	4/1/21 E
Totals for: Schuylkill										**14,500,000**				**14,500,000**													**14,500,000**	
Susquehanna	4	81	511	75917	NTier Interstate 4R	F	IMAN	2021	NHPP	900,000	581	100,000		1,000,000													1,000,000	
Susquehanna	4	81	511	75917	NTier Interstate 4R	U	IMAN	2021	NHPP*	540,000	581*	60,000		600,000													600,000	
Susquehanna	4	81	511	75917	NTier Interstate 4R	R	IMAN	2021	NHPP*	2,317,500	581*	257,500		2,575,000													2,575,000	
Susquehanna	4	81	511	75917	NTier Interstate 4R	+C	IMAN	2028	NHPP	55,000,000				55,000,000	NHPP	114,744,000				114,744,000							169,744,000	10/21/21 E
Susquehanna	4	81	590	75976	I-81 Exit 219	F	IMAN	2022	NHPP	2,405,000				2,405,000													2,405,000	
Susquehanna	4	81	590	75976	I-81 Exit 219	U	IMAN	2021			581	280,450		280,450													280,450	
Susquehanna	4	81	590	75976	I-81 Exit 219	R	IMAN	2022			581	1,116,990		1,116,990													1,116,990	
Susquehanna	4	81	590	75976	I-81 Exit 219	+C	IMAN	2024	NHPP	26,840,770				26,840,770													26,840,770	3/25/21 E
Totals for: Susquehanna										**88,003,270**		**1,814,940**		**89,818,210**		**114,744,000**				**114,744,000**							**204,562,210**	
Venango	1	80	A11	109821	I-80 MM27 to MM34 - #8	C	IMAN	2022	NHPP	11,000,000				11,000,000													11,000,000	12/10/20 E
Totals for: Venango										**11,000,000**				**11,000,000**													**11,000,000**	
Washington	12	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	F	IMAN	2023	NHPP	8,964,000	581	996,000		9,960,000													9,960,000	
Washington	12	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	U	IMAN	2025			581	4,051,500		4,051,500			581	4,051,500		4,051,500							8,103,000	
Washington	12	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	R	IMAN	2026									581	6,955,644		6,955,644							6,955,644	
Washington	12	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	C	IMAN	2029							NHPP	54,000,000	581	6,000,000		60,000,000	NHPP	93,215,901	581	10,357,322		103,573,223	163,573,223	
Washington	12	79	18R	91555	I79: Marianna to Laboratory Hill	C	IMAN	2022	NHPP	10,000,000				10,000,000													10,000,000	4/8/21 E
Totals for: Washington										**18,964,000**		**5,047,500**		**24,011,500**		**54,000,000**		**17,007,144**		**71,007,144**		**93,215,901**		**10,357,322**		**103,573,223**	**198,591,867**	
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	F	IMAN	2021			185	1,182,700		1,182,700													1,182,700	
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	U	IMAN	2021			185	1,652,250		1,652,250													1,652,250	
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	R	IMAN	2021			185	1,652,250		1,652,250													1,652,250	
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	+C	IMAN	2027	NHPP	30,000,000				30,000,000	NHPP	54,413,161				54,413,161							84,413,161	6/10/21 E
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	F	IMAN	2022			185	4,243,600		4,243,600													4,243,600	
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	U	IMAN	2023			185	5,304,500		5,304,500													5,304,500	
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	R	IMAN	2024			185	7,426,300		7,426,300													7,426,300	
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	+C	IMAN	2027	NHPP	55,000,000				55,000,000	NHPP	85,688,601				85,688,601							140,688,601	1/27/22 E
Westmoreland	12	70	L10	31895	Yukon & Madison Interchanges	+C	IMAN	2026	NHPP	60,000,000				60,000,000	NHPP	30,000,000				30,000,000							90,000,000	12/5/19 A
Totals for: Westmoreland										**145,000,000**		**21,461,600**		**166,461,600**		**170,101,762**				**170,101,762**							**336,563,362**	
York	8	83	0	112287	I-83 Resurfacing George St to PA 921	P	IMAN	2025									581	54,636		54,636							54,636	
York	8	83	0	112287	I-83 Resurfacing George St to PA 921	C	IMAN	2026							NHPP	8,086,180				8,086,180							8,086,180	
York	8	83	070	92924	North York Widening #3 (Exit 21 & 22)	F	IMAN	2022			581	6,000,000		6,000,000													6,000,000	
York	8	83	070	92924	North York Widening #3 (Exit 21 & 22)	U	IMAN	2021			581	100,000		100,000													100,000	
York	8	83	070	92924	North York Widening #3 (Exit 21 & 22)	R	IMAN	2021	NHPP	1,000,000				1,000,000													1,000,000	
York	8	83	070	92924	North York Widening #3 (Exit 21 & 22)	C	IMAN	2026	NFP	61,099,000				61,099,000	NHPP	27,901,000				27,901,000							89,000,000	7/13/23 E
York	8	83	090	112540	Mill Creek Relocation	F	IMAN	2021			581	425,000		425,000													425,000	
York	8	83	090	112540	Mill Creek Relocation	U	IMAN	2021			581	70,000		70,000													70,000	
York	8	83	090	112540	Mill Creek Relocation	R	IMAN	2023			581	7,000,000		7,000,000													7,000,000	
York	8	83	090	112540	Mill Creek Relocation	C	IMAN	2022	NHPP	3,920,000				3,920,000													3,920,000	11/4/21 E
York	8	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	F	IMAN	2021			581	2,500,000		2,500,000													2,500,000	
York	8	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	U	IMAN	2021			581	1,000,000		1,000,000													1,000,000	
York	8	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	R	IMAN	2022			581	4,000,000		4,000,000													4,000,000	
York	8	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	C	IMAN	2027	NHPP	45,000,000				45,000,000	NHPP	35,850,000				35,850,000							80,850,000	11/4/21 E
York	8	83	092	112549	North York Widening #1 (Exit 19)	F	ICON	2023			581	7,000,000		7,000,000													7,000,000	
York	8	83	092	112549	North York Widening #1 (Exit 19)	U	ICON	2023			581	3,300,000		3,300,000													3,300,000	
York	8	83	092	112549	North York Widening #1 (Exit 19)	R	ICON	2025			581	5,099,540		5,099,540			581	1,500,460		1,500,460							6,600,000	
York	8	83	092	112549	North York Widening #1 (Exit 19)	C	ICON	2029							NHPP	45,000,000				45,000,000	NHPP	42,200,000				42,200,000	87,200,000	7/25/24 E
York	8	462	052	111664	Market Street Bridge over Mill Creek	C	IMAN	2021	NHPP	5,040,000				5,040,000													5,040,000	10/1/20 E
York	8	1033	008	112548	Sherman Street & Eberts Lane	F	IMAN	2022			581	1,000,000		1,000,000													1,000,000	
York	8	1033	008	112548	Sherman Street & Eberts Lane	U	IMAN	2021			581	190,000		190,000													190,000	
York	8	1033	008	112548	Sherman Street & Eberts Lane	R	IMAN	2021			581	760,000		760,000													760,000	
York	8	1033	008	112548	Sherman Street & Eberts Lane	C	IMAN	2023	NHPP	10,640,000				10,640,000													10,640,000	8/26/21 E
Totals for: York										**126,699,000**		**38,444,540**		**165,143,540**		**116,837,180**		**1,555,096**		**118,392,276**		**42,200,000**				**42,200,000**	**325,735,816**	
Overall Totals:										**2,990,696,488**		**596,263,740**		**3,586,960,228**		**3,649,393,340**		**626,024,460**		**4,275,417,800**		**3,796,502,000**		**586,040,000**		**4,382,542,000**	**12,244,920,028**	

*** Includes Conversion Amount**

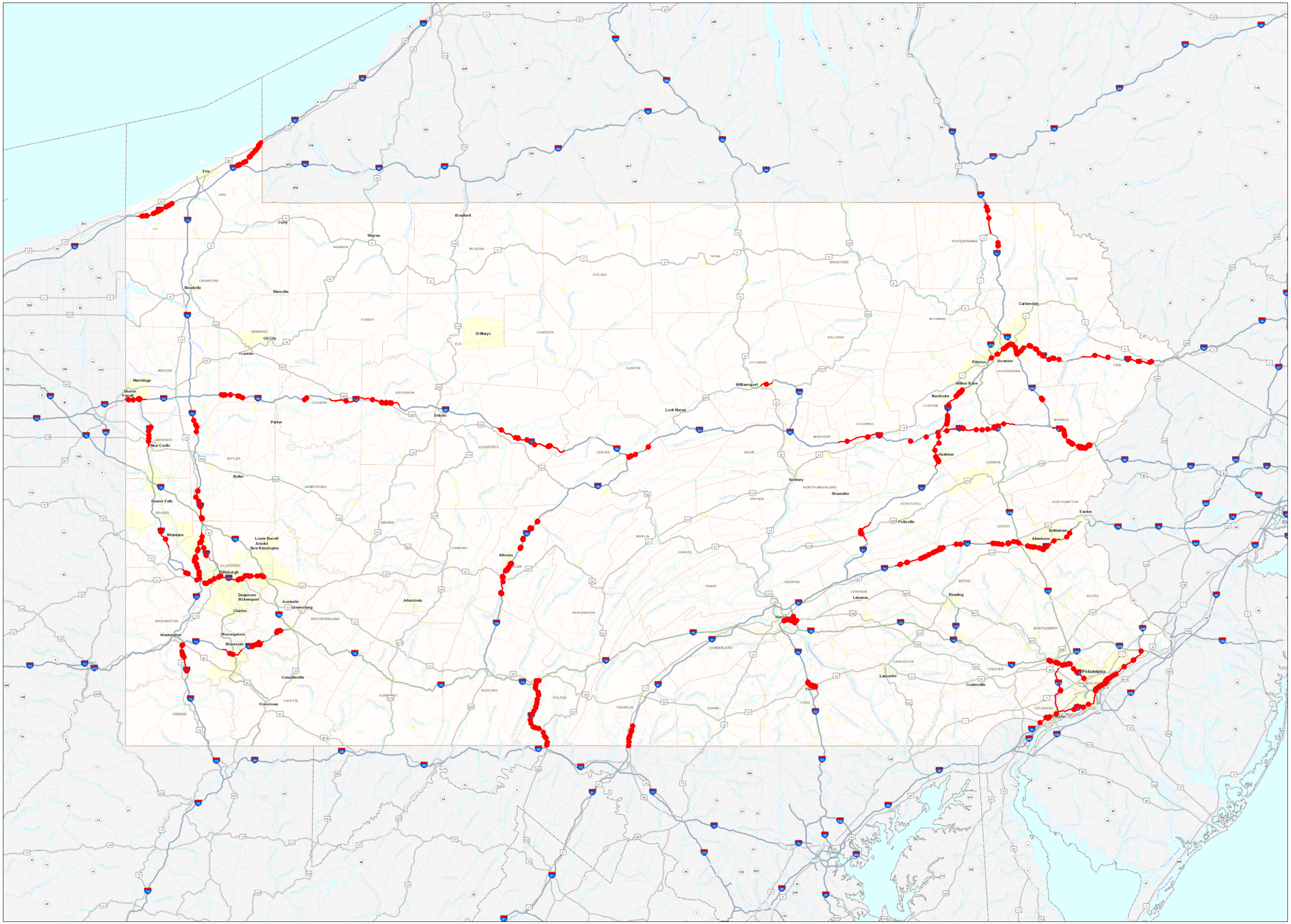
+ Indicates phase qualifies for TOLL funds

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

2021 INTERSTATE MANAGEMENT TRANSPORTATION IMPROVEMENT PROGRAM PROJECT MAP

pennsylvania
DEPARTMENT OF TRANSPORTATION

2021 Interstate Program Project Locations



April 16, 2020

MPMS Draft Tip - All

MPMS Draft Tip - All

1:726,142

0 5 10 20 mi

0 10 20 40 km

brankech@pa.gov
Pen007

2021 INTERSTATE MANAGEMENT REGIONAL PROJECTS TO INTERSTATE TIP PROJECT LIST

2021-2032 IM Program - Regional to Interstate Projects															
District	County	MPMS	Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
1	Crawford	109812	I-79 MM 154 - 165 -#12	PE	231,855	0	0	0	0	0	0	0	0	231,855
1	Crawford	109812	I-79 MM 154 - 165 -#12	FD	0	298,513	0	0	0	0	0	0	0	298,513
1	Crawford	109812	I-79 MM 154 - 165 -#12	CON	0	0	10,000,000	10,000,000	6,607,902	0	0	0	0	26,607,902
3	Northumberland	97549	I-180 from SR 54 to SR 147	CON	3,500,000	3,500,000	4,315,000	0	0	0	0	0	0	11,315,000
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	FD	0	250,000	0	0	0	0	0	0	0	250,000
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	CON	0	0	3,460,302	3,460,302	3,460,302	0	0	0	0	10,380,906
3	Montour	97556	I-80 EB from SR 3013 to SR 54	CON	0	0	2,000,000	4,553,029	4,553,029	2,553,029	0	0	0	13,659,087
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	FD	25,000	0	0	0	0	0	0	0	0	25,000
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	CON	2,300,000	0	0	0	0	0	0	0	0	2,300,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	FD	25,000	0	0	0	0	0	0	0	0	25,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	CON	2,650,000	0	0	0	0	0	0	0	0	2,650,000
6	Philadelphia	17821	I-95: Shackamaxon-Ann	PE		250,000	1,000,000	0	0	0	0	0	0	1,250,000
6	Philadelphia	17821	I-95: Shackamaxon-Ann	FD	5,785,714	5,785,714	5,785,714	5,785,714	5,785,714	5,785,714	5,785,714	0	0	40,499,998
6	Philadelphia	46959	I-95 Design Support Serv	PE	1,000,000	1,000,000	1,000,000	1,000,000	0	0	0	0	0	4,000,000
6	Philadelphia	107698	I-76 Bridge Repair	CON	5,336,250	5,336,250	5,336,250	5,336,250	0	0	0	0	0	21,345,000
6	Philadelphia	107709	I-95 Bridge Repairs	CON	3,945,345	3,945,345	3,945,345	3,945,345	0	0	0	0	0	15,781,380
6	Philadelphia	92581	I95 Delaware Line-Phila NB	CON	6,500,000	6,500,000	0	0	0	0	0	0	0	13,000,000
8	York	106531	I-83 Newberrytown South Resurf	PE	50,000	0	0	0	0	0	0	0	0	50,000
8	York	106531	I-83 Newberrytown South Resurf	CON	4,000,000	4,000,000	3,200,000	0	0	0	0	0	0	11,200,000
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	PE	0	50,000	0	0	0	0	0	0	0	50,000
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	CON	0	0	7,248,422	7,248,422	7,248,422	0	0	0	0	21,745,266
8	Lebanon	112290	I-78 Patching I-81 to PA 72	PE	10,000	0	0	0	0	0	0	0	0	10,000
8	Lebanon	112290	I-78 Patching I-81 to PA 72	CON	0	2,400,000	0	0	0	0	0	0	0	2,400,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	PE	800,000	745,000	0	0	0	0	0	0	0	1,545,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	FD	0	2,500,000	2,105,000	0	0	0	0	0	0	4,605,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	UTL	0	530,000	500,000	0	0	0	0	0	0	1,030,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	ROW	0	0	1,500,000	817,500	0	0	0	0	0	2,317,500
10	Jefferson	106029	I-80 Brookville West Reconstruction	CON	0	0	0	15,000,000	15,000,000	15,000,000	18,378,166	0	0	63,378,166
10	Clarion	106030	I-80 Strattanville Reconstruction	PE	0	0	0	0	1,900,156	0	0	0	0	1,900,156
10	Clarion	106030	I-80 Strattanville Reconstruction	FD	0	0	0	0	3,179,183	1,000,000	0	0	0	4,179,183
10	Clarion	106030	I-80 Strattanville Reconstruction	UTL	0	0	0	0	0	944,811	900,000	0	0	1,844,811
10	Clarion	106030	I-80 Strattanville Reconstruction	ROW	0	0	0	0	0	1,500,000	959,748	0	0	2,459,748
10	Clarion	106030	I-80 Strattanville Reconstruction	CON	0	0	0	0	0	0	20,000,000	30,000,000	41,133,653	91,133,653
10	Butler	112279	I 80 Clarion County Bridge Preservation	CON	1,275,000	0	0	0	0	0	0	0	0	1,275,000
10	Jefferson	112281	I 80 Jefferson County Bridge Preservation	PE	50,000	0	0	0	0	0	0	0	0	50,000
10	Jefferson	112281	I 80 Jefferson County Bridge Preservation	CON	1,450,000	0	0	0	0	0	0	0	0	1,450,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	PE	1,500,000	0	0	0	0	0	0	0	0	1,500,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	FD	0	2,500,000	0	0	0	0	0	0	0	2,500,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	ROW	0	1,125,126	1,125,126	0	0	0	0	0	0	2,250,252
10	Jefferson	106223	I-80 Brookville East Reconstruction	CON	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	8,000,000	0	48,000,000

2021 INTERSTATE SPIKE PROJECT LISTS
NHPP-STP-STATE FUNDS

2021 Program - Interstate Spike Projects (NHPP)

MPMS	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
3142	2	Centre	Exit 161 Bellefonte Int	CON	0	10,000,000	10,000,000	5,000,000	0	0	0	0	0	25,000,000
93494	5	Berks	I-78 Rt 61 Bridge Replace	CON	32,650,000	19,550,000	0	0	0	0	0	0	0	52,200,000
111664	8	York	Market Street Bridge over Mill Creek	CON	5,040,000	0	0	0	0	0	0	0	0	5,040,000
87795	4	Pike	I-84, I-84 E&W I-4R E26-E34	CON	45,858,000	19,550,000	25,092,000	0	0	0	0	0	0	90,500,000
106682	4	Lackawanna	Scranton Beltway/Turnpike	CON	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
92931	8	Dauphin	I-83 Eisenhower Interchange	ROW	20,000,000	20,000,000	20,000,000	14,300,000	0	0	0	0	0	74,300,000
92931	8	Dauphin	I-83 Eisenhower Interchange	CON	0	0	18,751,488	30,947,000	29,147,000	17,948,000	15,000,000	15,000,000	30,476,512	157,270,000
113378	8	Dauphin	I-83 Eisenhower Interchange B	ROW	0	0	0	5,900,000	0	0	0	0	0	5,900,000
113378	8	Dauphin	I-83 Eisenhower Interchange B	CON	0	0	0	0	0	0	12,098,000	13,135,000	61,865,000	146,990,000
113380	8	Dauphin	I-83 Eisenhower Interchange C	ROW	0	0	0	1,500,000	0	0	0	0	0	1,500,000
113380	8	Dauphin	I-83 Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	40,000,000	129,230,000
113381	8	Dauphin	I-83 Eisenhower Interchange D	ROW	0	0	0	0	900,000	0	0	0	0	900,000
113381	8	Dauphin	I-83 Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	34,463,488	80,871,000
106662	6	Montgomery	I-76 Integrated Corridor Management	CON	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	78,535,000	193,535,000
106662	6	Montgomery	I-76 Integrated Corridor Management	FD	12,000,000	0	0	0	0	0	0	0	0	12,000,000
106662	6	Montgomery	I-76 Integrated Corridor Management	UTL	15,000,000	0	0	0	0	0	0	0	0	15,000,000
106662	6	Montgomery	I-76 Integrated Corridor Management	ROW	0	6,400,000	6,400,000	6,400,000	0	0	0	0	0	19,200,000
92924	8	York	I-83, North York Widening	ROW	1,000,000	0	0	0	0	0	0	0	0	1,000,000
92924	8	York	I-83, North York Widening	CON	0	0	0	0	17,901,000	10,000,000	0	0	0	27,901,000
112548	8	York	Sherman Street & Eberts Lane	CON	0	7,336,488	3,303,512	0	0	0	0	0	0	10,640,000
112540	8	York	Mill Creek Relocation	CON	0	3,920,000	0	0	0	0	0	0	0	3,920,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	5,850,000	0	0	80,850,000
112549	8	York	North York Widening # (Exit 19)	CON	0	0	0	0		15,000,000	15,000,000	15,000,000	42,200,000	87,200,000
99874	11	Allegheny	Pkwy East Corridor Transp	CON	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	60,000,000
97828	8	Dauphin	I-83 East Shore (Section 3)	CON	0	0	8,901,000	0	0	0	0	0	0	8,901,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	CON	0	0	0	13,901,000	0	0	0	0	0	13,901,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	CON	0	0	0	0	0	0	0	0	75,000,000	200,000,000

2021 Program - Interstate Spike Projects (STP)

MPMS	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
104821	6	Delaware	I-476 Travel Management	PE	**2,250,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,250,000**
104821	6	Delaware	I-476 Travel Management	FD	**3,000,000**	**2,500,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,500,000**
104821	6	Delaware	I-476 Travel Management	UTL	**0**	**0**	**300,000**	**0**	**0**	**0**	**0**	**0**	**0**	**300,000**
104821	6	Delaware	I-476 Travel Management	ROW	**0**	**0**	**250,000**	**0**	**0**	**0**	**0**	**0**	**0**	**250,000**
104821	6	Delaware	I-476 Travel Management	CON	**0**	**0**	**0**	**11,000,000**	**11,000,000**	**11,000,000**	**11,000,000**	**10,000,000**	**0**	**54,000,000**
105438	11	Allegheny	I-376, Commercial Street Bridge	CON	**0**	**0**	**0**	**0**	**15,000,000**	**15,000,000**	**20,901,000**	**0**	**0**	**50,901,000**

2021 Program - Interstate Spike Projects (State)

MPMS	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
92931	8	Dauphin	Eisenhower Interchange	FD	4,000,000	7,008,900	0	0	0	0	0	0	0	11,008,900
92931	8	Dauphin	Eisenhower Interchange	UTL	3,300,000	4,700,000	4,000,000	0	0	0	0	0	0	12,000,000
113378	8	Dauphin	Eisenhower Interchange B	FD	0	0	7,289,300	3,000,000	0	0	0	0	0	10,289,300
113380	8	Dauphin	Eisenhower Interchange C	FD	0	0	0	0	6,046,100	3,000,000	0	0	0	9,046,100
113381	8	Dauphin	Eisenhower Interchange D	FD	0	0	0	0	0	0	9,937,900	0	0	9,937,900
97828	8	Dauphin	I-83 East Shore (Section 3)	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
97828	8	Dauphin	I-83 East Shore (Section 3)	ROW	10,000,000	11,000,000	12,000,000	12,000,000	0	0	0	0	0	45,000,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	FD	0	4,000,000	0	0	0	0	0	0	0	4,000,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	UTL	0	0	2,000,000	0	0	0	0	0	0	2,000,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	ROW	0	4,000,000	1,000,000	0	0	0	0	0	0	5,000,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	FD	0	0	0	0	3,500,000	1,500,000	0	0	0	5,000,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	UTL	0	0	0	0	0	2,000,000	0	0	0	2,000,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	ROW	0	0	0	0	0	5,000,000	0	0	0	5,000,000
92924	8	York	I-83, North York Widening	FD	2,000,000	4,000,000	0	0	0	0	0	0	0	6,000,000
92924	8	York	I-83, North York Widening	UTL	100,000	0	0	0	0	0	0	0	0	100,000
112548	8	York	Sherman Street & Eberts Lane	FD	500,000	500,000	0	0	0	0	0	0	0	1,000,000
112548	8	York	Sherman Street & Eberts Lane	UTL	190,000	0	0	0	0	0	0	0	0	190,000
112548	8	York	Sherman Street & Eberts Lane	ROW	760,000	0	0	0	0	0	0	0	0	760,000
112540	8	York	Mill Creek Relocation	FD	425,000	0	0	0	0	0	0	0	0	425,000
112540	8	York	Mill Creek Relocation	UTL	70,000	0	0	0	0	0	0	0	0	70,000
112540	8	York	Mill Creek Relocation	ROW	2,000,000	2,500,000	2,500,000	0	0	0	0	0	0	7,000,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	FD	2,500,000	0	0	0	0	0	0	0	0	2,500,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	UTL	1,000,000	0	0	0	0	0	0	0	0	1,000,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
112549	8	York	North York Widening #1 (Exit 19)	FD	0	6,000,000	1,000,000	0	0	0	0	0	0	7,000,000
112549	8	York	North York Widening #1 (Exit 19)	UTL	0	0	3,300,000	0	0	0	0	0	0	3,300,000
112549	8	York	North York Widening #1 (Exit 19)	ROW	0	0	0	5,099,540	1,500,460	0	0	0	0	6,600,000
105438	11	Allegheny	I-376, Commercial Street Bridge	PE	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
105438	11	Allegheny	I-376, Commercial Street Bridge	FD	0	0	4,500,000	1,500,000	0	0	0	0	0	6,000,000
105438	11	Allegheny	I-376, Commercial Street Bridge	UTL	0	0	0	500,000	0	0	0	0	0	500,000
105438	11	Allegheny	I-376, Commercial Street Bridge	ROW	0	0	0	600,000	0	0	0	0	0	600,000
97027	11	Allegheny	I-376/Carnegie Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
97029	11	Allegheny	I-376/Greentree Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	PE	3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	FD	0	0	7,000,000	2,000,000	0	0	0	0	0	9,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	UTL	0	0	0	3,000,000	1,000,000	0	0	0	0	4,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	ROW	0	0	0	4,000,000	2,000,000	0	0	0	0	6,000,000
110601	99	Central Office	INFRA Support	CON	0	500,000	500,000	500,000	500,000	1,000,000	3,000,000	0	0	6,000,000

Appendix D

Statewide Program Summary

2021 STATEWIDE ITEMS TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY

Prepared by PennDOT's Center for Program Development and Management, provided statewide as part of regional Transportation Improvement Program Public Comment Period

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 30, 2020

2021 Statewide Program

Statewide Items (STWD Items) – The Statewide Items Transportation Improvement Program (TIP) contains approximately $330M per year of transportation funding and is managed in PennDOT's Center for Program Development and Management (CPDM) as a stand-alone TIP. It is comprised of a variety of statewide and multi-region projects, spending line items for routine transportation related work, and reserve line items that hold funds for a variety of programs and Statewide Managed Programs.

Statewide and multi-region projects generally have a scope of work that includes locations throughout Pennsylvania or with locations that span across more than one planning region or engineering district. Statewide projects may also include research or demonstration projects funded with a specified allocation of state or federal funding. Other examples include projects coordinated with the Pennsylvania Turnpike Commission or other state agencies or commissions, projects coordinated with county and local government agencies, and projects coordinated with other business partners and associations. Statewide projects are of a statewide nature and would not typically be funded on a Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) Highway and Bridge TIP.

Routine spending line items generally have predictable costs each year and cover various aspects of project development, construction and asset management. They include funding for planning, Pooled Fund Studies, inter-agency environmental review, accounts for take-up of right-of-way claims for project closeout, training for, and inspection of, state and local bridges and other structures, the Local Technical Assistance Program, Disadvantaged Business Enterprise Supportive Services, Traffic Monitoring Site installation and repair, costs related to the deployment of Transportation Systems Management and Operations projects, costs associated with the Rapid Bridge Replacement program, and oversight and management of Statewide Managed Programs.

Reserve line items on the Statewide Items TIP are used to maintain fiscal constraint of the overall Statewide Transportation Improvement Program (STIP). They provide a STIP fiscal balancing facility to use when adding or removing projects, or when existing projects have cost savings or overruns, whether those projects are on the Statewide Items TIP, or not. Reserve line items are held for state and federal highway and bridge funds, and a variety of other programs and funds types. For example, the Multimodal Reserve is used to fund state multimodal projects on regional TIPs. The Transit Flex Reserve holds highway funds that are flexed to transit and used each year to add regional transit projects as determined by the Pennsylvania Public Transit Association in cooperation with PennDOT's Bureau of Public Transit. The DCNR Rec Trail Reserve provides funds for the Recreational Trails program. This program is operated by the Department of Conservation and Natural Resources in cooperation with CPDM. Projects for education and administration of the program, as well as the Rec Trails projects themselves, are maintained on the STWD Items TIP.

Statewide Managed Programs

Statewide Managed Programs are cooperatively developed by PennDOT Central Office and Engineering Districts, MPO and RPOs, Federal Highway Administration (FHWA), and any other interested stakeholders. Programs are managed continuously in coordination with involved parties. The RRX Reserve, HSIP Set-aside Reserve, TAP Reserve, TIIF Reserve, the Secretary's Discretionary (Spike)

Reserves are all held on the STWD Items TIP and serve to balance the STIP with projects programmed on regional TIPS.

Rail-Highway Crossing Safety Program (RRX) – Pennsylvania is allocated $7.196M each year in federal Section 130 funding for Rail-Highway Crossing Safety program. The RRX Program provides funding to eliminate hazards associated with at-grade highway and railroad crossings. Funding is used for installation of gates and flashing light warning systems, to upgrade existing warning systems, and for the removal of at-grade crossings. The RRX Reserve line Item is held on the STWD Items TIP, and projects are programmed on regional TIPs with the fund code RRX.

The RRX program is developed by PennDOT CPDM and Bureau of Project Delivery staff in coordination with District Grade Crossing Engineers/Administrators (DGCE/As) at the annual Statewide Grade Crossing meeting held in October. Projects without regular obligation, or with Advance Construction (AC) obligation, are carried on the draft STIP. New projects are cash-flowed to later years. Regular obligation of carry-over projects prior to draft STIP adoption frees up funding to advance new projects.

RRX funding may only be used on open, public heavy (passenger and freight) rail crossings. Projects are prioritized first at locations in the top 25% highest hazard rating from the FRA Web Accident Prediction System (WBAPS). Other crossings along the same rail line can be included to form larger corridor projects. Local or railroad safety concerns, or MPO/RPO concerns communicated through their DGCE/A, which may not be identified in WBAPS are also considered. These include issues such as increased train traffic, limited sight-distance, near-miss history or antiquated warning devices. A list of 2021 Draft RRX Program projects is included with this document.

Highway Safety Improvement Program (HSIP) Set-aside – The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads. Implementation of the Strategic Highway Safety Plan (SHSP) through data driven safety analysis supports achieving these reductions. Pennsylvania receives $101.3M in HSIP funding each year, of which, $35M is designated for the HSIP Set-aside. Utilization of low-cost safety improvements system-wide also supports fatal and serious injury reductions. The HSIP Set-aside is used to implement the low-cost, systematic safety countermeasures identified in the Roadway Departure Safety Implementation Plan (RDIP) and the Intersection Safety Implementation Plan (ISIP). The HSIP Set-aside is also used to advance larger safety projects by providing additional funding where necessary. The HSIP Set-aside Reserve line Item is held on the STWD Items TIP, and projects are programmed on regional TIPs with the fund code sHSIP.

HSIP funding proposals may be submitted by an MPO/RPO, and are reviewed for eligibility through an approval workflow involving District and Central Office safety and planning staff prior to programming on a TIP. A conference call was held in February 2019 with the Districts and in April 2019 with the MPOs/RPOs to outline the schedule and application requirements for the FFY 2021 HSIP Set-aside. Set-aside funding application were accepted from August 1 – September 30, 2019. A data-driven safety analysis in the form of Benefit/Cost (B/C) Life Cycle analysis or Highway Safety Manual (HSM) analysis was required. Priority locations were recommended to be identified through HSM Network Screening, Speed Management Action Plan locations, or Road Safety Audit locations. Evaluation criteria were weighted, and each project was scored and ranked. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability.

Recommended projects meet eligibility requirements, were selected based on evaluation criteria scoring, and demonstrate a significant potential safety return for the cost, within the current available funding. Carryover projects were approved in prior rounds of funding, or separately by the Program Management Committee (PMC) which is the central decision-making body for transportation improvement projects within PennDOT and was structured to cover impacts of changes to the capital funds program. Projects not recommended for funding will remain as candidate proposals to be considered as regional or Set-aside program funds become available. FHWA has reviewed and concurs with the proposed program of projects. The HSIP Set-aside continually monitored by Central Office CPDM and Bureau of Maintenance and Operations staff to maximize funding and project delivery. A list of 2021 Draft HSIP Set-aside Program projects is included with this document.

Transportation Alternatives Set-aside (TAP) – The Transportation Alternatives Set-aside of the Surface Transportation Block Grant Program (TA Set-aside) provides $25 million a year for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The Fixing America's Surface Transportation (FAST) Act further sub-allocates TA Set-aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in Design Manual 1. These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-aside funds are handled by PennDOT CPDM and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional TIPs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the program. Additional information about the TA Set-aside can be found on PennDOT's TA Set-aside Funding Site.

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive applications rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-aside state coordinator prior to initiating a project selection round.

Transportation Infrastructure Investment Fund (TIIF) – $25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the office of the Secretary of the Department of Community and Economic Development (DCED). DCED works closely with PennDOT and the office of

the Deputy Secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs. A list of 2021 Draft TIIF Program projects is included with this document.

Secretary's Discretionary (Spike) Reserves – Financial Guidance includes a Set-aside of several types of highway funding reserved for the Secretary of Transportation's discretion, commonly referred as "Spike". The Secretary's Spike funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are included in regional TIPs or the Interstate Management TIP, utilizing Reserve Line Items from the STWD Items TIP to maintain overall STIP fiscal constraint. Spike projects are indicated with a lower-case "s" before the fund code (ex. sNHPP).

Transportation Systems Management and Operations (TSMO) – TSMO is a set-aside from the Spike funds with a focus on ensuring a high-quality, well-functioning intelligent transportation system. Promotes and supports implementation of TSMO strategies to resolve key mobility and safety issues. Application period was from November 1, 2019 through December 13, 2019. The first approved project was the Central Office application for the continuation of the INRIX data as this is a statewide effort with the data available and used by all of the Regional Traffic Management Centers (RTMCs/TMCs) for their traffic operation efforts. Secondly, we approved all applications pertaining to the replacement of antiquated ITS devices, as this continues to be our primary mission. We believe that we must bring the existing ITS infrastructure to today's standards so that we may develop a plan to replace devices based upon their life-cycle.

Next, we focused our attention to non-interstate projects as we are trying to promote more local projects with the MPO/RPOs. The remaining funds were distributed based on the following priorities: 1. TSMO Efforts; 2. New Devices; and 3. Communications.

Selected projects were shared with FHWA on January 15, 2020. Selected projects were shared with MPO/RPOs and Districts on February 6, 2020.

The Statewide TIP will be included with regional TIP public comment periods. Upon approval of the STIP, Statewide projects and initiatives will be monitored and managed based on scope changes and project schedules. Statewide Items project lists are included below.

2021 STATEWIDE ITEMS TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

FFY 2021 STWD Items TIP

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Central Office			101969	HSIP Set Aside Reserve	+C	SAMI													sHSIP	27,354,063				27,354,063	sHSIP	35,000,000				35,000,000	
Central Office			102893	Multimodal Reserve	C	IMOD			411	78,792,000		78,792,000			411	80,344,000		80,344,000			411	80,344,000		80,344,000			411	81,958,000		81,958,000	
Central Office			10	DBE Supportive Services	C	PRA	DBE	676,000	581	169,000		845,000	DBE	676,000	581	169,000		845,000	DBE	676,000	581	169,000		845,000	DBE	676,000	581	169,000		845,000	
Central Office			59763	Transit Flex Reserve	f C	PT	STP	1,744,800				1,744,800	STP	1,744,800				1,744,800	STP	1,744,800				1,744,800	STP	1,744,800				1,744,800	
Central Office			60469	TIIF Reserve	C	HCON			e581	16,590,000		16,590,000			e581	5,402,121		5,402,121			e581	14,978,095		14,978,095			e581	21,225,000		21,225,000	
Central Office			60560	TAP Reserve	+C	TENH	TAP	582,736				582,736	TAP	305,248				305,248	TAP	6,312,501				6,312,501	TAP	18,309,000				18,309,000	
Central Office			74548	Pooled Fund Studies LI	A	PRA	SPR	500,000				500,000	SPR	500,000				500,000	SPR	500,000				500,000	SPR	500,000				500,000	
Central Office			77786	State Highway Reserve	C	HRST			581	25,000,000		25,000,000			581	25,000,000		25,000,000			581	25,000,000		25,000,000			581	25,000,000		25,000,000	
Central Office			82335	State Bridge Reserve	C	BRDG			185	25,000,000		25,000,000			185	25,000,000		25,000,000			185	25,000,000		25,000,000			185	25,000,000		25,000,000	
Central Office			84337	State (15%) Reserve	C	HRST									s581	721,100		721,100			s581	94,392		94,392							
Central Office			84371	Bridg Insp Training LI	C	BRDG	STP	480,000	582	120,000		600,000	STP	480,000	582	120,000		600,000	STP	480,000	582	120,000		600,000	STP	480,000	582	120,000		600,000	
Central Office			84372	Federal SRTS Reserve	C	TENH	SRTSF	1,500,000				1,500,000	SRTSF	1,500,000				1,500,000	SRTSF	1,500,000				1,500,000	SRTSF	1,500,000				1,500,000	
Central Office			87583	Env Rev US Army Corps	P	HRST	STP	520,000	581	130,000		650,000	STP	520,000	581	130,000		650,000	STP	520,000	581	130,000		650,000	STP	520,000	581	130,000		650,000	
Central Office			87584	Env Rev US F&WS	P	HRST	STP	281,119	581	70,280		351,399	STP	289,553	581	72,388		361,941	STP	298,240	581	74,560		372,800	STP	298,240	581	74,560		372,800	
Central Office			87585	Env Rev PHMC	P	HRST	STP	286,805	581	71,701		358,506	STP	295,409	581	73,852		369,261	STP	304,271	581	76,068		380,339	STP	304,271	581	76,068		380,339	
Central Office			87586	Env Rev PA Fish/Boat	P	HRST	STP	182,667	581	45,667		228,334	STP	188,147	581	47,037		235,184	STP	193,793	581	48,448		242,241	STP	193,793	581	48,448		242,241	
Central Office			87587	Env Rev PA Game Comm	P	HRST	STP	63,780	581	15,945		79,725	STP	63,780	581	15,945		79,725	STP	63,780	581	15,945		79,725	STP	63,780	581	15,945		79,725	
Central Office			87588	Env Rev PA DEP	P	HRST	STP	1,188,538	581	297,134		1,485,672	STP	1,224,194	581	306,048		1,530,242	STP	1,260,918	581	315,230		1,576,148			581	315,230		315,230	
Central Office			87588	Env Rev PA DEP	P	XRST																			STP	1,260,918				1,260,918	
Central Office			88614	179 Fund Closeout	C	BRDG			179	250,000		250,000			179	250,000		250,000			179	250,000		250,000			179	250,000		250,000	
Central Office			91407	Env Rev PA DCNR	P	HRST	STP	97,640	581	24,410		122,050	STP	100,570	581	25,142		125,712	STP	103,586	581	25,897		129,483	STP	103,586	581	25,897		129,483	
Central Office			94921	State Inventory/Inspect	F	BRDG	STP	1,920,000	582	480,000		2,400,000	STP	1,920,000	582	480,000		2,400,000	STP	1,920,000	582	480,000		2,400,000	STP	1,920,000	582	480,000		2,400,000	
Central Office			101924	Planning Reserve	A	PRA	SPR	64,272,000	581	8,034,000	8,034,000	80,340,000	SPR	66,844,000	581	8,355,000	8,355,000	83,554,000	SPR	69,517,000	581	8,690,000	8,690,000	86,897,000	SPR	72,298,000	581	9,037,000	9,037,000	90,372,000	
Central Office			102620	STP Reserve	C	HRST	sSTP	400,000				400,000																			
Central Office			102623	RBR Reserve	C	HRST			s581	2,500,000		2,500,000			s581	2,500,000		2,500,000			s581	2,500,000		2,500,000			s581	2,500,000		2,500,000	
Central Office			104411	TIIF Oversight and Mngmt	P	HRST			581	3,400,000		3,400,000			581	3,400,000		3,400,000			581	3,400,000		3,400,000			581	3,400,000		3,400,000	
Central Office			104412	TAP Oversight & Mngmt	P	IMOD	STP	2,000,000				2,000,000	STP	2,000,000				2,000,000	STP	2,000,000				2,000,000	STP	2,000,000				2,000,000	
Central Office			106136	P3 RBR Payments	C	HRST			185	15,457,500		15,457,500			185	15,512,500		15,512,500			185	15,557,500		15,557,500			185	15,612,500		15,612,500	1/30/18 A
Central Office			106136	P3 RBR Payments	C	HRST			s581	15,457,500		15,457,500			s581	15,512,500		15,512,500			s581	15,557,500		15,557,500			s581	15,612,500		15,612,500	1/30/18 A
Central Office			106136	P3 RBR Payments	C	HRST			581	15,457,500		15,457,500			581	15,512,500		15,512,500			581	15,557,500		15,557,500			581	15,612,500		15,612,500	1/30/18 A
Central Office			106136	P3 RBR Payments	C	HRST			s185	15,457,500		15,457,500			s185	15,512,500		15,512,500			s185	15,557,500		15,557,500			s185	15,612,500		15,612,500	1/30/18 A
Central Office			106544	Municipal Safety LTAP	+P	SAMI	sHSIP	404,157				404,157																			
Central Office			107082	LTAP Line Item	A	PRA	SPR	310,000				310,000	SPR	310,000				310,000	SPR	310,000				310,000	SPR	310,000				310,000	
Central Office			107087	DCNR Rec Trails Reserve	C	TENH	REC	1,991,226			508,774	2,500,000	REC	1,991,226			508,774	2,500,000	REC	1,991,226			508,774	2,500,000	REC	1,991,226			508,774	2,500,000	
Central Office			110068	MIRE FDE Local Road Data Collection	+C	SAMI	sHSIP	2,448,012				2,448,012	sHSIP	551,988				551,988													
Central Office			111145	TSMO Reserve	C	HRST	sSTP	105,000				105,000	sSTP	20,000				20,000	sSTP	4,375,000				4,375,000	sSTP	5,000,000				5,000,000	
Central Office			112699	INRIX 2019 - 2021	+A	SAMI	sSTP	692,900				692,900	sSTP	1,025,000				1,025,000													
Central Office			113174	2019 SHRP 2 Traff Incdnt Mgmt Responder Training	A	SAMI	sHSIP	31,600				31,600																			
Central Office			113973	HSM Analysis Tool Updates & HSIP-IP Report	+A	SAMI	sHSIP	750,000				750,000																			
Central Office			114113	Norfolk Southern Yield Signs	+C	SAMI	RRX	300,000				300,000																			
Central Office			114537	Norfolk Southern Statewide LED Upgrades	+C	SAMI	RRX	637,595				637,595	RRX	387,453				387,453	RRX	635,706				635,706							
Central Office			114543	Norfolk Southern Statewide Circuitry Upgrade	+C	SAMI													RRX	119,353				119,353	RRX	712,971				712,971	
Central Office			114552	Historic Truss Bridge Preservation	C	BRDG													sSTP	1,000,000				1,000,000	sSTP	1,000,000				1,000,000	
Central Office			114961	State Bridge Inspection	F	BRDG			581	24,400,000		24,400,000			581	25,132,000		25,132,000			581	25,886,000		25,886,000			581	26,663,000		26,663,000	
Central Office			114973	Local Bridge Inspection	F	BRDG	STP	2,800,000				2,800,000	STP	3,640,000				3,640,000	STP	4,732,000				4,732,000	STP	6,152,000				6,152,000	
Central Office			114973	Local Bridge Inspection	F	BRDG	NHPP	2,800,000			1,400,000	4,200,000	NHPP	3,640,000			1,820,000	5,460,000	NHPP	4,732,000			2,366,000	7,098,000	NHPP	6,152,000			3,076,000	9,228,000	
Totals for: Central Office								**89,966,575**		**247,220,137**	**9,942,774**	**347,129,486**		**90,217,368**		**239,593,633**	**10,683,774**	**340,494,775**		**132,644,237**		**249,827,635**	**11,564,774**	**394,036,646**		**158,490,585**		**258,938,148**	**12,621,774**	**430,050,507**	**1,511,711,414**
Overall Totals:								**89,966,575**		**247,220,137**	**9,942,774**	**347,129,486**		**90,217,368**		**239,593,633**	**10,683,774**	**340,494,775**		**132,644,237**		**249,827,635**	**11,564,774**	**394,036,646**		**158,490,585**		**258,938,148**	**12,621,774**	**430,050,507**	**1,511,711,414**

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

2021 STATEWIDE ITEMS TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC NARRATIVE REPORT

Central Office

PennDOT Project Id: 10

Project Administrator: PENNDOT

Title: DBE Supportive Services

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Funding for PennDOT's Bureau of Equal Opportunity Disadvantaged Business Enterprise Supportive Services.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	DBE	$676	$676	$676	$676	$1,690	$169
Construction	581	$169	$169	$169	$169	$1,690	$676
	Federal:	$676	$676	$676	$676	$1690	$169
	State:	$169	$169	$169	$169	$1690	$676
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$845	$845	$845	$845	$3,380	$845

Total FFY 2021-2032 Cost **$7,605**

PennDOT Project Id: 59763

Project Administrator: PennDOT

Title: Transit Flex Reserve

Improvement Type: Transit System Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve of funds available for transfer (flex) to Transit. Pennsylvania Act 3 of 1997 provides that $25 million per year of Federal highway funding will be flexed to transit agencies to fund transit projects. $17,083,000 of this is flexed directly to Southeastern Pennsylvania Transportation Authority (SEPTA), and $6,172,200 is flexed directly to the Port Authority of Allegheny CO. The remaining funds are held in the Transit Flex Reserve to fund projects as determined by the Pennsylvania Public Transit Association (PPTA).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	$1,745	$1,745	$1,745	$1,745	$6,979	$6,979
	Federal:	$1745	$1745	$1745	$1745	$6979	$6979
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,745	$1,745	$1,745	$1,745	$6,979	$6,979

Total FFY 2021-2032 Cost **$20,938**

PennDOT Project Id: 60469

Project Administrator: PennDOT

Title: TIIF Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Transportation Infrastructure Investment Fund - $25 million per year in Highway Capital state funds for eligible transportation improvements associated with economic development opportunities. Approvals to utilize this funding is at the discretion of the Governor's office and PennDOT Executive Leadership.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	581	$16,590	$5,402	$14,978	$21,225	$100,000	$100,000
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$16590	$5402	$14978	$21225	$100000	$100000
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$16,590	$5,402	$14,978	$21,225	$100,000	$100,000
Total FFY 2021-2032 Cost	**$258,195**						

PennDOT Project Id: 60560

Project Administrator: PennDOT

Title: TAP Reserve

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide Reserve of funds for Transportation Alternatives Program (TAP) projects.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	TAP	$523	$305	$6,313	$18,309	$73,236	$73,236
	Federal:	$523	$305	$6313	$18309	$73236	$73236
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$523	$305	$6,313	$18,309	$73,236	$73,236
Total FFY 2021-2032 Cost	**$171,922**						

PennDOT Project Id: 74548

Project Administrator: PennDOT

Title: Pooled Fund Studies LI

Improvement Type: Research

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: PennDOT's contribution to the Federal Transportation Pooled Fund program. More information on the program can be found at http://www.pooledfund.org/.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Planning/Research/Adminis	SPR	$500	$500	$500	$500	$2,000	$2,000
	Federal:	$500	$500	$500	$500	$2000	$2000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$500	$500	$500	$500	$2,000	$2,000
Total FFY 2021-2032 Cost	**$6,000**						

PennDOT Project Id: 77786

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: State Highway Reserve

Title: State Highway Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$25000	$25000	$25000	$25000	$100000	$100000
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000

Total FFY 2021-2032 Cost **$300,000**

PennDOT Project Id: 82335

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: State Bridge Reserve

Title: State Bridge Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$25000	$25000	$25000	$25000	$100000	$100000
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000

Total FFY 2021-2032 Cost **$300,000**

PennDOT Project Id: 84337

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide Reserve for the Secretary's discretionary funding (spike).

Title: State (15%) Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	$0	$721	$94	$0	$362	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$721	$94	$0	$362	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$721	$94	$0	$362	$0
Total FFY 2021-2032 Cost	**$1,177**						

PennDOT Project Id: 84371

Project Administrator: PennDOT

Title: Bridg Insp Training LI

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide - Bridges

Project Description: Statewide funding for bridge inspection training.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	$480	$480	$480	$480	$1,920	$1,920
Construction	582	$120	$120	$120	$120	$480	$480
	Federal:	$480	$480	$480	$480	$1920	$1920
	State:	$120	$120	$120	$120	$480	$480
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$600	$600	$600	$600	$2,400	$2,400
Total FFY 2021-2032 Cost	**$7,200**						

PennDOT Project Id: 84372

Project Administrator: PennDOT

Title: Federal SRTS Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Federal Safe Routes to School Reserve.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	SRTSF	$1,500	$1,500	$1,500	$1,500	$0	$0
	Federal:	$1500	$1500	$1500	$1500	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,500	$1,500	$1,500	$1,500	$0	$0
Total FFY 2021-2032 Cost	**$6,000**						

PennDOT Project Id: 87583

Project Administrator: PennDOT
Title: Env Rev US Army Corps
Improvement Type: Administration
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide - Enviromental Review
Project Description: State Contract with US Army Corps Engineers for environmental reviews..

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	$520	$520	$520	$520	$2,080	$2,080
Preliminary Engineering	581	$130	$130	$130	$130	$520	$520
	Federal:	$520	$520	$520	$520	$2080	$2080
	State:	$130	$130	$130	$130	$520	$520
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$650	$650	$650	$650	$2,600	$2,600

Total FFY 2021-2032 Cost **$7,800**

PennDOT Project Id: 87584

Project Administrator: PennDOT
Title: Env Rev US F&WS
Improvement Type: Administration
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide - Environmental Review
Project Description: State Contract with US Fish and Wildlife Service for environmental reviews..

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	$281	$290	$298	$298	$1,193	$1,193
Preliminary Engineering	581	$70	$72	$75	$75	$298	$298
	Federal:	$281	$290	$298	$298	$1193	$1193
	State:	$70	$72	$75	$75	$298	$298
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$351	$362	$373	$373	$1,491	$1,491

Total FFY 2021-2032 Cost **$4,441**

PennDOT Project Id: 87585

Project Administrator: PennDOT
Title: Env Rev PHMC
Improvement Type: Administration
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide - Environmental Review
Project Description: State Contract with PA Historic and Museum Commission for environmental reviews.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	STP	$287	$295	$304	$304	$1,217	$1,217
Preliminary Engineering	581	$72	$74	$76	$76	$304	$304
	Federal:	$287	$295	$304	$304	$1217	$1217
	State:	$72	$74	$76	$76	$304	$304
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$359	$369	$380	$380	$1,521	$1,521
Total FFY 2021-2032 Cost	**$4,530**						

PennDOT Project Id: 87586

Project Administrator: PennDOT

Improvement Type: Administration

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide - Environmental Review

Project Description: State Contract with PA Fish and Boat Commission for environmental reviews.

Title: Env Rev PA Fish/Boat

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	STP	$183	$188	$194	$194	$775	$775
Preliminary Engineering	581	$46	$47	$48	$48	$194	$194
	Federal:	$183	$188	$194	$194	$775	$775
	State:	$46	$47	$48	$48	$194	$194
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$229	$235	$242	$242	$969	$969
Total FFY 2021-2032 Cost	**$2,886**						

PennDOT Project Id: 87587

Project Administrator: PennDOT

Improvement Type: Administration

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide - Environmental Review

Project Description: State Contract with PA Game Commission for environmental review

Title: Env Rev PA Game Comm

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	STP	$64	$64	$64	$64	$255	$255
Preliminary Engineering	581	$16	$16	$16	$16	$64	$64
	Federal:	$64	$64	$64	$64	$255	$255
	State:	$16	$16	$16	$16	$64	$64
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$80	$80	$80	$80	$319	$319
Total FFY 2021-2032 Cost	**$958**						

PennDOT Project Id: 87588

Project Administrator: PennDOT

Title: Env Rev PA DEP

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide - Enviromental Review

Project Description: State Contract with PA Department of Environmental Protection for environmental reviews.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	$1,189	$1,224	$1,261	$1,261	$5,044	$5,044
Preliminary Engineering	581	$297	$306	$315	$315	$1,261	$1,261
	Federal:	$1189	$1224	$1261	$1261	$5044	$5044
	State:	$297	$306	$315	$315	$1261	$1261
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$1,486	$1,530	$1,576	$1,576	$6,305	$6,305

Total FFY 2021-2032 Cost **$18,778**

PennDOT Project Id: 88614

Project Administrator: PennDOT

Title: 179 Fund Closeout

Improvement Type: Bridge Preservation Activities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Line item for close out of carryover appropriation 179 (Act 26) funds. Funds are to replace 5% Local share for county owned bridge projects in disadvantaged counties in the Commonwealth.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	179	$250	$250	$250	$250	$1,000	$1,000
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$250	$250	$250	$250	$1000	$1000
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$250	$250	$250	$250	$1,000	$1,000

Total FFY 2021-2032 Cost **$3,000**

PennDOT Project Id: 91407

Project Administrator: PennDOT

Title: Env Rev PA DCNR

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide - Environmental Review

Project Description: State Contract with PA Department of Conservation and Natural Resources for environmental reviews.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	STP	$98	$101	$104	$104	$414	$414
Preliminary Engineering	581	$24	$25	$26	$26	$104	$104
	Federal:	$98	$101	$104	$104	$414	$414
	State:	$24	$25	$26	$26	$104	$104
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$122	$126	$130	$130	$518	$518
Total FFY 2021-2032 Cost	**$1,544**						

PennDOT Project Id: 94921

Project Administrator: PennDOT

Title: State Inventory/Inspect

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide - Bridges

Project Description: Statewide funding for the inventory and inspection of walls and signs on and off the Federal-aid System (based on two-year cycle inspections).

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	STP	$1,920	$1,920	$1,920	$1,920	$7,680	$7,680
Final Design	582	$480	$480	$480	$480	$1,920	$1,920
	Federal:	$1920	$1920	$1920	$1920	$7680	$7680
	State:	$480	$480	$480	$480	$1920	$1920
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,400	$2,400	$2,400	$2,400	$9,600	$9,600
Total FFY 2021-2032 Cost	**$28,800**						

PennDOT Project Id: 101924

Project Administrator: PennDOT

Title: Planning Reserve

Improvement Type: Planning

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for Statewide Planning & Research (SPR) funds.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Planning/Research/Adminis	SPR	$64,272	$66,844	$69,517	$72,298	$289,192	$289,192
Planning/Research/Adminis	581	$8,034	$8,355	$8,690	$9,037	$36,148	$36,148
Planning/Research/Adminis	LOC	$8,034	$8,355	$8,690	$9,037	$36,148	$36,148
	Federal:	$64272	$66844	$69517	$72298	$289192	$289192
	State:	$8034	$8355	$8690	$9037	$36148	$36148
	Local/Other:	$8034	$8355	$8690	$9037	$36148	$36148
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$80,340	$83,554	$86,897	$90,372	$361,488	$361,488
Total FFY 2021-2032 Cost	**$1,064,139**						

PennDOT Project Id: 101969

Project Administrator: PennDOT

Title: HSIP Set Aside Reserve

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide Reserve for Highway Safety Improvement Program (HSIP) funds. The funds are used to advance statewide low-cost, systematic safety improvements.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	$0	$0	$27,354	$35,000	$140,000	$140,000
	Federal:	$0	$0	$27354	$35000	$140000	$140000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$27,354	$35,000	$140,000	$140,000

Total FFY 2021-2032 Cost **$342,354**

PennDOT Project Id: 102620

Project Administrator: PennDOT

Title: STP Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for discretionary Surface Transportation Program (STP) funds.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	$400	$0	$0	$0	$363	$0
	Federal:	$400	$0	$0	$0	$363	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$400	$0	$0	$0	$363	$0

Total FFY 2021-2032 Cost **$763**

PennDOT Project Id: 102623

Project Administrator: PennDOT

Title: RBR Reserve

Improvement Type: Bridge Replacement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for contingencies related to PennDOT's Public, Private, Partnership (P3) Rapid Bridge Replacement (RBR) project.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	581	$2,500	$2,500	$2,500	$2,500	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$2500	$2500	$2500	$2500	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,500	$2,500	$2,500	$2,500	$0	$0
Total FFY 2021-2032 Cost	**$10,000**						

PennDOT Project Id: 102893

Project Administrator: PennDOT

Title: Multimodal Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for PennDOT's Multimodal Transportation funds.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	411	$78,792	$80,344	$80,344	$81,958	$334,612	$348,861
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$78792	$80344	$80344	$81958	$334612	$348861
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$78,792	$80,344	$80,344	$81,958	$334,612	$348,861
Total FFY 2021-2032 Cost	**$1,004,911**						

PennDOT Project Id: 104411

Project Administrator: PennDOT

Title: TIIF Oversight and Mngmt

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide funding to support the oversight and management of approved Transportation Infrastructure Investment Fund (TIIF) projects.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	581	$3,400	$3,400	$3,400	$3,400	$13,600	$13,600
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$3400	$3400	$3400	$3400	$13600	$13600
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$3,400	$3,400	$3,400	$3,400	$13,600	$13,600
Total FFY 2021-2032 Cost	**$40,800**						

PennDOT Project Id: 104412

Project Administrator: PennDOT
Title: TAP Oversight & Mngmt
Improvement Type: Administration
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide

Project Description: Statewide funding to support the oversight and management of approved Statewide Transportation Alternatives Program (TAP) projects.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	$2,000	$2,000	$2,000	$2,000	$8,000	$8,000
	Federal:	$2000	$2000	$2000	$2000	$8000	$8000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,000	$2,000	$2,000	$2,000	$8,000	$8,000

Total FFY 2021-2032 Cost **$24,000**

PennDOT Project Id: 106136

Project Administrator: PennDOT
Title: P3 RBR Payments
Improvement Type: Bridge Replacement
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 1/30/18
Actual Construction Bid Date: 1/30/18
Location: Statewide

Project Description: Milestone and availability payments for PennDOT's Public, Private Partnership (P3) Rapid Bridge Replacement (RBR) project.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	$30,915	$31,025	$31,115	$31,225	$94,240	$63,735
Construction	581	$30,915	$31,025	$31,115	$31,225	$94,240	$63,735
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$61830	$62050	$62230	$62450	$188480	$127470
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$61,830	$62,050	$62,230	$62,450	$188,480	$127,470

Total FFY 2021-2032 Cost **$564,510**

PennDOT Project Id: 106544

Project Administrator: PennDOT
Title: Municipal Safety LTAP
Improvement Type: Administration
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide

Project Description: Local Technical Assistance Program (LTAP) contract tasks for PennDOT Directed Technical Assistance and Local Safe Roads Program for delivery of local road low-cost safety improvements.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Preliminary Engineering	HSIP	$404	$0	$0	$0	$0	$0
	Federal:	$404	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$404	$0	$0	$0	$0	$0
Total FFY 2021-2032 Cost	**$404**						

PennDOT Project Id: 107082

Project Administrator: PennDOT

Title: LTAP Line Item

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for administration of Pennsylvania's Local Technical Assistance Programs (LTAP).

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Planning/Research/Adminis	SPR	$310	$310	$310	$310	$1,860	$0
	Federal:	$310	$310	$310	$310	$1860	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$310	$310	$310	$310	$1,860	$0
Total FFY 2021-2032 Cost	**$3,100**						

PennDOT Project Id: 107087

Project Administrator: PennDOT

Title: DCNR Rec Trails Reserve

Improvement Type: Pedestrian Facilities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Department of Conservation and Natural Resources (DCNR) Statewide Recreational Trails Program reserve.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	REC	$1,991	$1,991	$1,991	$1,991	$0	$0
Construction	LOC	$509	$509	$509	$509	$0	$0
	Federal:	$1991	$1991	$1991	$1991	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$509	$509	$509	$509	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,500	$2,500	$2,500	$2,500	$0	$0
Total FFY 2021-2032 Cost	**$10,000**						

PennDOT Project Id: 110068

Project Administrator: PennDOT

Title: MIRE FDE Local Road Data Collection

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) collection and integration to inventory all public roads in Pennsylvania by Sept. 30, 2026 for use in Highway Safety analysis.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	$2,448	$552	$0	$0	$0	$0
	Federal:	$2448	$552	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$2,448	$552	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$3,000**

PennDOT Project Id: 111145

Project Administrator: PennDOT

Title: TSMO Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Reserve line item for selected statewide TSMO projects.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	$0	$20	$4,375	$5,000	$20,000	$20,000
	Federal:	$0	$20	$4375	$5000	$20000	$20000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$20	$4,375	$5,000	$20,000	$20,000

Total FFY 2021-2032 Cost **$49,395**

PennDOT Project Id: 112699

Project Administrator: PennDOT

Title: INRIX 2019 - 2021

Improvement Type: Traffic Control Center

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide,

Project Description: Purchase of INRIX speed data for statewide traffic operations. This information is required for the travel time messages posted on DMS (Dynamic Message Signs).

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	STP	$693	$1,025	$0	$0	$0	$0
	Federal:	$693	$1025	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$693	$1,025	$0	$0	$0	$0
Total FFY 2021-2032 Cost	**$1,718**						

PennDOT Project Id: 113174

Project Administrator: PennDOT

Title: 2019 SHRP 2 Traff Incdnt Mgmt Responder Training

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: 10 Traffic Incident Management Responder training programs

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	HSIP	$32	$0	$0	$0	$0	$0
	Federal:	$32	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$32	$0	$0	$0	$0	$0
Total FFY 2021-2032 Cost	**$32**						

PennDOT Project Id: 113973

Project Administrator: PennDOT

Title: HSM Analysis Tool Updates & HSIP-IP Report

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Upgrades to the Highway Safety Manual (HSM) tool to allow HSIP applicants to perform HSM analysis for HSIP funding applications as required for spot location projects.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	HSIP	$750	$0	$0	$0	$0	$0
	Federal:	$750	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$750	$0	$0	$0	$0	$0
Total FFY 2021-2032 Cost	**$750**						

PennDOT Project Id: 114113

Project Administrator: PennDOT
Title: Norfolk Southern Yield Signs
Improvement Type: RR Warning Devices
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide
Project Description: Yield sign upgrade to 345 Norfolk Southern passive crossing locations statewide.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	RRX	$300	$0	$0	$0	$0	$0
	Federal:	$300	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$300	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$300**

PennDOT Project Id: 114537

Project Administrator: PennDOT
Title: Norfolk Southern Statewide LED Upgrades
Improvement Type: Safety Improvement
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide
Project Description: Purchase of LED lights to upgrade 508 Norfolk Southern crossings statewide.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	RRX	$638	$387	$636	$0	$0	$0
	Federal:	$638	$387	$636	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$638	$387	$636	$0	$0	$0

Total FFY 2021-2032 Cost **$1,661**

PennDOT Project Id: 114543

Project Administrator: PennDOT
Title: Norfolk Southern Statewide Circuitry Upgrade
Improvement Type: Safety Improvement
State Route: 0
Municipality:
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Statewide
Project Description: Purchase of upgraded circuitry equipment for Norfolk Southern crossings statewide.

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	RRX	$0	$0	$119	$713	$2,395	$0
	Federal:	$0	$0	$119	$713	$2395	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$119	$713	$2,395	$0
Total FFY 2021-2032 Cost	**$3,227**						

PennDOT Project Id: 114552

Project Administrator: PennDOT

Improvement Type: Historic Preservation

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Historic Truss Bridge Preservation Line Item

Project Description: Historic Truss Bridge Preservation Line Item

Title: Historic Truss Bridge Preservation

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Construction	STP	$0	$0	$1,000	$1,000	$8,000	$8,000
	Federal:	$0	$0	$1000	$1000	$8000	$8000
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$0	$0	$1,000	$1,000	$8,000	$8,000
Total FFY 2021-2032 Cost	**$18,000**						

PennDOT Project Id: 114961

Project Administrator: PennDOT

Improvement Type: Administration

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide inventory and inspection of state on and off the Federal-aid System (based on two-year cycle inspections).

Title: State Bridge Inspection

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Project Costs(In Thousands)							
Phase	**Fund**	**2021**	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
Final Design	581	$24,400	$25,132	$25,886	$26,663	$106,652	$106,652
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$24400	$25132	$25886	$26663	$106652	$106652
	Local/Other:	$0	$0	$0	$0	$0	$0
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$24,400	$25,132	$25,886	$26,663	$106,652	$106,652
Total FFY 2021-2032 Cost	**$315,385**						

PennDOT Project Id: 114973

Project Administrator: PennDOT

Title: Local Bridge Inspection

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide funding for the inventory and inspection of locally owned bridges (based on two-year cycle inspections). The inspection of local bridges performed by state forces per Act 10-A of 1986.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	$2,800	$3,640	$4,732	$6,152	$24,608	$24,608
Final Design	STP	$2,800	$3,640	$4,732	$6,152	$24,608	$24,608
Final Design	PRIV	$1,400	$1,820	$2,366	$3,076	$12,304	$12,304
	Federal:	$5600	$7280	$9464	$12304	$49216	$49216
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$1400	$1820	$2366	$3076	$12304	$12304
		2021	**2022**	**2023**	**2024**	**2025 - 2028**	**2029 - 2032**
	Period Totals:	$7,000	$9,100	$11,830	$15,380	$61,520	$61,520

Total FFY 2021-2032 Cost **$166,350**

Fund Category Appendix

Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond
ADMUO	Administration Use Only - Do Not Use
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BND	Bridge Bonding
BOF	Bridge Off System
CAQ	Congestion Mitigation/Air Quality
CB	Capital Budget Nonhighway
DAR	Defense Access Roads
DBE	Disadvantages Business Enterprise
D4R	Discretionary Interstate Maintenance
EB	Equity Bonus
ECONR	Economic Recovery
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLAP	Federal Lands Access Program
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
H4L	Highway for Life - 10% Limiting Amount
INFRA	INFRA Discretionary Award
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MSFF	Marcellus Shale Fee Fund
NFP	National HWY Freight Program
NHPP	National Highway Performance Program
OTH	Other Local Government Agencies
OTH-F	Other Federal Govt Agencies
OTH-S	Other Pa State Government Agencies
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PTAF	Act 26 PA Transportation Assist Fund
REC	Recreational Trails
RES	Funds Restoration
RFAP	Rail Freight Assistance Program
RRX	Highway Safety
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
SRTSF	Federal Safe Routes to Schools
SR2S	State Safe Route to School

Fund Category Code	Fund Category Description
SSE	Supportive Services Enterprise
STE	Surface Transportation Enhancement
STN	STP - Nonurbanized
STP	Surface Transportation Prog-Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TAU	Tap > 200,000 Population
TCS	Transpo & Community System Pres.
TIGER	Trans Investment Generating Economic Recovery
TIGGR	Transit Investment for Greenhouse Gas and Energy R
TPK	Turnpike
TTE	Transit Transportation Enhancements
073	Green Light-Go
137	Municipal Bridge Improvements and Bundling
138	Rural Commercial Routes
140	Intelligent Transportation System
144	302-87-3 Transportation Assistance
160	Community Transport.-Equip Grant
163	Community Transport.- Equip Grant
164	PTAF
175	FTA- Capital Improvements
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Hwy Transfer
185	State Bridge Construction
208	FTA- Discretionary Capital
244	ARLE Projects
278	Safety Admin
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asst Imprvmnt / Capitl Budg
340	PT - 1517 Capital Improvement
341	PT - 1516 Progrms of Statewide Signif
342	Transit Administration and Oversight
361	FTA- Capital Improvements
383	DGS Delegated Facilities projects
403	Act 89 - Aviation Grants
404	Act 89 - Rail Freight Grants
405	Act 89 - Passenger Rail Grants
406	Act 89 - Port and Waterways Grants
407	Act 89 - Bicycle & Pedestrian Facilities Grants
408	Act 89 - Multimodal Admin and Oversight
409	ACT 89 - Roadway Maintenance
411	Act 89 - Statewide Program Grants - Non HWY
5208	ITS
5303	FTA Metropolitan Planning Program
5307	FTA Urban Area Formula Grants
5308	FTA Clean Fuels Formula Grants
5309	FTA New Starts Capital Program
5310	FTA Elderly & Handicapped Program
5311	FTA Rural Area Formula Grants
5312	FTA Low or No Emission Vehicle Deployment (LoNo)
5313	FTA State Planning and Research
5316	Job Access & Reverse Commute
5317	New Freedom Program
5320	Alternative Transp. in Parks & P. Land
5329	FTA State Safety Oversight Program
5337	State of Good Repair Grant Program
5339	FTA Alternatives Analysis
5340	Growing States
571	Airport Development

2021 STATEWIDE ITEMS TWELVE YEAR PROGRAM PROJECT LIST

2021 - 2032 Twelve Year Program

STWD Items

Project Information									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Central Office	99			10	DBE Supportive Services	C	PRA	2029	DBE	2,704,000	581	676,000		3,380,000	DBE	1,690,000	581	1,690,000		3,380,000	DBE	169,000	581	676,000		845,000	7,605,000	
Central Office	99			59763	Transit Flex Reserve	C	PT	2029	STP	6,979,200				6,979,200	STP	6,979,200				6,979,200	STP	6,979,200				6,979,200	20,937,600	
Central Office	99			60469	TIIF Reserve	C	HCON	2029			581	58,195,216		58,195,216			581	100,000,000		100,000,000			581	100,000,000		100,000,000	258,195,216	
Central Office	99			60560	TAP Reserve	+C	TENH	2029	TAP	25,509,485				25,509,485	TAP	73,236,000				73,236,000	TAP	73,236,000				73,236,000	171,981,485	
Central Office	99			74548	Pooled Fund Studies LI	A	PRA	2029	SPR	2,000,000				2,000,000	SPR	2,000,000				2,000,000	SPR	2,000,000				2,000,000	6,000,000	
Central Office	99			77786	State Highway Reserve	C	HRST	2029			581	100,000,000		100,000,000			581	100,000,000		100,000,000			581	100,000,000		100,000,000	300,000,000	
Central Office	99			82335	State Bridge Reserve	C	HRST	2029									185	25,000,000		25,000,000			185	100,000,000		100,000,000	125,000,000	
Central Office	99			82335	State Bridge Reserve	C	BRDG	2027			185	100,000,000		100,000,000			185	75,000,000		75,000,000							175,000,000	
Central Office	99			84337	State (15%) Reserve	C	HRST	2027			581	815,492		815,492			581	361,681		361,681							1,177,173	
Central Office	99			84371	Bridg Insp Training LI	C	BRDG	2029	STP	1,920,000	582	480,000		2,400,000	STP	1,920,000	582	480,000		2,400,000	STP	1,920,000	582	480,000		2,400,000	7,200,000	
Central Office	99			84372	Federal SRTS Reserve	C	TENH	2024	SRTSF	6,000,000				6,000,000													6,000,000	
Central Office	99			87583	Env Rev US Army Corps	P	HRST	2029	STP	2,080,000	581	520,000		2,600,000	STP	2,080,000	581	520,000		2,600,000	STP	2,080,000	581	520,000		2,600,000	7,800,000	
Central Office	99			87584	Env Rev US F&WS	P	HRST	2029	STP	1,167,152	581	291,788		1,458,940	STP	1,192,960	581	298,240		1,491,200	STP	1,192,960	581	298,240		1,491,200	4,441,340	
Central Office	99			87585	Env Rev PHMC	P	HRST	2029	STP	1,190,756	581	297,689		1,488,445	STP	1,217,084	581	304,272		1,521,356	STP	1,217,084	581	304,272		1,521,356	4,531,157	
Central Office	99			87586	Env Rev PA Fish/Boat	P	HRST	2029	STP	758,400	581	189,600		948,000	STP	775,172	581	193,792		968,964	STP	775,172	581	193,792		968,964	2,885,928	
Central Office	99			87587	Env Rev PA Game Comm	P	HRST	2029	STP	255,120	581	63,780		318,900	STP	255,120	581	63,780		318,900	STP	255,120	581	63,780		318,900	956,700	
Central Office	99			87588	Env Rev PA DEP	P	HRST	2029	STP	3,673,650	581	1,233,642		4,907,292	STP	5,043,672	581	945,690		5,989,362	STP	5,043,672	581	1,260,920		6,304,592	17,201,246	
Central Office	99			87588	Env Rev PA DEP	P	XRST	2026	STP	1,260,918				1,260,918			581	315,230		315,230							1,576,148	
Central Office	99			88614	179 Fund Closeout	C	BRDG	2029			179	1,000,000		1,000,000			179	1,000,000		1,000,000			179	1,000,000		1,000,000	3,000,000	
Central Office	99			91407	Env Rev PA DCNR	P	HRST	2029	STP	405,382	581	101,346		506,728	STP	414,344	581	103,588		517,932	STP	414,344	581	103,588		517,932	1,542,592	
Central Office	99			94921	State Inventory/Inspect	F	BRDG	2029	STP	7,680,000	582	1,920,000		9,600,000	STP	7,680,000	582	1,920,000		9,600,000	STP	7,680,000	582	1,920,000		9,600,000	28,800,000	
Central Office	99			98255	RRX Reserve	+C	SAMI	2029							RRX	16,138,460				16,138,460	RRX	28,784,000				28,784,000	44,922,460	
Central Office	99			101924	Planning Reserve	A	PRA	2029											27,111,000	27,111,000							27,111,000	
Central Office	99			101924	Planning Reserve	A	PRA	2029	SPR	272,931,000	581	34,116,000	34,116,000	341,163,000	SPR	289,192,000	581	36,148,000	9,037,000	334,377,000	SPR	289,192,000	581	36,148,000	36,148,000	361,488,000	1,037,028,000	
Central Office	99			101969	HSIP Set Aside Reserve	+C	SAMI	2029	HSIP	62,354,063				62,354,063	HSIP	140,000,000				140,000,000	HSIP	140,000,000				140,000,000	342,354,063	
Central Office	99			102620	STP Reserve	C	HRST	2027	STP	400,000				400,000	STP	362,632				362,632							762,632	
Central Office	99			102623	RBR Reserve	C	HRST	2024			581	10,000,000		10,000,000													10,000,000	
Central Office	99			102893	Multimodal Reserve	C	IMOD	2029			411	321,438,000		321,438,000			411	334,612,000		334,612,000			411	348,861,000		348,861,000	1,004,911,000	
Central Office	99			104411	TIIF Oversight and Mngmt	P	HRST	2029			581	13,600,000		13,600,000			581	13,600,000		13,600,000			581	13,600,000		13,600,000	40,800,000	
Central Office	99			104412	TAP Oversight & Mngmt	P	IMOD	2029	STP	8,000,000				8,000,000	STP	8,000,000				8,000,000	STP	8,000,000				8,000,000	24,000,000	
Central Office	99			106136	P3 RBR Payments	C	HRST	2029			185	62,140,000		62,140,000			581	62,900,000		62,900,000							125,040,000	1/30/18 A
Central Office	99			106136	P3 RBR Payments	C	HRST	2029			581	62,140,000		62,140,000			581	31,340,000		31,340,000			581	63,735,000		63,735,000	157,215,000	1/30/18 A
Central Office	99			106136	P3 RBR Payments	C	HRST	2029			581	62,140,000		62,140,000			185	31,340,000		31,340,000			185	63,735,000		63,735,000	157,215,000	1/30/18 A
Central Office	99			106136	P3 RBR Payments	C	HRST	2029			185	62,140,000		62,140,000			185	62,900,000		62,900,000							125,040,000	1/30/18 A
Central Office	99			106544	Municipal Safety LTAP	+P	SAMI	2021	HSIP	404,157				404,157													404,157	
Central Office	99			107082	LTAP Line Item	A	PRA	2027	SPR	1,240,000				1,240,000	SPR	1,860,000				1,860,000							3,100,000	
Central Office	99			107087	DCNR Rec Trails Reserve	C	TENH	2024	REC	7,964,904			2,035,096	10,000,000													10,000,000	
Central Office	99			110068	MIRE FDE Local Road Data Collection	+C	SAMI	2022	HSIP	3,000,000				3,000,000													3,000,000	
Central Office	99			111145	TSMO Reserve	C	HRST	2029	STP	9,500,000				9,500,000	STP	20,000,000				20,000,000	STP	20,000,000				20,000,000	49,500,000	
Central Office	99			112699	INRIX 2019 - 2021	+A	SAMI	2022	STP	1,717,900				1,717,900													1,717,900	
Central Office	99			113174	2019 SHRP 2 Traff Incdnt Mgmt Responder Training	A	SAMI	2021	HSIP	31,600				31,600													31,600	
Central Office	99			113973	HSM Analysis Tool Updates & HSIP-IP Report	+A	SAMI	2021	HSIP	750,000				750,000													750,000	
Central Office	99			114113	Norfolk Southern Yield Signs	+C	SAMI	2021	RRX	300,000				300,000													300,000	
Central Office	99			114537	Norfolk Southern Statewide LED Upgrades	+C	SAMI	2023	RRX	1,660,754				1,660,754													1,660,754	
Central Office	99			114543	Norfolk Southern Statewide Circuitry Upgrade	+C	SAMI	2026	RRX	832,324				832,324	RRX	2,395,091				2,395,091							3,227,415	
Central Office	99			114552	Historic Truss Bridge Preservation	C	BRDG	2029	STP	2,000,000				2,000,000	STP	8,000,000				8,000,000	STP	8,000,000				8,000,000	18,000,000	
Central Office	99			114961	State Bridge Inspection	F	BRDG	2029			581	102,081,000		102,081,000			581	106,652,000		106,652,000			581	106,652,000		106,652,000	315,385,000	
Central Office	99			114973	Local Bridge Inspection	F	BRDG	2029	NHPP	17,324,000				17,324,000	STP	24,608,000				24,608,000	NHPP	24,608,000				24,608,000	66,540,000	
Central Office	99			114973	Local Bridge Inspection	F	BRDG	2029	STP	17,324,000			8,662,000	25,986,000	NHPP	24,608,000			12,304,000	36,912,000	STP	24,608,000			12,304,000	36,912,000	99,810,000	
Totals for: Central Office										**471,318,765**		**995,579,553**	**44,813,096**	**1,511,711,414**		**639,647,735**		**987,688,273**	**48,452,000**	**1,675,788,008**		**646,154,552**		**939,551,592**	**48,452,000**	**1,634,158,144**	**4,821,657,566**	
Overall Totals:										**471,318,765**		**995,579,553**	**44,813,096**	**1,511,711,414**		**639,647,735**		**987,688,273**	**48,452,000**	**1,675,788,008**		**646,154,552**		**939,551,592**	**48,452,000**	**1,634,158,144**	**4,821,657,566**	

*** Includes Conversion Amount**

+ Indicates phase qualifies for TOLL funds

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

2021 TRANSPORTATION INFRASTRUCTURE INVESTMENT FUND (TIIF) PROJECT LIST

2021 Transportation Infrastructure Investment Fund (TIIF) projects

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
1	Erie	Erie	108952	Central Bayfront Parkway Multimodal	CON	0	10,000,000	5,000,000	0	0	0	0	0	0	15,000,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	FD	145,000	0	0	0	0	0	0	0	0	145,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	UTL	35,000	0	0	0	0	0	0	0	0	35,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	ROW	330,000	0	0	0	0	0	0	0	0	330,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	CON	0	2,721,624	0	0	0	0	0	0	0	2,721,624
3	Lycoming	Williamsport	98166	Fairfield Crossing	CON	1,950,000	1,000,000	0	0	0	0	0	0	0	2,950,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	CON	0	0	0	2,275,000	0	0	0	0	0	2,275,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	FD	0	225,000	0	0	0	0	0	0	0	225,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	UTL	0	50,000	0	0	0	0	0	0	0	50,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	ROW	0	100,000	0	0	0	0	0	0	0	100,000
5	Northampton	Lehigh Valley	112129	Amazon Offsite Improvements	CON	2,500,000	2,500,000	0	0	0	0	0	0	0	5,000,000
6	Chester	DVRPC	111761	US 30 Bus Gateway Imp	CON	1,200,000	0	0	0	0	0	0	0	0	1,200,000
6	Delaware	DVRPC	103734	Town Center at Marple Preserve TIIF	CON	0	0	1,500,000	1,500,000	0	0	0	0	0	3,000,000
6	Delaware	DVRPC	111762	PA 3: Ellis to St Albans(C)	CON	2,000,000	0	0	0	0	0	0	0	0	2,000,000
8	Dauphin	Harrisburg	111750	Hershey West End Roadway	CON	0	1,500,000	1,500,000	0	0	0	0	0	0	3,000,000
8	Lancaster	Lancaster	113877	SR 272 and SR 8032 Improvements	CON	0	800,000	800,000	0	0	0	0	0	0	1,600,000
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	CON	0	0	1,221,905	0	0	0	0	0	0	1,221,905
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	UTL	0	87,613	0	0	0	0	0	0	0	87,613
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	ROW	0	175,226	0	0	0	0	0	0	0	175,226
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	PE	250,000	0	0	0	0	0	0	0	0	250,000
12	Fayette	SPC	112312	Dunbar Business Park Trans Impvmts	CON	0	438,416	0	0	0	0	0	0	0	438,416
99	Central Office	STWD Items	60469	TIIF Reserve	CON	16,590,000	5,402,121	14,978,095	21,225,000	25,000,000	25,000,000	25,000,000	25,000,000	100,000,000	258,195,216
					total	**25,000,000**	**25,000,000**	**25,000,000**	**25,000,000**	**25,000,000**	**25,000,000**	**25,000,000**	**25,000,000**	**100,000,000**	**300,000,000**

2021 RAIL-HIGHWAY CROSSING (RRX) PROJECT LIST

2021 Rail-Highway Crossing (RRX) Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
1	Crawford	Northwest	106162	Mt Pleasant Rd RR Crossing	CON	118,500	200,000	0	0	0	0	0	0	0	318,500
1	Crawford	Northwest	111140	Mead Ave RR Crossing	CON	0	0	100,000	150,000	0	0	0	0	0	250,000
1	Crawford	Northwest	113216	Shaw's Landing RRX	CON	0	250,000	125,000	0	0	0	0	0	0	375,000
1	Erie	Erie	111147	Huntley Road RR Crossing	CON	0	150,000	200,000	0	0	0	0	0	0	350,000
1	Erie	Erie	113215	Bayfront Parkway RRX	CON	0	400,000	400,000	500,000	0	0	0	0	0	2,600,000
1	Erie	Erie	114480	Norfolk Southern Erie County Circuitry Upgrade	CON	0	129,000	500,000	500,000	0	0	0	0	0	1,129,000
1	Mercer	SVTS	106281	Bessemer & Lake Erie RR Corridor	CON	0	0	0	0	500,000	500,000	0	0	0	1,000,000
1	Venango	Northwest	113217	13th Street Franklin RRX	CON	0	250,000	250,000	0	0	0	0	0	0	500,000
2	Centre	Centre	113890	Struble Rd RR Warn Device	CON	200,000	175,000	0	0	0	0	0	0	0	375,000
2	Centre	Centre	114006	High St Circuitry Upgrade	CON	300,000	100,000	0	0	0	0	0	0	0	800,000
2	Clearfield	North Central	93329	Philipsburg Add Center Ln	CON	350,000	0	0	0	0	0	0	0	0	828,000
2	Clearfield	North Central	110875	Cooper Rd, RR Warn Device	CON	0	0	100,000	150,000	0	0	0	0	0	500,000
2	Clearfield	North Central	110876	SR 219, Main St, RR Warn Devices	CON	0	0	0	250,000	0	0	0	0	0	500,000
2	Clearfield	North Central	114046	Liberty Blvd RR Device Upgrade	CON	0	300,000	400,000	0	0	0	0	0	0	700,000
2	Clinton	SEDA-COG	111078	Spook Hollow RR Warning Device	CON	150,000	150,000	0	0	0	0	0	0	0	600,000
2	Elk	North Central	110879	Stony Hill Rd, RR Warn Devices	CON	250,000	0	0	0	0	0	0	0	0	500,000
2	Juniata	SEDA-COG	111074	River Road RR Warning Device	CON	150,000	150,000	0	0	0	0	0	0	0	800,528
2	McKean	North Central	102728	Owens Hwy RR Warning Dev	CON	175,000	0	0	0	0	0	0	0	0	350,000
2	McKean	North Central	111079	WNYPA Corridor RR Warning Device	CON	844,236	862,095	0	0	0	0	0	0	0	3,469,549
2	Mifflin	SEDA-COG	112195	Juniata Street RR Warn Dev	CON	350,000	0	0	0	0	0	0	0	0	700,000
3	Columbia	SEDA-COG	110889	NSHR Corridor RRX	CON	394,999	0	0	0	0	0	0	0	0	1,789,998
3	Lycoming	Williamsport	112607	Lycoming & Centre Cntys RRX Imps	CON	400,000	400,000	0	0	0	0	0	0	0	1,600,000
4	Lackawanna	Scranton/W-B	106131	SR 3014 Dalton Street Railroad Lights /Gates	CON	0	0	0	300,000	0	0	0	0	0	300,000
4	Lackawanna	Scranton/W-B	106134	SR 3017 Main Street Railroad Lights /Gates	CON	0	0	0	300,000	0	0	0	0	0	300,000
4	Lackawanna	Scranton/W-B	111112	Archbald Corridor	CON	0	79,000	300,000	250,000	0	0	0	0	0	629,000
4	Luzerne	Scranton/W-B	103196	CP Pittston / Dupont Corridor	CON	500,000	477,505	0	0	0	0	0	0	0	1,877,505
4	Luzerne	Scranton/W-B	106127	SR 2027 McAlpine Street over Mill Creek	CON	0	0	300,000	0	0	0	0	0	0	300,000
4	Luzerne	Scranton/W-B	106130	SR 2031 Stephenson Street Railroad Lights /Gates	CON	135,000	0	0	0	0	0	0	0	0	341,000
4	Luzerne	Scranton/W-B	106324	Commerce Boulevard Crossing	CON	0	0	50,000	250,000	0	0	0	0	0	300,000
4	Luzerne	Scranton/W-B	111134	C and H Corridor	CON	0	0	0	50,000	450,000	0	0	0	0	500,000
5	Berks	Reading	106140	Reading NS RRX Corridor	CON	0	0	0	0	300,000	292,018	0	0	0	592,018
5	Lehigh	Lehigh Valley	102868	Ruppsville Rd	CON	0	270,200	0	0	0	0	0	0	0	270,200
5	Lehigh	Lehigh Valley	102870	Penn Ave Alburtis RRX	CON	0	0	281,377	0	0	0	0	0	0	281,377
5	Lehigh	Lehigh Valley	102979	Canal Rd Allentown RRX	CON	0	0	350,000	0	0	0	0	0	0	350,000
5	Lehigh	Lehigh Valley	106142	Union Street RR Upgrade	CON	150,000	100,000	0	0	0	0	0	0	0	496,500
5	Monroe	NEPA	109712	Summit Avenue RRXing Upgrade	CON	240,000	0	0	0	0	0	0	0	0	480,000
5	Northampton	Lehigh Valley	98094	Broad St Nazareth RRX	CON	0	32,423	350,000	350,000	0	0	0	0	0	732,423
5	Northampton	Lehigh Valley	102864	Bethlehem Corr. Safety	CON	0	0	660,000	500,000	0	0	0	0	0	1,160,000
5	Northampton	Lehigh Valley	102869	SR 512 (Midway Street) NS RRX	CON	0	0	0	0	0	284,109	0	0	0	284,109

2021 Rail-Highway Crossing (RRX) Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
6	Bucks	DVRPC	36475	Mill St. Grade Xing	CON	0	0	0	230,000	0	0	0	0	0	230,000
6	Delaware	DVRPC	103217	Main Street Darby Boro.	CON	0	0	70,149	298,851	0	0	0	0	0	369,000
6	Delaware	DVRPC	113251	Highland Ave. Railroad Preemption	CON	0	0	0	200,000	0	0	0	0	0	200,000
6	Montgomery	DVRPC	106326	Union Street Grade X-ing	CON	20,000	0	0	0	0	0	0	0	0	320,000
6	Montgomery	DVRPC	111129	Cannon Ave. Grade Xing	CON	0	0	10,000	300,000	0	0	0	0	0	310,000
8	Franklin	Franklin	102974	South Third St Crossing	CON	2,000	0	0	0	0	0	0	0	0	2,000
8	Lancaster	Lancaster	114225	New Holland Borough Crossings	CON	0	500,000	500,000	500,000	525,000	0	0	0	0	2,025,000
8	York	York	114226	Hokes Mill Road Crossing	CON	0	225,000	200,000	0	0	0	0	0	0	425,000
9	Blair	Altoona	106320	Church Street Railroad Grade Xing	CON	0	309,270	300,000	0	0	0	0	0	0	609,270
9	Cambria	Johnstown	110459	Bedford St Grade Crossing Impr	CON	206,367	300,000	0	0	0	0	0	0	0	1,012,734
9	Somerset	S. Alleghenies	103035	CSX Grade Xing Improvemnt	CON	0	0	0	0	1,000,000	1,760,000	0	0	0	2,760,000
9	Somerset	S. Alleghenies	106261	Windber Borough 15th St Grade Crossing	CON	0	0	0	50,000	150,000	0	0	0	0	200,000
9	Somerset	S. Alleghenies	106262	Somerset Ave Grade Crossing	CON	0	0	0	50,000	200,000	0	0	0	0	250,000
9	Somerset	S. Alleghenies	106263	Mount Davis Road Grade Crossing	CON	0	0	0	25,100	200,000	0	0	0	0	225,100
10	Butler	SPC	105574	Zelienople Railroad Corridor	CON	0	0	0	0	677,500	0	0	0	0	677,500
10	Butler	SPC	110766	Maple Avenue Crossing	CON	0	50,000	200,000	0	0	0	0	0	0	250,000
10	Jefferson	North Central	105576	Rikers Road Crossing	CON	0	0	0	225,200	0	0	0	0	0	225,200
10	Jefferson	North Central	109387	South Park Street Crossing	CON	0	0	0	50,000	150,000	0	0	0	0	200,000
10	Jefferson	North Central	110767	Mitchell Avenue Crossing	CON	0	50,000	200,000	0	0	0	0	0	0	250,000
11	Allegheny	SPC	106073	McElheny Road Crossing (AVRR)	CON	248,000	0	0	0	0	0	0	0	0	496,000
11	Allegheny	SPC	108118	Bridge Street RR Etna (NS)	CON	370,946	199,054	0	0	0	0	0	0	0	1,010,000
11	Beaver	SPC	106078	NS RR Crossings in Darlington and Big Beaver	CON	0	0	0	100,000	500,000	0	0	0	0	600,000
12	Fayette	SPC	106060	Dawson Corridor	CON	0	300,000	350,000	250,000	0	0	0	0	0	1,800,000
12	Washington	SPC	103187	Besco St. Grade Crossing	CON	0	0	0	0	0	328,000	0	0	0	328,000
12	Washington	SPC	106063	Elco Corridor	CON	0	0	0	0	150,000	500,000	0	0	0	650,000
12	Washington	SPC	112651	Maple Glenn Road and PA 88 RRX	CON	358,357	400,000	0	0	0	0	0	0	0	1,516,714
12	Westmoreland	SPC	103190	Vine Street Grade Xing	CON	0	0	0	0	0	337,700	0	0	0	337,700
12	Westmoreland	SPC	110463	Hillis Street Grade Crossing	CON	345,000	0	0	0	0	0	0	0	0	690,000
12	Westmoreland	SPC	113267	New Kensington Cooridor	CON	0	0	244,415	653,878	701,123	744,999	0	0	0	2,344,415
99	Central Office	STWD Items	98255	RRX Reserve	CON	0	0	0	0	0	1,746,460	7,196,000	7,196,000	28,784,000	44,922,460
99	Central Office	STWD Items	114113	Norfolk Southern Yield Signs	CON	300,000	0	0	0	0	0	0	0	0	600,000
99	Central Office	STWD Items	114537	Norfolk Southern Statewide LED Upgrades	CON	637,595	387,453	635,706	0	0	0	0	0	0	1,660,754
99	Central Office	STWD Items	114543	Norfolk Southern Statewide Circuitry Upgrade	CON	0	0	119,353	712,971	1,692,377	702,714	0	0	0	3,227,415
					total	**7,196,000**	**7,196,000**	**7,196,000**	**7,196,000**	**7,196,000**	**7,196,000**	**7,196,000**	**7,196,000**	**28,784,000**	**86,352,000**

2021 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SET-ASIDE PROJECT LIST

2021 HSIP Set-aside Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
1	Crawford	Northwest	109996	PA 8 and PA 77 Intersection	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
1	Erie	Erie	99729	US 20 : Zuck Road to Chestnut Street	CON	2,300,000	0	0	0	0	0	0	0	0	2,300,000
1	Erie	Erie	109147	Zuck Rd: Zimmerly to 26th St	CON	1,000,000	0	0	0	0	0	0	0	0	1,000,000
1	Erie	Erie	111839	12th St Corridor Signals	CON	1,150,000	1,150,000	0	0	0	0	0	0	0	2,300,000
2	Centre	Centre	113451	High Friction Surface Treatment HSIP	PE	0	100,000	0	0	0	0	0	0	0	100,000
2	Centre	Centre	113451	High Friction Surface Treatment HSIP	CON	0	300,000	0	0	0	0	0	0	0	300,000
2	Clinton	SEDA-COG	109872	SR 150 Lock Haven Signals	CON	500,000	715,000	0	0	0	0	0	0	0	1,215,000
4	Pike	NEPA	94686	SR 739 Should / Widening	CON	2,000,000	2,600,000	0	0	0	0	0	0	0	4,600,000
4	Susquehanna	Northern Tier	94737	SR 11 Shoulders / ELRS	CON	400,000	1,000,000	0	0	0	0	0	0	0	1,400,000
4	Susquehanna	Northern Tier	94740	SR 11 Shoulder / ELRS	CON	400,000	1,000,000	0	0	0	0	0	0	0	1,400,000
4	Susquehanna	Northern Tier	114911	I-81 Guiderail/Cable Median Barrier	CON	0	750,000	750,000	0	0	0	0	0	0	1,500,000
5	Berks	Reading	102162	SR 2014 (Spring St) Corridor Improvements	CON	1,957,000	0	0	0	0	0	0	0	0	1,957,000
5	Berks	Reading	102162	SR 2014 (Spring St) Corridor Improvements	ROW	50,000	0	0	0	0	0	0	0	0	50,000
5	Lehigh	Lehigh Valley	109971	Route 145 Safety Improvements	CON	0	0	3,000,000	0	0	0	0	0	0	3,000,000
5	Monroe	NEPA	102167	SR 115 Corridor Imp-Effort	CON	520,000	0	0	0	0	0	0	0	0	520,000
5	Monroe	NEPA	104432	209 -Schafer School House	CON	0	3,000,000	2,380,000	0	0	0	0	0	0	5,380,000
5	Monroe	NEPA	104432	209 -Schafer School House	UTL	50,000	0	0	0	0	0	0	0	0	50,000
5	Monroe	NEPA	104432	209 -Schafer School House	ROW	50,000	0	0	0	0	0	0	0	0	50,000
5	Monroe	NEPA	104432	209 -Schafer School House	FD	250,000	0	0	0	0	0	0	0	0	250,000
5	Schuylkill	NEPA	72466	SR61 / 209 Intersection	CON	720,000	240,000	0	0	0	0	0	0	0	960,000
6	Bucks	DVRPC	104365	New Falls Rd HSIP	CON	950,000	0	0	0	0	0	0	0	0	950,000
6	Bucks	DVRPC	110966	Old Lincoln/Hulmeville Int Improv	ROW	6,956	0	0	0	0	0	0	0	0	6,956
6	Bucks	DVRPC	110966	Old Lincoln/Hulmeville Int Improv	CON	270,515	0	0	0	0	0	0	0	0	270,515
6	Bucks	DVRPC	110966	Old Lincoln/Hulmeville Int Improv	UTL	34,000	0	0	0	0	0	0	0	0	34,000
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	CON	1,000,000	1,374,500	0	0	0	0	0	0	0	2,374,500
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	ROW	145,230	0	0	0	0	0	0	0	0	145,230
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	UTL	95,000	0	0	0	0	0	0	0	0	95,000
6	Chester	DVRPC	110949	Horseshoe Pike @ Manor Rd.	CON	0	270,425	0	0	0	0	0	0	0	270,425
6	Chester	DVRPC	110949	Horseshoe Pike @ Manor Rd.	UTL	5,795	0	0	0	0	0	0	0	0	5,795
6	Chester	DVRPC	110949	Horseshoe Pike @ Manor Rd.	FD	11,590	0	0	0	0	0	0	0	0	11,590
6	Chester	DVRPC	110954	PA 10 Shoulder Widening	PE	200,000	0	0	0	0	0	0	0	0	200,000
6	Chester	DVRPC	110963	Manor Rd. Roundabout	CON	578,400	400,000	0	0	0	0	0	0	0	978,400
6	Chester	DVRPC	110963	Manor Rd. Roundabout	UTL	39,100	0	0	0	0	0	0	0	0	39,100
6	Chester	DVRPC	110963	Manor Rd. Roundabout	ROW	216,200	0	0	0	0	0	0	0	0	432,400
6	Delaware	DVRPC	110951	Macdade Blvd. Corridor	CON	2,000,000	795,604	0	0	0	0	0	0	0	2,795,604
6	Delaware	DVRPC	110965	Marshall Rd. Safety Improv	CON	2,000,000	946,776	0	0	0	0	0	0	0	2,946,776
6	Delaware	DVRPC	111021	Bethel Rd. Roundabout	CON	900,000	262,600	0	0	0	0	0	0	0	1,162,600
6	Delaware	DVRPC	111021	Bethel Rd. Roundabout	ROW	352,000	0	0	0	0	0	0	0	0	704,000
6	Delaware	DVRPC	111021	Bethel Rd. Roundabout	UTL	46,500	0	0	0	0	0	0	0	0	46,500
6	Delaware	DVRPC	111022	Chichester Ave. Safety	CON	848,981	0	0	0	0	0	0	0	0	848,981
6	Delaware	DVRPC	111022	Chichester Ave. Safety	FD	36,385	0	0	0	0	0	0	0	0	36,385
6	Montgomery	DVRPC	110961	Old Skippack Rd. Roundabout	CON	300,000	363,100	0	0	0	0	0	0	0	663,100
6	Montgomery	DVRPC	110961	Old Skippack Rd. Roundabout	ROW	219,900	0	0	0	0	0	0	0	0	439,800

2021 HSIP Set-aside Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
6	Montgomery	DVRPC	110961	Old Skippack Rd. Roundabout	UTL	26,500	0	0	0	0	0	0	0	0	26,500
6	Montgomery	DVRPC	110971	Main St. Safety Improv	CON	491,884	4,281,948	0	0	0	0	0	0	0	4,773,832
6	Montgomery	DVRPC	110971	Main St. Safety Improv	UTL	34,099	0	0	0	0	0	0	0	0	34,099
6	Montgomery	DVRPC	110971	Main St. Safety Improv	ROW	68,198	0	0	0	0	0	0	0	0	68,198
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	PE	0	267,000	0	0	0	0	0	0	0	267,000
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	FD	0	114,000	0	0	0	0	0	0	0	114,000
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	CON	0	1,496,994	0	0	0	0	0	0	0	1,496,994
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	PE	0	130,000	0	0	0	0	0	0	0	130,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	FD	0	90,000	0	0	0	0	0	0	0	90,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	0	50,000	0	0	0	0	0	0	0	50,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	0	100,000	0	0	0	0	0	0	0	100,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	0	1,202,219	0	0	0	0	0	0	0	1,202,219
6	Philadelphia	DVRPC	106993	Frankford Avenue Signal Improvements	CON	1,000,000	607,235	0	0	0	0	0	0	0	1,607,235
6	Philadelphia	DVRPC	110958	Castor Ave. Roundabout	UTL	45,700	0	0	0	0	0	0	0	0	45,700
6	Philadelphia	DVRPC	110958	Castor Ave. Roundabout	CON	0	500,000	262,200	0	0	0	0	0	0	762,200
6	Philadelphia	DVRPC	114942	Roosevelt Blvd IHSDM Study	STUDY	950,000	0	0	0	0	0	0	0	0	950,000
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	PE	41,166	0	0	0	0	0	0	0	0	41,166
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	FD	27,444	0	0	0	0	0	0	0	0	27,444
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	CON	136,821	137,622	0	0	0	0	0	0	0	274,443
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	PE	79,347	0	0	0	0	0	0	0	0	79,347
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	FD	103,700	0	0	0	0	0	0	0	0	103,700
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	ROW	100,000	0	0	0	0	0	0	0	0	100,000
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	CON	0	171,691	1,253,737	0	0	0	0	0	0	1,425,428
8	York	York	114564	York County Low Cost Signal Improvements	PE	97,694	0	0	0	0	0	0	0	0	97,694
8	York	York	114564	York County Low Cost Signal Improvements	FD	65,126	0	0	0	0	0	0	0	0	65,126
8	York	York	114564	York County Low Cost Signal Improvements	CON	0	651,298	0	0	0	0	0	0	0	651,298
9	Blair	Altoona	114782	D9 2021 I-99 Blair HT-CMB	PE	100,000	0	0	0	0	0	0	0	0	100,000
9	Blair	Altoona	114782	D9 2021 I-99 Blair HT-CMB	CON	2,340,000	0	0	0	0	0	0	0	0	2,340,000
10	Butler	SPC	110783	10-2 SR 3021 Corridor Improvements	FD	200,000	0	0	0	0	0	0	0	0	200,000
10	Butler	SPC	110783	10-2 SR 3021 Corridor Improvements	CON	0	6,500,000	0	0	0	0	0	0	0	6,500,000
10	Butler	SPC	110826	PA 68 Zelienople Curve	CON	785,000	0	0	0	0	0	0	0	0	785,000
11	Allegheny	SPC	106773	Liberty Ave	FD	450,000	0	0	0	0	0	0	0	0	450,000
11	Allegheny	SPC	106773	Liberty Ave	CON	0	2,880,000	0	0	0	0	0	0	0	2,880,000
12	Washington	SPC	113755	Districtwide Cable Median Guiderail	CON	620,000	0	0	0	0	0	0	0	0	620,000
12	Washington	SPC	113757	SR 136/SR 1055 Flashing Beacon	CON	500,000	0	0	0	0	0	0	0	0	500,000
12	Westmoreland	SPC	113758	US 22/PA 819 Intersection Improvements	CON	500,000	0	0	0	0	0	0	0	0	500,000
99	Central Office	STWD Items	101969	HSIP Set Aside Reserve	CON	0	0	27,354,063	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	140,000,000	342,354,063
99	Central Office	STWD Items	106544	Municipal Safety LTAP	PE	404,157	0	0	0	0	0	0	0	0	2,712,471
99	Central Office	STWD Items	110068	MIRE FDE Local Road Data Collection	CON	2,448,012	551,988	0	0	0	0	0	0	0	3,000,000
99	Central Office	STWD Items	113174	2019 SHRP 2 Traff Incdnt Mgmt Responder Training	PRA	31,600	0	0	0	0	0	0	0	0	63,200
99	Central Office	STWD Items	113973	HSM Analysis Tool Updates & HSIP-IP Report	PRA	750,000	0	0	0	0	0	0	0	0	1,500,000
					total	**$35,000,000**	**$35,000,000**	**$35,000,000**	**$35,000,000**	**$35,000,000**	**$35,000,000**	**$35,000,000**	**$35,000,000**	**$140,000,000**	**423,878,014**

2021 TRANSPORTATION ALTERNATIVE PROGRAM (TAP) PROJECT LIST

2021 Transportation Alternatives (TAP) Set-aside Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot
1	Erie	Erie	111428	Downtown Erie Active Transportation Proj	CON	250,000	0	0	0	0	0	0	0	0
1	Erie	Erie	111429	PA 699: Pedestrian Safety Improvements	CON	0	429,480	0	0	0	0	0	0	0
1	Mercer	SVTS	111435	Springfield Twp Multimodal Trail Ph 2	CON	574,920	0	0	0	0	0	0	0	0
1	Venango	Northwest	98571	Allegheny Blvd. Multimodal Trail Project	CON	500,000	500,000	0	0	0	0	0	0	0
1	Venango	Northwest	111433	Franklin Ped Streetscape Safety Project	CON	400,000	496,760	0	0	0	0	0	0	0
2	Centre	Centre	111453	Atherton St. Pedestrian & Streetscape Improvements	CON	0	935,000	0	0	0	0	0	0	0
2	McKean	North Central	111457	Mount Jewett Route 6 Enhancements	CON	500,000	480,540	0	0	0	0	0	0	0
2	Mifflin	SEDA-COG	111461	Brown Township Streetscape	CON	834,610	0	0	0	0	0	0	0	0
3	Lycoming	Williamsport	111625	Miller's Run Greenway Project Phase II	CON	682,000	0	0	0	0	0	0	0	0
3	Lycoming	Williamsport	111628	Willow Street Green Infrastructure Pathway	CON	0	500,000	500,000	0	0	0	0	0	0
3	Montour	SEDA-COG	111599	Danville North Branch Canal Trail LeveeTrail	CON	0	620,629	0	0	0	0	0	0	0
3	Tioga	Northern Tier	105066	Marsh Creek Greenway	CON	0	750,000	750,000	0	0	0	0	0	0
3	Union	SEDA-COG	111606	Bull Run Greenway Phs 1 - Kidsburg	CON	500,000	500,000	0	0	0	0	0	0	0
4	Lackawanna	Scranton/W-B	111469	Dickson City Main Street; Enterprise Street Imp	CON	500,000	491,100	0	0	0	0	0	0	0
4	Lackawanna	Scranton/W-B	111472	Lack River Heritage Trail to Steamtown Ped Bridge	CON	500,000	500,000	0	0	0	0	0	0	0
4	Luzerne	Scranton/W-B	111473	Pittston North Main Street Streetscape	CON	500,000	499,897	0	0	0	0	0	0	0
4	Luzerne	Scranton/W-B	111478	Wilkes University Pedestrian Safety Imp PH III	CON	675,000	481,616	0	0	0	0	0	0	0
4	Susquehanna	Northern Tier	111462	Northern D&H Rail-Trail Improvements	CON	758,920	600,000	0	0	0	0	0	0	0
5	Lehigh	Lehigh Valley	110967	Geiger's Covered Bridge Rehabilitation	CON	74,100	0	0	0	0	0	0	0	0
5	Lehigh	Lehigh Valley	111442	Allentown Jordan Creek Greenway Trail	CON	1,000,000	0	0	0	0	0	0	0	0
5	Lehigh	Lehigh Valley	111443	D&L Trail Catasauqua to Canal Park	CON	838,188	0	0	0	0	0	0	0	0
5	Monroe	NEPA	111446	Tobyhanna Hike & Bike	CON	550,000	0	0	0	0	0	0	0	0
6	Bucks	DVRPC	111464	Shady Retreat SRTS Trail	CON	0	0	985,000	0	0	0	0	0	0
6	Bucks	DVRPC	111468	Lower Makefield Trail	CON	350,000	350,000	0	0	0	0	0	0	0
6	Chester	DVRPC	111474	My School on the Move	CON	111,000	0	0	0	0	0	0	0	0
6	Chester	DVRPC	111477	State Road Sidewalks	CON	0	0	1,280,300	0	0	0	0	0	0
6	Delaware	DVRPC	111486	Octoraro Trail Phase 1	CON	663,000	500,000	0	0	0	0	0	0	0
6	Delaware	DVRPC	111487	Walkable Chadds Ford	CON	0	0	1,000,000	0	0	0	0	0	0
6	Delaware	DVRPC	111488	Ridge Road Stormwater	CON	400,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	107996	Abington Township Trail	CON	450,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	108006	Limerick Township Trail	CON	500,000	470,000	0	0	0	0	0	0	0
6	Montgomery	DVRPC	108008	Tookany Creek Trail Phase 3	CON	700,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	111490	Whitpain Trail Network	CON	642,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	111491	Corinthian Trail	CON	0	0	739,704	0	0	0	0	0	0
6	Montgomery	DVRPC	111492	Limekiln Pike Sidewalk	CON	0	0	750,000	0	0	0	0	0	0
6	Montgomery	DVRPC	111493	Lower Salford Sidewalk	CON	0	0	505,000	0	0	0	0	0	0
6	Montgomery	DVRPC	111494	Kriebel Road Trail	CON	446,000	400,000	0	0	0	0	0	0	0
6	Montgomery	DVRPC	111495	Main Street/SR 29 Ped Improvements	CON	0	0	682,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	79830	N Dela GreenTrail Sec1	CON	500,000	500,000	0	0	0	0	0	0	0

2021 Transportation Alternatives (TAP) Set-aside Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot
6	Philadelphia	DVRPC	107198	Safe Spaces for Cyclists	CON	0	250,000	0	0	0	0	0	0	0
6	Philadelphia	DVRPC	111496	Franklin Square Ped Access	CON	0	432,000	0	0	0	0	0	0	0
6	Philadelphia	DVRPC	111500	Manayunk Canal Locks	CON	0	500,000	500,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	111501	Broad & Locust Intersection	CON	500,000	500,000	0	0	0	0	0	0	0
6	Philadelphia	DVRPC	111503	N Broad St. Vision Zero #2	CON	0	350,000	350,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	111505	Mid-Block Crossing U City	CON	0	500,000	500,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	111506	Blvd Ped Safety & Direct Bus	CON	0	500,000	500,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	111507	Cramp Elementary Safety	CON	0	400,000	595,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	111508	South Broad Street Sidepath	CON	0	500,000	497,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	111509	City Avenue Lighting	CON	0	0	986,715	0	0	0	0	0	0
6	Philadelphia	DVRPC	111510	Frankford & Belgrade Improvements	CON	300,000	0	0	0	0	0	0	0	0
6	Philadelphia	DVRPC	111511	Riverfront Gateway Sidewalk	CON	500,000	500,000	0	0	0	0	0	0	0
8	Franklin	Franklin	111394	Waynesboro Ped Safety Project	CON	0	475,000	0	0	0	0	0	0	0
8	Lebanon	Lebanon	111396	LVRT Phase 6B	CON	500,000	464,000	0	0	0	0	0	0	0
8	York	York	105013	Heritage Trl N Ext Ph 4	CON	506,526	500,000	0	0	0	0	0	0	0
8	York	York	111397	King Street Cycle Track	CON	0	487,839	0	0	0	0	0	0	0
9	Blair	Altoona	111470	Logan Valley Streetcar Trail, Phase 1	CON	0	0	875,780	0	0	0	0	0	0
10	Indiana	SPC	110997	Eisenhower Safe Sidewalks	CON	0	355,880	0	0	0	0	0	0	0
11	Allegheny	SPC	111408	Critical Sidewalk Gap TAP	CON	520,000	400,000	0	0	0	0	0	0	0
11	Allegheny	SPC	111422	Pittsburgh SRTS Coordinator TAP	CON	0	244,011	0	0	0	0	0	0	0
11	Allegheny	SPC	111422	Pittsburgh SRTS Coordinator TAP	PRA	0	220,000	0	0	0	0	0	0	0
11	Lawrence	SPC	111421	North Country Trail Safety TAP	CON	500,000	420,000	0	0	0	0	0	0	0
99	Central Office	STWD Items	60560	TAP Reserve	CON	582,736	305,248	6,312,501	18,309,000	18,309,000	18,309,000	18,309,000	18,309,000	73,236,000
					total	**18,309,000**	**18,309,000**	**18,309,000**	**18,309,000**	**18,309,000**	**18,309,000**	**18,309,000**	**18,309,000**	**73,236,000**

2021 SECRETARY'S DISCRETIONARY (SPIKE) PROJECT LIST NHPP-STP-STATE FUNDS

2021 Spike Projects (NHPP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
3142	Interstate	2	Centre	Exit 161 Bellefonte Int	CON	0	10,000,000	10,000,000	5,000,000	0	0	0	0	0	25,000,000
93494	Interstate	5	Berks	I-78 Rt 61 Bridge Replace	CON	32,650,000	19,550,000	0	0	0	0	0	0	0	52,200,000
94682	Lehigh Valley	5	Lehigh	Wire Mill Bridge	CON	4,000,000	0	0	0	0	0	0	0	0	4,000,000
111664	Interstate	8	York	Market Street Bridge over Mill Creek	CON	5,040,000	0	0	0	0	0	0	0	0	5,040,000
90839	Franklin	8	Franklin	US 30, Rocky Mountain Creek Bridge	CON	3,400,000	0	0	0	0	0	0	0	0	3,400,000
87795	Interstate	4	Pike	I-84, I-84 E&W I-4R E26-E34	CON	45,858,000	19,550,000	25,092,000	0	0	0	0	0	0	90,500,000
14698	DVRPC	6	Chester	US 422, Reconstruction (M2B)	CON	29,000,000	27,000,000	0	0	0	0	0	0	0	56,000,000
113994	Johnstown	9	Cambria	US22 Interchanges	CON	0	6,000,000	0	0	0	0	0	0	0	6,000,000
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	ROW	20,000,000	20,000,000	20,000,000	14,300,000	0	0	0	0	0	74,300,000
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	CON	0	0	18,751,488	30,947,000	29,147,000	17,948,000	15,000,000	15,000,000	30,476,512	157,270,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	ROW	0	0	0	5,900,000	0	0	0	0	0	5,900,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	CON	0	0	0	0	0	0	12,098,000	13,135,000	61,865,000	146,990,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	ROW	0	0	0	1,500,000	0	0	0	0	0	1,500,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	40,000,000	129,230,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	ROW	0	0	0	0	900,000	0	0	0	0	900,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	34,463,488	80,871,000
110070	Lehigh Valley	5	Northampton	22 from Farmersville Rd to 512	CON	0	10,000,000	5,500,000	0	0	0	0	0	0	15,500,000
9128	Scranton W/B	4	Luzerne	PA 115 over I-81	CON	0	13,191,512	10,000,000	0	0	0	0	0	0	23,191,512
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	CON	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	78,535,000	193,535,000
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	FD	12,000,000	0	0	0	0	0	0	0	0	12,000,000
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	UTL	15,000,000	0	0	0	0	0	0	0	0	15,000,000
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	ROW	0	6,400,000	6,400,000	6,400,000	0	0	0	0	0	19,200,000
92924	Interstate	8	York	I-83, North York Widening	ROW	1,000,000	0	0	0	0	0	0	0	0	1,000,000
92924	Interstate	8	York	I-83, North York Widening	CON	0	0	0	0	17,901,000	10,000,000	0	0	0	27,901,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	CON	0	7,336,488	3,303,512	0	0	0	0	0	0	10,640,000
112540	Interstate	8	York	Mill Creek Relocation	CON	0	3,920,000	0	0	0	0	0	0	0	3,920,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	5,850,000	0	0	80,850,000
112549	Interstate	8	York	North York Widening # (Exit 19)	CON	0	0	0	0		15,000,000	15,000,000	15,000,000	42,200,000	87,200,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	0	0	0	15,000,000	15,000,000	0	0	0	0	30,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	CON	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	60,000,000
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	CON	0	0	8,901,000	0	0	0	0	0	0	8,901,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	CON	0	0	0	13,901,000	0	0	0	0	0	13,901,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	CON	0	0	0	0	0	0	0	0	75,000,000	200,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	0	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000
107553	DVRPC	6	Chester	SR 30 & Airport Rd Interchnage Imp	CON	0	0	0	0	0	0	10,000,000	10,000,000	10,000,000	30,000,000
107554	DVRPC	6	Chester	US30 & PA 82 Interchange Imp	CON	0	0	0	0	0	0	10,000,000	10,000,000	10,000,000	30,000,000
109618	Lancaster	8	Lancaster	US 222 Reconstruction/Widening 1	CON	0	0	0	0	10,000,000	10,000,000	0	0	0	20,000,000
102466	STWD Items	99	Central Office	Reserve Line Item	CON	0	0	0	0	0	0	0	0	0	0
						167,948,000	157,948,000	147,948,000	137,948,000	127,948,000	117,948,000	107,948,000	103,135,000	412,540,000	1,801,840,512

2021 Spike Projects (STP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
112678	SVTS	1	Mercer	Hosack Road (T-784) Bridges	CON	534,117	0	0	0	0	0	0	0	0	534,117
78451	Erie	1	Erie	Old Rte 99/Lamson Run #3	UTL	2,000	0	0	0	0	0	0	0	0	2,000
78451	Erie	1	Erie	Old Rte 99/Lamson Run #3	ROW	8,000	0	0	0	0	0	0	0	0	8,000
78451	Erie	1	Erie	Old Rte 99/Lamson Run #3	CON	393,300	0	0	0	0	0	0	0	0	393,300
78444	Erie	1	Erie	Old Rte 99/Lamson Run #2	UTL	2,000	0	0	0	0	0	0	0	0	2,000
78444	Erie	1	Erie	Old Rte 99/Lamson Run #2	ROW	8,000	0	0	0	0	0	0	0	0	8,000
78444	Erie	1	Erie	Old Rte 99/Lamson Run #2	CON	445,500	0	0	0	0	0	0	0	0	445,500
78443	Erie	1	Erie	Old Rte 99/Lamson Run #1	UTL	2,000	0	0	0	0	0	0	0	0	2,000
78443	Erie	1	Erie	Old Rte 99/Lamson Run #1	ROW	8,000	0	0	0	0	0	0	0	0	8,000
78443	Erie	1	Erie	Old Rte 99/Lamson Run #1	CON	351,200	0	0	0	0	0	0	0	0	351,200
1665	SVTS	1	Mercer	Gilmore Rd (T-481) Bridges	ROW	20,000	0	0	0	0	0	0	0	0	20,000
1665	SVTS	1	Mercer	Gilmore Rd (T-481) Bridges	CON	865,883	0	0	0	0	0	0	0	0	865,883
108952	Erie	1	Erie	Central Bayfront Parkway Multimodal	FD	1,000,000	0	0	0	0	0	0	0	0	1,000,000
108952	Erie	1	Erie	Central Bayfront Parkway Multimodal	UTL	1,000,000	0	0	0	0	0	0	0	0	1,000,000
108952	Erie	1	Erie	Central Bayfront Parkway Multimodal	ROW	1,500,000	0	0	0	0	0	0	0	0	1,500,000
108952	Erie	1	Erie	Central Bayfront Parkway Multimodal	CON	0	5,500,000	5,000,000	0	0	0	0	0	0	10,500,000
95966	SEDA-COG	2	Mifflin	T-439 over Tea Creek	CON	0	2,000,000	0	0	0	0	0	0	0	2,000,000
112602	SEDA-COG	3	Union	T-707 over Palmen Road	FD	100,000	0	0	0	0	0	0	0	0	100,000
112602	SEDA-COG	3	Union	T-707 over Palmen Road	UTL	25,000	0	0	0	0	0	0	0	0	25,000
112602	SEDA-COG	3	Union	T-707 over Palmen Road	ROW	15,000	0	0	0	0	0	0	0	0	15,000
112602	SEDA-COG	3	Union	T-707 over Palmen Road	CON	0	868,000	0	0	0	0	0	0	0	868,000
103850	SEDA-COG	3	Union	T-514 over White Deer Crk	FD	80,000	0	0	0	0	0	0	0	0	80,000
103850	SEDA-COG	3	Union	T-514 over White Deer Crk	ROW	5,000	0	0	0	0	0	0	0	0	5,000
103850	SEDA-COG	3	Union	T-514 over White Deer Crk	CON	0	538,000	0	0	0	0	0	0	0	538,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	FD	250,000	0	0	0	0	0	0	0	0	250,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	ROW	50,000	0	0	0	0	0	0	0	0	50,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	UTL	50,000	0	0	0	0	0	0	0	0	50,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	CON	0	1,500,000	0	0	0	0	0	0	0	1,500,000
9833	Wayne	4	Wayne	Carley Brook Brg. 2	CON	0	900,000	800,000	0	0	0	0	0	0	1,700,000
72814	Reading	5	Berks	US 422 Reconstruction	CON	0	0	0	0	0	0	2,471,368	26,815,000	147,260,000	176,546,368
110247	Reading	5	Berks	Glendale Bridge	ROW	35,000	0	0	0	0	0	0	0	0	35,000
110247	Reading	5	Berks	Glendale Bridge	CON	1,650,000	0	0	0	0	0	0	0	0	1,650,000
110329	NEPA	5	Schuylkill	Co. BR. 114 over L L Swatara Creek	FD	370,000	0	0	0	0	0	0	0	0	370,000
110329	NEPA	5	Schuylkill	Co. BR. 114 over L L Swatara Creek	ROW	30,000	0	0	0	0	0	0	0	0	30,000
110329	NEPA	5	Schuylkill	Co. BR. 114 over L L Swatara Creek	CON	0	700,000	600,000	0	0	0	0	0	0	1,300,000
106264	DVRPC	6	Philadelphia	Penn's Landing Project Development	CON	0	14,000,000	20,000,000	20,000,000	10,000,000	10,000,000	0	0	0	74,000,000
86276	DVRPC	6	Chester	TownshipCoBrdg297/WBigElk	FD	300,000	0	0	0	0	0	0	0	0	300,000
86276	DVRPC	6	Chester	TownshipCoBrdg297/WBigElk	ROW	40,000	0	0	0	0	0	0	0	0	40,000
86276	DVRPC	6	Chester	TownshipCoBrdg297/WBigElk	UTL	40,000	0	0	0	0	0	0	0	0	40,000
86276	DVRPC	6	Chester	TownshipCoBrdg297/WBigElk	CON	0	670,000	600,000	0	0	0	0	0	0	1,270,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	FD	300,000	0	0	0	0	0	0	0	0	300,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	ROW	25,000	0	0	0	0	0	0	0	0	25,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	UTL	25,000	0	0	0	0	0	0	0	0	25,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	CON	0	1,300,000	0	0	0	0	0	0	0	1,300,000
111515	DVRPC	6	Philadelphia	Cherokee St. o/ Valley Green Rd	PE	204,000	0	0	0	0	0	0	0	0	204,000
111515	DVRPC	6	Philadelphia	Cherokee St. o/ Valley Green Rd	FD	0	136,000	0	0	0	0	0	0	0	136,000
111515	DVRPC	6	Philadelphia	Cherokee St. o/ Valley Green Rd	CON	0	0	1,660,000	0	0	0	0	0	0	1,660,000
110091	DVRPC	6	Bucks	King RD Bridge o/Herkaken Cr	FD	300,000	0	0	0	0	0	0	0	0	300,000
110091	DVRPC	6	Bucks	King RD Bridge o/Herkaken Cr	ROW	0	30,000	0	0	0	0	0	0	0	30,000
110091	DVRPC	6	Bucks	King RD Bridge o/Herkaken Cr	UTL	20,000	0	0	0	0	0	0	0	0	20,000
110091	DVRPC	6	Bucks	King RD Bridge o/Herkaken Cr	CON	0	0	700,000	650,000	0	0	0	0	0	1,350,000
104821	Interstate	6	Delaware	I-476 Travel Management	PE	2,250,000	0	0	0	0	0	0	0	0	2,250,000
104821	Interstate	6	Delaware	I-476 Travel Management	FD	3,000,000	2,500,000	0	0	0	0	0	0	0	5,500,000
104821	Interstate	6	Delaware	I-476 Travel Management	UTL	0	0	300,000	0	0	0	0	0	0	300,000
104821	Interstate	6	Delaware	I-476 Travel Management	ROW	0	0	250,000	0	0	0	0	0	0	250,000
104821	Interstate	6	Delaware	I-476 Travel Management	CON	0	0	0	11,000,000	11,000,000	11,000,000	11,000,000	10,000,000	0	54,000,000
110415	DVRPC	6	Philadelphia	Schuylkill Banks Christian to Crescent	CON	4,500,000	3,000,000	0	0	0	0	0	0	0	7,500,000
111653	HATS	8	Dauphin	Dauphin Co Bridge Bundle	CON	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
110280	York	8	York	College Ave Bridge*	CON	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
103317	HATS	8	Cumberland	Kunkle Br. Act 13*	CON	1,000,000	1,000,000	0	0	0	0	0	0	0	2,000,000
88171	Altoona	9	Blair	South Poplar Run Bridge	CON	0	650,000	0	0	0	0	0	0	0	650,000

2021 Spike Projects (STP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
111768	Altoona	9	Blair	Frtown Br Juniata River Bridge	CON	**0**	**883,550**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**883,550**
111660	S. Alleghenies	9	Bedford	Shuster Way Heritage Trail	CON	**0**	**0**	**0**	**0**	**815,000**	**705,000**	**980,000**	**0**	**0**	**2,500,000**
91288	SPC	10	Butler	Balls Bend	CON	**8,000,000**	**0**	**4,864,410**	**0**	**0**	**0**	**0**	**0**	**0**	**12,864,410**
91845	SPC	11	Allegheny	PA 28/Highland Park Br Interchange	CON	**8,706,000**	**1,154,450**	**2,894,590**	**5,795,000**	**0**	**0**	**0**	**0**	**0**	**18,550,040**
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	CON	**0**	**0**	**0**	**0**	**15,000,000**	**15,000,000**	**20,901,000**	**0**	**0**	**50,901,000**
86225	SPC	12	Greene	Greene County #75	PE	**0**	**0**	**240,000**	**0**	**0**	**0**	**0**	**0**	**0**	**240,000**
86225	SPC	12	Greene	Greene County #75	FD	**0**	**0**	**180,000**	**0**	**0**	**0**	**0**	**0**	**0**	**180,000**
86225	SPC	12	Greene	Greene County #75	UTL	**0**	**0**	**10,000**	**0**	**0**	**40,000**	**0**	**0**	**0**	**50,000**
86225	SPC	12	Greene	Greene County #75	ROW	**0**	**0**	**0**	**0**	**0**	**70,000**	**0**	**0**	**0**	**70,000**
86225	SPC	12	Greene	Greene County #75	CON	**0**	**0**	**0**	**0**	**0**	**0**	**1,100,000**	**0**	**0**	**1,100,000**
112595	SPC	12	Greene	Greene County #73	PE	**0**	**0**	**0**	**210,000**	**0**	**0**	**0**	**0**	**0**	**210,000**
112595	SPC	12	Greene	Greene County #73	FD	**0**	**0**	**0**	**150,000**	**0**	**0**	**0**	**0**	**0**	**150,000**
112595	SPC	12	Greene	Greene County #73	UTL	**0**	**0**	**0**	**10,000**	**0**	**0**	**0**	**0**	**0**	**10,000**
114552	STWD Items	99	Statewide	Historic Truss Bridge Preservation	CON	**0**	**0**	**1,000,000**	**1,000,000**	**2,000,000**	**2,000,000**	**2,000,000**	**2,000,000**	**8,000,000**	**18,000,000**
111145	STWD Items	99	Statewide	TSMO Reserve	CON	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**20,000,000**	**60,000,000**
102620	STWD Items	99	Statewide	STP Reserve	CON	**0**	**0**	**0**	**0**	**0**	**0**	**362,632**	**0**	**0**	**362,632**
						44,510,000	**44,330,000**	**44,099,000**	**43,815,000**	**43,815,000**	**43,815,000**	**43,815,000**	**43,815,000**	**175,260,000**	**527,274,000**

2021 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	0	0	0	0	1,900,000	0	0	0	0	1,900,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	CON	0	75,000	0	0	0	0	0	0	0	75,000
4383	North Central	2	McKean	T-437 Oswayo Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
4383	North Central	2	McKean	T-437 Oswayo Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	0	100,000	0	0	0	0	0	0	0	100,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	0	100,000	0	0	0	0	0	0	0	100,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	FD	40,000	0	0	0	0	0	0	0	0	40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	0	150,000	0	0	0	0	0	0	0	150,000
95989	North Central	2	Cameron	T-330 Salt Run	FD	30,000	0	0	0	0	0	0	0	0	30,000
95989	North Central	2	Cameron	T-330 Salt Run	ROW	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	CON	0	75,000	0	0	0	0	0	0	0	75,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	CON	0	250,000	0	0	0	0	0	0	0	250,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	FD	40,000	0	0	0	0	0	0	0	0	40,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	UTL	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	0	100,000	0	0	0	0	0	0	0	100,000
112784	Centre	2	Centre	State College Area Connector	PE	5,000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
112784	Centre	2	Centre	State College Area Connector	FD	0	0	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	0	0	40,000,000
112784	Centre	2	Centre	State College Area Connector	UTL	0	0	0	0	10,000,000	10,000,000	9,000,000	0	0	29,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	0	0	0	0	10,000,000	10,000,000	8,000,000	0	0	28,000,000
112784	Centre	2	Centre	State College Area Connector	CON	0	0	0	0	0	0	0	40,000,000	160,000,000	550,000,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	FD	4,000,000	0	0	0	0	0	0	0	0	4,000,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	UTL	3,000,000	0	0	0	0	0	0	0	0	3,000,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	ROW	1,775,000	0	0	0	0	0	0	0	0	1,775,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	CON	1,125,000	0	0	0	0	0	0	0	0	1,125,000
76401	SEDA-COG	3	Snyder	CSVT SS Earthwork-Southern Section Con #1	CON	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	31,761,058	231,761,058
76403	SEDA-COG	3	Snyder	CSVT SS Paving-Southern Section Con #3	CON	0	0	13,951,308	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	0	63,951,308
76404	SEDA-COG	3	Snyder	CSVT SS - PA 61 Connector-Section Con #4	CON	0	0	0	14,275,460	10,000,000	10,000,000	10,000,000	0	0	44,275,460
102810	SEDA-COG	3	Northumberland	CSVT - Ridge Road Improvements	CON	0	0	0	5,000,000	5,000,000	5,070,562	0	0	0	15,070,562
102811	SEDA-COG	3	Snyder	CSVT ITS	CON	0	0	0	5,500,000	5,500,000	5,603,297	0	0	0	16,603,297
76400	SEDA-COG	3	Union	CSVT Paving-North Section Con #3	CON	7,450,000	0	0	0	0	0	0	0	0	7,450,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	FD	50,000	0	0	0	0	0	0	0	0	50,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	UTL	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	ROW	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	CON	0	150,000	0	0	0	0	0	0	0	150,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	FD	30,000	0	0	0	0	0	0	0	0	30,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	ROW	10,000	0	0	0	0	0	0	0	0	10,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	CON	0	80,000	0	0	0	0	0	0	0	80,000
106671	SEDA-COG	2,3	Various	T-392 over Mud Run Bridge	FD	30,000	0	0	0	0	0	0	0	0	30,000
106671	SEDA-COG	2,3	Various	T-392 over Mud Run Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
106671	SEDA-COG	2,3	Various	T-392 over Mud Run Bridge	CON	0	585,000	0	0	0	0	0	0	0	585,000
98983	Williamsport	3	Lycoming	Main St to Southern Ave	CON	0	0	0	0	0	0	5,000,000	0	0	5,000,000

2021 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
114079	Northern Tier	4	Susquehanna	Susquehanna County Paving	CON	0	0	0	0	0	0	2,000,000	0	0	2,000,000
72814	Reading	5	Berks	US 422 Reconstruction	CON	0	0	0	0	0	0	0	0	144,648,942	144,648,942
96470	NEPA	5	Schuylkill	PA 61 St. Clair to Frackville Reconstruction	CON	0	0	1,300,000	1,000,000	2,700,000	3,500,000	0	0	0	8,500,000
96423	Lehigh Valley	5	Northhampton	Pave PA 33 I-78 to US 22	CON	0	0	0	0	0	0	8,000,000	0	0	8,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	FD	4,000,000	7,008,900	0	0	0	0	0	0	0	11,008,900
92931	Interstate	8	Dauphin	Eisenhower Interchange	UTL	3,300,000	4,700,000	4,000,000	0	0	0	0	0	0	12,000,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	0	0	7,289,300	3,000,000	0	0	0	0	0	10,289,300
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	0	0	0	0	6,046,100	3,000,000	0	0	0	9,046,100
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	0	0	0	0	0	0	9,937,900	0	0	9,937,900
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	ROW	10,000,000	11,000,000	12,000,000	12,000,000	0	0	0	0	0	45,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	FD	0	4,000,000	0	0	0	0	0	0	0	4,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	UTL	0	0	2,000,000	0	0	0	0	0	0	2,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	ROW	0	4,000,000	1,000,000	0	0	0	0	0	0	5,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	FD	0	0	0	0	3,500,000	1,500,000	0	0	0	5,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	UTL	0	0	0	0	0	2,000,000	0	0	0	2,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	ROW	0	0	0	0	0	5,000,000	0	0	0	5,000,000
92924	Interstate	8	York	I-83, North York Widening	FD	2,000,000	4,000,000	0	0	0	0	0	0	0	6,000,000
92924	Interstate	8	York	I-83, North York Widening	UTL	100,000	0	0	0	0	0	0	0	0	100,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	FD	500,000	500,000	0	0	0	0	0	0	0	1,000,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	UTL	190,000	0	0	0	0	0	0	0	0	190,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	ROW	760,000	0	0	0	0	0	0	0	0	760,000
112540	Interstate	8	York	Mill Creek Relocation	FD	425,000	0	0	0	0	0	0	0	0	425,000
112540	Interstate	8	York	Mill Creek Relocation	UTL	70,000	0	0	0	0	0	0	0	0	70,000
112540	Interstate	8	York	Mill Creek Relocation	ROW	2,000,000	2,500,000	2,500,000	0	0	0	0	0	0	7,000,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	FD	2,500,000	0	0	0	0	0	0	0	0	2,500,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	UTL	1,000,000	0	0	0	0	0	0	0	0	1,000,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	FD	0	6,000,000	1,000,000	0	0	0	0	0	0	7,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	0	0	3,300,000	0	0	0	0	0	0	3,300,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	0	0	0	5,099,540	1,500,460	0	0	0	0	6,600,000
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	0	0	0	0	0	0	5,000,000	0	0	5,000,000
100343	Lebanon	8	Lebanon	Allentown Blvd/ Trib Racc	CON	0	0	0	0	750,000	250,000	0	0	0	1,000,000
108154	S. Alleghenies	9	Bedford	US 30 - Scenic Rd to SR 4010	CON	0	0	0	0	0	3,300,000	0	0	0	3,300,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	FD	30,000	0	0	0	0	0	0	0	0	30,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	CON	0	80,000	0	0	0	0	0	0	0	80,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	FD	30,000	0	0	0	0	0	0	0	0	30,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	CON	0	100,000	0	0	0	0	0	0	0	100,000
91796	SPC	11	Allegheny	Streets Run Road	CON	0	0	0	0	0	0	0	12,000,000	8,000,000	20,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	CON	0	0	0	0	0	0	0	8,000,000	10,000,000	18,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	0	0	0	0	0	0	0	8,080,000	56,920,000	65,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	PE	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	FD	0	0	4,500,000	1,500,000	0	0	0	0	0	6,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	UTL	0	0	0	500,000	0	0	0	0	0	500,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	ROW	0	0	0	600,000	0	0	0	0	0	600,000
97027	Interstate	11	Allegheny	I-376/Carnegie Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
97029	Interstate	11	Allegheny	I-376/Greentree Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	PE	3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	FD	0	0	7,000,000	2,000,000	0	0	0	0	0	9,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	UTL	0	0	0	3,000,000	1,000,000	0	0	0	0	4,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	ROW	0	0	0	4,000,000	2,000,000	0	0	0	0	6,000,000

2021 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
110601	Interstate	99	Central Office	INFRA Support	CON	**0**	**500,000**	**500,000**	**500,000**	**500,000**	**1,000,000**	**3,000,000**	**0**	**0**	**6,000,000**
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	**15,457,500**	**15,512,500**	**15,557,500**	**15,612,500**	**15,640,000**	**15,700,000**	**15,750,000**	**15,810,000**	**63,735,000**	**341,700,000**
						15,457,500	**15,512,500**	**15,557,500**	**15,612,500**	**15,640,000**	**15,700,000**	**15,750,000**	**15,810,000**	**63,735,000**	**341,700,000**
105813	STWD Items	99	Central Office	HNTB P3 Support	PE	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
98968	STWD Items	99	Central Office	P3 Bridge Initiative	PE	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
98968	STWD Items	99	Central Office	P3 Bridge Initiative	UTL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
98968	STWD Items	99	Central Office	P3 Bridge Initiative	ROW	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
98968	STWD Items	99	Central Office	P3 Bridge Initiative	CON	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
106679	STWD Items	99	Central Office	P3 Rail Carryover	PE/CON	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
102623	STWD Items	99	Central Office	RBR Reserve	CON	**2,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**0**	**0**	**0**	**0**	**0**	**10,000,000**
84337	STWD Items	99	Central Office	Reserve Line Item	CON	**0**	**721,100**	**94,392**	**0**	**23,440**	**76,141**	**262,100**	**0**	**0**	**1,177,173**
						116,250,000	**120,300,000**	**127,050,000**	**134,700,000**	**134,700,000**	**134,700,000**	**134,700,000**	**134,700,000**	**538,800,000**	**2,231,750,000**

2021 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) PROJECT LIST

2021 Program - TSMO Projects (Spike STP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
114779	SVTS	1	Mercer	I-80/SR 19 Interchange ITS Addition - TSMO	CON	0	105,000	0	0	0	0	0	0	0	105,000
114778	SVTS	1	Mercer	I-80 Mercer County ITS Addition - TSMO	CON	0	225,000	0	0	0	0	0	0	0	225,000
114783	Erie MPO	1	Erie	I-90 Western Erie ITS Addition - TSMO	CON	0	205,000	0	0	0	0	0	0	0	205,000
114784	Northwest RPO	1	Crawford	I-79 Northern Crawford County ITS Addition - TSMO	CON	0	175,000	0	0	0	0	0	0	0	175,000
114785	Northwest RPO	1	Venango	I-80 Barkeyville ITS Addition - TSMO	CON	50,000	0	0	0	0	0	0	0	0	50,000
114189	North Central RPO	2	Clearfield	SR 255 Signal/ITS Project	CON	0	0	625,000	0	0	0	0	0	0	625,000
101960	Centre MPO	2	Centre	Atherton Street Phase III	CON	250,000	100,000	0	0	0	0	0	0	0	350,000
110086	Lehigh Valley MPO	5	Lehigh	22-LUI	CON	386,250	200,000	0	0	0	0	0	0	0	586,250
115014	NEPA	5	Schuylkill	Move Existing Message Board	CON	40,000	0	0	0	0	0	0	0	0	40,000
115024	NEPA	5	Schuylkill	Upgrade Analog CCTVs to Digital	CON	0	23,570	0	0	0	0	0	0	0	23,570
115312	Lehigh Valley MPO	5	Lehigh	LVTS Upgrade Analog CCTVs to Digital	CON	0	49,285	0	0	0	0	0	0	0	49,285
115311	Reading MPO	5	Berks	RATS Upgrade Analog CCTVs to Digital	CON	0	32,145	0	0	0	0	0	0	0	32,145
94900	Reading MPO	5	Berks	RATS Freeway Service Patrol	CON	161,515	100,000	0	0	0	0	0	0	0	261,515
68190	Lehigh Valley MPO	5	Lehigh	Lehigh Valley Freeway Service Patrol	CON	143,639	150,000	0	0	0	0	0	0	0	293,639
114949	DVRPC	6	Montgomery	Replacement of Antiquated Dynamic Message Signs	CON	534,884	500,000	0	0	0	0	0	0	0	1,034,884
114960	DVRPC	6	Delaware	I-476 Ramp Meter Upgrade	CON	265,300	200,000	0	0	0	0	0	0	0	465,300
114855	York MPO	8	York	TSMO York Co US 30 Camera Gaps	CON	85,747	0	0	0	0	0	0	0	0	85,747
114853	HATS	8	Cumberland	HATS TSMO	CON	636,878	500,000	0	0	0	0	0	0	0	1,136,878
114856	Adams MPO	8	Adams	TSMO Adams County Devices	CON	400,701	400,000	0	0	0	0	0	0	0	800,701
114773	S. Alleghenies RPO	9	Bedford	2020 S. Alleghenies TSMO Retrofit	CON	80,000	80,000	0	0	0	0	0	0	0	160,000
114774	Altoona MPO	9	Blair	2020 Altoona TSMO Install	PE	70,000	65,000	0	0	0	0	0	0	0	135,000
114775	S. Alleghenies RPO	9	Somerset	2020 S. Alleghenies TSMO Install	CON	85,000	85,000	0	0	0	0	0	0	0	170,000
114842	SPC	10	Indiana	SR 22 ITS Enhancement Project - TSMO	CON	142,224	0	0	0	0	0	0	0	0	142,224
114843	SPC	10	Armstrong	Route 28 AVE ITS Project - TSMO	CON	166,036	100,000	0	0	0	0	0	0	0	266,036
113607	SPC	11	Beaver	I-376 Beaver County ITS	PE	75,000	75,000	0	0	0	0	0	0	0	150,000
115279	SPC	11	Allegheny	Park and Ride Space Availability Information System	CON	143,750	150,000	0	0	0	0	0	0	0	293,750
115277	SPC	11	Allegheny	Western Regional Traffic Management Center Upgrades	PE/CON	90,000	85,000	0	0	0	0	0	0	0	175,000
115214	SPC	12	Washington	D12 I-70 Cameras Exit 39-43	CON	147,000	130,000	0	0	0	0	0	0	0	277,000
115218	SPC	12	Washington	D12 I-70 Fiber Installation-1	CON	124,088	110,000	0	0	0	0	0	0	0	234,088
115220	SPC	12	Washington	D12 I-70 Fiber Installation-2	CON	124,088	110,000	0	0	0	0	0	0	0	234,088
112699	STWD Items	99	Statewide	INRIX 2020-2021*	PRA	692,900	1,025,000	0	0	0	0	0	0	0	1,717,900
111145	STWD Items	99	Statewide	TSMO Reserve	CON	105,000	20,000	4,375,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	49,500,000
						5,000,000	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**20,000,000**	**60,000,000**

Appendix E

Franklin County Projects List

Franklin

PennDOT Project Id: 19188

Project Administrator: PENNDOT

Title: Maclays Mill Road Bridge

Improvement Type: Bridge Replacement

State Route: 4018

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/28/21

Location: SR 4018 (Maclays Mill Road) over Conodoguinet Creek, Southhampton Township

Project Description: This project consists of a bridge replacement on SR 4018 (Maclays Mill Road) over Conodoguinet Creek in Southhampton Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$1391	$122	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,391	$122	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$1,513**

PennDOT Project Id: 19304

Project Administrator: PENNDOT

Title: West King Street Bridge

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/14/22

Location: US 11 over Norfolk Southern Railroad, Shippensburg Borough and Southampton Township

Project Description: This project consists of a bridge replacement on US Route 11 over Norfolk Southern Railroad in Shippensburg Borough and Southampton Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$2195	$947	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$2,195	$947	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$3,142**

PennDOT Project Id: 63174

Project Administrator: PennDOT

Title: Stone Bridge Road Bridge

Improvement Type: Bridge Replacement

State Route: 4006

Municipality: Metal (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: SR 4006 (Stone Bridge Road) over West Branch of Conococheague Creek in Metal Township

Project Description: Bridge Improvement on SR 4006 (Stone Bridge Road) over West Branch of Conococheague Creek in Metal Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$200	$2484
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$200	$2,484

Total FFY 2021-2032 Cost **$2,684**

PennDOT Project Id: 63175

Project Administrator: PennDOT

Title: Paxton Run Rd Bridge

Improvement Type: Bridge Replacement

State Route: 4018

Municipality: Lurgan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/24/21

Location: SR 4018 (Paxton Run Road) over Tributary of Conodoguinet Creek, Lurgan Township

Project Description: This project consists of a bridge replacement on SR 4018 (Paxton Run Road) over Tributary of Conodoguinet Creek in Lurgan Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$845	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$845	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$845**

PennDOT Project Id: 63179

Project Administrator: PennDOT

Title: SR 2016/I-81 Bridge

Improvement Type: Bridge Preservation Activities

State Route: 2016

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 2016 (Clay Hill Road) over Interstate 81 , Antrim Township,

Project Description: Bridge preservation on State Route 2016 (Clay Hill Road) over Interstate 81 in Antrim Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$200	$1204
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$200	$1,204

Total FFY 2021-2032 Cost **$1,404**

PennDOT Project Id: 78690

Project Administrator: PennDOT

Title: SR 75 O/Bucks Run 1

Improvement Type: Bridge Preservation Activities

State Route: 75

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/28

Location: PA 75 (Fort Loudon Road) over Buck Run, Peters Township,

Project Description: Bridge preservation on PA 75 (Fort Loudon Road) over Buck Run in Peters Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$343	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$343	$0

Total FFY 2021-2032 Cost **$343**

PennDOT Project Id: 78692

Project Administrator: PennDOT

Title: SR 641 O/Trout Run

Improvement Type: Bridge Preservation Activities

State Route: 641

Municipality: Lurgan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/28

Location: PA 641 (Forge Hill Road) over Trout Run , Lurgan Township,

Project Description: Bridge preservation on PA 641 (Forge Hill Road) over Trout Run in Lurgan Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$650	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$650	$0

Total FFY 2021-2032 Cost **$650**

PennDOT Project Id: 78699

Project Administrator: PennDOT

Title: Lemar Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 3007

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/28

Location: SR 3007 over West Branch of Conococheague Creek, Peters Township

Project Description: Bridge preservation on State Route 3007 (Lemar Road) over West Branch Conococheague Creek in Peters Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$123	$0
	State:	$0	$0	$0	$0	$464	$520
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$587	$520

Total FFY 2021-2032 Cost **$1,107**

PennDOT Project Id: 78703

Project Administrator: PennDOT

Title: Church Hill Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 3009

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: SR 3009 over West Branck of Conococheague Creek, Peters township

Project Description: Bridge preservation on State Route 3009 (Church Hill Road) over West Branch Conococheague Creek in Peters Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$974	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$974	$0

Total FFY 2021-2032 Cost **$974**

PennDOT Project Id: 78714

Project Administrator: PennDOT

Title: SR2007 O/Little Antietam

Improvement Type: Bridge Preservation Activities

State Route: 2007

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 2007 (Mentzer Gap Road) over Branch of Little Antietam Creek, Washington Township,

Project Description: Bridge replacement
SR2007 Over Little Antietam Creek
Washington Twp

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$1202
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$1,202

Total FFY 2021-2032 Cost **$1,202**

PennDOT Project Id: 79700

Project Administrator: PennDOT

Title: Main Street-Scotland

Improvement Type: Reconstruct

State Route: 1006

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/18/20

Location: SR 1006 (Main Street) from PA 997 to PA 997, Greene Township

Project Description: This project consists of resurfacing on SR 1006 (Main Street) from PA 997 to PA 997 in Greene Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$1594	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,594	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$1,594**

PennDOT Project Id: 87447

Project Administrator: PennDOT

Title: Stoney Battery Rd Bridge

Improvement Type: Bridge Replacement

State Route: 3011

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: SR 3011 (Stoney Battery Road) over Buck Run, Peters Township

Project Description: Bridge Replacement on SR 3011 (Stoney Battery Road) over Buck Run in Peters Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$1579
	State:	$0	$0	$0	$0	$150	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$1,579

Total FFY 2021-2032 Cost **$1,729**

PennDOT Project Id: 87461

Project Administrator: PennDOT

Title: Trib Conococheague Cr Br

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: US-11 Bridge over a Tributary to Conococheague Creek, Antrim Township

Project Description: Bridge Replacement on US-11 over a Tributary to Conococheague Creek in Antrim Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$553
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$553

Total FFY 2021-2032 Cost **$553**

PennDOT Project Id: 87680

Project Administrator: PennDOT

Title: Falling Spring Branch Bridge-A

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Chambersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/21

Location: US-11 over Falling Spring Run, Chambersburg Borough

Project Description: This project consists of a bridge replacement on US Route 11 over Falling Spring Run in Chambersburg Borough, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$596	$1360	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$596	$1,360	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$1,956**

PennDOT Project Id: 87684

Project Administrator: PennDOT

Title: Path Valley Bridge

Improvement Type: Bridge Replacement

State Route: 75

Municipality: Metal (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA-75 over wet weather stream, Metal Township

Project Description: Bridge Replacement on PA-75 over wet weather stream in Metal Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$589
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$589

Total FFY 2021-2032 Cost **$589**

PennDOT Project Id: 87804

Project Administrator: PennDOT

Title: Franklin Bridge Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin County

Project Description: Franklin County Metropolitan Planning Organization's Bridge Reserve Line Item. These funds will be used to address low bid cost increases, additional work on a project and adding additional project phases to the TIP.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$72	$0
	State:	$0	$0	$0	$0	$191	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$263	$0

Total FFY 2021-2032 Cost **$263**

PennDOT Project Id: 87805

Project Administrator: PennDOT

Title: Highway Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin County

Project Description: Franklin County Metropolitan Planning Organization's Highway Reserve Line Item. These funds will be used to address low bid cost increases, additional work on a project and adding additional project phases to the TIP.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$485	$0
	State:	$0	$88	$0	$0	$0	$1008
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$88	$0	$0	$485	$1,008

Total FFY 2021-2032 Cost **$1,581**

PennDOT Project Id: 87810

Project Administrator: PennDOT

Title: Delivery/Consult Assist

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin County,

Project Description: This item provides funding for Franklin County Consultant Assistance in project delivery and construction.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$300	$300	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$300	$300	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$600**

PennDOT Project Id: 87816

Project Administrator: PennDOT

Title: HSIP Line Item

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin County

Project Description: The Highway Safety Improvement Program Reserve contains funds to be used for eligible safety-related projects in the Franklin County MPO.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$1104	$4418
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$1,104	$4,418

Total FFY 2021-2032 Cost **$5,522**

PennDOT Project Id: 88666

Project Administrator: PennDOT

Title: SRTP Rideshare Program

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin MPO Area

Project Description: This item provides funding for ridesharing, vanpooling programs, and transit coordination in the Franklin County Metropolitan Organization area.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$92	$93	$94	$95	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$92	$93	$94	$95	$0	$0

Total FFY 2021-2032 Cost **$374**

PennDOT Project Id: 90205

Project Administrator: PennDOT

Title: SR 16 Retaining Wall

Improvement Type: Safety Improvement

State Route: 16

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA-16 North of Red Run to South of Recycle Center Lane, Washington Township

Project Description: Repair retaining wall along PA-16 from Red Run to South of Recycle Center Lane in Washington Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$2168
	State:	$0	$0	$0	$0	$0	$150
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$2,318

Total FFY 2021-2032 Cost **$2,318**

PennDOT Project Id: 90322

Project Administrator: PennDOT

Title: Lincoln Highway Bridge 1-A

Improvement Type: Bridge Rehabilitation

State Route: 30

Municipality: Saint Thomas (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/20/20

Location: SR 30 (Lincoln Highway) over a Tributary to Back Creek, St. Thomas Township,

Project Description: This project consists of a bridge rehabilitation on SR 30 (Lincoln Highway) over a Tributary to Back Creek in St. Thomas Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$395	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$395	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$395**

PennDOT Project Id: 90812

Project Administrator: PennDOT

Title: Buck Run Bridge

Improvement Type: Bridge Replacement

State Route: 16

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 16 over Buck Run, Peters Township

Project Description: Bridge Replacement on PA 16 over Buck Run in Peters Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$852
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$852

Total FFY 2021-2032 Cost **$852**

PennDOT Project Id: 90839

Project Administrator: PennDOT

Title: Rocky Mountain Creek Br

Improvement Type: Bridge Replacement

State Route: 30

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/25/21

Location: US-30 over Rocky Mountain Creek , Greene Township

Project Description: This project consists of a Superstructure replacement on US Route 30 over Rocky Mountain Creek in Greene Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$3400	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$3,400	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$3,400**

PennDOT Project Id: 90841

Project Administrator: PennDOT

Title: Wet Weather Stream Bridge

Improvement Type: Bridge Replacement

State Route: 75

Municipality: Metal (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA75 over Wet Weather Stream, Metal Township

Project Description: Bridge Replacement on PA75 over Wet Weather Stream in Metal Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$100	$702
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$100	$702

Total FFY 2021-2032 Cost **$802**

PennDOT Project Id: 90845

Project Administrator: PennDOT

Title: Little Antietam Creek

Improvement Type: Bridge Replacement

State Route: 233

Municipality: Quincy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA233 over Little Antietam Creek, Quincy Township

Project Description: Bridge Replacement on PA233 over Little Antietam Creek in Quincy Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$500
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$500

Total FFY 2021-2032 Cost **$500**

PennDOT Project Id: 90856

Project Administrator: PennDOT

Title: W Branch of Antietam Ck-A

Improvement Type: Bridge Replacement

State Route: 997

Municipality: Quincy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/26/21

Location: PA997 over the West Branch of Antietam Creek , Quincy Township

Project Description: This project consists of a bridge replacement on PA 997 over the West Branch of Antietam Creek in Quincy Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$224	$536	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$224	$536	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$760**

PennDOT Project Id: 90969

Project Administrator: PennDOT
Title: Social Island Road Bridge-C
Improvement Type: Bridge Replacement
State Route: 3012
Municipality: Guilford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/29/22
Location: SR 3012 (Social Island Road) over Conococheague Creek, Guilford and Hamilton Townships
Project Description: This project consists of a Replacement on SR 3012 (Social Island Road) over Conococheague Creek in Guilford and Hamilton Townships, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$615	$523	$559	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$615	$523	$559	$0
Total FFY 2021-2032 Cost	$1,697						

PennDOT Project Id: 91340

Project Administrator: PennDOT
Title: Williamsport Pike Bridge
Improvement Type: Bridge Replacement
State Route: 3001
Municipality: Antrim (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: SR 3001 (Williamsport Pike) over Tributary to Conocheaque Creek, Antrim Township
Project Description: Bridge Replacement SR 3001 (Williamsport Pike) over Tributary to Conocheaque Creek in Antrim Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$351
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$351
Total FFY 2021-2032 Cost	$501						

PennDOT Project Id: 91343

Project Administrator: PennDOT
Title: Jack Road Bridge
Improvement Type: Bridge Improvement
State Route: 3012
Municipality: Guilford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/29/22
Location: SR 3012 (Jack Road) over Tail Race, Guilford Township
Project Description: This project may consist of a bridge replacement on SR 3012 (Jack Road) over Tail Race in Guilford Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$423	$251	$143	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$423	$251	$143	$0	$0
Total FFY 2021-2032 Cost	$817						

PennDOT Project Id: 92006

Project Administrator: PennDOT

Title: I-81 Maryland to Mile 6

Improvement Type: Resurface

State Route: 81

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/7/26

Location: I-81 from Maryland line to Milepost 6, Antrim Township

Project Description: Resurface and bridge preservation on I-81 North and Southbound from Maryland line to Milepost 6 in Antrim Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$17956	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$17,956	$0

Total FFY 2021-2032 Cost **$17,956**

PennDOT Project Id: 92588

Project Administrator: PennDOT

Title: Path Valley Road Bridge

Improvement Type: Bridge Replacement

State Route: 75

Municipality: Fannett (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: PA-75 (Path Valley Rd) over branch of Tuscarora Creek, Fannett Twp

Project Description: Replace PA-75 (Path Valley Road) bridge over branch of Tuscarora Creek in Fannett Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$750	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$750	$0

Total FFY 2021-2032 Cost **$750**

PennDOT Project Id: 93055

Project Administrator: PennDOT

Title: I-81 New Interchange (Exit 12)

Improvement Type: New Interchange

State Route: 81

Municipality: Guilford (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/19/23

Location: I-81 at Guilford Springs Rd overpass, Guilford Township

Project Description: This project consists of a new interchange (Exit 12) on I-81 just north of Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a Township Road. Bridge over I-81 is state-owned bridge.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$1945	$3561	$2832	$9966	$1916
	State:	$0	$1604	$3987	$5490	$13276	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$3,549	$7,548	$8,322	$23,242	$1,916

Total FFY 2021-2032 Cost **$44,577**

PennDOT Project Id: 93208

Project Administrator: PennDOT

Title: Mont Alto Road Bridge-A

Improvement Type: Bridge Rehabilitation

State Route: 2031

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/26/21

Location: SR 2031 (Mont Alto Rd) over Trib to Conococheaque Creek, Guilford Twp

Project Description: This project consists of a bridge rehabilitation on SR 2031 (Mont Alto Road) over Tributary to Conococheaque Creek in Guilford Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$600	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$600	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$600**

PennDOT Project Id: 95662

Project Administrator: PennDOT

Title: I-81/Buchanan Trail Impr

Improvement Type: Existing Signal Improvement

State Route: 16

Municipality: Antrim (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Antrim Church Rd/John Wayne Drive and Buchanan Trail SR 016, Antrim Township

Project Description: This project includes installation of a new signal at the northbound ramps of I-81, including dectectors on the ramps to prevent backups on the mainline of I-81 and signal timing coordination with two other existing signals at Antrim Church Road/John Wayne Drive and Buchanan Trail in Antrim Township. This project will alleviate traffic congestion and improve traffic flow in the area.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$300	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$300	$0

Total FFY 2021-2032 Cost **$300**

PennDOT Project Id: 99929

Project Administrator: PennDOT

Title: Amberson Road Bridge2

Improvement Type: Bridge Preservation Activities

State Route: 4005

Municipality: Fannett (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 4005 (Amberson Road) over branch of Conococheague Creek , Fannett Township

Project Description: Bridge preservation on State Route 4005 (Amberson Road) over branch of Conococheague Creek in Fannett Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$273
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$273

Total FFY 2021-2032 Cost **$423**

PennDOT Project Id: 99938

Project Administrator: PennDOT
Title: Amberson Road Bridge 3
Improvement Type: Bridge Preservation Activities
State Route: 4005
Municipality: Fannett (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: State Route 4005 (Amberson Road) over Tributary to Conococheague Creek, Fannett Township,
Project Description: Bridge preservation on State Route 4005 (Amberson Road) over Tributary to Conococheague Creek in Fannett Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$250
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$250

Total FFY 2021-2032 Cost **$400**

PennDOT Project Id: 99942

Project Administrator: PennDOT
Title: Back Road over Dry Run
Improvement Type: Bridge Replacement
State Route: 4007
Municipality: Fannett (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28
Location: State Route 4007 (Back Road) over Dry Run, Fannett Township,
Project Description: Bridge replacement on State Route 4007 (Back Road) over Dry Run in Fannett Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$686	$978
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$686	$978

Total FFY 2021-2032 Cost **$1,664**

PennDOT Project Id: 99964

Project Administrator: PennDOT
Title: Bear Valley Rd/ Broad Run
Improvement Type: Bridge Preservation Activities
State Route: 4001
Municipality: Peters (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: State Route 4005 (Bear Valley Road) over Broad Run, Peters Township,
Project Description: Bridge preservation on State Route 4005 (Bear Valley Road) over Broad Run in Peters Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$450
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$450

Total FFY 2021-2032 Cost **$600**

PennDOT Project Id: 99967

Project Administrator: PennDOT

Title: Bino Road Bridge PM

Improvement Type: Bridge Preservation Activities

State Route: 3004

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 3004 (Bino Road) over Conococheague Creek, Montgomery and Antrim Townships,

Project Description: Bridge preservation on State Route 3004 (Bino Road) over Conococheague Creek in Montgomery and Antrim Townships

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$150	$0
	State:	$0	$0	$0	$0	$0	$650
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$650
Total FFY 2021-2032 Cost	$800						

PennDOT Project Id: 99971

Project Administrator: PennDOT

Title: Black Gap Rd bridge PM

Improvement Type: Bridge Preservation Activities

State Route: 997

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/25

Location: PA 997 (Black Gap Road) over Conococheague Creek , Greene Township

Project Description: This project may consist of bridge preservation on PA 997 (Black Gap Road) over Conococheague Creek in Greene Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$200	$0	$0
	State:	$0	$0	$0	$0	$0	$563
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$200	$0	$563
Total FFY 2021-2032 Cost	$763						

PennDOT Project Id: 100012

Project Administrator: PennDOT

Title: PA16 Bridge PM 1

Improvement Type: Bridge Preservation Activities

State Route: 16

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 16 (Buchanan Trail) over east Branch of Little Antietam Creek east of Waynesboro, Washington Township,

Project Description: Bridge preservation on PA 16 (Buchanan Trail) over east Branch of Little Antietam Creek east of Waynesboro in Washington Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$439
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$439
Total FFY 2021-2032 Cost	$439						

PennDOT Project Id: 100016

Project Administrator: PennDOT

Title: Main Street Bridge 2

Improvement Type: Bridge Replacement

State Route: 16

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 16 (Buchanan Trail) over east Branch of Little Antietam Creek, Washington Township,

Project Description: Bridge replacement on PA 16 (Buchanan Trail) over east Branch of Little Antietam Creek in Washington Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$1605
	State:	$0	$0	$0	$0	$0	$150
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$1,755

Total FFY 2021-2032 Cost **$1,755**

PennDOT Project Id: 100023

Project Administrator: PennDOT

Title: PA16 over Red Run 1

Improvement Type: Bridge Replacement

State Route: 16

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 16 (Buchanan Trail) over Red Run, Washington Township

Project Description: Bridge replacement on PA 16 (Buchanan Trail) over Red Run in Washington Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$1113
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$1,113

Total FFY 2021-2032 Cost **$1,113**

PennDOT Project Id: 100027

Project Administrator: PennDOT

Title: PA16 over Red Run 2

Improvement Type: Bridge Replacement

State Route: 16

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: PA 16 (Buchanan Trail) over Red Run, Washington Township,

Project Description: Bridge replacement on PA 16 (Buchanan Trail) over Red Run in Washington Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$1034	$274
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$1,034	$274

Total FFY 2021-2032 Cost **$1,308**

PennDOT Project Id: 100028

Project Administrator: PennDOT
Title: PA 16 over Red Run 3
Improvement Type: Bridge Replacement
State Route: 16
Municipality: Washington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27
Location: PA 16 (Buchanan Trail) over Red Run, Washington Township
Project Description: Bridge replacement on PA 16 (Buchanan Trail) over Red Run in Washington Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$1005	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$1,005	$0
Total FFY 2021-2032 Cost	$1,005						

PennDOT Project Id: 100039

Project Administrator: PennDOT
Title: PA997 over Conodoguinet 3
Improvement Type: Bridge Replacement
State Route: 997
Municipality: Letterkenny (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: PA 997 (Cumberland Highway) over Conodoguinet Creek, Letterkenny Township
Project Description: Bridge replacement on PA 997 (Cumberland Highway) over Conodoguinet Creek in Letterkenny Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$1364
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$1,364
Total FFY 2021-2032 Cost	$1,514						

PennDOT Project Id: 100042

Project Administrator: PennDOT
Title: Leitersburg RD/ Marsh Run
Improvement Type: Bridge Replacement
State Route: 2002
Municipality: Antrim (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: State Route 2002 (Leitersburg Road) over Marsh Run, Washington and Antrim Townships,
Project Description: Bridge replacement on State Route 2002 (Leitersburg Road) over Marsh Run in Washington and Antrim Townships

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$150	$0
	State:	$0	$0	$0	$0	$0	$1204
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$1,204
Total FFY 2021-2032 Cost	$1,354						

PennDOT Project Id: 100046

Project Administrator: PennDOT

Title: US 30 over Campbell Run-A

Improvement Type: Bridge Replacement

State Route: 30

Municipality: Saint Thomas (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/20/20

Location: US 30 (Lincoln Highway) over branch of Campbell Run, St Thomas Township,

Project Description: This project consists of a bridge replacement on US Route 30 (Lincoln Highway) over branch of Campbell Run in St Thomas Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$606	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$606	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$606**

PennDOT Project Id: 100054

Project Administrator: PennDOT

Title: US 11 over Muddy Run

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: US 11 (Molly Pitcher Highway) over Muddy Run, Antrim Township,

Project Description: Bridge replacement on US 11 (Molly Pitcher Highway) over Muddy Run in Antrim Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$1113
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$1,113

Total FFY 2021-2032 Cost **$1,113**

PennDOT Project Id: 100132

Project Administrator: PennDOT

Title: US11 over Wet Weather str

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: US 11 (Molly Pitcher Highway) over Wet Weather Stream , Southampton Township,

Project Description: Bridge replacement on US 11 (Molly Pitcher Highway) over Wet Weather Stream in Southampton Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$1113
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$1,113

Total FFY 2021-2032 Cost **$1,113**

PennDOT Project Id: 100138

Project Administrator: PennDOT
Title: Paxton Run Rd Bridge 1
Improvement Type: Bridge Replacement
State Route: 4018
Municipality: Lurgan (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: State Route 4018 (Paxton Run Road) over Clippenger Road, Lurgan Township,
Project Description: Bridge replacement on State Route 4018 (Paxton Run Road) over Clippenger Road in Lurgan Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$150	$1605
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$1,605
Total FFY 2021-2032 Cost	$1,755						

PennDOT Project Id: 100143

Project Administrator: PennDOT
Title: Paxton Run Road Bridge 2
Improvement Type: Bridge Replacement
State Route: 4018
Municipality: Lurgan (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28
Location: State Route 4018 (Paxton Run Road) over Tributary to Conodoguinet Creek, Lurgan Township
Project Description: Bridge replacement on State Route 4018 (Paxton Run Road) over Tributary to Conodoguinet Creek in Lurgan Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$1135	$0
	State:	$0	$0	$0	$0	$150	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$1,285	$0
Total FFY 2021-2032 Cost	$1,285						

PennDOT Project Id: 100163

Project Administrator: PennDOT
Title: Mountain Rd ovr Buck Run
Improvement Type: Bridge Replacement
State Route: 3011
Municipality: Peters (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/3/22
Location: State Route 3011 (Mountain Road) over Buck Run, Peters Township,
Project Description: This project consists of a bridge replacement on State Route 3011 (Mountain Road) over Buck Run in Peters Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$160	$0	$0	$0	$0
	State:	$0	$0	$1069	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$160	$1,069	$0	$0	$0
Total FFY 2021-2032 Cost	$1,229						

PennDOT Project Id: 100165

Project Administrator: PennDOT
Title: PA316/Little Antietam Crk
Improvement Type: Bridge Replacement
State Route: 316
Municipality: Washington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28
Location: , PA 316 (Wayne Highway) over Little Antietam Creek, Washington Township,
Project Description: Bridge replacement on PA 316 (Wayne Highway) over Little Antietam Creek in Washington Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$1587	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$1,587	$0
Total FFY 2021-2032 Cost	$1,587						

PennDOT Project Id: 100169

Project Administrator: PennDOT
Title: PA316/trib to W Antietam
Improvement Type: Bridge Replacement
State Route: 316
Municipality: Quincy (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: PA 316 (Wayne Highway) over Tributary to West Antietam, Quincy Township,
Project Description: Bridge replacement on PA 316 (Wayne Highway) over Tributary to West Antietam in Quincy Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$1365
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$1,365
Total FFY 2021-2032 Cost	$1,515						

PennDOT Project Id: 100174

Project Administrator: PennDOT
Title: US30/trib to Campbell Run
Improvement Type: Bridge Replacement
State Route: 30
Municipality: Saint Thomas (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: US30(Lincoln Highway) over Tributary to Campbell Run, Saint Thomas Twp
Project Description: Bridge replacement on US30(Lincoln Highway) over Tributary to Campbell Run in Saint Thomas Twp

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$1354
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$1,354
Total FFY 2021-2032 Cost	$1,354						

PennDOT Project Id: 100225

Project Administrator: PennDOT

Title: Iron Bridge Rd Bridge

Improvement Type: Bridge Preservation Activities

State Route: 2006

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 2006 (Iron Bridge Road) over West Branch of Antietam Creek , Washington Township,

Project Description: Bridge preservation on State Route 2006 (Iron Bridge Road) over West Branch of Antietam Creek in Washington Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$150	$0
	State:	$0	$0	$0	$0	$0	$450
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$450
Total FFY 2021-2032 Cost	$600						

PennDOT Project Id: 100245

Project Administrator: PennDOT

Title: Mill Road over Carters Cr

Improvement Type: Bridge Preservation Activities

State Route: 3026

Municipality: Warren (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 3026 (Mill Road) over Carters Creek, Warren Township,

Project Description: Bridge preservation on State Route 3026 (Mill Road) over Carters Creek in Warren Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$450
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$450
Total FFY 2021-2032 Cost	$600						

PennDOT Project Id: 100249

Project Administrator: PennDOT

Title: Mount Pleasant Rd Bridge

Improvement Type: Bridge Preservation Activities

State Route: 1001

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 1001 (Mount Pleasant Road) over Cold Spring Run, Greene Township

Project Description: Bridge preservation on State Route 1001 (Mount Pleasant Road) over Cold Spring Run in Greene Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$115
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$115
Total FFY 2021-2032 Cost	$265						

PennDOT Project Id: 100256

Project Administrator: PennDOT
Title: Newburg Road/Laughlin Run
Improvement Type: Bridge Preservation Activities
State Route: 641
Municipality: Lurgan (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: PA 641 (Newburg Road) over Laughlin Run, Lurgan Township
Project Description: Bridge preservation on PA 641 (Newburg Road) over Laughlin Run in Lurgan Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$177
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$177

Total FFY 2021-2032 Cost **$327**

PennDOT Project Id: 100261

Project Administrator: PennDOT
Title: Oregon St ov Steigers Run
Improvement Type: Bridge Preservation Activities
State Route: 3009
Municipality: Peters (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27
Location: State Route 3009 (Oregon Street) over Steigers Run, Montgomery and Peters Townships
Project Description: Bridge preservation on State Route 3009 (Oregon Street) over Steigers Run in Montgomery and Peters Townships

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$450	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$450	$0

Total FFY 2021-2032 Cost **$450**

PennDOT Project Id: 100267

Project Administrator: PennDOT
Title: Rowe Run Road ov Rowe Run
Improvement Type: Bridge Preservation Activities
State Route: 433
Municipality: Southampton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: PA 433 (Rowe Run Road) over Rowe Run, Southhampton Township
Project Description: Bridge preservation on PA 433 (Rowe Run Road) over Rowe Run in Southhampton Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$362
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$362

Total FFY 2021-2032 Cost **$512**

PennDOT Project Id: 100308

Project Administrator: PennDOT

Title: US 11/Molly Pitcher Hghwy

Improvement Type: Resurface

State Route: 11

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: US 11 (Molly Pitcher Highway) from South of State Route 2016 (Kaufman Road) to Main Street, Antrim and Guilford Townships,

Project Description: Resurface US 11 (Molly Pitcher Highway) from South of State Route 2016 (Kaufman Road) to Main Street in Antrim and Guilford Townships.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$2408
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$0	$2,408

Total FFY 2021-2032 Cost **$2,408**

PennDOT Project Id: 101401

Project Administrator: PennDOT

Title: South Fayette Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 696

Municipality: Shippensburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 696 (South Fayette Road) over Shirley Run in South Hampton Township

Project Description: Bridge preservation on PA 696 (South Fayette Road) over Shirley Run in South Hampton Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$100	$450
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$100	$450

Total FFY 2021-2032 Cost **$550**

PennDOT Project Id: 101402

Project Administrator: PennDOT

Title: Spring Run Road Bridge PM

Improvement Type: Bridge Preservation Activities

State Route: 641

Municipality: Fannett (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 641 (Spring Run Road) over Dry Run, Fannett Township

Project Description: Bridge preservation on PA 641 (Spring Run Road) over Dry Run in Fannett Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$178
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$178

Total FFY 2021-2032 Cost **$328**

PennDOT Project Id: 101403

Project Administrator: PennDOT

Title: Stoney Battery Rd Bridge

Improvement Type: Bridge Preservation Activities

State Route: 3011

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: State Route 3011 (Stoney Battery Road) over Buck Run, Peters Township

Project Description: Bridge preservation on State Route 3011 (Stoney Battery Road) over Buck Run in Peters Township

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$300
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$300

Total FFY 2021-2032 Cost **$450**

PennDOT Project Id: 101404

Project Administrator: PennDOT

Title: Welsh Run Road Bridge PM

Improvement Type: Bridge Preservation Activities

State Route: 995

Municipality: Montgomery (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: PA 995 (Welsh Run Road) over Welsh Run, Montgomery Township

Project Description: Bridge preservation on PA 995 (Welsh Run Road) over Welsh Run in Montgomery Township.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$150	$145
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$0	$150	$145

Total FFY 2021-2032 Cost **$295**

PennDOT Project Id: 102974

Project Administrator: PennDOT

Title: South Third St Crossing

Improvement Type: RR Warning Devices

State Route: 0

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: South Third Street at Norfolk Southern, Guilford Township

Project Description: This project consists of installation of railroad warning devices on South Third Street at Norfolk Southern in Guilford Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$2	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$2	$0	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$2**

PennDOT Project Id: 106709

Project Administrator: PennDOT

Title: PA997 & SR2015 Intersection

Improvement Type: Intersection Improvement

State Route: 997

Municipality: Washington (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/25/22

Location: Intersection of PA997 and SR2015 (Tomstown Road), Washington Township

Project Description: This project consists of intersection improvements at the intersection of PA 997 and SR 2015 (Tomstown Road) in Washington Township, Franklin County. This intersection improvement project has several potential solutions, through PE phase alternatives will be developed from line striping adjustments, realignment of Tomstown Road or Orchard Road to create a 4-way intersection with the potential for a new signal and potentially a traffic circle.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$618	$651	$600	$1402	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$618	$651	$600	$1,402	$0	$0

Total FFY 2021-2032 Cost **$3,271**

PennDOT Project Id: 111394

Project Administrator: PennDOT

Title: Waynesboro Ped Safety Project

Improvement Type: Bike/Ped Safety Education

State Route: 16

Municipality: Waynesboro (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/25/21

Location: PA-16 (Main St) between Broad St and Franklin St, Walnut St between 2nd and 3rd St, PA-16 and Clayton Ave intersection, Waynesboro Boro

Project Description: This project consists of bike and pedestrian safety improvements on PA-16 (Main St) between Broad St and Franklin St, Walnut St between 2nd and 3rd St, PA-16 and Clayton Ave intersection in Waynesboro Boro. The scope of the project includes sidewalk, curb, and streetlight construction/improvement.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$475	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$475	$0	$0	$0	$0

Total FFY 2021-2032 Cost **$475**

PennDOT Project Id: 114555

Project Administrator: PennDOT

Title: Lincoln Way Intersection Safety Imp

Improvement Type: Safety Improvement

State Route: 30

Municipality: Hamilton (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/7/23

Location: Intersection of US 30(Lincoln Way) and SR 4013(Sollenberger Road), Hamilton Township and Chambersburg Borough

Project Description: This project consists of safety improvements, potentially including an intersection realignment with lane widening or converting the intersection to a roundabout at the intersection of US 30 (Lincoln Way) and SR 4013 (Sollenberger Road) in Hamilton Township and Chambersburg Borough, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$486	$453	$504	$226	$3312	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$486	$453	$504	$226	$3,312	$0

Total FFY 2021-2032 Cost **$4,981**

PennDOT Project Id: 114571

Project Administrator: PennDOT

Title: PA 16 and PA 75 Int Improvements

Improvement Type: Intersection Improvement

State Route: 16

Municipality: Mercersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: PA 16 intersection with PA 75, Mercersburg Borough and Montgomery Township

Project Description: This project consists of intersection improvements at PA 16 intersection with PA 75 in Mercersburg Borough and Montgomery Township, Franklin County.

Project Costs(In Thousands)

Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$125	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$125	$0	$0	$0	$0
Total FFY 2021-2032 Cost	**$125**						

HBTYP

Franklin County did not have any regional projects from the previous TIP that were delayed.

County	Project	Manager	Route	Section	Title	Contract Code	Proj. Class	Construction Estimate	Let Estimate	Let Actual
Franklin	102384	David F Fratangeli	11	100	Chambersburg Signal Imp.	ECMS Cntr	AIRQ	$4,081,334	9/3/20	
Franklin	112852	Benjamin E Singer	81	084	Franklin TSMO ITS Device Project 2	ECMS Cntr	ITS	$588,569	5/21/20	5/21/20
Franklin	112853	Benjamin E Singer	81	083	Franklin TSMO ITS Device Project 1	ECMS Cntr	ITS	$52,325	5/21/20	5/21/20
Franklin	79700	Benjamin E Singer	1006	005	Main Street-Scotland	ECMS Cntr	HRCT	$4,465,659	6/18/20	6/18/20
Franklin	107986	Benjamin E Singer	1006	TAP	Scotland Main St Sidewalk	ECMS Loc C	ENHNC	$355,296	6/18/20	6/18/20
Franklin	92543	Robert C Nuss	7209	BRG	Heisey Road T330 CO#121	ECMS Loc C	BRST	$1,681,229	4/30/20	4/30/20

Appendix F

Public Transportation Program

rabbittransit - Operating and Capital Capacity Plan

Fiscal Year	Project Description	Total Expense	Fare Revenue	Advertising Revenue	Total Balance	Federal 5307 Operating	State 1513 Operating	Federal 5309/5307/JARC Capital	Federal 5339 Capital	State - 1514	State 1516 CTC	Federal 5310 Capital Pass Thru	Local Funds
FY 2020	Beginning Balance					$ 3,156,493	$ 12,903,188	$ 4,064,064	$ 1,094,023	$ 1,193,719	$ 3,974,792	$ 1,790,408	$ 1,269,938
Projected	Operating - Fixed Route/Express/Microtransit	$ 13,104,875	$ 1,782,935	$ 41,300	$ 11,280,640	$ 2,959,818	$ 7,702,415						$ 618,407
	Operating - Paratransit & ADA	$ 15,909,416	$ 14,612,600		$ 1,296,816	$ 196,675	$ 1,100,141						
	Capital Projects	$ 8,397,540			$ 8,397,540.00			$ 865,152	$ 539,520	$ 1,193,719.00	$ 3,974,792.00	$ 1,790,408.00	$ 33,949
	Ending Balance					**$ -**	$ 4,100,632	$ 3,198,912	$ 554,503	$ -	$ -	$ -	$ 617,582
	Expected Funds Received - FY2021					$ 3,504,874	$ 7,619,916	$ 834,317	$ 418,246	$ 1,263,527.00	$ 5,975,000		$ 649,327
FY 2021	Beginning Balance					$ 3,504,874	$ 11,720,548	$ 4,033,229	$ 972,749	$ 1,263,527	$ 5,975,000	$ -	$ 1,266,909
Estimated	Operating - Fixed Route/Express/Microtransit	$ 14,022,216	$ 1,818,594	$ 30,000	$ 12,173,623	$ 3,304,874	$ 8,219,421						$ 649,327
	Operating - Paratransit & ADA	$ 15,988,963	$ 15,050,978		$ 937,985	$ 200,000	$ 737,985						
	Capital Projects	$ 9,314,500			$ 9,314,500.00			$ 2,006,400		$ 1,263,527	$ 5,975,000		$ 69,573
	Ending Balance					$ -	$ 2,763,142	$ 2,026,829	$ 972,749	$ -	$ -	$ -	$ 548,009
	Expected Funds Received - FY2022					$ 3,645,069	$ 7,924,713	$ 1,577,994	$ 422,428	$ 1,334,132	$ 8,972,450		$ 736,793
FY 2022	Beginning Balance					$ 3,645,069	$ 10,687,854	$ 3,604,823	$ 1,395,177	$ 1,334,132	$ 8,972,450	$ -	$ 1,284,802
Estimated	Operating - Fixed Route/Express/Microtransit	$ 15,003,771	$ 1,854,966	$ 30,000	$ 13,118,806	$ 3,600,000	$ 8,837,012						$ 681,794
	Operating - Paratransit & ADA	$ 16,148,853	$ 15,502,507		$ 646,345	$ 85,042	$ 561,304						
	Capital Projects	**$ 15,417,450**			**$ 15,417,450.00**			**$ 3,604,823**	**$ 1,395,177**	**$ 1,334,132**	**$ 8,972,450**		**$ 110,868.00**
	Ending Balance					$ -	$ 1,289,539	$ 0	$ 0	$ -	$ -	$ -	$ 492,140
	Expected Funds Received					$ 3,790,872	$ 8,241,701	$ 947,496	$ 426,653		$ 2,940,102		$ 773,633
FY 2023	Beginning Balance					$ 3,790,872	$ 9,531,240	$ 947,496	$ 426,653	$ 287,909	$ 2,940,102	$ -	$ 1,265,773
Estimated	Operating - Fixed Route/Express/Microtransit	$ 15,753,960	$ 1,892,065	$ 30,000	$ 13,831,895	$ 3,538,748	$ 9,577,264						$ 715,883
	Operating - Paratransit & ADA	$ 16,471,830	$ 15,967,583		$ 504,247	$ 252,123.60	$ 252,123.60						
	Capital Projects	**$ 3,602,727**			**$ 3,602,727**			**$ 360,000**		**$ 287,909**	**$ 2,940,102**		**$ 14,716**
	Ending Balance					$ -	$ (298,147)	$ 587,496	$ 426,653	$ -	$ -	$ -	$ 535,174
	Expected Funds Received					$ 3,942,507	$ 8,571,369	$ 975,921	$ 430,919	$ 357,995	$ 6,426,017		$ 812,315
FY 2024	Beginning Balance					$ 3,942,507	$ 8,273,222	$ 1,563,416	$ 857,572	$ 357,995	$ 6,426,017	$ -	$ 1,347,489
Estimated	Operating - Fixed Route/Express/Microtransit	$ 16,541,658	$ 1,929,906	$ 30,000	$ 14,581,752	$ 3,723,999	$ 10,106,075						$ 751,678
	Operating - Paratransit & ADA	$ 16,883,626	$ 16,446,610		$ 437,015	$ 218,507.74	$ 218,507.74						
	Capital Projects	**$ 7,161,046**			**$ 7,161,046**			**$ 360,000**		**$ 357,995**	**$ 6,426,017**		**$ 17,034**
	Ending Balance					$ -	$ (2,051,361)	$ 1,203,416	$ 857,572	$ -	$ -	$ -	$ 578,777
	Expected Funds Received					$ 4,100,207	$ 8,914,224	$ 1,906,982	$ 435,228	$ 1,257,808	$ 6,939,273		$ 852,930
FY 2025	Beginning Balance					$ 4,100,207	$ 6,862,863	$ 3,110,399	$ 1,292,801	$ 1,257,808	$ 6,939,273	$ -	$ 1,431,707
Estimated	Operating - Fixed Route/Express/Microtransit	$ 17,368,741	$ 1,968,504	$ 30,000	$ 15,370,237	$ 3,875,144	$ 10,705,831						$ 789,261
	Operating - Paratransit & ADA	$ 17,390,134	$ 16,940,008		$ 450,126	$ 225,062.97	$ 225,062.97						
	Capital Projects	**$ 12,700,798**			**$ 12,700,798**			**$ 3,110,399**	**$ 1,292,801**	**1257808**	**$ 6,939,273**		**$ 100,517**
	Ending Balance					$ -	$ (4,068,031)	$ (0)	$ (0)	$ -	$ -	$ -	$ 541,929

Appendix G

Public Participation Documentation

Franklin County Planning Department
218 North Second Street
Chambersburg, PA 17201
Phone: 717-261-3855
Fax: 717-264-8667
Email: planning@franklincountypa.gov

June 8, 2020

Ms. Edwina Butler-Wolfe, Governor
Absentee-Shawnee Tribe of Indians of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

RE: Draft 2021-2024 Franklin County Transportation Improvement Program (TIP)
Public Comment Period Notice

Dear Ms. Butler-Wolfe,

On behalf of the Franklin County Metropolitan Organization, I am contacting you to give notice that the draft 2021-2024 Transportation Improvement Program (TIP) has been released for public review and comment. In accordance with the regulations contained in Fixing America's Surface Transportation (FAST) Act, you are receiving notice of a 30-day public comment period for the TIP, which runs from June 1, 2020 to July 1, 2020.

Due to the COVID-19 State of Emergency declaration, the TIP documents will only be available online for review and we have posted the draft 2021-2024 TIP documents on our website for your information. The documents can be accessed by visiting the following webpage:

https://www.franklincountypa.gov/index.php?section=planning_fcmpo

The documents regarding the TIP can be found under the "Documents" tab. If you wish to provide Franklin County comments about a project on the TIP, please forward them to planning@franklincountypa.gov or to the planning office via mail:

Franklin County Planning Department
218 North Second Street
Chambersburg, Pennsylvania 17201

If you have any questions about a specific project, please contact the planning office at (717) 261-3855 or by email, planning@franklincountypa.gov. Thank you for your interest in Franklin County's 2021-2024 Draft TIP.

Sincerely,
Kenana Korkutovic
Planner III
Franklin County Planning Department

CC: Devon Frazier, THPO

Below is a list of the tribes Franklin County notified of the 2021-2024 Draft TIP with the letter template shown above:

Absentee-Shawnee Tribe
Cayuga Nation
Delaware Nation
Delaware Tribe of Indians
Eastern Shawnee Tribe
Oneida Indian Nation
Oneida Nation
Saint Regis Mohawk Tribe
Seneca Nation of Indians
Seneca-Cayuga Nation
Shawnee Tribe
Stockbridge Munsee Community of Wisconsin
Tonawanda Band of Seneca Outreach
Tuscarora Nation

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD AND PUBLIC MEETING FOR THE DRAFT FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM, AIR QUALITY CONFORMITY ANALYSIS REPORT, AND RELATED DOCUMENTS FOR FRANKLIN COUNTY, PENNSYLVANIA

The Franklin County Metropolitan Planning Organization (FCMPO) announces a 30-day public review and comment period from June 1 through July 1, 2020 for the Draft FY 2021-2024 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis and related documents. The TIP is a listing of federal, state and some locally/privately funded highway, bridge, transit and miscellaneous transportation projects that are expected to move into/through the project development process over the next four years. Public involvement for the TIP is key to creating a comprehensive program to serve the residents for Franklin County. The draft AQCA document demonstrates transportation conformity to federal air quality standards

On Wednesday, June 17, 2020 at 3pm EST an online public meeting will be held on the draft TIP, AQCA Report and related documents. This meeting will be held online using the Google Hangout platform with login information available on MPO portion of the Franklin County website (www.franklincountypa.gov/index.php?section=planning_fcmpo). Additionally, interested participants may contact the Planning Department at (717) 261-3855 for access information.

The draft TIP, AQCA Report, and related documents are available for review at the FCMPO website: www.franklincountypa.gov/index.php?section=planning_fcmpo. Public comments on the documents must be submitted in writing (email or mail) at any time prior to the end of the public comment period on July 1, 2020. For a printed copy of any of these documents, submit a request in writing to the address below.

Submit comments in writing by July 1, 2020, to Steven J Thomas, Planning Director, Franklin County Planning Department, 218 N. 2nd Street, Chambersburg PA 17201 or by email at sjthomas@franklincountypa.gov. For information, please contact Steven Thomas at the above email address of by phone at (717) 261-3855.

The Franklin County Metropolitan Planning Organization is committed to compliance with the non-discrimination requirements of applicable civil rights statutes, executive orders, regulations and policies. Anyone who requires an auxiliary aid or service for effective communication, please contact Steven Thomas at (717) 261-3855 or by email at sjthomas@franklincountypa.gov as soon as possible but no later than 5 days before the scheduled event.

PUBLIC NOTICE

Notice is hereby given that the Franklin County Metropolitan Planning Organization (FCMPO), due to the COVID-19 State of Emergency Declaration by the State of Pennsylvania, will be holding a special MPO meeting for the adoption of the Transportation Improvement Program (TIP) on July 15, 2020 at 10am in a call-in format instead of in-person.

The meeting will be held online using a Google Hangout format. Those wishing to attend the meeting may call in to 1 (929) 266-2723 and then enter PIN 508 459 009#. FCMPO asks as a courtesy that all attendees mute their phones and that public comment opportunities will be given. Additional information may be found online on the Franklin County website at www.franklincountypa.gov.

FCMPO is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, FCMPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability or economic status. For additional services, questions or to make your request for auxiliary services, please contact the Planning Office at 717-261-3855 or at planning@franklincountypa.gov. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by these groups, you may file a complaint process document.

The Franklin County Metropolitan Planning Organization's Transportation Improvement Program (TIP) Public Comment Period started on June 1, 2020 and ended on July 1, 2020. During this time, there were no public comments made.

Appendix H

Franklin County Memorandum of Understanding

Memorandum of Understanding (MOU)
Franklin County Metropolitan Planning Organization (FCMPO)
Procedures for 2021-2024
Transportation Improvement Program (TIP) Revisions

Purpose: This memorandum of understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT) and the Franklin County Metropolitan Planning Organization (FCMPO) establishes procedures to be used for processing revisions to the FY 2021-2024 Transportation Improvement Program.

Definitions:

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP). Amendment is a revision to a TIP that involves a major change toa project included in a TIP.
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Franklin County MPO, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- **Fiscal Constraint Chart (FCC)** is an Excel spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds
- **Interstate Management (IM) Program** is PennDOT's four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- **New Project** is a project that is not programmed in the current TIP and does not have previous obligations from a prior TIP.
- **Planning Partner** is one of the following: MPOs, or RPOs, or the independent County of Wayne.
- **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how FCMPO will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- **Rapid Bridge Replacement (RBR) Initiative** (developed via a Public Private Partnership – P3) will follow the Statewide Managed Program guidance in the administration of the program. For example, the RBR Initiative project rollouts,

independent of time intervals, will be considered an amendment on the state's TIP (STIP). Placement of RBR projects and or line items on Franklin County's TIP will be considered as an administrative action.

- **Reserve Line Item** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- **Revision** is either an Amendment or an Administrative Modification to the TIP.
- **Statewide Managed Program (Statewide Program)** includes those transportation improvements or projects that are managed on the STIP, including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), and State Transportation Alternatives Program (TAP) projects. The Interstate Management Program (IM) will remain its own individual program.

TIP Administration:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If the MPO or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions for revisions of the FCMPO TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, MPO, FHWA, and FTA. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the MPO's LRTP. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures that each

dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of FCMPO's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how the MPO will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within the non-attainment or maintenance area of Franklin County will be screened for Air Quality significance. PennDOT will coordinate with FCMPO to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an amendment to the FCMPO's Long Range Transportation Plan (LRTP) shall also be developed and approved by the MPO. The modified conformity determination would then be based on the amended LRTP conformity analysis, and public involvement procedures consistent with the region's PPP are required.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for FCMPO. If a FCMPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within FCMPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the FCMPO LRTP is in compliance with the federal planning regulations.

TIP Revisions:
In accordance with the federal transportation planning regulations 23 CFR 450 revisions to the TIP will be handled as an Amendment or an Administrative Modification based on agreed upon procedures detailed below.

An Amendment is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in the FCMPO's TIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source;

- Adds a new project, deletes a project that uses federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current TIP, and does not have previous obligations from a prior TIP. (Federally-funded Statewide Program projects are excluded from this provision);
- Adds a new phase(s) to an existing project, deletes a project phase(s) or increases/decreases a project phase(s) that uses federal funds where the revision exceeds the following thresholds:
    - $2 million (Federally-funded Statewide Program projects are excluded from this provision)
- Involves a change in the scope of work to a project(s) that would:
    - Result in an air quality conformity re-evaluation;
    - Result in a revised total project estimate that exceeds 50%; or
    - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project.

Approval by FCMPO is required for **Amendments**. FCMPO must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at the FCMPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

The initial submission and approval process for the federally-funded Statewide Program or increases/decreases exceeding the thresholds defined in the STIP MOU will be considered an amendment to the STIP (subsequent placement of these individual projects or line items on the MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the Interstate Management Program and other federally-funded statewide programs, approval by the PMC and FHWA is required.

An **Administrative Modification** is a minor revision to the FCMPO TIP that:

- Any changes to the federally-funded Statewide Program, including any funding increases/decreases to project phases will be considered an administrative modification on the FCMPO TIP. In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs, approval by PennDOT's PMC and FHWA is required.

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved TIP and must maintain year-to-year TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that uses 100 percent state or non-federal funding, or FCMPO TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to a highway, bridge or transit project, except those involving substantial functional, location, or capacity changes;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects to facilitate project delivery;
- Advances a project phase from the 2nd or 3rd four years of the TYP or FCMPO's RTP for a project that has another phase included in the TIP using federal funds;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally funded project; do not exceed the threshold established in the MOU between PennDOT and FCMPO (as detailed in the aforementioned Amendment Section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a new project. (A change in scope is a substantial alteration to the original intent or function of a programmed project.)

Administrative Modifications do not require federal approval. PennDOT and FCMPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being used.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, FMCPO

will demonstrate, through an FCC, fiscal balance of the subject project phase in the second or third years of the TYP and/or FCMPO.

Financial Constraint:
Demonstration that STIP/TIP fiscal constraint is maintained takes place through a FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint 23 CFR 450.218(l) and 23 CFR 450.326(g)(j)&(k) for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

Financial Reporting:
PennDOT will provide reports to FCMPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by FCMPO and Statewide programs. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above, CAT, and FTA. The reports can be used by FCMPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

TIP Transportation Performance Management:
In accordance with 23 CFR 450.326(c), PennDOT and FCMPO will ensure TIP revisions promote progress toward achievement of performance targets.

FCMPO TIP Revision Procedures:
When FCMPO's TIP is adopted, a copy of this MOU will be included with the TIP documentation to clarify how FCMPO will address all TIP revisions. FCMPO revision procedures are developed under the guidance umbrella of the PennDOT-FHWA-FTA MOU. If FCMPO elects to set more stringent procedures, then PennDOT, FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally funded FCMPO TIP revisions.

This Memorandum of Understanding will begin October 1, 2020, and remain in effect until September 30, 2022, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

SamuelCressler	Jul 20, 2020
Sam Cressler MPO Chairman	Date
	Jul 20, 2020
David Keller Commissioner Chairman	Date
Larry S. Shifflet	July 20, 2020
Larry Shifflet, Deputy Secretary for Planning Pennsylvania Department of Transportation	Date

Appendix I

Franklin County MPO Self-Certification

Franklin County Metropolitan Planning Organization
Self-Certification Resolution

Resolution 2020-05

RESOLUTION of the Franklin County Metropolitan Planning Organization to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the STIP approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.326 (j) and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas in the development of the Franklin County LRTP 2018 Update and the 2021-2024 Franklin County TIP; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 28, and 29, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the Franklin County Metropolitan Planning Organization (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY 2021-2024 TIP (see Exhibit 1).

I, Sam Cressler, **HEREBY CERTIFY** that I am Chairperson of the Franklin County Metropolitan Planning Organization (MPO): that the foregoing resolution was adopted, in accordance with the bylaws, by the members of said MPO at a meeting duly called and held on the 15th day of July 2020, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF, I hereto subscribe my name as Chairperson.

Samuel Cressler Jul 20, 2020

Sam Cressler, Chairman

Franklin County MPO

Attest:

Steven J Thomas Jul 20, 2020

Steven Thomas, MPO Director

Exhibit 1

Franklin County MPO Self-Certification Documentation

Title VI Requirement

The Franklin County Metropolitan Planning Organization (FCMPO) assures that no person shall on the grounds of race, color, creed, national origin, sex, disability, age, income, or limited proficiency in English, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the PA Human Relations Act, and the Pennsylvania Department of Transportation (PennDOT) Title VI Program, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The FCMPO further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, regardless of whether such programs and activities are themselves federally assisted (P.L. 100.259 [S.557] March 22, 1988). In the event the FCMPO as the recipient distributes federal aid funds to a sub-recipient, the FCMPO will include Title VI language in all written agreements and will monitor for compliance.

The Franklin County Planning Department is responsible for initiating and monitoring Title VI activities, preparing reports, and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 CFR 21.

Public Participation Plan (PPP)

Franklin County MPO adopted its most recent Public Participation Plan on May 20, 2020. A copy of this document can be obtained on the FCMPO website or by contacting the Franklin County Planning Department.

The purpose of this Public Participation Plan (the Plan) is to describe the Franklin County Metropolitan Planning Organization's (FCMPO) Public Participation Program (the Program), which comprises the various outreach activities that FCMPO engages in to ensure that all members of the public—including populations that have been underserved by the transportation system and/or have lacked access to the decision-making process—are given the opportunity to participate in the metropolitan transportation planning process that shapes Franklin County. The Plan guides the FCMPO's efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic,and environmental impacts of proposed transportation policies, projects, and initiatives.

The Plan strives to achieve the following objectives:

1. Provide opportunities for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), with adequate public notice and access to underlying technical and policy information;
2. Provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, and stakeholders including representatives of public transportation users and users of bicycle and pedestrian facilities, representatives of the disabled, private transportation providers, providers of freight transportation services, freight shippers, representatives of public transportation employees, and other interested parties; and
3. Provide participation opportunities to those traditionally underserved by existing transportation systems, such as low-income and minority populations.

Environmental Justice

Environmental justice seeks to ensure that no group of people bears a disproportionate share of adverse environmental effects resulting from programs, policies or activities implemented by the Franklin County MPO. The United States Department of Transportation (DOT) requires that MPOs evaluate all plans and programs for environmental justice sensitivity and evaluate public involvement activities to include outreach to low income, minority and disadvantaged populations. The following are statutes that FCMPO must abide by that protect against environmental justice inequities.

- Title VI of the Civil Rights Act of 1964
- The Civil Rights Restoration Act of 1987
- Environmental Justice Executive Order 12898
- Limited English Proficiency (LEP) Executive Order 13166
- Americans with Disabilities Act of 1990 (ADA)

Disadvantaged Business Enterprises (DBE) Requirements

The Franklin County Metropolitan Organization has adopted the Pennsylvania Department of Transportation's Disadvantaged Business Enterprise (DBE) Program as a sub-recipient in accordance with the regulations of the U.S. Department of Transportation (DOT) under 49 CFR Part 26. The Franklin County Metropolitan Planning Organization has received federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the Franklin County Metropolitan Planning Organization has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the Franklin County Metropolitan Planning Organization to ensure that DBE's as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy to ensure nondiscrimination in the award and administration of DOT-assisted contracts, to create a level playing field on which DBE's can compete fairly for DOT-assisted contracts, to ensure that the DBE Program is narrowly tailored in accordance with applicable law, to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's, to help remove barriers to the participation of DBE's in

DOT-assisted contracts, and to assist in the development of firms that can compete successfully in the market place outside the DBE Program.

Contracts awarded to outside vendors for planning studies must adhere to the requirements of the Franklin County DBE Policy.

Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP)

The offices of the agencies that provide staff services or assistance to the Franklin County MPO are all ADA-compliant. All committee, subcommittee, and public meetings are held in ADA-compliant buildings. When possible, meetings are held in locations convenient to alternative transportation modes. All meeting advertisements include a request that special needs users contact Franklin County staff if special arrangements need to be made. An example of a newspaper advertisement can be found in Appendix G of the 2021-2024 Franklin County TIP.

Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements

The Franklin County MPO's 2021-2024 TIP was adopted on July 15, 2020. The MPO and PennDOT utilize approved Procedures for TIP Modifications, which specify the modifications that must be formally approved by the Franklin County MPO, and modifications that can be completed by administrative action of the project sponsor. For each amendment that required formal action by the MPO, and for administrative actions made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment can be found in the 2021-2024 Franklin County TIP under "Financial Plan." Similar processes and procedures were approved and will be utilized to administer the 2021-2024 TIP.