

Comprehensive Freight Movement Plan: Companion Document

Achieving a FAST Act-compliant State Freight Plan

as of August 31, 2018

Background/Overview

The FAST Act included a provision that requires each State that receives funding under the National Highway Freight Program (NHFP) to develop a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight and meets all the required plan contents listed in the Act. This guidance provides the minimum required elements that State Freight Plans must meet, provides a template that reflects those statutory requirements, and suggests recommended, but optional elements, that States may include in their State Freight Plans. It also provides suggestions for establishing State Freight Advisory Committees that will benefit State freight planning.

Under guidance released by the USDOT on October 14, 2016 (and subsequent follow-up meeting with USDOT PA Division staff that December 5), PennDOT's Center for Program Development and Management has prepared this technical memorandum, documenting how Pennsylvania's Comprehensive Freight Movement Plan (CFMP), which pre-dated the December 2015 passage of the FAST Act, has been addressed to ensure its compliance with current law. As such, this memorandum serves as a "companion document" to the state's overall freight plan.

Ten Required Elements

49 U.S.C. 70202 lists 10 required elements that all State Freight Plans must address for each of the transportation modes. These elements (and Pennsylvania's response to each) are summarized within this section of the report.

1. An identification of significant freight system trends, needs, and issues with respect to the State;

PennDOT completed its update of Pennsylvania's long range transportation plan and associated Comprehensive Freight Movement Plan (CFMP) in August 2016. The two plans are known collectively as PA On Track. While both plans address freight system trends, needs, and issues, the CFMP explores these issues in greater detail. The CFMP includes an entire chapter (p.13) that addresses such diverse issues as existing and emerging industries; supply chains; and major

freight trends (including improvements to the Panama Canal and anticipated impacts on Pennsylvania's transportation system). It also includes a discussion of other trends affecting freight transportation, including oversized and overweight cargo, socio-demographic changes, and digital freight.

2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;

PA On Track is organized around four major goal areas, including that of Safety, System Preservation, and Stewardship. Of importance to this report is a fourth goal area, which addresses Personal and Freight Mobility. This goal is supported by nine specific strategies:

- Optimize multimodal infrastructure through improved operations;
- Incorporate a project [evaluation] tool into statewide planning and programming a validation process;
- Identify the Multimodal Economic Competitiveness (MEC) Network in collaboration with the state's MPOs and RPOs;
- Prioritize and enhance intermodal connections;
- Implement station improvements and interlocking projects on the Keystone Corridor (the Amtrak line between Harrisburg and Philadelphia);
- Integrate freight mobility and truck parking accommodation needs into the Corridor Modernization program (now referred to as Transportation Systems Management and Operations, or TSMO);
- Inventory bridge underclearances for rail;
- Partner with private sector freight carriers to investigate strategies to improve modal efficiency; and
- Advocate for additional funding for the state's ports, locks, and dams.

As it moves forward with implementing the strategies of PA On Track, the Program Center is currently conducting a round of "in-reach" with its various modal bureaus and division leaders in identifying specific actions in support of the strategies that have been identified. A recurring reporting mechanism or dashboard will also be created as part of this in order to inform the state's planners and the deputy secretary for planning the status of the freight plan's implementation.

With regard to performance measures, the Department developed PA On Track with full knowledge that at some point, it would be necessary to re-open the plan and "backfill" the portions that relate to performance measures, after final rule-making had been released. PA On

Track includes performance measures that pre-date the final rule-making issued by USDOT on January 9, 2017. PennDOT will update its freight performance measures to be in alignment with final MAP-21 rulemaking. (The freight plan’s goals, objectives, and performance measures are highlighted in Table 1 of the plan, on page 3.)

The performance measure to assess freight movement on the Interstate is “Percentage of the Interstate System Mileage providing for Reliable Truck Travel Times,” or Truck Travel Time Reliability (TTTR) Index (the Freight Reliability measure). The measure also uses the Travel Time Data Set of NPRMDS, but unlike the Level of Travel Time Reliability (LOTTR) which uses a threshold to determine reliability, the TTTR Index is expressed as an average for the entire applicable area.

3. When applicable, a listing of—

- a. multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network);**
- b. critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program);**

The “identification of critical rural freight facilities” is dependent upon FHWA action. PennDOT’s understanding is that this has not yet occurred but will monitor Federal direction in this area.

With regard to the identification of critical Urban and Rural Freight Corridors, PennDOT initiated a “bottoms up” freight system analysis process with its Planning Partners for the purpose of identifying and eventually designating/certifying these priority freight segments. The Department facilitated a webinar with the planning partners on September 21, 2016 and offered additional guidance during the annual planning partners meeting that October 12. A geographic information system-based [Freight Analysis Tool](#) was also developed as a planning aid to help inform the planning partners during this process.

As of this writing (August 24, 2017), all of the Planning Partners have submitted their candidates for consideration. The Program Center has developed a set of objective criteria for the purpose of evaluating candidate segments on both the state- and locally-owned system and is currently in the process of “scoring” the candidate freight segments. Results of the analysis are expected to be completed in the fall of 2017, with coordination with the Planning Partners to begin immediately thereafter. It is the Program Center’s intent to provide designated CUFCs and CRFCs to the PA Division Office sometime during the second quarter of 2018. The certified CUFCs and CRFCs will be included as part of Pennsylvania’s CFMP by reference.

4. A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23.

For ease of review, the goals of the national multimodal freight policy and the national highway freight program are as follows (PennDOT’s responses follow each):

National Multimodal Freight Policy Goal	National Highway Freight Program Goal
<p>A. to identify infrastructure improvements, policies, and operational innovations that—</p> <ul style="list-style-type: none"> i. strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States; ii. reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network; and iii. increase productivity, particularly for domestic industries and businesses that create high-value jobs; 	<p>A. to invest in infrastructure improvements and to implement operational improvements on the highways of the United states that –</p> <ul style="list-style-type: none"> i. strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States; ii. reduce congestion and bottlenecks on the National Highway Freight Network; iii. reduce the cost of freight transportation; iv. improve the year-round reliability of freight transportation; and increase productivity, particularly for domestic industries and businesses that create high-value jobs;

The CFMP is a policy plan that also identifies a list of “freight efficiency projects” (Table 13 on p. 78). Additional freight project needs were solicited from the Planning Partners and are also included within the plan (Appendix C) in support of this national goal.

In addition to policies and projects, the state freight plan also includes a listing of 18 “freight focus areas and opportunities” (p. 66) that the commonwealth should be attentive to. These range from standard practices such as system preservation and improvement of operations to more special initiatives that are squarely supportive of Federal freight policy and program goals.

These include such areas as connected and highly automated vehicles and the consideration of freight concerns at earlier stages of the project delivery process.

PA On Track identified the top 100 truck bottlenecks within the state (Figure 9, p. 32) using truck transponder data. All of the identified bottlenecks are located on the NHFN. These locations require further operational and environmental study in order to determine the best course of action for improving freight efficiencies. These freight bottlenecks will be examined by PennDOT and the Planning Partners to identify specific planning and programming action that would be required.

PennDOT developed a Project Evaluation Tool as a byproduct of the freight plan’s development. The tool allows PennDOT to evaluate not only a proposed project’s technical merits, but also its economic development potential prior to being placed on a future program. A filter within the Project Evaluation Tool includes the degree to which a proposed project improves access to jobs, with varying buffer distances depending upon whether the project is in an urban or rural area. The tool merges IMPLAN and other public data sources (Census, traffic data, user inputs, etc.) into one comprehensive model and predicts PennDOT projects’ economic impact through the measurable outcomes of over 3,400 prior roadway projects, hundreds of rail projects, and national data on ports. The tool uses various economic data in scoring candidate projects, including: expected new jobs; expected total economic output; and increased tax revenue, among others. Most of all, the new tool will allow PennDOT to evaluate the economic benefit of future proposed multimodal projects on a level playing field.

National Multimodal Freight Policy Goal	National Highway Freight Program Goal
A. to improve the safety, security, efficiency, and resiliency of multimodal freight transportation;	A. to improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;

As noted elsewhere, PA On Track is organized around four broad goal statements, all of which are supportive of this national freight goal. “Safety” is the most important goal statement within the plan (see narrative, p. 64), and is supported by eight specific strategies for implementation. Initiatives aimed at improving the security of the state’s transportation system are addressed under the plan’s goal area relating to “Personal and Freight Mobility” (p. 65) while resiliency is specifically addressed under the plan’s “Stewardship” goal and supporting strategies (p. 65-66).

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National Multimodal Freight Policy Goal	National Highway Freight Program Goal
B. to achieve and maintain a state of good repair on the National Multimodal Freight Network;	C. to improve the state of good repair of the National Highway Freight Network

Pennsylvania’s freight plan includes “System Preservation” as one of its goal areas (p.3 and 64). One of the plan’s objectives related to this includes “prioritizing state of good repair approaches that preserve transportation system assets.” This objective relates not only to the state’s share of the NMFN, but *all* of its transportation assets.

National Multimodal Freight Policy Goal	National Highway Freight Program Goal
D. to use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network;	D. to use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network;

Objectives under the plan’s Stewardship goal (p. 3 and 65) include “Investigate opportunities to incorporate technology and Intelligent Transportation Systems across the state,” and “Continue to plan for the advent of connected and autonomous vehicles.” Under Personal and Freight Mobility (p. 3 and 65), a strategy includes: “Optimize multimodal infrastructure through improved operations.”

National Multimodal Freight Policy Goal	National Highway Freight Program Goal
E. to improve the economic efficiency and productivity of the National Multimodal Freight Network;	E. to improve the efficiency and productivity of the National Highway Freight Network;

The plan’s stakeholder engagement process used nine project webinars (as discussed on page 7) which included private sector businesses and economic development interests. PennDOT’s sister agency – the state Department of Community and Economic Development (DCED) – was consulted on matters related to how economic development interests would be incorporated within the planning process. Freight profiles were developed for nine sub-regions across the state and were organized according to the state’s PREP regions, or Partnerships for Regional Economic Performance. DCED representatives were also involved in the development of the Project Prioritization [Evaluation] Tool to ensure economic interests were considered and incorporated. More information regarding PennDOT’s new Project Evaluation Tool is discussed in number 4.A., above.

National Multimodal Freight Policy Goal
F. to improve the reliability of freight transportation;

PA On Track’s development pre-dated the October 14, 2016 freight plan guidance as released in the Federal Register. The CFMP’s existing performance measures will be modified to be congruent with recent Federal rule-making on measuring freight movement on the interstate, or Percentage of Interstate System Mileage providing for Reliable Truck Travel Times, or Truck Travel Time Reliability (TTTR) Index. The issue of reliability is discussed throughout the plan as a cornerstone for freight efficiency and economic competitiveness.

National Multimodal Freight Policy Goal

- G. to improve the short- and long-distance movement of goods that—
- travel across rural areas between population centers;
 - travel between rural areas and population centers; and
 - travel from the Nation’s ports, airports, and gateways to the National Multimodal Freight Network;

The CFMP discusses Pennsylvania’s position within the national market, as the state straddles two so-called “mega-regions” in the Northeast megalopolis and the Great Lakes mega-region (see Figure 5 on page 26). Nearly all of Pennsylvania’s MPOs are located within one of these two mega-regions. The CFMP discusses the movement of freight between these two agglomerations of population and the need for strong freight connections in facilitating the movement of goods at a macro level. The plan further describes how Pennsylvania is “the Keystone State for freight,” not only for destinations within Pennsylvania but also for its role in facilitating freight that is passing through the state in the Northeast.

At a more local level, the CFMP acknowledges that transportation is an overhead cost that needs to be minimized. The state’s recent efforts with its Planning Partners in identifying Critical Urban and Rural Freight Corridors was instructive as it stimulated thought both at PennDOT and across the spectrum of the state’s Planning Partners at considering which roadways were critical to the first- and last-mile movement of freight. Regardless of how FHWA eventually certifies these candidate freight segments, the ones that were identified through this process will be used for long-range planning purposes at the state and regional level of planning.

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National Multimodal Freight Policy Goal	National Highway Freight Program Goal
<p>H. to improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity;</p>	<p>H. to improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity;</p>

The CFMP acknowledges the potential of multi-state collaboration and touts its ongoing experience in participating in multi-state coalitions such as the ones that exist for I-95 and I-81 (see text box, page 70). PennDOT recognizes and supports the need for collaboration in freight planning within regional jurisdictions and across economic corridors, enhancing mobility at the local, state, multi-state, and national level. A specific freight focus area that is discussed in the plan includes the need for Pennsylvania to support projects that address major freight corridors, including multi-state initiatives (see page 69, last bullet point).

National Multimodal Freight Policy Goal	National Highway Freight Program Goal
<p>I. to reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network;</p>	<p>I. to reduce the environmental impacts of freight movement on the National Highway Freight Network.</p>

PA On Track’s third goal (Stewardship, p.65-66) advances several strategies in support of this national goal. These include: assess the weather-related vulnerability of the transportation network in statewide and regional planning; support the use of alternative fuels and related equipment and facilities; and “coordinate with local/county governments on traffic signal management operation and maintenance agreements.” The plan also advocates for the integration of freight into the NEPA and Preliminary Engineering processes (see p. 69, first bullet). This is actually being implemented through the Department’s “PennDOT Connects” initiative, which is already underway and gaining traction as a planning consideration among PennDOT and its Planning Partners.

National Multimodal Freight Policy Goal
<p>J. to pursue the goals described in this subsection in a manner that is not burdensome to State and local governments.</p>

The implementation of PA On Track and the corresponding CFMP is already underway and has been taking place in a manner that has not added any additional procedures or burdens to state and local government. In fact, the development of the plan and its related freight planning tools

and corresponding data have been made available to regional and county governments as a way to improve freight planning at more local levels of government by providing tools and data that would be prohibitively too expensive for them to acquire otherwise. As such, PennDOT has actually *lessened* the financial and human resource burden on the state's municipalities *writ large* for freight planning through its Comprehensive Freight Movement Plan.

5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered.

One of the points of concern highlighted during PA On Track and the CFMP's public outreach process involved that of system operations. The public touched on the need for operational improvements, including additional investment in technology such as adaptive signals, ramp metering, and other operational improvements such as travel time display on message boards. PennDOT was also urged to collaborate with online traffic information providers such as Waze and Google to provide improved detour and travel time information not only for personal mobility concerns, but freight carriers as well.

The very first strategy under the plan's Personal and Freight Mobility goal (p. 65) includes that of "optimizing multimodal infrastructure through the improvement of operations." The Department is currently in the process of identifying specific actions in support of this strategy. Among these include the development of a strategic plan for the Department's efforts at Transportation Systems Management and Operations (TSMO). The Department has also created an Autonomous Vehicle Task Force aimed at developing policy for the safe testing of highly automated vehicles (HAV) in Pennsylvania. The role of the task force will evolve over time, and is expected to eventually address the issue of HAV deployment. In response to the directions of PA On Track, the Department is actively supporting its partners at Carnegie Mellon, Penn State, and the City of Pittsburgh as this technology is being tested and readied for eventual deployment for both personal movement and freight applications (see p. 25).

Finally, PA On Track encourages PennDOT to implement sustainable planning for operations in a way that optimizes the performance of existing transportation infrastructure. A related opportunity would be to integrate transportation operations data, performance metrics, and processes into the project planning and programming process. There are elements of this in the new "PennDOT Connects" initiative, which encourages consideration of operations and various other planning elements as new capital and maintenance projects are being considered.

6. In the case of roadways of which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description.

PennDOT has existing programs in place that protect certain secondary state roadways in situations where non-local traffic may exceed posted roadway weight restrictions. Haulers of overweight vehicles may contact the local PennDOT District posting and bonding coordinator in order to initiate an Excess Maintenance Agreement. This agreement requires the hauler to provide security funding, and in some cases, a maintenance plan. PennDOT then inspects the roadway to determine its existing state of repair prior to hauling activity before a permit is issued. The Department then has the authority to bill the hauler for any cost recovery items, and all excess maintenance must be performed and all billable costs must be paid before the EMA can be released. Statewide, there are currently 10,960 miles of posted roadways.

The identification of CUFCs and CRFCs statewide naturally includes consideration of these roadways that support agricultural, mining, and other energy exploration activities. While certainly not all of the CUFC and CRFC candidates will be certified by FHWA, the segments that are will become eligible for NHFP funding.

It should be noted that PennDOT's posted and bonded roadway program entails secondary state roadways, and, as such, does not entail interstates or most numbered state routes.

The CFMP includes a narrative (p.24) concerning overweight, oversized, and specialized cargo within the freight trends chapter.

7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;

The development of Pennsylvania's long range transportation plan included the use of data acquired from the American Transportation Research Institute (ATRI). ATRI's analysis incorporated average speeds along with an indicator of volume to generate a congestion index for over 6,000 Pennsylvania highway segments. Based on a comparison of truck speeds on each segment over the course of a year, the top 100 truck bottlenecks were identified (p. 32).

The plan includes maps illustrating these top truck bottleneck locations.

The CFMP includes a menu of strategies for addressing bottleneck locations, including strategic additions to capacity (e.g., additional lanes, truck climbing lanes, etc.), and operational

improvements such as ITS, DMS, and CCTV. Specific strategies are as documented in response to Question 2 of this report.

8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay.

PennDOT is addressing freight congestion in a variety of ways:

Strategic Capacity Expansion – Since the completion of Interstate system and the advent of the ISTEA era a generation ago, the Department has been moving more toward a “maintenance first” approach to program development. The size of Pennsylvania’s state-owned roadway network has actually *declined* over the past decade, from a 2005 total of 39,890 linear miles to 39,756 today. In spite of a maintenance first focus, the Department does recognize the need in some cases where strategic expansions of capacity are needed. A few illustrative examples include one of the largest construction projects in PennDOT’s history, the \$134 million Lewistown Narrows project (completed in 2007); the modernization of US 15 through Tioga County in 2008; and the US 219 Johnsonburg Bypass in 2010. The \$670 million Central Susquehanna Valley Thruway (US 15) in the mid-state will break open a persistent freight bottleneck when it opens in 2024.

Designing and Planning for Safety – Freight stakeholders identify safety as their number one concern. Safety is PennDOT’s number one priority, and improving safety through better design can improve freight mobility and improve overall system efficiency.

Operations – Corresponding with a reduced emphasis on capacity building has been a greater focus on improving planning for system operations. Relatively new programs such as the Automated Red Light Enforcement Program (ARLE) and Green Light-Go (GLG) have elevated the amount of funding available for operational improvements. These include various traffic signal enhancements such as: light-emitting diode technology and intelligent transportation applications; autonomous and connected vehicle-related technology; retiming; developing special event plans and monitoring traffic signals; and maintaining and operating traffic signals. The Department is currently developing a strategic plan that will guide its efforts involving Transportation Systems Management and Operations (TSMO).

The Department is also currently working on the development of a series of policies that will guide legislation aimed toward the safe testing of autonomous vehicles within the state. The Department is seeking to balance public safety with the need to allow innovators to further develop this technology and the possibilities it affords to improve safety and capacity.

Planning – As noted previously, Pennsylvania’s newest long range plan (PA On Track) includes a corresponding freight plan. In addition to the goals, objectives, and strategies being advanced by the long range transportation plan, the freight plan includes numerous focus areas and opportunities for Pennsylvania to consider.

As noted previously, the CFMP is organized around four broad goal statements, one of which is **Personal and Freight Mobility**. A supporting objective to this goal includes the Commonwealth’s intent to “provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiency and trip predictability.”

At a regional level, Pennsylvania’s largest MPOs – DVRPC in Philadelphia and SPC in Pittsburgh – have maintained regional freight advisory committees with support from PennDOT. The Commonwealth is also assisting other MPOs in the state through the funding of regional freight plans and providing leadership on regional freight planning committees and task forces. In Allentown, the Lehigh Valley MPO recently completed its first-ever regional freight plan and has organized a regional freight committee which is led by a PennDOT staff member. The Harrisburg MPO too is updating its 10-year-old freight plan in order to be more responsive to emerging freight issues and concerns, as well as to leverage the availability of new freight data that PennDOT has made available through PA On Track.

PennDOT has also introduced and provided new tools for freight planning that have been made available to its Planning Partners. These include:

- an updated statewide travel demand model;
- raw commodity flow data from Transearch;
- a commodity information management system (CIMS) tool; and
- a commodity flow tool that takes the raw data from Transearch and applies it to the state’s roadway network.

The Department has also developed a framework for a project evaluation tool that includes priority networks as one of the tool’s “filters.” The Multimodal Economic Competitiveness Network (MEC) identified the state’s critical corridors and roadways. It is anticipated that this network will eventually be amended to include the state’s Critical Urban Freight Corridors and Critical Rural Freight Corridors that are currently in the process of being designated by PennDOT in collaboration with its Planning Partners.

- 9. A freight investment plan that, subject to 49 U.S.C. 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched.**

The reader should refer to Appendix 1 for this information.

- 10. Consultation with the State Freight Advisory Committee, if applicable.**

PennDOT understands that the organization of a Freight Advisory Committee is encouraged, but not required under the FAST Act. The Program Center has organized a Planning Work Group to guide its efforts in implementation of its long-range plan. A similar group – a Freight Work Group – has also been created to guide concurrent efforts aimed at advancing freight planning in Pennsylvania. The group is being cast as a work group as opposed to an advisory body. Since 1970, PennDOT has been advised by modal advisory groups for rail freight and aviation. These groups provide independent, ongoing counsel to the Department in matters related to these transportation modes. In addition, several planning regions in Pennsylvania have created their own regional freight advisory committees to guide the direction of freight planning and create a collaborative environment for freight stakeholders in their region. PennDOT does not believe that a formal Statewide Freight Advisory Committee is necessary.

Appendix 1

9. A freight investment plan that, subject to 49 U.S.C. 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched.

Pennsylvania's Comprehensive Freight Movement Plan includes a priority list of projects (see Table 13, p.78). As part of the planning process, PennDOT asked its Planning Partners to submit additional freight-related projects, which are summarized in Appendix C beginning on p. 119 and may be considered for future programming based on the availability of future funding. Pennsylvania is currently operating under the auspices of the 2017 Twelve Year Program, which the State Transportation Commission approved in August 2016 after program hearings and online platforms captured public preferences and priorities. The program will be formally updated on September 30, 2018, when the 2019 Twelve Year Program is expected to be approved by FHWA and FTA.

Table 1 below demonstrates the financial capacity of the NHFP and program funds for Pennsylvania. The Pennsylvania NHFP-funded projects may contain slightly more federal funds than actual apportionments in some years. This is managed throughout the implementation of the un-obligated balances in the following ways:

- The annual obligation limitation will ultimately control the level of federal dollars obligated in any particular year.
- Developing all NHFP projects based on federal procedures allows flexibility to make decisions to implement projects using either federal or state funds at a later time. Because project development based on state standards does not allow a switch to federal funding, this allows Pennsylvania to react to variations in annual obligation authority.
- NHFP-programmed projects reflect year of expenditure requirements (Reference PA STIP/TIP General and Procedural Guidance).

PennDOT's Program Management Committee, on July 24, 2017, approved the addition of NHFP funds to the first five projects shown in **Table 2a**. If for any reason the funding could not be obligated on these projects in a timely manner, the Department would look to the remaining projects (as shown in **Table 2b** and **Table 3**), if they have not been let. The projects will use toll-credits for the matching pro-rata for NHPP as well as NHFP funding.

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Table 1: NHFP Apportionments for Pennsylvania¹

	2016	2017	2018	2019	2020	2021	2022	2023-30 ²
Available	\$46,842,495	\$44,806,000	\$48,879,000	\$54,989,000	\$61,099,000	\$61,099,000	\$61,099,000	\$488,792,000

Source: PennDOT Center for Program Development and Management

Table 2a: NHFP Fiscally-constrained Projects

MPMS #	Project Title	Description	County	Route	Sec	Let Date	Phase	FY	NHFP Funds Programmed	State Match
79826	I-95N Columbia-Ann St	Reconstruction and widening of I-95 Northbound from Columbia Avenue to North of Ann Street and the reconstruction of the Northbound Girard Avenue Interchange Ramps, in the City of Philadelphia, Philadelphia County. Work includes demolition and replacement of five bridges.	Philadelphia	95	GR3	10/31/2013 A	CON	2016	\$46,842,495	Toll Credit
31894	I-70 @ PA 31 Int.	Reconstruction of the I-70 interchange #51 including replacing the structure over Route 31, I-70 reconstruction to accommodate 10-foot median, 12-foot shoulders, and improving the sight distance for two horizontal curves. Route 31 (Mount Pleasant Road) will be reconstructed to accommodate a center left turn lane between SR 3061 (First Street) and T-401 (Fort Robinson Road). Also, improvements to SR 3061 (First Street), T-318 (Smithton Pike)	Westmoreland	70	K10	11/2/2017 E	CON	2017	\$44,806,000	Toll Credit

¹ All funding will be used on interstate projects in coordination with the Interstate Management Program. PennDOT maintains a fiscally-constrained Transportation Improvement Program (TIP) to be consistent with expected funding levels.

² For forecasting purposes, PennDOT assumes that it will be "held harmless" through 2030. As such, 2020 amounts were used in making the calculation.

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MPMS #	Project Title	Description	County	Route	Sec	Let Date	Phase	FY	NHFP Funds Programmed	State Match
		including replacing the structure over I-70, and T-402 (Davis Road).								
79827	I-95 S Columbia-Ann St N	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.	Philadelphia	95	GR4	12/14/2017 E	CON	2018	\$48,879,000	Toll Credit
70024	I-83 East Shore Sec. 1	Reconstruction, widening and bridge replacements on and over I-83 from Peiffers Lane to I-81 in Lower Paxton Township. Additional improvements will include work at both the Union Deposit Interchange and Colonial Park Interchange, Dauphin County.	Dauphin	83	43	6/21/2018 E	CON	2019 & 2020	\$64,989,000	Toll Credit
57921	I-80 Exit 308 Realignment	Existing interchange has substandard ramps and a substandard vertical clearance of the SR 2017 Bridge over I-80. Proposed project will include a new structure carrying SR 2017 over I-80, widening of the I-80 structure over Lincoln Ave./ Forge Road, Exit 308 Interchange ramp upgrades, and widening of SR 2017 that will include left turn lanes and traffic signals.	Monroe	80	055	5/9/2019 E	CON	2020	\$51,099,000	Toll Credit
79904	I-95 Betsy Ross Ramps A&B	The BR2 section is a part of the I-95 Reconstruction, I-95 Section BR1, also known as the Betsy Ross	Philadelphia	95	BR2	9/26/2019	CON	2021	\$94,000,000	Toll Credit

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MPMS #	Project Title	Description	County	Route	Sec	Let Date	Phase	FY	NHFP Funds Programmed	State Match
		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 SR 95 Section BRI section.								
105438	I-376, Commercial Street Bridge	Study the replacement of the Commercial Street Bridge and 4 structures at the Braddock Avenue Interchange in the City of Pittsburgh, Allegheny County.	Allegheny	376	A62	8/15/2021	CON	2022	\$61,099,000	Toll Credit
FY 2016-2022 Total NHFP Program Funds									\$411,714,495	Toll Credit

Source: PennDOT Center for Program Development and Management

Table 2b: Pennsylvania's Potential Future NHFP Twelve Year Program (TYP) Fiscally-Constrained Projects

MPMS #	Project Title	Description	County	Route	Sec	Let Date	Phase	FY	NHFP Funds Programmed	State Match
92924	North York Widening	Reconstructing and Widening I-83 to six lanes from North of Exit 18 to PA-238 interchange (Exit 24) in Spring Garden Township, Springettsbury Township, Manchester Township, and North York Borough.	York	83	70	11/18/2021	CON	2023-24	\$122,198,000	Toll Credit
79828	Race - Shackamaxon	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.	Philadelphia	95	GR5	7/18/2024	CON	2025	\$61,099,000	Toll Credit

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MPMS #	Project Title	Description	County	Route	Sec	Let Date	Phase	FY	NHFP Funds Programmed	State Match
		This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.								
97828	I-83 East Shore Section 3	Widen for additional lanes and reconstruct I-83 from the Susquehanna River to SR 3013 (29th Street) in Harrisburg City and Swatara Township, Dauphin County.	Dauphin	83	79	6/11/2026	CON	2026 2027 2030	\$183,297,000	Toll Credit
103559	I-95 Betsy Ross Mainline ³	Project includes the southbound mainline construction from Wheatshaeaf Lane to SR 0095 north of Margaret St.	Philadelphia	95	BR4	7/30/2026	CON	2028	\$61,099,000	Toll Credit
103558	I-95SB: Ann Street – Wheatshaeaf Ln	Project will reconstruct I-95 from Clearfield Street to Wheatshaeaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.	Philadelphia	95	AF4	10/7/2027	CON	2029	\$61,099,000	Toll Credit
FY 2023-2030 Total NHFP Program Funds									\$488,792,000	

³ This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek and construction of a southbound I-95 viaduct over Orthodox, Pearce and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the Honeywell Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street.

Table 3: Pennsylvania's Potential Future NHFP Projects

MPMS #	Project Title	Description	District	Route	Sec	Estimated Let Date	Estimated CON Cost (\$M)
76861	I-84 E&W I-4R Wayne - E26	Interstate reconstruction on Interstate 84 (Fallen Trooper Memorial Highway) over Wallenpaupack and Kleinhans Creeks, in Greene, Palmyra, Sterling Townships Pike and Wayne Counties, bridge replacement over Wallenpaupack Creek, Township Road 357 and Township Road 390, over State Route 507, in Greene, Palmyra, Pike County.	4	84	450	2/1/2018	\$103.1
10466	Interstate 78 (12M)	Interstate reconstruction, bridge replacement/rehabilitation. The project location is on I-78 from the Lehigh County line to Maiden Creek bridge approximately 8 miles. The project involves designing improvements within the I-78 corridor by upgrading numerous existing physical and operational deficiencies to meet current minimum design criteria. The upgrades include, but not limited to, clear zone widths and slope treatments, median improvements, the provision for truck climbing lanes, and vertical clearances under structures. The project location is from just east of the Lenhartsville interchange to the Berks/Lehigh County line in Greenwich Township, Berks County (approx 8.9 miles).	5	78	12M	7/26/2018	\$168.5
79908	I-95: Kennedy-Levick	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.	6	95	BS1	8/23/2018	\$86.0
85766	I-84 E&W I-4R MP 40 - E46	Interstate reconstruction on Interstate 84(Fallen Trooper Memorial Highway) over Township Road 430 (Tunnel Road), Gum Brook, private underpass, bridge replacement over Township Road 430 (Tunnel Road), State Route 2011(Sawhill Road), in Dingman Township, Pike County.	4	84	494	2/14/2019	\$86.0

Appendix 1 of Companion Document to the CFMP

MPMS #	Project Title	Description	District	Route	Sec	Estimated Let Date	Estimated CON Cost (\$M)
87795	I-84 E&W I-4R E26 to E34	Reconstruction on Interstate 84(Fallen Trooper Memorial Highway) from Exit 26 to Exit 34 over Egypt Creek, Palmyra Township, over Private Road, North Branch of Mountain Creek, Unnamed Tributary to Blooming Grove Creek, Blooming Grove Township, bridge replacement over Shohola Creek, Blooming Grove Township, State Route 309, Palmyra Township, Pike County.	4	84	495	3/21/2019	\$93.0
93494	I-78-Rt 61 Bridge Replace	Reconstruction of Route 61 and I-78 Interchange including 61 bridge replacement and widening of two (2) I-78 mainline bridges including roadway reconstruction in Berks County.	5	78	13B	10/24/2019	\$99.9
31895	Yukon & Madison Interchanges	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.	12	70	L10	1/30/2020	\$73.0
69181	I-84ov LackRR/Roaring&435	Bridge replacement on I-84 Eastbound and Westbound over Lackawanna County Railroad and Roaring Brook and Bridge Replacement/Rehabilitation on I-84 over State Route 435, in Dunmore Borough, Lackawanna County.	4	84	282	10/5/2020	\$110.0
75917	NTier Interstate 4R	Bridge replacement of 11 structures and highway reconstruction on Interstate 81 (American Legion Memorial Highway) over Susquehanna Street, New Milford Borough, Intersection State Route 1010 and Susquehanna River, State Route 171(State Street) to Exit 230 and intersection with D and H Railroad, Trowbridge Creek East of State Route 1029 (Randolph Road) over Interstate 81, State Route 8011 (Ramps A,B,C, D), Great Bend Township, Susquehanna County.	4	81	511	4/8/2021	\$160.0
75978	I-70 @ PA 51 Interchange	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.	12	70	E10	1/27/2022	\$125.0

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MPMS #	Project Title	Description	District	Route	Sec	Estimated Let Date	Estimated CON Cost (\$M)
91569	I-80: State Line to US 19 Reconstruct	This project includes 29.87 miles of rehabilitation/reconstruction on Interstate 80 (Z H Confair Highway) from the Ohio/Pennsylvania line to State Route 19 (Perry Highway) in East Lackawannock, Lackawannock and Shenango Townships. Work includes 5 miles of complete highway reconstruction along with overlay of the entire length and bridge rehabilitations and preservations.	1	80	A16	2/1/2022	\$146.0
92931	Eisenhower Interchange	Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange: I-83, I-283, and US 322 in Swatara and Lower Paxton Townships, Dauphin County.	8	83	78	5/19/2022	\$249.0
103553	I-95: Race-Shackamaxon 2	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. This project also includes widening of shoulders and rehabilitation, deck replacement, demolition and replacement of ten (10) bridges.	6	95	GR6	7/14/2022	\$130.0
76357	I-80 Reconstruction-Monroe	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.	5	80	17M	10/6/2022	\$475.0
79910	I-95: Margaret-Kennedy	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) in 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)	6	95	BS2	10/13/2022	\$174.0

Appendix 1 of Companion Document to the CFMP

MPMS #	Project Title	Description	District	Route	Sec	Estimated Let Date	Estimated CON Cost (\$M)
		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.					
79905	I-95: Betsy Ross MainIn NB	I-95: Betsy Ross MainIn NB Philadelphia County Widening/Reconstruction	6	95	BR3	10/27/2022	\$241.0
90021	I-80 Canoe Creek Bridges EB & WB	Replacement of the existing structures carrying Interstate 80 (eastbound and westbound) over SR 4005 (Tippecanoe Road) and Canoe Creek in Beaver Township, Clarion County.	10	80	365	3/1/2023	\$95.0
87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	Bridge reconstruction/rehabilitation on Interstate 81(American Legion Memorial Highway), State Route 307(Moosic Street), State Route 3016(Davis Street), State Route 3102(River Street), State Route 8008(Ramp A Road) over various roads and waterways from the Luzerne County Line to Exit 185, Central Scranton Expressway in Moosic Borough and Scranton City, Lackawanna County.	4	81	D46	4/13/2023	\$337.0
103557	I-95N Ann St-Wheatsheaf Lane	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.	6	76	ICM	7/15/2024	\$115.0
106662	I-76 Integrated Corridor Management	I-76 Integrated Corridor Management Montgomery County Corridor Management	6	76	ICM	7/15/2024	\$115.0

Source: PennDOT Center for Program Development and Management

These projects are depicted in further detail within Appendix 1.A of this report. 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 Planning Partners.
- Estimated let dates: projects that haven’t been let but will be by CY 2022.
- Estimated construction costs: projects that had a cost greater than \$50 million.

Appendix 1.A: 2019 Interstate TIP

The Companion Document to the statewide Comprehensive Freight Movement Plan includes a listing of projects included in the state’s 2019 Interstate Transportation Improvement Program (TIP). Projects using NFP funds are highlighted in red for ease of review.

Appendix 1.B: 2019 Interstate TYP

The 2019 Interstate Twelve Year Program (TYP) is included here in draft form. The State Transportation Commission (STC) is expected to approve the updated TYP on August 16, 2018.⁴ A final version is expected to be approved by FHWA and FTA by September 30, 2018. Projects using NFP funds are highlighted in red for ease of review.

⁴ Documentation of the STC approval process can be found on its website: www.talkpatransportation.com.

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones						
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total		
Totals for: Central Office							111,038,750		11,005,492			122,044,242		28,484,042		7,124,844			35,608,886		66,327,731		16,552,074			82,879,805		41,963,907		27,191,371		69,155,278	309,688,211
Centre	80	A18	51466	PA 26/I-80 Interchange	F	IMAN			581	500,000		500,000																			07/28/9999 E		
Centre	80	A18	51466	PA 26/I-80 Interchange	U	IMAN	NHPP	80,000	581	20,000		100,000																					
Centre	80	A18	51466	PA 26/I-80 Interchange	R	IMAN	NHPP	160,000	581	40,000		200,000																					
Centre	80	A18	51466	PA 26/I-80 Interchange	C	IMAN							SXF	35,110,410	581	5,357,680		40,468,090													05/07/2020 E		
Centre	80	A18	51466	PA 26/I-80 Interchange	C	IMAN														581	2,642,320		2,642,320							05/07/2020 E			
Centre	80	B18	3142	EXIT 161 Bellefonte Interchan	F	IMAN	NHPP	1,200,000	581	300,000		1,500,000																		07/28/9999 E			
Centre	80	B18	3142	EXIT 161 Bellefonte Interchan	U	IMAN	NHPP	80,000	581	20,000		100,000																					
Centre	80	B18	3142	EXIT 161 Bellefonte Interchan	R	IMAN	NHPP	225,000	581	25,000		250,000																					
Centre	80	B18	3142	EXIT 161 Bellefonte Interchan	C	IMAN																sNHP	10,000,000						10,000,000	03/03/2022 E			
Centre	80	B18	3142	EXIT 161 Bellefonte Interchan	C	IMAN																APD	30,000,000					30,000,000	03/03/2022 E				
Centre	80	B38	74912	I-80 Bridge Improvements	C	IMAN																NHPP	2,000,000					2,000,000	03/03/2022 E				
Totals for: Centre							240,000		560,000		800,000		36,615,410		5,702,680		42,318,090				2,642,320		2,642,320		42,000,000				42,000,000	87,760,410			
Clarion	80	365	90021	I-80 Canoe Creek Bridges	P	IMAN			185	2,000,000		2,000,000																					
Clarion	80	365	90021	I-80 Canoe Creek Bridges	F	IMAN									185	521,800		521,800															
Clarion	80	365	90021	I-80 Canoe Creek Bridges	F	IMAN																185	800,000		800,000								
Clarion	80	365	90021	I-80 Canoe Creek Bridges	F	IMAN																			185	800,000		800,000					
Clarion	80	365	90021	I-80 Canoe Creek Bridges	U	IMAN									185	65,226		65,226															
Clarion	80	365	90021	I-80 Canoe Creek Bridges	U	IMAN																185	100,000		100,000								
Clarion	80	365	90021	I-80 Canoe Creek Bridges	U	IMAN																		185	100,000		100,000						
Clarion	80	365	90021	I-80 Canoe Creek Bridges	R	IMAN									185	65,226		65,226															
Clarion	80	365	90021	I-80 Canoe Creek Bridges	R	IMAN																185	100,000		100,000								
Clarion	80	365	90021	I-80 Canoe Creek Bridges	R	IMAN																		185	100,000		100,000						
Totals for: Clarion									2,000,000		2,000,000				652,252		652,252				1,000,000		1,000,000				1,000,000		1,000,000	4,652,252			
Clearfield	80	B41	87729	I-80 ov SR 970 Interchange	F	IMAN			185	1,545,000		1,545,000																			12/12/2019 E		
Clearfield	80	B41	87729	I-80 ov SR 970 Interchange	U	IMAN			185	103,000		103,000																					
Clearfield	80	B41	87729	I-80 ov SR 970 Interchange	R	IMAN			185	51,500		51,500																					
Clearfield	80	B41	87729	I-80 ov SR 970 Interchange	C	IMAN									185	6,098,140		6,098,140														01/16/2020 E	
Clearfield	80	B41	87729	I-80 ov SR 970 Interchange	C	IMAN																185	13,500,000		13,500,000						01/16/2020 E		
Clearfield	80	B41	87729	I-80 ov SR 970 Interchange	C	IMAN																	185	6,500,000		6,500,000		6,500,000			01/16/2020 E		
Clearfield	80	B44	87694	I-80 Clearfield Culverts	C	IMAN			185	250,000		250,000																			08/23/2018 E		
Clearfield	80	B48	106657	I-80 Bridges over SR 1012	F	IMAN			185	103,000		103,000																				12/27/2018 E	
Clearfield	80	B48	106657	I-80 Bridges over SR 1012	U	IMAN			185	231,750		231,750																					
Clearfield	80	B48	106657	I-80 Bridges over SR 1012	R	IMAN			185	77,250		77,250																					
Clearfield	80	B48	106657	I-80 Bridges over SR 1012	C	IMAN			185	3,798,000		3,798,000																			01/31/2019 E		
Clearfield	80	B48	106657	I-80 Bridges over SR 1012	C	IMAN									185	3,000,000		3,000,000														01/31/2019 E	
Totals for: Clearfield									6,159,500		6,159,500				9,098,140		9,098,140				13,500,000		13,500,000				6,500,000		6,500,000	35,257,640			
Columbia	80	131	97561	I-80 West Bound Lane from Fi	P	IMAN																581	545,000		545,000						11/09/2023 E		

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones														
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total										
Delaware	476	HSR	104821	I-476 Travel Management	R	IMAN												sSTP	250,000					250,000																	
Totals for: Delaware								8,000,000		500,000		8,500,000				1,000,000		1,000,000		550,000		1,000,000		1,550,000														12,050,000			
Erie	86	A02	81441	I-86 Eastbound Preservation	C	IMAN	sNHPP	6,000,000				6,000,000																									03/14/2019 E				
Erie	90	A29	102031	I-90: MP 0 to 3.5 Reconstruct	F	IMAN			581	1,025,916		1,025,916																													
Erie	90	A29	102031	I-90: MP 0 to 3.5 Reconstruct	F	IMAN									581	1,000,000		1,000,000																							
Erie	90	A29	102031	I-90: MP 0 to 3.5 Reconstruct	U	IMAN			581	10,300		10,300																													
Erie	90	A29	102031	I-90: MP 0 to 3.5 Reconstruct	R	IMAN			581	173,892		173,892																													
Erie	90	A29	102031	I-90: MP 0 to 3.5 Reconstruct	+C	IMAN	NHPP	20,346,000				20,346,000																									01/31/2019 E				
Erie	90	A29	102031	I-90: MP 0 to 3.5 Reconstruct	+C	IMAN							NHPP	19,000,000																							01/31/2019 E				
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	F	IMAN			581	1,375,000		1,375,000																													
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	F	IMAN									581	1,200,000		1,200,000																							
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	U	IMAN									581	124,831		124,831																							
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	R	IMAN									581	374,497		374,497																							
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	+C	IMAN							NHPP	11,481,190				11,481,190																			02/13/2020 E				
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	+C	IMAN												NHPP	10,000,000					10,000,000												02/13/2020 E					
Erie	90	A30	102039	I-90: MP 3.5 to 7 Reconstruct	+C	IMAN																			NHPP	10,000,000										10,000,000	02/13/2020 E				
Erie	90	A31	102040	I-90: MP 7 to 10.5 Reconstruct	+C	IMAN							NHPP	11,135,380				11,135,380																		02/13/2020 E					
Erie	90	A31	102040	I-90: MP 7 to 10.5 Reconstruct	+C	IMAN												NHPP	10,000,000					10,000,000												02/13/2020 E					
Erie	90	A31	102040	I-90: MP 7 to 10.5 Reconstruct	+C	IMAN																			NHPP	10,000,000										10,000,000	02/13/2020 E				
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct	P	IMAN									581	209,015		209,015																							
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct	P	IMAN																					581	1,000,000									1,000,000				
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct	P	IMAN																						581	1,000,000							1,000,000					
Totals for: Erie								26,346,000		2,585,108		28,931,108		41,616,570		2,908,343		44,524,913		20,000,000		1,000,000		21,000,000		20,000,000		1,000,000								21,000,000	115,456,021				
Fulton	70	033	91536	I-70 WB Amaranth to Bdfrd	+C	IMAN																		NHPP	10,000,000											10,000,000	01/06/2022 E				
Fulton	70	35B	110583	I-70 Bridges over PA 915	C	IMAN												sNHP	1,600,000																		1,600,000	02/13/2020 E			
Totals for: Fulton																																						10,000,000	11,600,000		
Jefferson	80	54G	106254	I-80 Reynoldsville PM	C	IMAN	sNHPP	6,308,000				6,308,000																									12/13/2018 E				
Jefferson	80	54G	106254	I-80 Reynoldsville PM	C	IMAN												sNHP	3,792,000																		3,792,000	12/13/2018 E			
Totals for: Jefferson								6,308,000				6,308,000																										3,792,000	10,100,000		
Lackawanna	81	221	110338	I 81 & I 84 Pavement Failure I	+C	IMAN	NHPP	5,000,000				5,000,000																										08/23/2018 E			
Lackawanna	81	230	92435	I-81 NB/SB Preservation Paver	F	IMAN			581	591,350		591,350																													
Lackawanna	81	230	92435	I-81 NB/SB Preservation Paver	F	IMAN									581	1,000,000		1,000,000																							
Lackawanna	81	230	92435	I-81 NB/SB Preservation Paver	+C	IMAN																																6,370,963	04/22/2021 E		
Lackawanna	81	230	92435	I-81 NB/SB Preservation Paver	+C	IMAN																																NHPP	10,000,000	10,000,000	04/22/2021 E
Lackawanna	81	246	106682	Scranton Beltway/Turnpike	F	IMAN			TPK	1,600,000		1,600,000																													
Lackawanna	81	246	106682	Scranton Beltway/Turnpike	F	IMAN									TPK	5,000,000		5,000,000																							
Lackawanna	81	246	106682	Scranton Beltway/Turnpike	F	IMAN																						TPK	5,000,000									5,000,000			
Lackawanna	81	246	106682	Scranton Beltway/Turnpike	C	IMAN																																TPK	7,550,000	7,550,000	04/01/2022 E

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones								
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total				
Lackawanna	81	249	109304	I-81 NB/SB Mill/Fill Lacka	+C	IMAN	NHPP	7,111,000				7,111,000																						12/06/2018 E	
Lackawanna	81	249	109304	I-81 NB/SB Mill/Fill Lacka	+C	IMAN							NHPP	7,000,000																			12/06/2018 E		
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I	P	IMAN	NHPP	4,950,000	581	550,000		5,500,000																							
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I	P	IMAN							NHPP	4,950,000	581	550,000																			
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I	P	IMAN							NHPP	4,932,000	581	548,000																			
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 43	F	IMAN	NHPP	1,350,000	185	150,000		1,500,000																							
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 43	F	IMAN							NHPP	1,848,150	185	205,350																			
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 43	R	IMAN	NHPP	231,750	185	25,750		257,500																							
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 43	+C	IMAN							NHPP	30,000,000																				10/05/2020 E	
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 43	+C	IMAN							NHPP																					10/05/2020 E	
Totals for: Lackawanna								18,642,750		2,917,100		21,559,850		13,798,150		6,755,350		20,553,500		41,302,963		5,548,000		46,850,963		40,000,000		7,550,000		47,550,000		136,514,313			
Lehigh	78	16M	87646	I-78 PM 2 - Lehigh	F	IMAN			581	273,183		273,183																							
Lehigh	78	16M	87646	I-78 PM 2 - Lehigh	+C	IMAN							NHPP	7,598,588																				12/12/2019 E	
Totals for: Lehigh										273,183		273,183		7,598,588																				7,871,771	
Luzerne	80	311	107495	I-80 Eastbound/Westbound Re	P	IMAN	NHPP	800,000				800,000																							
Luzerne	80	311	107495	I-80 Eastbound/Westbound Re	+F	IMAN	NHPP	800,000				800,000																							
Luzerne	80	311	107495	I-80 Eastbound/Westbound Re	+C	IMAN								NHPP	14,000,000																			01/31/2019 E	
Luzerne	80	311	107495	I-80 Eastbound/Westbound Re	+C	IMAN								NHPP																				20,000,000	01/31/2019 E
Luzerne	80	350	91587	Interstate 80 Bridge Program	P	IMAN			185	4,250,000		4,250,000																							
Luzerne	80	350	91587	Interstate 80 Bridge Program	P	IMAN										185	1,500,000																		
Luzerne	80	350	91587	Interstate 80 Bridge Program	F	IMAN																													
Luzerne	80	350	91587	Interstate 80 Bridge Program	F	IMAN																													
Luzerne	81	313	81910	I-81 NB Grinding Luz	C	IMAN	sNHPP	6,000,000				6,000,000																						03/28/2019 E	
Luzerne	81	313	81910	I-81 NB Grinding Luz	C	IMAN							sNHPP	5,500,000																				03/28/2019 E	
Luzerne	81	360	106046	Interstate 81 Bridge Program	P	IMAN			185	4,300,000		4,300,000																							
Luzerne	81	360	106046	Interstate 81 Bridge Program	P	IMAN										185	1,500,000																		
Luzerne	81	360	106046	Interstate 81 Bridge Program	F	IMAN																													
Luzerne	81	361	106049	Interstate 81 over County Road	P	IMAN			185	3,000,000		3,000,000																							
Luzerne	81	361	106049	Interstate 81 over County Road	F	IMAN																													
Luzerne	81	361	106049	Interstate 81 over County Road	C	IMAN																													01/07/2021 E
Luzerne	81	D52	67443	I-81 Dorrance Bridges	F	IMAN																													
Luzerne	81	D52	67443	I-81 Dorrance Bridges	F	IMAN																													
Luzerne	81	D52	67443	I-81 Dorrance Bridges	R	IMAN																													
Luzerne	81	D52	67443	I-81 Dorrance Bridges	C	IMAN																													03/16/2021 E
Totals for: Luzerne								7,600,000		11,550,000		19,150,000		5,500,000		6,568,236		12,068,236		14,000,000		4,901,056		18,901,056		20,000,000		20,873,202		40,873,202		90,992,494			
Lycoming	180	118	97554	Market St Br to Loyalsock Cr	C	IMAN	sNHPP	1,450,000				1,450,000																						09/27/2018 E	
Totals for: Lycoming								1,450,000				1,450,000																						1,450,000	
Mercer	80	A16	91569	I-80: State Line to US 19 Reco	P	IMAN			581	400,000		400,000																							

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones												
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total								
Mercer	80	A16	91569	I-80: State Line to US 19 Reco	F	IMAN								581	118,270																								
Mercer	80	A16	91569	I-80: State Line to US 19 Reco	F	IMAN													581	100,000																			
Mercer	80	A16	91569	I-80: State Line to US 19 Reco	F	IMAN																		581	100,000														
Mercer	80	B19	58006	I-80: Hogback Run Bridges	F	IMAN			185	154,500																													
Mercer	80	B19	58006	I-80: Hogback Run Bridges	R	IMAN			185	10,300																													
Mercer	80	B19	58006	I-80: Hogback Run Bridges	C	IMAN			185	1,030,000																											12/05/2019 E		
Mercer	80	B19	58006	I-80: Hogback Run Bridges	C	IMAN								185	2,060,000																						12/05/2019 E		
Totals for: Mercer										1,594,800						2,178,270																					3,973,070		
Monroe	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	NHPP	17,901,000																													05/09/2019 E		
Monroe	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN								NEP	51,099,000																						05/09/2019 E		
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	F	HRST																	581	500,000															
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	F	IMAN																																	
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	F	IMAN																																	
Totals for: Monroe								17,901,000								51,099,000								581	500,000														79,000,000
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+F	IMAN								sNHP	1,000,000																								
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+F	IMAN																																	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+F	IMAN																																	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+U	IMAN																																	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+U	IMAN																																	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+R	IMAN																																	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+R	IMAN																																	
Montgomery	76	ICM	106662	I-76 Integrated Corridor Manag	+C	IMAN																																	
Totals for: Montgomery																1,000,000																							
Philadelphia	95	0	92289	I-95 Consultant Mgmt	P	IMAN	NHPP	1,800,000	581	200,000																													
Philadelphia	95	0	92289	I-95 Consultant Mgmt	P	IMAN																																	
Philadelphia	95	0	92289	I-95 Consultant Mgmt	P	IMAN																																	
Philadelphia	95	0	92289	I-95 Consultant Mgmt	P	IMAN																																	
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	U	IMAN	NHPP	927,000	581	103,000																													
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	U	IMAN																																	
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	U	IMAN																																	
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	R	IMAN	NHPP	3,240,000	581	360,000																													
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	R	IMAN																																	
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	R	IMAN																																	
Philadelphia	95	AF2	79912	I-95: Allegheny & Castor Ave	+C	IMAN																																	
Philadelphia	95	AF3	103557	I-95N Ann St-Wheatsheaf Lan	U	IMAN																																	
Philadelphia	95	AF3	103557	I-95N Ann St-Wheatsheaf Lan	R	IMAN																																	
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN			185	2,050,000																													
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN			581	2,950,000																													

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones							
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total			
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN	sNHPP	22,000,000				22,000,000																			02/13/2020 E			
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN							sNHP	40,000,000																	02/13/2020 E			
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN													sNHP	40,000,000											02/13/2020 E			
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN														sNHP	10,000,000										10,000,000	02/13/2020 E		
Totals for: Pike								75,063,000		1,550,000		76,613,000		101,237,400						60,000,000								30,000,000			30,000,000	267,850,400		
Schuylkill	81	23M	75834	I-81 - Gordon to Frackville	+C	IMAN	sNHPP	7,000,000				7,000,000																			07/26/2018 E			
Schuylkill	81	23M	75834	I-81 - Gordon to Frackville	+C	IMAN							sNHP	3,796,760																		07/26/2018 E		
Totals for: Schuylkill								7,000,000				7,000,000		3,796,760																		10,796,760		
Susquehanna	81	511	75917	NTier Interstate 4R	F	IMAN			581	800,000		800,000																						
Susquehanna	81	511	75917	NTier Interstate 4R	F	IMAN								581	800,000																			
Susquehanna	81	511	75917	NTier Interstate 4R	F	IMAN													581	900,000														
Susquehanna	81	511	75917	NTier Interstate 4R	U	IMAN								581	318,000																			
Susquehanna	81	511	75917	NTier Interstate 4R	U	IMAN													581	318,540														
Susquehanna	81	511	75917	NTier Interstate 4R	R	IMAN								581	1,300,000																			
Susquehanna	81	511	75917	NTier Interstate 4R	R	IMAN													581	1,352,250														
Susquehanna	81	511	75917	NTier Interstate 4R	+C	IMAN													sNHP	27,000,000													04/08/2021 E	
Susquehanna	81	511	75917	NTier Interstate 4R	+C	IMAN																					sNHP	35,000,000				35,000,000	04/08/2021 E	
Susquehanna	81	590	75976	I-81 Exit 219	F	IMAN			581	900,000		900,000																						
Susquehanna	81	590	75976	I-81 Exit 219	F	IMAN								581	900,000																			
Susquehanna	81	590	75976	I-81 Exit 219	F	IMAN													581	805,900														
Susquehanna	81	590	75976	I-81 Exit 219	U	IMAN																												
Susquehanna	81	590	75976	I-81 Exit 219	U	IMAN														581	280,450													
Susquehanna	81	590	75976	I-81 Exit 219	R	IMAN								581	550,000																			
Susquehanna	81	590	75976	I-81 Exit 219	R	IMAN														581	616,990													
Susquehanna	81	590	75976	I-81 Exit 219	+C	IMAN														NHPP	14,000,000												03/25/2021 E	
Susquehanna	81	590	75976	I-81 Exit 219	+C	IMAN																					NHPP	13,645,993				13,645,993	03/25/2021 E	
Totals for: Susquehanna										1,700,000		1,700,000									41,000,000		4,274,130						48,645,993			48,645,993	99,738,123	
Venango	80	A11	109821	I-80 MM27 to MM34	C	IMAN								sNHP	3,500,000																		12/05/2019 E	
Totals for: Venango																3,500,000																		3,500,000
Westmoreland	70	D10	88508	I-70 Arnold City Interch	P	IMAN			185	2,000,000		2,000,000																						
Westmoreland	70	D10	88508	I-70 Arnold City Interch	F	IMAN																												
Westmoreland	70	D10	88508	I-70 Arnold City Interch	U	IMAN																												
Westmoreland	70	D10	88508	I-70 Arnold City Interch	R	IMAN																												
Westmoreland	70	D10	88508	I-70 Arnold City Interch	+C	IMAN																												
Westmoreland	70	D10	88508	I-70 Arnold City Interch	+C	IMAN																												
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	P	IMAN			185	2,000,000		2,000,000																						
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	F	IMAN																												
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	F	IMAN																												

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones										
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total						
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	U	IMAN								185	2,304,500																						
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	U	IMAN												185	3,000,000																		
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	R	IMAN								185	3,126,300																						
Westmoreland	70	E10	75978	I-70 @ PA 51 Interchange	R	IMAN												185	4,300,000																		
Westmoreland	70	L10	31895	Yukon & Madison Interchange	U	IMAN			185	2,185,454																											
Westmoreland	70	L10	31895	Yukon & Madison Interchange	R	IMAN			185	3,278,181																											
Westmoreland	70	L10	31895	Yukon & Madison Interchange	+C	IMAN									NHPP	4,567,500																		01/30/2020 E			
Westmoreland	70	L10	31895	Yukon & Madison Interchange	+C	IMAN												NHPP	15,000,000															01/30/2020 E			
Westmoreland	70	L10	31895	Yukon & Madison Interchange	+C	IMAN												NHPP	15,000,000															15,000,000	01/30/2020 E		
Totals for: Westmoreland										9,463,635						4,567,500																			27,000,000	88,129,085	
York	83	070	92924	North York Widening	F	IMAN			s581	3,900,000																											
York	83	070	92924	North York Widening	F	IMAN								s581	3,000,000																						
York	83	070	92924	North York Widening	F	IMAN												s581	4,000,000																		
York	83	070	92924	North York Widening	F	IMAN																				s581	4,100,000								4,100,000		
York	83	070	92924	North York Widening	U	IMAN												s581	4,100,000																		
York	83	070	92924	North York Widening	U	IMAN																				s581	4,500,000								4,500,000		
York	83	070	92924	North York Widening	R	IMAN								sNHP	4,300,000																						
York	83	070	92924	North York Widening	R	IMAN												sNHP	6,000,000																	6,000,000	
York	83	070	92924	North York Widening	R	IMAN																			sNHP	4,700,000									4,700,000		
York	83	070	92924	North York Widening	C	IMAN																			NFP	61,099,000									61,099,000	11/18/2021 E	
York	83	087	110410	I-83 Lake Redman North	C	IMAN								sNHP	5,811,240																					5,811,240	
York	83	087	110410	I-83 Lake Redman North	C	IMAN												sNHP	3,688,760																	3,688,760	
York	181	017	110056	North George Street Improvem	U	HRST			s581	100,000																										100,000	
York	181	017	110056	North George Street Improvem	R	HRST			s581	1,000,000																										1,000,000	
York	181	017	110056	North George Street Improvem	C	HRST								sNHP	5,700,000																					5,700,000	
York	2003	029	110054	North Hills Road Improvement	C	HRST	sNHPP	3,000,000																												3,000,000	
Totals for: York										3,000,000																										15,811,240	
Overall Totals:										515,067,000																											587,496,421

County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Allegheny	11	79	A61	87756	Neville Island Bridge	F	IMAN	2019			185	2,060,000		2,060,000											2,060,000	04/04/2019 E	
Allegheny	11	79	A61	87756	Neville Island Bridge	U	IMAN	2019			185	103,000		103,000											103,000		
Allegheny	11	79	A61	87756	Neville Island Bridge	R	IMAN	2019			185	618,000		618,000											618,000		
Allegheny	11	79	A61	87756	Neville Island Bridge	+C	IMAN	2020	NHPP	56,650,000				56,650,000											56,650,000	06/20/2019 E	
Allegheny	11	376	000	97027	I-376/Carnegie Interchange	P	IMAN	2019			581	2,500,000		2,500,000											2,500,000		
Allegheny	11	376	000	97029	I-376/Greentree Interchange	P	IMAN	2019			581	2,500,000		2,500,000											2,500,000		
Allegheny	11	376	000	99874	Pkwy East Corridor Transp	P	IMAN	2020	NHPP	6,000,000				6,000,000											6,000,000		
Allegheny	11	376	000	99874	Pkwy East Corridor Transp	F	IMAN	2022	NHPP	9,000,000				9,000,000											9,000,000	08/15/2017 E	
Allegheny	11	376	000	99874	Pkwy East Corridor Transp	U	IMAN	2022	NHPP	4,000,000				4,000,000											4,000,000		
Allegheny	11	376	000	99874	Pkwy East Corridor Transp	R	IMAN	2022	NHPP	6,000,000				6,000,000											6,000,000		
Allegheny	11	376	000	99874	Pkwy East Corridor Transp	+C	IMAN	2023							NHPP	60,000,000				60,000,000					60,000,000	03/14/2024 E	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	P	IMAN	2019	STP	4,000,000				4,000,000											4,000,000		
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	F	IMAN	2020	STP	6,000,000				6,000,000											6,000,000		
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	U	IMAN	2020	STP	500,000				500,000											500,000		
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	R	IMAN	2020	STP	600,000				600,000											600,000		
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	C	IMAN	2023							NFP	61,099,000				61,099,000					61,099,000	08/11/2022 E	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	C	IMAN	2023							STP	40,000,000				40,000,000					40,000,000	08/11/2022 E	
Allegheny	11	376	A62	105438	I-376, Commercial Street Bridge	C	IMAN	2027											STP	10,901,000					10,901,000	08/11/2022 E	
Allegheny	11	376	A66	110593	376/Tonidale - Boyce Road	C	IMAN	2019	NHPP	3,242,000				3,242,000											3,242,000	04/11/2019 E	
Totals for: Allegheny										95,992,000		7,781,000		103,773,000		161,099,000				161,099,000		10,901,000		10,901,000	275,773,000		
Bedford	9	70	021	22816	Breezewood-Fulton Co Line	F	IMAN	2019			581	412,000		412,000											412,000		
Bedford	9	70	021	22816	Breezewood-Fulton Co Line	R	IMAN	2019			581	566,500		566,500												566,500	
Bedford	9	70	021	22816	Breezewood-Fulton Co Line	+C	IMAN	2021	NHPP	19,013,450				19,013,450												19,013,450	02/11/2021 E
Bedford	9	99	012	109816	Turnpike to Sproul/Claysburg	C	IMAN	2020	NHPP	6,000,000				6,000,000												6,000,000	12/05/2019 E
Totals for: Bedford										25,013,450		978,500		25,991,950												25,991,950	
Berks	5	78	0	110230	I-78 Tulpehocken Crk Stream Re	+C	IMAN	2019	NHPP	250,000				250,000												250,000	07/26/2018 E
Berks	5	78	12M	10466	Interstate 78 (12M)	+C	IMAN	2019	NHPP	100,000,000				100,000,000												100,000,000	10/04/2018 E
Berks	5	78	13B	93494	I-78-Rt 61 Bridge Replace	U	IMAN	2019			185	273,182		273,182												273,182	
Berks	5	78	13B	93494	I-78-Rt 61 Bridge Replace	R	IMAN	2019			185	500,000		500,000												500,000	
Berks	5	78	13B	93494	I-78-Rt 61 Bridge Replace	+C	IMAN	2020	NHPP	76,387,011				76,387,011												76,387,011	10/24/2019 E
Berks	5	78	13B	93494	I-78-Rt 61 Bridge Replace	+C	IMAN	2023							NHPP	26,600,000				26,600,000						26,600,000	10/24/2019 E
Berks	5	78	LBR	97274	Lenhartsville Br Rehab	F	IMAN	2020			185	2,333,980		2,333,980												2,333,980	
Berks	5	78	LBR	97274	Lenhartsville Br Rehab	U	IMAN	2021			185	480,800		480,800												480,800	
Berks	5	78	LBR	97274	Lenhartsville Br Rehab	R	IMAN	2021			185	901,500		901,500												901,500	
Berks	5	78	LBR	97274	Lenhartsville Br Rehab	C	IMAN	2022			185	9,961,194		9,961,194												9,961,194	03/17/2022 E
Berks	5	78	LBR	97274	Lenhartsville Br Rehab	C	IMAN	2023								185	14,800,000			14,800,000						14,800,000	03/17/2022 E
Berks	5	78	WET	110232	I-78 Wetland Mitigation	+C	IMAN	2019	NHPP	1,500,000				1,500,000												1,500,000	10/04/2018 E
Totals for: Berks										178,137,011		14,450,656		192,587,667		26,600,000		14,800,000		41,400,000					233,987,667		
Butler	10	79	260	106248	I-79 Bridges over North Boundar	P	IMAN	2019			185	500,000		500,000												500,000	07/03/2018 A
Butler	10	79	260	106248	I-79 Bridges over North Boundar	F	IMAN	2019			185	566,500		566,500												566,500	
Butler	10	79	260	106248	I-79 Bridges over North Boundar	U	IMAN	2019			185	103,000		103,000												103,000	
Butler	10	79	260	106248	I-79 Bridges over North Boundar	R	IMAN	2019			185	1,030,000		1,030,000												1,030,000	
Butler	10	79	260	106248	I-79 Bridges over North Boundar	C	IMAN	2020			185	10,609,000		10,609,000												10,609,000	10/01/2019 E
Totals for: Butler												12,808,500		12,808,500											12,808,500		
Carbon	5	80	07M	87648	I-80 Rehabilitation	+C	IMAN	2019	NHPP	13,500,000				13,500,000												13,500,000	07/26/2018 E
Carbon	5	80	08B	99552	I-80 White Haven Bridges	P	IMAN	2019			185	6,000,000		6,000,000												6,000,000	
Carbon	5	80	08B	99552	I-80 White Haven Bridges	F	IMAN	2021			185	4,917,272		4,917,272												4,917,272	

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Carbon	5	80	08B	99552	I-80 White Haven Bridges	U	IMAN	2021			185	819,545		819,545											819,545		
Carbon	5	80	08B	99552	I-80 White Haven Bridges	R	IMAN	2021			185	163,909		163,909											163,909		
Carbon	5	80	08B	99552	I-80 White Haven Bridges	C	IMAN	2025								185	18,783,510		18,783,510						18,783,510	03/02/2023 E	
Carbon	5	80	08B	99552	I-80 White Haven Bridges	C	IMAN	2027													185	25,000,000		25,000,000	25,000,000	03/02/2023 E	
Totals for: Carbon										13,500,000		11,900,726		25,400,726			18,783,510		18,783,510				25,000,000		25,000,000	69,184,236	
Central Office	99			105487	Interstate Traffic Monitoring	+C	IMAN	2019	NHPP	3,000,000				3,000,000											3,000,000		
Central Office	99			105487	Interstate Traffic Monitoring	+C	IMAN	2023							NHPP	3,000,000									3,000,000		
Central Office	99			105487	Interstate Traffic Monitoring	+C	IMAN	2027												NHPP	3,000,000				3,000,000	3,000,000	
Central Office	99			106677	Interstate Preservation Line Item	C	IMAN	2021	NHPP	56,311,240				56,311,240											56,311,240		
Central Office	99			106677	Interstate Preservation Line Item	C	IMAN	2023							NHPP	120,000,000									120,000,000		
Central Office	99			106677	Interstate Preservation Line Item	C	IMAN	2027												NHPP	120,000,000				120,000,000	120,000,000	
Central Office	99			110601	INFRA Support	C	IMAN	2021	NHPP	10,000,000				10,000,000											10,000,000		
Central Office	99			110601	INFRA Support	C	IMAN	2023							NHPP	17,812,074									17,812,074		
Central Office	99			75891	Interstate Contingency	C	IMAN	2019			581	57,688,184		57,688,184											57,688,184		
Central Office	99			75891	Interstate Contingency	C	IMAN	2019	NHPP	178,503,190	185	4,185,597		182,688,787											182,688,787		
Central Office	99			75891	Interstate Contingency	C	IMAN	2023								581	102,420,484		102,420,484						102,420,484		
Central Office	99			75891	Interstate Contingency	C	IMAN	2023							NHPP	113,466,272	185	8,550,351		122,016,623					122,016,623		
Central Office	99			75891	Interstate Contingency	C	IMAN	2027														581	143,144,871		143,144,871	143,144,871	
Central Office	99			75891	Interstate Contingency	C	IMAN	2027												NHPP	15,892,386	185	10,265,000		26,157,386	26,157,386	
Totals for: Central Office										247,814,430		61,873,781		309,688,211		254,278,346		110,970,835		365,249,181		138,892,386		153,409,871		292,302,257	967,239,649
Centre	2	80	A18	51466	PA 26/I-80 Interchange	F	IMAN	2019			581	500,000		500,000											500,000	07/28/9999 E	
Centre	2	80	A18	51466	PA 26/I-80 Interchange	U	IMAN	2019	NHPP	80,000	581	20,000		100,000											100,000		
Centre	2	80	A18	51466	PA 26/I-80 Interchange	R	IMAN	2019	NHPP	160,000	581	40,000		200,000											200,000		
Centre	2	80	A18	51466	PA 26/I-80 Interchange	C	IMAN	2020	SXF	35,110,410	581	8,000,000		43,110,410											43,110,410	05/07/2020 E	
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	F	IMAN	2020	NHPP	1,200,000	581	300,000		1,500,000											1,500,000	07/28/9999 E	
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	U	IMAN	2020	NHPP	80,000	581	20,000		100,000											100,000		
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	R	IMAN	2020	NHPP	225,000	581	25,000		250,000											250,000		
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	2022	APD	30,000,000				30,000,000											30,000,000	03/03/2022 E	
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	2022	NHPP	10,000,000				10,000,000											10,000,000	03/03/2022 E	
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	2023							APD	80,000,000									80,000,000	03/03/2022 E	
Centre	2	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	2023							NHPP	7,187,926									7,187,926	03/03/2022 E	
Centre	2	80	B38	74912	I-80 Bridge Improvements	C	IMAN	2022	NHPP	2,000,000				2,000,000											2,000,000	03/03/2022 E	
Centre	2	80	B38	74912	I-80 Bridge Improvements	C	IMAN	2023							NHPP	9,000,000									9,000,000	03/03/2022 E	
Totals for: Centre										78,855,410		8,905,000		87,760,410		96,187,926				96,187,926					183,948,336		
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	P	IMAN	2019			185	2,000,000		2,000,000											2,000,000		
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	F	IMAN	2020			185	2,121,800		2,121,800												2,121,800	
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	U	IMAN	2020			185	265,226		265,226												265,226	
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	R	IMAN	2020			185	265,226		265,226												265,226	
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	C	IMAN	2024								185	41,434,968		41,434,968							41,434,968	03/01/2023 E
Clarion	10	80	365	90021	I-80 Canoe Creek Bridges	C	IMAN	2027													185	72,000,000		72,000,000	72,000,000	72,000,000	03/01/2023 E
Totals for: Clarion												4,652,252		4,652,252			41,434,968		41,434,968				72,000,000		72,000,000	118,087,220	
Clearfield	2	80	B41	87729	I-80 ov SR 970 Interchange	F	IMAN	2019			185	1,545,000		1,545,000											1,545,000	12/12/2019 E	
Clearfield	2	80	B41	87729	I-80 ov SR 970 Interchange	U	IMAN	2019			185	103,000		103,000												103,000	11/30/2019 E
Clearfield	2	80	B41	87729	I-80 ov SR 970 Interchange	R	IMAN	2019			185	51,500		51,500												51,500	
Clearfield	2	80	B41	87729	I-80 ov SR 970 Interchange	C	IMAN	2020			185	26,098,140		26,098,140												26,098,140	01/16/2020 E
Clearfield	2	80	B44	87694	I-80 Clearfield Culverts	C	IMAN	2019			185	250,000		250,000												250,000	08/23/2018 E
Clearfield	2	80	B48	106657	I-80 Bridges over SR 1012	F	IMAN	2019			185	103,000		103,000												103,000	12/27/2018 E

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones	
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State
Clearfield	2	80	B48	106657	I-80 Bridges over SR 1012	U	IMAN	2019			185	231,750		231,750											231,750	11/30/2018 E
Clearfield	2	80	B48	106657	I-80 Bridges over SR 1012	R	IMAN	2019			185	77,250		77,250											77,250	
Clearfield	2	80	B48	106657	I-80 Bridges over SR 1012	C	IMAN	2019			185	6,798,000		6,798,000											6,798,000	01/31/2019 E
Totals for: Clearfield												35,257,640		35,257,640											35,257,640	
Columbia	3	80	131	97561	I-80 West Bound Lane from Fish	P	IMAN	2021			581	1,545,000		1,545,000											1,545,000	11/09/2023 E
Columbia	3	80	131	97561	I-80 West Bound Lane from Fish	F	IMAN	2023								581	4,000,000		4,000,000						4,000,000	11/09/2024 E
Columbia	3	80	131	97561	I-80 West Bound Lane from Fish	U	IMAN	2026								581	50,000		50,000						50,000	10/09/2024 E
Columbia	3	80	131	97561	I-80 West Bound Lane from Fish	R	IMAN	2026								581	100,000		100,000						100,000	
Columbia	3	80	131	97561	I-80 West Bound Lane from Fish	+C	IMAN	2026							NHPP	15,000,000			15,000,000						15,000,000	01/09/2025 E
Columbia	3	80	131	97561	I-80 West Bound Lane from Fish	+C	IMAN	2027												NHPP	16,803,413			16,803,413	16,803,413	01/09/2025 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Pape	P	IMAN	2021			581	1,545,000		1,545,000											1,545,000	11/09/2023 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Pape	F	IMAN	2023								581	4,000,000		4,000,000						4,000,000	11/09/2024 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Pape	U	IMAN	2026								581	50,000		50,000						50,000	10/09/2024 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Pape	R	IMAN	2026								581	100,000		100,000						100,000	
Columbia	3	80	136	93697	I-80 East Bound Lane from Pape	+C	IMAN	2026							NHPP	20,000,000			20,000,000						20,000,000	01/09/2025 E
Columbia	3	80	136	93697	I-80 East Bound Lane from Pape	+C	IMAN	2027												NHPP	21,803,413			21,803,413	21,803,413	01/09/2025 E
Totals for: Columbia												3,090,000		3,090,000		35,000,000		8,300,000		43,300,000		38,606,826		38,606,826	84,996,826	
Cumberland	8	81	079	91015	I-81 Carlisle West	+C	SAMI	2019	HSIP	1,600,000				1,600,000											1,600,000	01/31/2019 E
Cumberland	8	81	079	91015	I-81 Carlisle West	+C	IMAN	2019	NHPP	13,850,000				13,850,000											13,850,000	01/31/2019 E
Totals for: Cumberland										15,450,000				15,450,000											15,450,000	
Dauphin	8	83	043	70024	I-83 East Shore Section 1	C	IMAN	2019	NFP	64,989,000				64,989,000											64,989,000	06/21/2018 A
Dauphin	8	83	043	70024	I-83 East Shore Section 1	C	IMAN	2019	NHPP	13,522,000				13,522,000											13,522,000	06/21/2018 A
Dauphin	8	83	078	92931	Eisenhower Interchange	P	IMAN	2019			581	10,000,000		10,000,000											10,000,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	F	IMAN	2019			581	18,000,000		18,000,000											18,000,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	U	IMAN	2020			581	9,000,000		9,000,000											9,000,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	U	IMAN	2023								581	3,000,000		3,000,000						3,000,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	R	IMAN	2019	NHPP	35,000,000				35,000,000											35,000,000	
Dauphin	8	83	078	92931	Eisenhower Interchange	C	IMAN	2022	NHPP	20,000,000				20,000,000											20,000,000	05/19/2022 E
Dauphin	8	83	078	92931	Eisenhower Interchange	C	IMAN	2023							NHPP	130,000,000			130,000,000						130,000,000	05/19/2022 E
Dauphin	8	83	078	92931	Eisenhower Interchange	C	SPFED	2023							NHPP	30,000,000			30,000,000						30,000,000	05/19/2022 E
Dauphin	8	83	078	92931	Eisenhower Interchange	C	IMAN	2027												NHPP	69,050,000			69,050,000	69,050,000	05/19/2022 E
Dauphin	8	83	079	97828	I-83 East Shore Section 3	P	IMAN	2019			581	11,000,000		11,000,000											11,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	F	IMAN	2021			581	10,000,000		10,000,000											10,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	F	IMAN	2023								581	10,000,000		10,000,000						10,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	U	IMAN	2023								581	7,000,000		7,000,000						7,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	R	IMAN	2023								581	28,000,000		28,000,000						28,000,000	
Dauphin	8	83	079	97828	I-83 East Shore Section 3	C	IMAN	2026							NFP	61,099,000			61,099,000						61,099,000	06/11/2026 E
Dauphin	8	83	079	97828	I-83 East Shore Section 3	C	IMAN	2027												NFP	122,198,000			122,198,000	122,198,000	06/11/2026 E
Dauphin	8	83	079	97828	I-83 East Shore Section 3	C	IMAN	2027												NHPP	16,703,000			16,703,000	16,703,000	06/11/2026 E
Totals for: Dauphin										133,511,000		58,000,000		191,511,000		221,099,000		48,000,000		269,099,000		207,951,000		207,951,000	668,561,000	
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	P	IMAN	2019			581	3,500,000		3,500,000											3,500,000	
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	P	IMAN	2023								581	500,000		500,000						500,000	
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	F	IMAN	2023								581	4,000,000		4,000,000						4,000,000	
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	F	IMAN	2027														581	1,000,000		1,000,000	1,000,000
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	U	IMAN	2026								581	1,000,000		1,000,000						1,000,000	
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	U	IMAN	2027														581	1,000,000		1,000,000	1,000,000
Delaware	6	95	322	15477	I95/US322 Intrchn Imp(H)	R	IMAN	2025								581	2,000,000		2,000,000						2,000,000	

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4	P	IMAN	2019	NHPP	14,832,000	581	1,648,000		16,480,000											16,480,000		
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4	F	IMAN	2023							NHPP	15,650,200	581	1,738,911		17,389,111					17,389,111		
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4	U	IMAN	2025							NHPP	110,689	581	12,299		122,988					122,988		
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4	R	IMAN	2025							NHPP	4,427,546	581	491,950		4,919,496					4,919,496		
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4	+C	IMAN	2027												NHPP	200,000,000				200,000,000	200,000,000	04/13/2023 E
Lackawanna	4	84	282	69181	I-84 ov LackRR/Roaring & 435	F	IMAN	2019	NHPP	3,198,150	185	355,350		3,553,500											3,553,500		
Lackawanna	4	84	282	69181	I-84 ov LackRR/Roaring & 435	R	IMAN	2019	NHPP	231,750	185	25,750		257,500											257,500		
Lackawanna	4	84	282	69181	I-84 ov LackRR/Roaring & 435	+C	IMAN	2021	NHPP	60,000,000				60,000,000											60,000,000	10/05/2020 E	
Lackawanna	4	84	282	69181	I-84 ov LackRR/Roaring & 435	+C	IMAN	2023							NHPP	56,699,000				56,699,000					56,699,000	10/05/2020 E	
Totals for: Lackawanna										113,743,863		22,770,450		136,514,313		146,887,435		144,693,160		291,580,595		200,000,000		200,000,000	628,094,908		
Lehigh	5	78	16M	87646	I-78 PM 2 - Lehigh	F	IMAN	2019			581	273,183		273,183											273,183		
Lehigh	5	78	16M	87646	I-78 PM 2 - Lehigh	+C	IMAN	2020	NHPP	7,598,588				7,598,588											7,598,588	12/12/2019 E	
Totals for: Lehigh										7,598,588		273,183		7,871,771											7,871,771		
Luzerne	4	80	311	107495	I-80 Eastbound/Westbound Resto	P	IMAN	2019	NHPP	800,000				800,000											800,000		
Luzerne	4	80	311	107495	I-80 Eastbound/Westbound Resto	+F	IMAN	2019	NHPP	800,000				800,000											800,000		
Luzerne	4	80	311	107495	I-80 Eastbound/Westbound Resto	+C	IMAN	2021	NHPP	34,000,000				34,000,000											34,000,000	01/31/2019 E	
Luzerne	4	80	311	107495	I-80 Eastbound/Westbound Resto	+C	IMAN	2023							NHPP	20,000,000				20,000,000					20,000,000	01/31/2019 E	
Luzerne	4	80	350	91587	Interstate 80 Bridge Program	P	IMAN	2019			185	5,750,000		5,750,000											5,750,000		
Luzerne	4	80	350	91587	Interstate 80 Bridge Program	F	IMAN	2021			185	4,712,386		4,712,386											4,712,386		
Luzerne	4	80	350	91587	Interstate 80 Bridge Program	C	IMAN	2025									185	18,302,274		18,302,274					18,302,274	01/05/2023 E	
Luzerne	4	80	350	91587	Interstate 80 Bridge Program	C	IMAN	2027													185	50,000,000		50,000,000	50,000,000	01/05/2023 E	
Luzerne	4	81	313	81910	I-81 NB Grinding Luz	C	IMAN	2019	NHPP	11,500,000				11,500,000											11,500,000	03/28/2019 E	
Luzerne	4	81	360	106046	Interstate 81 Bridge Program	P	IMAN	2019			185	5,800,000		5,800,000											5,800,000		
Luzerne	4	81	360	106046	Interstate 81 Bridge Program	F	IMAN	2021			185	2,588,670		2,588,670											2,588,670		
Luzerne	4	81	360	106046	Interstate 81 Bridge Program	C	IMAN	2023									185	38,842,897		38,842,897					38,842,897	01/20/2022 E	
Luzerne	4	81	360	106046	Interstate 81 Bridge Program	C	IMAN	2027													185	20,000,000		20,000,000	20,000,000	01/20/2022 E	
Luzerne	4	81	361	106049	Interstate 81 over County Road a	P	IMAN	2019			185	3,000,000		3,000,000											3,000,000		
Luzerne	4	81	361	106049	Interstate 81 over County Road a	F	IMAN	2020			185	2,121,800		2,121,800											2,121,800		
Luzerne	4	81	361	106049	Interstate 81 over County Road a	C	IMAN	2022			185	9,335,482		9,335,482											9,335,482	01/07/2021 E	
Luzerne	4	81	361	106049	Interstate 81 over County Road a	C	IMAN	2023									185	10,400,000		10,400,000					10,400,000	01/07/2021 E	
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	F	IMAN	2020			185	2,340,346		2,340,346											2,340,346		
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	R	IMAN	2020			185	106,090		106,090											106,090		
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	C	IMAN	2022			185	8,137,720		8,137,720											8,137,720	03/16/2021 E	
Luzerne	4	81	D52	67443	I-81 Dorrance Bridges	C	IMAN	2023									185	20,000,000		20,000,000					20,000,000	03/16/2021 E	
Totals for: Luzerne										47,100,000		43,892,494		90,992,494		20,000,000		87,545,171		107,545,171			70,000,000		70,000,000	268,537,665	
Lycoming	3	180	118	97554	Market St Br to Loyalsock Cr Br	C	IMAN	2019	NHPP	1,450,000				1,450,000											1,450,000	09/27/2018 E	
Totals for: Lycoming										1,450,000				1,450,000												1,450,000	
Mercer	1	80	A16	91569	I-80: State Line to US 19 Recons	P	IMAN	2019			581	400,000		400,000											400,000		
Mercer	1	80	A16	91569	I-80: State Line to US 19 Recons	F	IMAN	2020			581	318,270		318,270											318,270		
Mercer	1	80	A16	91569	I-80: State Line to US 19 Recons	+C	IMAN	2023							NHPP	76,000,000				76,000,000					76,000,000	02/01/2022 E	
Mercer	1	80	A16	91569	I-80: State Line to US 19 Recons	+C	IMAN	2027												NHPP	70,000,000				70,000,000	70,000,000	02/01/2022 E
Mercer	1	80	B19	58006	I-80: Hogback Run Bridges	F	IMAN	2019			185	154,500		154,500											154,500		
Mercer	1	80	B19	58006	I-80: Hogback Run Bridges	R	IMAN	2019			185	10,300		10,300											10,300		
Mercer	1	80	B19	58006	I-80: Hogback Run Bridges	C	IMAN	2019			185	3,090,000		3,090,000											3,090,000	12/05/2019 E	
Totals for: Mercer												3,973,070		3,973,070		76,000,000				76,000,000		70,000,000		70,000,000	149,973,070		
Monroe	5	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	2019	NFP	51,099,000				51,099,000											51,099,000	05/09/2019 E	
Monroe	5	80	05S	57921	I-80/Exit 308 Realignment	+C	IMAN	2019	NHPP	17,901,000				17,901,000											17,901,000	05/09/2019 E	

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	F	IMAN	2021	NHPP	9,000,000	581	500,000		9,500,000											9,500,000		
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	F	IMAN	2023							NHPP	17,553,266	581	1,950,363							19,503,629		
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	U	IMAN	2023							NHPP	2,086,693	581	231,855							2,318,548		
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN	2023							NHPP	10,800,000	581	1,200,000							12,000,000		
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN	2027												NHPP	1,720,160	581	191,129		1,911,289	1,911,289	
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	+C	IMAN	2027												NHPP	200,000,000				200,000,000	200,000,000	10/06/2022 E
Totals for: Monroe										78,000,000		1,000,000		79,000,000		30,439,959		3,382,218		33,822,177		201,720,160		191,129		201,911,289	314,733,466
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Manager	+F	IMAN	2020	NHPP	7,985,000				7,985,000											7,985,000		
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Manager	+U	IMAN	2021	NHPP	5,990,000				5,990,000											5,990,000		
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Manager	+R	IMAN	2021	NHPP	10,240,000				10,240,000											10,240,000		
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Manager	+C	IMAN	2022	NHPP	12,000,000				12,000,000											12,000,000	07/14/2022 E	
Montgomery	6	76	ICM	106662	I-76 Integrated Corridor Manager	+C	IMAN	2023							NHPP	107,025,000								107,025,000	107,025,000	07/14/2022 E	
Totals for: Montgomery										36,215,000				36,215,000		107,025,000				107,025,000					143,240,000		
Philadelphia	6	95	0	92289	I-95 Consultant Mgmt	P	IMAN	2019	NHPP	7,200,000	581	800,000		8,000,000											8,000,000		
Philadelphia	6	95	AF2	79912	I-95: Allegheny & Castor Ave Int	U	IMAN	2019	NHPP	2,781,000	581	309,000		3,090,000											3,090,000		
Philadelphia	6	95	AF2	79912	I-95: Allegheny & Castor Ave Int	R	IMAN	2019	NHPP	9,777,996	581	1,086,444		10,864,440											10,864,440		
Philadelphia	6	95	AF2	79912	I-95: Allegheny & Castor Ave Int	+C	IMAN	2022	NHPP	8,000,000				8,000,000											8,000,000	06/15/2021 E	
Philadelphia	6	95	AF2	79912	I-95: Allegheny & Castor Ave Int	+C	IMAN	2023							NHPP	19,225,448								19,225,448	19,225,448	06/15/2021 E	
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	U	IMAN	2022	NHPP	720,000	581	80,000		800,000											800,000		
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	U	IMAN	2023							NHPP	1,305,916	581	145,102							1,451,018		
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	R	IMAN	2022	NHPP	3,150,000	581	350,000		3,500,000											3,500,000		
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	R	IMAN	2023							NHPP	5,966,621	581	662,958							6,629,579		
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	+C	IMAN	2026							NHPP	30,000,000								30,000,000	30,000,000	10/19/2023 E	
Philadelphia	6	95	AF3	103557	I-95N Ann St-Wheatsheaf Lane	+C	IMAN	2027								NHPP	115,000,000							115,000,000	115,000,000	10/19/2023 E	
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lan	U	IMAN	2027																581	500,000	500,000	500,000
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lan	R	IMAN	2027																581	500,000	500,000	500,000
Philadelphia	6	95	AF4	103558	I-95SB: Ann St -Wheatsheaf Lan	+C	IMAN	2027								NFP	61,099,000							61,099,000	61,099,000	10/07/2027 E	
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN	2019			185	8,200,000		8,200,000											8,200,000		
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN	2019			581	11,800,000		11,800,000											11,800,000		
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN	2023									185	6,150,000							6,150,000		
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	F	IMAN	2023									581	8,850,000							8,850,000		
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	U	IMAN	2019			185	574,000		574,000											574,000		
Philadelphia	6	95	AFC	47813	I-95: Ann St - Wheatsheaf	U	IMAN	2019			581	826,000		826,000											826,000		
Philadelphia	6	95	BR0	79903	I-95: Betsy Ross Ramps(C)	+C	IMAN	2019	NHPP	3,000,000				3,000,000											3,000,000	10/31/2014 A	
Philadelphia	6	95	BR2	79904	I-95: Betsy Ross Rmps A&B	U	IMAN	2019	NHPP	2,595,600	581	288,400		2,884,000											2,884,000		
Philadelphia	6	95	BR2	79904	I-95: Betsy Ross Rmps A&B	+C	IMAN	2021	NFP	61,099,000				61,099,000											61,099,000	61,099,000	11/07/2019 E
Philadelphia	6	95	BR2	79904	I-95: Betsy Ross Rmps A&B	+C	IMAN	2023							NHPP	38,625,600									38,625,600	38,625,600	11/07/2019 E
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	U	IMAN	2021			581	800,000		800,000											800,000		
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	U	IMAN	2023									581	292,727							292,727		
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	R	IMAN	2019	NHPP	2,781,000	581	309,000		3,090,000											3,090,000		
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	+C	IMAN	2024							NHPP	90,000,000									90,000,000	10/27/2022 E	
Philadelphia	6	95	BR3	79905	I-95: Betsy RossMainln NB	+C	IMAN	2027								NHPP	120,000,000							120,000,000	120,000,000	10/27/2022 E	
Philadelphia	6	95	BR4	103559	I-95 Btsy Rss Mainln SB	C	IMAN	2027								NFP	61,099,000							61,099,000	61,099,000	07/30/2026 E	
Philadelphia	6	95	BR4	103559	I-95 Btsy Rss Mainln SB	C	IMAN	2027								NHPP	156,701,000								156,701,000	156,701,000	07/30/2026 E
Philadelphia	6	95	BR5	103560	I-95 Betsy Ross Conrail Brdgs	U	IMAN	2019	NHPP	1,390,500	581	154,500		1,545,000											1,545,000		

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Philadelphia	6	95	BR5	103560	I-95 Betsy Ross Conrail Brdgs	R	IMAN	2019	NHPP	1,854,000	581	206,000		2,060,000											2,060,000		
Philadelphia	6	95	BR5	103560	I-95 Betsy Ross Conrail Brdgs	+C	IMAN	2021	NHPP	19,009,700				19,009,700											19,009,700	10/22/2020 E	
Philadelphia	6	95	BR5	103560	I-95 Betsy Ross Conrail Brdgs	+C	IMAN	2023							NHPP	16,000,000								16,000,000	10/22/2020 E		
Philadelphia	6	95	BR6	103561	I95 Betsy Ross Int. Drainage	+C	IMAN	2024							NHPP	8,358,366								8,358,366	06/15/2023 E		
Philadelphia	6	95	BR1	47812	I-95: BetsyRoss DESIGN	F	IMAN	2019	NHPP	19,200,000	581	4,800,000		24,000,000											24,000,000		
Philadelphia	6	95	BR1	47812	I-95: BetsyRoss DESIGN	F	IMAN	2023							NHPP	16,800,000	581	4,200,000							21,000,000		
Philadelphia	6	95	BS1	79908	I-95: Kennedy-Levick	U	IMAN	2019	NHPP	4,635,000	581	515,000		5,150,000											5,150,000		
Philadelphia	6	95	BS1	79908	I-95: Kennedy-Levick	R	IMAN	2019			581	2,000,000		2,000,000											2,000,000		
Philadelphia	6	95	BS1	79908	I-95: Kennedy-Levick	+C	IMAN	2020	NHPP	66,580,000				66,580,000											66,580,000	08/22/2019 E	
Philadelphia	6	95	BS1	79908	I-95: Kennedy-Levick	+C	IMAN	2023							NHPP	22,000,000									22,000,000	08/22/2019 E	
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	U	IMAN	2020	NHPP	5,728,860	581	636,540		6,365,400											6,365,400		
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	R	IMAN	2020	NHPP	4,774,050	581	530,450		5,304,500											5,304,500		
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	+C	IMAN	2025							NHPP	60,000,000									60,000,000	08/12/2021 E	
Philadelphia	6	95	BS2	79910	I-95: Margaret-Kennedy	+C	IMAN	2027								NHPP	120,000,000								120,000,000	08/12/2021 E	
Philadelphia	6	95	BS4	103562	I-95 B.Ross Rmps/Adms Ave Cn	C	IMAN	2019	NHPP	5,814,000				5,814,000											5,814,000	11/10/2016 A	
Philadelphia	6	95	BSR	47811	I-95: Bridge St DESIGN	F	IMAN	2019	NHPP	18,000,000	581	2,000,000		20,000,000											20,000,000		
Philadelphia	6	95	BSR	47811	I-95: Bridge St DESIGN	F	IMAN	2023							NHPP	13,770,000	581	1,530,000							15,300,000		
Philadelphia	6	95	CMP	98207	I-95 Congestion Managemnt	P	PRA	2020	NHPP	49,100,000				49,100,000											49,100,000		
Philadelphia	6	95	CP2	79685	Cttmn-Prnc Main Ln Rmp(F)	C	IMAN	2019	NHPP	2,430,000	581	270,000		2,700,000											2,700,000	05/17/2012 A	
Philadelphia	6	95	CP3	80014	I-95: Cottman On-Ramp	F	IMAN	2019			581	2,060,000		2,060,000											2,060,000		
Philadelphia	6	95	CP3	80014	I-95: Cottman On-Ramp	+C	IMAN	2020	NHPP	32,436,000				32,436,000											32,436,000	07/25/2019 E	
Philadelphia	6	95	CP3	80014	I-95: Cottman On-Ramp	+C	IMAN	2023							NHPP	10,000,000									10,000,000	07/25/2019 E	
Philadelphia	6	95	GR3	79826	I-95N:Columbia-AnnSt N(C)	+C	IMAN	2019	NHPP	5,000,000				5,000,000											5,000,000	10/31/2013 A	
Philadelphia	6	95	GR4	79827	I-95S: Columbia-Ann St N	U	IMAN	2019	NHPP*	8,553,290	581*	950,365		9,503,655											9,503,655	08/30/2017 A	
Philadelphia	6	95	GR4	79827	I-95S: Columbia-Ann St N	+C	IMAN	2019	NHPP*	120,000,000				120,000,000											120,000,000	12/14/2017 A	
Philadelphia	6	95	GR4	79827	I-95S: Columbia-Ann St N	+C	IMAN	2023							NHPP*	120,000,000									120,000,000	12/14/2017 A	
Philadelphia	6	95	GR4	79827	I-95S: Columbia-Ann St N	+C	IMAN	2027								NHPP*	8,000,000								8,000,000	8,000,000 12/14/2017 A	
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	U	IMAN	2023							NHPP	10,440,000	581	1,160,000							11,600,000		
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	R	IMAN	2023							NHPP*	3,310,000	581*	367,777							3,677,777		
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	+C	IMAN	2025							NFP	61,099,000									61,099,000	07/18/2024 E	
Philadelphia	6	95	GR5	79828	I-95: Race - Shackamaxon	+C	IMAN	2027								NHPP	68,901,000								68,901,000	07/18/2024 E	
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	U	IMAN	2020	NHPP	9,548,100	581	1,060,900		10,609,000											10,609,000		
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	R	IMAN	2020	NHPP*	8,850,000	581*	983,333		9,833,333											9,833,333		
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	+C	IMAN	2024							NHPP	90,000,000									90,000,000	07/14/2022 E	
Philadelphia	6	95	GR6	103553	I-95: Race-Shackamaxon 2	+C	IMAN	2027								NHPP	40,000,000								40,000,000	07/14/2022 E	
Philadelphia	6	95	GR7	103554	I95 Corridor ITS(C)	+C	IMAN	2019	NHPP	1,000,000				1,000,000											1,000,000	12/03/2015 A	
Philadelphia	6	95	GR8	103555	I-95 Corridor ITS	U	IMAN	2019	NHPP	4,635,000	581	515,000		5,150,000											5,150,000		
Philadelphia	6	95	GR8	103555	I-95 Corridor ITS	+C	IMAN	2021	NHPP	20,000,000				20,000,000											20,000,000	07/23/2020 E	
Philadelphia	6	95	GR8	103555	I-95 Corridor ITS	+C	IMAN	2023							NHPP	11,827,000									11,827,000	07/23/2020 E	
Philadelphia	6	95	GR9	103556	I-95 ATMS (GR9)	U	IMAN	2027																	581 1,000,000 1,000,000	1,000,000	
Philadelphia	6	95	GR9	103556	I-95 ATMS (GR9)	+C	IMAN	2027								NHPP	50,000,000								50,000,000	50,000,000 10/31/2028 E	
Totals for: Philadelphia										509,643,096		42,104,932		551,748,028		628,727,951		23,358,564		652,086,515		800,800,000		2,000,000	802,800,000	2,006,634,543	
Pike	4	84	450	76861	I-84 E&W I-4R Wayne - E26	+C	IMAN	2019	NHPP	103,063,000				103,063,000											103,063,000	09/13/2018 E	
Pike	4	84	494	85766	I-84 E&W I-4R MP 40 - E46	+C	IMAN	2020	NHPP	51,237,400				51,237,400											51,237,400	02/14/2019 E	

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									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total
Pike	4	84	494	85766	I-84 E&W I-4R MP 40 - E46	+C	IMAN	2023							NHPP	40,000,000										40,000,000	02/14/2019 E	
Pike	4	84	495	87795	I-84 E&W I-4R E26 to E34	F	IMAN	2019			581	1,550,000	1,550,000													1,550,000		
Pike	4	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN	2019	NHPP	112,000,000				112,000,000												112,000,000	02/13/2020 E	
Totals for: Pike										266,300,400		1,550,000	267,850,400		40,000,000				40,000,000							307,850,400		
Schuylkill	5	81	23M	75834	I-81 - Gordon to Frackville	+C	IMAN	2019	NHPP	10,796,760				10,796,760												10,796,760	07/26/2018 E	
Totals for: Schuylkill										10,796,760			10,796,760														10,796,760	
Susquehanna	4	81	511	75917	NTier Interstate 4R	F	IMAN	2019			581	2,500,000	2,500,000													2,500,000		
Susquehanna	4	81	511	75917	NTier Interstate 4R	U	IMAN	2020			581	636,540	636,540													636,540		
Susquehanna	4	81	511	75917	NTier Interstate 4R	R	IMAN	2020			581	2,652,250	2,652,250													2,652,250		
Susquehanna	4	81	511	75917	NTier Interstate 4R	+C	IMAN	2021	NHPP	62,000,000				62,000,000												62,000,000	04/08/2021 E	
Susquehanna	4	81	511	75917	NTier Interstate 4R	+C	IMAN	2023						NHPP	98,000,000					98,000,000						98,000,000	04/08/2021 E	
Susquehanna	4	81	590	75976	I-81 Exit 219	F	IMAN	2019			581	2,605,900	2,605,900													2,605,900		
Susquehanna	4	81	590	75976	I-81 Exit 219	U	IMAN	2020			581	530,450	530,450													530,450		
Susquehanna	4	81	590	75976	I-81 Exit 219	R	IMAN	2020			581	1,166,990	1,166,990													1,166,990		
Susquehanna	4	81	590	75976	I-81 Exit 219	+C	IMAN	2021	NHPP	27,645,993				27,645,993												27,645,993	03/25/2021 E	
Totals for: Susquehanna										89,645,993		10,092,130	99,738,123		98,000,000					98,000,000							197,738,123	
Venango	1	80	A11	109821	I-80 MM27 to MM34	C	IMAN	2020	NHPP	3,500,000				3,500,000												3,500,000	12/05/2019 E	
Totals for: Venango										3,500,000			3,500,000														3,500,000	
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	P	IMAN	2019			185	2,000,000	2,000,000													2,000,000		
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	F	IMAN	2020			185	3,182,700	3,182,700													3,182,700		
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	U	IMAN	2020			185	2,652,250	2,652,250													2,652,250		
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	R	IMAN	2020			185	2,652,250	2,652,250													2,652,250		
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	+C	IMAN	2021	NHPP	18,636,350				18,636,350												18,636,350	01/21/2021 E	
Westmoreland	12	70	D10	88508	I-70 Arnold City Interch	+C	IMAN	2023						NHPP	36,000,000					36,000,000						36,000,000	01/21/2021 E	
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	P	IMAN	2019			185	2,000,000	2,000,000													2,000,000		
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	F	IMAN	2020			185	4,243,600	4,243,600													4,243,600		
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	U	IMAN	2020			185	5,304,500	5,304,500													5,304,500		
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	R	IMAN	2020			185	7,426,300	7,426,300													7,426,300		
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	+C	IMAN	2023						NHPP	65,000,000					65,000,000						65,000,000	01/27/2022 E	
Westmoreland	12	70	E10	75978	I-70 @ PA 51 Interchange	+C	IMAN	2027												NHPP	60,000,000					60,000,000	01/27/2022 E	
Westmoreland	12	70	L10	31895	Yukon & Madison Interchanges	U	IMAN	2019			185	2,185,454	2,185,454													2,185,454		
Westmoreland	12	70	L10	31895	Yukon & Madison Interchanges	R	IMAN	2019			185	3,278,181	3,278,181													3,278,181		
Westmoreland	12	70	L10	31895	Yukon & Madison Interchanges	+C	IMAN	2020	NHPP	34,567,500				34,567,500												34,567,500	01/30/2020 E	
Westmoreland	12	70	L10	31895	Yukon & Madison Interchanges	+C	IMAN	2023						NHPP	45,000,000					45,000,000						45,000,000	01/30/2020 E	
Totals for: Westmoreland										53,203,850		34,925,235	88,129,085		146,000,000					146,000,000		60,000,000			60,000,000	294,129,085		
York	8	83	070	92924	North York Widening	F	IMAN	2019			581	15,000,000	15,000,000													15,000,000		
York	8	83	070	92924	North York Widening	U	IMAN	2021			581	8,600,000	8,600,000													8,600,000		
York	8	83	070	92924	North York Widening	U	IMAN	2023								581	9,000,000	9,000,000								9,000,000		
York	8	83	070	92924	North York Widening	R	IMAN	2020	NHPP	15,000,000				15,000,000												15,000,000		
York	8	83	070	92924	North York Widening	R	IMAN	2023						NHPP	9,500,000					9,500,000						9,500,000		
York	8	83	070	92924	North York Widening	C	IMAN	2022	NFP	61,099,000				61,099,000												61,099,000	11/18/2021 E	
York	8	83	070	92924	North York Widening	C	IMAN	2024						NFP	61,099,000					61,099,000						61,099,000	11/18/2021 E	
York	8	83	070	92924	North York Widening	C	IMAN	2024						NHPP	69,102,000					69,102,000						69,102,000	11/18/2021 E	
York	8	83	070	92924	North York Widening	C	IMAN	2027												NHPP	141,000,000					141,000,000	11/18/2021 E	
York	8	83	087	110410	I-83 Lake Redman North	C	IMAN	2020	NHPP	9,500,000				9,500,000												9,500,000	02/13/2020 E	
York	8	181	017	110056	North George Street Improvemen	U	HRST	2019			581	100,000	100,000													100,000		
York	8	181	017	110056	North George Street Improvemen	R	HRST	2019			581	1,000,000	1,000,000													1,000,000		

* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

^PE-NEPA, FD-PSE CO, UTL-FnL UTL Clr, ROW-Cond ROW, CON-Let

