

Section 4 - Supporting Information



TIP Development Timeline.....	121
2027-2038 Program Spike Projects by Funding Source	123
Additional Funding (RRX, HSIP, TSMO).....	124
Reading FFY 2027-2030 Fiscal Constraint Table	129
Community Demographic Assessment Summary	130
Air Quality Conformity	131
Air Quality Resolution for the Reading MPO	134
Reading Metropolitan Planning Organization Self Certification of the Transportation Process	135
Memorandum of Understanding Procedures for FFY 27-30 TIP Revisions	136

**Reading MPO
FFY 2027-2030 Transportation Improvement Program (TIP)
Development Timeline
(Updated Through December 23, 2025)**

March, 2025	Reading MPO actively markets participation in State Transportation Commission on-line survey and public meeting via email, web page, Facebook, and at Long Range Transportation Plan Public Outreach Meetings.
April/May, 2025	Reading MPO conducts public outreach to solicit input on transportation issues and needs and promotes STC Twelve-Year Program Update Survey.
May, 2025	PennDOT releases FFY 2027-2030 Financial Guidance.
May, 2025	PennDOT releases 2027 General and Procedural Guidance.
May/June, 2025	Reading MPO solicits municipalities for project recommendations (6 new recommendations received).
July, 2025	Reading MPO reviews Berks County responses to STC Survey (165).
October/ November, 2025	MPO staff meets 5 times with PennDOT to review existing (FFY 2025) TIP, update carry-over projects scope of work and costs, and review new candidate projects and coordination with SCTA regarding Transit project listing (October 22 nd , 30 th , November 3 rd , 6 th , and 20 th). Required CMAQ Project Selection coordination meetings held October 22 nd and October 30 th .
November, 2025	Reading MPO reviews and endorses FFY 2027-2030 TIP project listing and submits to PennDOT (November 13, 2026).
January, 2026	MPO staff meets and reviews project listing with PennDOT Central Office. (January 5, 2026)
January, 2026/ February, 2026	Additional coordination between MPO staff and PennDOT to refine project listing narratives. Reading MPO approves final project listing. (January 15, 2026) Projects of air quality significance added to Travel Demand Forecasting model. Model runs completed and results forwarded to consultant staff to undertake Air Quality model runs. Interagency Consultation Group (ICG) coordination process begins.
March, 2026	ICG coordination process concluded. Air Quality Conformity Report received from consultant staff. Reading MPO authorizes FFY 2027-2030 TIP for release for public comment and review. (March 19, 2026)

ANTICIPATED March, 2026	Advertise in Sunday Reading Eagle (March 22, 2026) regarding Public Comment Period and opportunities to comment, on Facebook, BCPC website, and via email.
ANTICIPATED March/April, 2026	Public Review and Comment period extends from March 23, 2026, through April 24, 2026 and includes 2 public meetings (in person – April 7, 2026, in-person – April 14, 2026, 2 virtual – April 21, 2026).
ANTICIPATED May, 2026	Reading MPO meets on May 21, 2026, to review comments on TIP, approve responses to those comments and adopt the TIP and related Air Quality Conformity Analysis and Community Demographic Assessment and forward to PennDOT.
ANTICIPATED August, 2026	State Transportation Commission reviews and approves regional TIPs that are incorporated into a State Transportation Improvement Program (STIP) (estimated August 5, 2026) and submitted to USDOT (FHWA/FTA).
ANTICIPATED September, 2026	USDOT reviewed and approved STIP by September 30, 2026.
ANTICIPATED October 1, 2026	STIP and regional TIPs become effective.

PENNDOT RECOMMENDED

RATS FFY 2027-2038 Program Spike Funding

NHPP Spike Projects

None

STP Spike Projects

MPMS# 61972 US222 Widening Construction (Project Total - \$11,717,324)

FFY 2027 \$11,717,324

MPMS# 114439 West Shore Bypass Phase 1 Construction (Project Total - \$245,238,924)

FFY 2028 \$25,000,000

FFY 2029 \$25,000,000

FFY 2030 \$25,000,000

FFY 2031 \$25,000,000

FFY 2032 \$30,000,000

FFY 2033 \$35,000,000

FFY 2034 \$35,000,000

FFY 2035-2038 \$45,238,924

State Spike Projects

MPMS# 114439 West Shore Bypass Phase 1 Construction (Project Total - \$61,309,731)

FFY 2028 \$15,000,000

FFY 2029 \$15,000,000

FFY 2030 \$15,000,000

FFY 2031 \$16,309,731

**AWAITING FFY 2027-2030
STATEWIDE RRX FUNDING
TABLE FROM PENNDOT**

2027-28 HSIP Set Aside Selected Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost	Full or Partial Project Set-Aside Funding Request
1	Erie MPO	Erie	TBD	Erie Co. 12th St. Liberty to Chestnut	PE	\$410,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. 12th St. Liberty to Chestnut	FD	\$325,442	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. 12th St. Liberty to Chestnut	CON	\$2,145,257	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. SR 6 Union City RRFB's	PE	\$32,214	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. SR 6 Union City RRFB's	UTL	\$8,054	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. SR 6 Union City RRFB's	CON	\$189,732	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. I-90 VSL's	PE	\$30,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. I-90 VSL's	CON	\$5,030,560	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. 12th St SS4A Road Safety Audit (RSA)	STUDY	\$250,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. 12th St Parade to Wayne VRU	PE	\$400,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. 12th St Parade to Wayne VRU	FD	\$300,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	Erie Co. 12th St Parade to Wayne VRU	CON	\$719,781	Full - Set-Aside Funding
1	Northwest RPO	Venango	TBD	Mercer and Venango Co. I-80 VSL's MM 15 - 42	PE	\$10,000	Full - Set-Aside Funding
1	Northwest RPO	Venango	TBD	Mercer and Venango Co. I-80 VSL's MM 15 - 42	CON	\$1,838,891	Full - Set-Aside Funding
1	Northwest RPO	Venango	51195	Venango Co. SR 322 04M	PE	\$106,551	Full - Set-Aside Funding
1	Northwest RPO	Venango	51195	Venango Co. SR 322 04M	CON	\$1,243,088	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	Crawford Co. SR 886 Allegheny College Roundabout	PE	\$371,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	Crawford Co. SR 886 Allegheny College Roundabout	FD	\$500,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	Crawford Co. SR 886 Allegheny College Roundabout	UTL	\$45,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	Crawford Co. SR 886 Allegheny College Roundabout	ROW	\$50,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	Crawford Co. SR 886 Allegheny College Roundabout	CON	\$2,763,173	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	97912	SR 62 and Budd Street SR 62-20M	CON	\$100,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	51021	Mercer Co. I-80 VSL's MM 10 - 15	PE	\$10,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	51022	Mercer Co. I-80 VSL's MM 10 - 16	FD	\$17,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	51023	Mercer Co. I-80 VSL's MM 10 - 17	CON	\$527,154	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	TBD	Mercer Co. SR 19 Springfield Twp	PE	\$3,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	TBD	Mercer Co. SR 19 Springfield Twp	FD	\$2,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	TBD	Mercer Co. SR 19 Springfield Twp	CON	\$75,625	Full - Set-Aside Funding
2	SEDA-COG MPO	Juniata	120112	SR 235 HFST	PE	\$20,000	Full - Set-Aside Funding
2	SEDA-COG MPO	Juniata	120112	SR 235 HFST	CON	\$150,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123251	RRFB State College Borough Project	PE	\$300,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123252	RRFB State College Borough Project	FD	\$200,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123253	RRFB State College Borough Project	CON	\$650,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123252	I80 - SR 144 HFST Project	CON	\$700,000	Full - Set-Aside Funding
3	SEDA-COG MPO	Montour	123073	SEDA-COG I-80 HTCMB	CON	\$1,065,890	Full - Set-Aside Funding
4	LLTS MPO	Luzerne	102030	SR 2002 (San Souci Parkway) Reconstruction	CON	\$4,500,000	Partial - Project Split Funding (Other Federal & State)
4	Wayne	Wayne	121173	SR 196 & SR 507 Intersection Improvement	PE	\$500,000	Partial - Project Split Funding (Regional HSIP)
4	Wayne	Wayne	121173	SR 196 & SR 507 Intersection Improvement	FD	\$500,000	Partial - Project Split Funding (Regional HSIP)
4	Wayne	Wayne	121173	SR 196 & SR 507 Intersection Improvement	CON	\$2,200,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	FD	\$650,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	UTL	\$250,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	ROW	\$1,650,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	CON	\$2,360,041	Partial - Project Split Funding (Regional HSIP)
5	Reading MPO	Berks	TBD	Systemic Safety Project D-5 2025	PE	\$191,000	Full - Set-Aside Funding
5	Reading MPO	Berks	TBD	Systemic Safety Project D-5 2025	CON	\$1,193,865	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection	PE	\$225,800	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection	FD	\$169,350	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection	UTL	\$8,000	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection	CON	\$1,121,000	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3070 Lincoln Highway Corridor Safety Improvements	PE	\$379,400	Partial - Project Split Funding (Regional HSIP)

2027-28 HSIP Set Aside Selected Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost	Full or Partial Project Set-Aside Funding Request
6	DVRPC MPO	Chester	TBD	SR 3070 Lincoln Highway Corridor Safety Improvements	FD	\$284,550	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	PE	\$676,800	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	FD	\$507,600	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	UTL	\$100,000	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	CON	\$3,284,000	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	111022	Chichester Ave & I-95 Ramp Roundabouts	FD	\$36,385	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	111022	Chichester Ave & I-95 Ramp Roundabouts	CON	\$848,981	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	110951	Maddade Blvd Corridor (H)	CON	\$2,300,645	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	PE	\$382,580	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	FD	\$286,935	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	UTL	\$86,950	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	CON	\$1,912,900	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	69th St/Church Lane SR 2001 Safety	PE	\$390,060	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	69th St/Church Lane SR 2001 Safety	FD	\$292,545	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0003 (W. Chester Pike) Corridor - VRU Safety Improvements	PE	\$444,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0003 (W. Chester Pike) Corridor - VRU Safety Improvements	FD	\$333,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0291 Industrial Hwy/Saville Ave Intersection Improvements	PE	\$200,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0291 Industrial Hwy/Saville Ave Intersection Improvements	FD	\$150,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	\$100,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	\$50,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	\$1,202,219	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	110971	Main Street Safety: Egypt to Forrest/Airy	ROW	\$68,198	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	110971	Main Street Safety: Egypt to Forrest/Airy	UTL	\$34,099	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	110971	Main Street Safety: Egypt to Forrest/Airy	CON	\$4,773,832	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	82088	Systemic Improvements: Vulnerable Users	PE	\$700,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Dynamic Ramp Signing and Safety Improvements	PE	\$158,855	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Dynamic Ramp Signing and Safety Improvements	CON	\$1,059,025	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Vulnerable Road User Safety	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Vulnerable Road User Safety	CON	\$5,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	PE	\$417,800	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	FD	\$313,350	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	UTL	\$150,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	CON	\$1,939,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 309 Cheltenham Ave Corridor Safety Improvements	PE	\$497,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Montgomery	TBD	SR 309 Cheltenham Ave Corridor Safety Improvements	FD	\$373,600	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Montgomery	TBD	Systemic Lane Departure Improvements	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Lane Departure Improvements	CON	\$3,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Wrong Way Improvements	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Wrong Way Improvements	CON	\$3,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Intersection Safety Improvements	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Intersection Safety Improvements	CON	\$3,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	PE	\$100,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	FD	\$50,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	UTL	\$50,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	CON	\$1,500,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 0013/2007 Frankford Ave Phase 3	PE	\$286,875	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Philadelphia	TBD	SR 0013/2007 Frankford Ave Phase 3	FD	\$286,875	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Philadelphia	TBD	SR 4003 (Wissahickon Ave) Corridor - VRU Safety Improvement	PE	\$694,065	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Philadelphia	TBD	SR 4003 (Wissahickon Ave) Corridor - VRU Safety Improvement	FD	\$520,550	Partial - Project Split Funding (Regional HSIP)
8	Lancaster MPO	Lancaster	TBD	Systemic VRU Rectangular Rapid Flashing Beacons	PE	\$96,479	Full - Set-Aside Funding

2027-28 HSIP Set Aside Selected Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost	Full or Partial Project Set-Aside Funding Request
8	Lancaster MPO	Lancaster	TBD	<i>Systemic VRU Rectangular Rapid Flashing Beacons</i>	CON	\$643,191	Full - Set-Aside Funding
8	HATS MPO	Cumberland	TBD	District 8 I-81 High Tension Cable Median Barrier	PE	\$341,187	Full - Set-Aside Funding
8	HATS MPO	Cumberland	TBD	District 8 I-81 High Tension Cable Median Barrier	CON	\$2,843,223	Full - Set-Aside Funding
8	HATS MPO	Dauphin	TBD	District Wide CMC Locations - HTCMB	PE	\$352,236	Full - Set-Aside Funding
8	HATS MPO	Dauphin	TBD	District Wide CMC Locations - HTCMB	CON	\$2,935,295	Full - Set-Aside Funding
8	HATS MPO	Perry	TBD	District Wide HTCMB	PE	\$366,726	Full - Set-Aside Funding
8	HATS MPO	Perry	TBD	District Wide HTCMB	CON	\$3,056,046	Full - Set-Aside Funding
11	SPC MPO	Allegheny	118444	SR 4012 (Highland) @ SR 4014 (Gass) Roundabout	CON	\$1,211,100	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	119187	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	ROW	\$200,000	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	119187	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	CON	\$1,650,000	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	119945	SR 3010 @ Patterson Road Roundabout	CON	\$1,350,000	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	PE	\$270,000	Full - Set-Aside Funding
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	FD	\$225,000	Full - Set-Aside Funding
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	UTL	\$135,000	Full - Set-Aside Funding
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	CON	\$4,500,000	Full - Set-Aside Funding
11	SPC MPO	Beaver	118443	SR 51 @ SR 151 Roundabout	CON	\$2,242,600	Partial - Project Split Funding (TBD)
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	PE	\$500,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	FD	\$400,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	UTL	\$125,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	ROW	\$50,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	CON	\$2,500,000	Full - Set-Aside Funding
12	SPC MPO	Fayette	123280	D12 High Friction Surface Treatment	CON	\$800,000	Full - Set-Aside Funding
12	SPC MPO	Washington	123281	I-79 Flyover Chevrons	CON	\$300,000	Full - Set-Aside Funding
12	SPC MPO	Washington	TBD	D12 Wrong Way Signs	CON	\$300,000	Full - Set-Aside Funding
12	SPC MPO	Westmoreland	120639	SR 4006 Flashing Beacon	CON	\$150,000	Full - Set-Aside Funding
99	STWD Items	Central Office	117918	Local Road Traffic Counts for MIRE Sept 2026	PRA	\$3,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	121174	PennDOT Highway Safety Network Screening 2025	PRA	\$2,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	121176	MIRE Traffic Volume Count Data Collection	PRA	\$1,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	On-demand HSIP Consultant Support	PRA	\$100,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	District Highway Safety Plans 2027	PRA	\$550,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Henry's Ride to Work Video Update	PRA	\$150,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Publication 638 Update	PRA	\$160,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Publication 638A Update	PRA	\$180,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Safety Analysis Videos/Tutorials	PRA	\$200,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	EMS Response Time Impact on Highway Safety Phase 2	PRA	\$250,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	HSM Analysis Tool Updates	PRA	\$1,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	117956	Automated Data Collection items (Video Log Vender Pathway)	PRA	\$2,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	MIRE FDE Data Collection	PRA	\$2,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Highway Safety Network Screening Ed. 4	PRA	\$3,000,000	Full - Set-Aside Funding

Totals	
Non-Highlighted rows indicate carryover HSIP Set Aside projects	\$ 35,698,100
Highlighted rows indicate new HSIP Set Aside projects	\$ 49,196,328
<i>Italics indicate new Vulnerable Road User projects</i>	\$ 40,569,797
Total FY27-FY28 Set-Aside Project Amount	\$ 125,464,225

PennDOT TSMO Funding Initiative (TFI) PROGRAM DETAILS: FFY 2027-2028

Planning Partner	District	Category	Description	TFI Amount Awarded	Match amount
Erie MPO	1	New Devices	Install CMS WB I-90 near mm 7 and CCTV at SR 215	\$ 353,600	\$ 88,400
Northwest RPO	1	New Devices	Install full size CMS on I-79 NB at mm 146	\$ 265,200	\$ 66,300
Shenango Valley MPO	1	New Devices	Install full size CMS EB and CCTV on I-80 at mm 22	\$ 353,600	\$ 88,400
Shenango Valley MPO	1	New Devices	Install 2 full size CMS on I-79 both directions approaching SR 358 interchange. Install CCTV at	\$ 613,600	\$ 153,400
Shenango Valley MPO	1	New Devices	VSL I-80	\$ 900,000	\$ 225,000
Centre	2	New Devices	Install CCTV, VSL, Type A CMS, RWIS, Flashing Warning Device, Crash Warning Device, & PCMS on US	\$ 920,000	\$ 230,000
North Central RPO	2	New Devices	Install 42 permanent VSL signs at 11 locations along 64 miles of I-80	\$ 1,000,000	\$ 250,000
Northwest RPO	2	New Devices	Install 28 VSL signs at 7 locations along I-80 in Clarion County	\$ 705,600	\$ 176,400
SEDA-COG	2	Antiquated	Replace 2 antiquated CMS on aluminum structures with new full color CMS on steel structures	\$ 600,000	\$ 150,000
SEDA-COG	2	New Devices	Install 1 CCTV, 1 RWIS, 6 VSL, & 2 Type A CMS on US 22/322 b/w Electric Ave and Thompsontown	\$ 976,000	\$ 244,000
Northern Tier RPO	3	New Devices	Install CCTV at Blossburg Exit on US 15	\$ 248,800	\$ 62,200
WATS	3	New Devices	Install full size CMS on SR 15 NB leaving Williamsport	\$ 531,200	\$ 132,800
Lackawanna/Luzerne	4	New Devices	D4 ITS, CMS Replacement, CCTVs	\$ 856,000	\$ 214,000
NEPA	5	Antiquated	Replace 5 antiquated full sized CMS on I-81 that were installed in 2011	\$ 1,600,000	\$ 400,000
RATS	5	Antiquated	Replace 2 antiquated full size CMS on I-78 in Berks County.	\$ 640,000	\$ 160,000
DVRPC	6	New Devices	PA 313 ITS and Signal Interconnect	\$ 1,360,000	\$ 340,000
Adams County	8	Communication	Verizon Circuit Upgrades on US 30	\$ 7,937	\$ 1,984
HATS	8	Communication	Verizon Circuit Upgrades on I81, I83, PA581, US 22, & US322	\$ 157,838	\$ 39,459
Lancaster MPO	8	Communication	Verizon Circuit Upgrades on US 222	\$ 17,771	\$ 4,443
York MPO	8	Communication	US 30 York Signal Fiber	\$ 1,679,223	\$ 419,806
Cambria	9	New Devices	D9 CCTV Gaps	\$ 445,000	\$ 105,000
Southern Alleghenies	9	Antiquated	I-70 full size CMS Replacement	\$ 300,000	\$ 75,000
Southern Alleghenies	9	New Devices	SA RWIS Installations	\$ 210,000	\$ 50,400
SPC	11	Communication, New Devices	Upgrade old Fiber for municipal use, PennDOT ITS, and arterial management of traffic signals. Install	\$ 400,000	\$ 100,000
SPC	11		I-376 Beaver County	\$ 1,937,936	\$ 484,484
SPC	12	New Devices	Install 3 CCTVs at exits 15 & 16, and at Turnpike on I-70	\$ 262,332	\$ 63,072
SPC	12	New Devices	Install 3 CCTVs at exits 6, 11, & 31 on I-70	\$ 262,332	\$ 63,072
SPC	12	New Devices	Install RWIS on US 40 east of Uniontown	\$ 294,400	\$ 73,600
SPC	12	Communication	Install fiber optic backbone on I-70 at 3 locations.	\$ 551,767	\$ 137,942
STWD	99		INRIX 2027	\$ 2,080,000	\$ 520,000
STWD	99		Comms Hardware	\$ 800,000	\$ 200,000
STWD	99		INRIX 2025	\$ 1,030,266	\$ 257,566
STWD	99		INRIX OD	\$ 1,280,000	\$ 320,000
STWD	99		TMC Videowalls (D2, D8, D11)	\$ 1,600,000	\$ 400,000
TOTAL				\$ 25,240,402	\$ 6,296,728

Reading MPO
FFY 2027 - 2030 Transportation Improvement Program Development

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Financial Guidance	Programmed							
NHPP	\$11,317,000	\$11,317,000	\$10,225,000	\$10,225,000	\$10,225,000	\$10,225,000	\$10,225,000	\$10,225,000	
STP	\$5,521,000	\$5,521,000	\$5,509,000	\$5,509,000	\$5,509,000	\$5,509,000	\$5,509,000	\$5,509,000	
State Highway (581)	\$10,781,000	\$10,781,000	\$10,656,000	\$10,656,000	\$11,575,000	\$11,575,000	\$12,359,000	\$12,359,000	
State Bridge (185/183)	\$6,660,000	\$6,660,000	\$6,502,000	\$6,502,000	\$6,344,000	\$6,344,000	\$6,366,000	\$6,366,000	
BOF	\$4,080,000	\$4,080,000	\$4,080,000	\$4,080,000	\$4,080,000	\$4,080,000	\$4,080,000	\$4,080,000	
HSIP	\$3,365,000	\$3,365,000	\$3,365,000	\$3,365,000	\$3,365,000	\$3,365,000	\$3,365,000	\$3,365,000	
CMAQ	\$4,375,000	\$4,375,000	\$4,375,000	\$4,375,000	\$4,375,000	\$4,375,000	\$4,375,000	\$4,375,000	
TAU	\$606,000	\$606,000	\$606,000	\$606,000	\$606,000	\$606,000	\$606,000	\$606,000	
STU	\$6,488,000	\$6,488,000	\$6,488,000	\$6,488,000	\$6,488,000	\$6,488,000	\$6,488,000	\$6,488,000	
CRP/CRPU	\$1,162,000	\$1,162,000	\$1,162,000	\$1,162,000	\$1,162,000	\$1,162,000	\$1,162,000	\$1,162,000	
BRIP	\$7,405,000	\$7,405,000	\$7,405,000	\$7,405,000	\$7,405,000	\$7,405,000	\$7,405,000	\$7,405,000	
Total	\$61,761,000	\$61,761,000	\$60,373,000	\$60,373,000	\$61,134,000	\$61,134,000	\$61,940,000	\$61,940,000	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (e.g. Spike funds, Earmarks, Local, TASA, PROTECT) by year:

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
HSIP	\$191,000	\$1,193,865			Systemic Safety Project D-5 2025 HPMs# TBD
PROTECT	\$2,300,000				Smoketown Road Bridge MPMS# 116478
RRX		\$454,000			Walnuttown Road (SR 1011) Crossing MPMS# 117973
RRX			\$380,000		Manatawny Drive (SR 2036) Crossing MPMS# 117975
STU	\$335,000	\$335,000	\$335,000	\$335,000	Urban Area Flex Funds from Philadelphia MPO (DVRPC) via MOU
TSMO		\$640,000			Antiquated DMS Replacement (I-78) MPMS# 123604
STP - Spike	\$11,717,324				US 222 Widening MPMS# 61972
STP - Spike		\$25,000,000	\$25,000,000	\$25,000,000	US 422 West Shore Bypass Reconstruction PH 1 MPMS# 114439
State - Spike		\$15,000,000	\$15,000,000	\$15,000,000	US 422 West Shore Bypass Reconstruction PH 1 MPMS# 114439
Act 13 (Local)	\$2,200,000	\$1,250,000			Applied to 3 Berks County Owned Bridges MPMS# 103882, MPMS# 103908, & MPMS# 123129
Local	\$24,463		\$23,122	\$99,017	Municipal Share of 3Local Bridge Projects MPMS 10727, MPMS# 10730, & MPMS# 10774
Total	\$16,767,787	\$43,872,865	\$40,738,122	\$40,434,017	

COMMUNITY DEMOGRAPHIC ASSESSMENT

The preparation of a Community Demographic Assessment is based on Title VI of the Civil Rights Act of 1964, which requires recipients of federal aid to certify and ensure nondiscrimination in the use of those funds.

The basic principles to be addressed are:

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

In support of that, a separate document, the FFY 2027-2030 Community Demographic Assessment, was prepared. A statewide methodology was developed and followed in the creation of this document. Census block groups were classified into intervals based on the ratio of census block group to county population percentages for the demographic categories of Minority, White (non-Hispanic or Latino), Below Poverty Level, and Above Poverty Level populations across Berks County. The concentration of these populations is then viewed against criteria described below to address the basic principles above and aid in the determination of potential impacts of the FFY 2027-2030 TIP projects on the community.

The Crash and Injury Analysis identifies the number, percentage, and location of motorized Reportable Crashes, Persons Involved, Suspected Serious Injuries, and Fatalities across each of the population intervals. These are also identified for nonmotorized crashes. The analysis goes further to identify these same numbers for various nonmotorized transportation modes, including horse and buggy, bicycle, and pedestrian.

The Pavement and Bridge Analysis identifies the relationship between pavement and bridge conditions to all population and all income concentrations. The pavement condition analysis explores the condition of pavement categorized by the International Roughness Index (IRI) and Overall Performance Index (OPI) of pavement. The bridge condition analysis identifies bridge conditions by count and by amount of deck area in square feet.

The fixed route transit service of Berks Area Regional Transportation Authority (BARTA) in relation to concentrations of populations based on race and income level was also explored to view availability of a transit service to the residents of Berks County. These routes were also analyzed when laid over a map of low wage jobs to low wage workers to view accessibility to these jobs.

The Community Demographic Assessment wraps up by evaluating the Types of Projects and Distribution of the FFY 2027-2030 Transportation Improvement Program and Potential Impacts of the Transportation Projects on the Community.

The assessment found no disproportionately high or adverse effects on any population or income concentrations but did recommend careful consideration of these potential issues in future program updates. A copy of the FFY 2027-2030 Community Demographic Assessment can be found on the Berks County Planning Commission website at: www.berkspa.gov/planning.

AIR QUALITY CONFORMITY

The Clean Air Act Amendments of 1990 (CAAA) mandate improvements in the nation's air quality. The CAAA directs the U.S. Environmental Protection Agency (EPA) to implement regulations that will provide for reductions in pollutant emissions. The Berks County area was originally designated under the CAAA as a moderate non-attainment area for ground level ozone. Ozone is a secondary pollutant, which means that it is not emitted directly into the atmosphere but, rather, is created by the reaction of several pollutants in the presence of sunlight. Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC's) are the two precursor pollutants that take part in that reaction. Ground level ozone is an eye and lung irritant that has been shown to cause difficulties in the elderly, very young, and those with weakened respiratory systems.

1997 and 2008 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS) on July 18, 1997, (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). As of July 20, 2013, Berks County no longer needs to demonstrate conformity to the 1997 8-hour ozone NAAQS. However, future PA State Implementation Plan (SIP) revisions must address EPA's anti-backsliding requirements.

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

2015 8-hour Ozone NAAQS

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours).

Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. However, the deadline for EPA to issue designations for the 2015 NAAQS for ozone passed on October 1, 2017. Once designations are final, transportation conformity would be required within 12 months for any areas designated nonattainment under the standard.

1997 Annual PM_{2.5} and 2006 24-hour PM_{2.5} Standards

The EPA published the 1997 annual PM_{2.5} NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3 year average of the annual mean PM_{2.5} concentrations (for designated monitoring sites within an area) exceed 15.0 micrograms per cubic meter (µg/m³). Berks County was designated as a nonattainment area under the 1997 annual PM_{2.5} NAAQS, effective April 5, 2005 (70 FR 944). PM_{2.5}, otherwise known as 'fine particulates', come from a variety of sources such as tire wear and brake dust. These particles are absorbed directly into the blood stream through the lungs and can cause a variety of health problems.

The EPA published the 2006 24-hour PM_{2.5} NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of 65 µg/m³ (62 FR 38652) to 35 µg/m³ and retained the 1997 annual PM_{2.5} NAAQS of 15 µg/m³. An area is in nonattainment of the 2006 24-hour PM_{2.5} NAAQS if the 98th percentile of the annual 24-hour concentrations, averaged over three years, is greater than 35 µg/m³. Berks County was designated as attainment under the 2006 24-hour PM_{2.5} NAAQS, effective December 14, 2009 (74 FR 58688).

A redesignation request and maintenance plan applicable to the 1997 annual PM_{2.5} NAAQS was approved by EPA and effective December 22, 2014 (79 FR 76251). The maintenance plan includes 2017 and 2025 PM_{2.5} and NO_x motor vehicle emission budgets (MVEBs) for transportation conformity purposes.

Since the last conformity determination was completed, EPA took final action on the “Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements” rule on August 24, 2016 (81 FR 58010 effective on October 24, 2016). In that rulemaking, EPA finalized the option that revokes the 1997 primary annual $PM_{2.5}$ NAAQS in areas that have always been designated as attainment and in maintenance of that NAAQS. After revocation, areas no longer must expend resources on CAA air quality planning and conformity determination requirements associated with the 1997 annual $PM_{2.5}$ NAAQS.

2012 Annual $PM_{2.5}$ and 2006 24-hour $PM_{2.5}$ Standards

The EPA published the 2012 annual $PM_{2.5}$ NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual $PM_{2.5}$ NAAQS by strengthening the standard from $15 \mu\text{g}/\text{m}^3$ to $12 \mu\text{g}/\text{m}^3$. An area is in nonattainment of this standard if the 3-year average of the annual mean $PM_{2.5}$ concentrations for designated monitoring sites in an area is greater than $12.0 \mu\text{g}/\text{m}^3$. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Berks County is designated in attainment of the standard and, as such, no longer must perform emission testing for fine particulates.

ANALYSIS RESULTS

Transportation conformity analyses of the TIP and LRTP has been completed for Berks County. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses used methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

There are currently no approved SIP Motor Vehicle Emissions Budgets (MVEBs) for Berks County under 2008 8-hour ozone NAAQS. However, the County has an approved SIP revision establishing MVEBs under the 1997 8-hour ozone NAAQS. The MVEBs were originally approved on January 14, 2008 (73 FR 2162) and subsequently revised on March 31, 2014 (79 FR 17875). As required, the latest revised budgets are used for the ozone conformity test. The ozone conformity analysis has been conducted to evaluate emissions in comparison to the applicable ozone MVEBs summarized in Exhibit 9.

EXHIBIT 9: 8-HOUR OZONE MOTOR VEHICLE EMISSION BUDGETS		
VOC	13.1	7.5
NO_x	29.0	14.9

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The MPO’s horizon year for long range planning.
- All established MVEB years (if in the future).
- Attainment year of the standard if within timeframe of the conformity analysis.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. Exhibit 10 provides the analysis years used for this conformity analysis.

EXHIBIT 10: CONFORMITY ANALYSIS YEARS	
Analysis Year	Description
2030	Near Term (TIP) Year
2040	Interim Year
2050	LRTP Horizon Year

Regionally Significant Highway Projects

For the purposes of conformity analysis, model highway networks are created for each analysis year. Regionally significant projects from the TIP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute most of the TIP, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127.

Analysis Results

An emissions analysis has been completed for the 2008 8-hour ozone NAAQS. Exhibit 11 summarizes the Berks County ozone emission results for a summer weekday in each analysis year. All years are lower than the applicable conformity budgets established in the regional maintenance plan for the 1997 ozone NAAQS.

EXHIBIT 11: Ozone Emission Analysis Results and Conformity Test (Summer Weekday)				
Pollutant	2018 MVEB (tons/day)	2030 (tons/day)	2040 (tons/day)	2050 (tons/day)
VOC	7.5	2.01	1.45	1.38
NO _x	14.9	3.40	1.99	2.04
Conformity Result	n/a	PASS	PASS	PASS

CONFORMITY DETERMINATION

Financial Constraint

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

Public Participation

The TIP and LRTP has addressed the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR Part 450, RATS Public Participation Plan, and Pennsylvania's Conformity SIP. The draft documents were made available for a 30-day public review and comment period.

Conformity Statement

The conformity rule requires that the TIP and LRTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The RATS MPO TIP and LRTP are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the RATS MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

**AIR QUALITY RESOLUTION FOR THE
READING MPO**

**READING METROPOLITAN PLANNING
ORGANIZATION SELF CERTIFICATION OF
THE TRANSPORTATION PROCESS**

**AWAITING FFY 2027-2030 STIP AMENDMENT MOU FROM PENNDOT
FFY2025-2028 MOU PROVIDED ON FOLLOWING PAGES AS AN EXAMPLE**

MEMORANDUM OF UNDERSTANDING (MOU)

Reading Metropolitan Planning Organization (MPO)

Procedures for FFY 2025 – 2028 Transportation Improvement Program (TIP) Revisions

Background

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Reading Area Transportation Study Coordinating Committee (Reading MPO), and the South Central Transit Authority (SCTA) establishes procedures to be used for processing revisions to the FFY 2025-2028 Transportation Improvement Program (TIP).

Definitions

- Administrative Modification is a minor revision to a Transportation Improvement Program (TIP).
- Amendment is a revision to a TIP that involves a major change to a project included in a TIP.
- Betterment consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements and guide rail updates.
- Change in Scope is a substantial alteration to the original intent or function of a programmed project.
- Cooperating Parties include PennDOT, Reading MPO, SCTA, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- Fiscal Constraint Chart (FCC) is an Excel spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds
- Interstate Management (IM) Program is PennDOT's four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- New Project is a project that is not programmed in the current TIP and does not have previous obligations from a prior TIP.
- Planning Partner is the Reading Area Transportation Study (RATS) or the Reading MPO.
- Public Participation Plan (PPP) is a documented broad-based public involvement process that describes how the Reading MPO will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- Reserve Line Item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- Revision is either an Amendment or an Administrative Modification to the TIP.
- Statewide Managed Program (Statewide Program) includes those transportation improvements or projects that are managed on the Statewide Transportation Improvement Program (STIP), including project selection at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), and State Transportation Alternatives Set-Aside (TASA) Program projects. The Interstate Management Program (IM) will remain its own individual program.

TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If the MPO, SCTA, or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the MPO TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, the MPO, SCTA, FHWA, and FTA. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO LRTP. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Process (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of the MPO's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how the MPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

Berks County (the Reading MPO) is currently classified as a marginal non-attainment area for ground level ozone. All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with the MPO to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an amendment to the MPO's TIP shall also be developed and approved by the MPO. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the TIP will be handled as an Amendment or an Administrative Modification based on agreed upon procedures detailed below.

An Amendment is a revision to the TIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source.
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 200,000$ but $< 1,000,000$;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO is required for Amendments. The MPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on the MPO's TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the

transit agency and the MPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An Administrative Modification is a minor revision to the MPO TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established for an Amendment..
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the thresholds for an Amendment;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the MPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the MPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Transit – Funds Related to Prior-Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

TIP Financial Reporting

PennDOT will provide reports to each MPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by the MPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by the MPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the MPO will ensure that TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

MPO TIP Revision Procedures

As the MPO TIP is adopted, this MOU between PennDOT and the MPO will be included with the TIP documentation. The MOU will clarify how the MPO will address all TIP revisions. In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document. If the MPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

Ms. Kristin Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

Mr. Chris Kufro
Chairman
Reading Metropolitan Planning Organization

Date

Mr. Gregory Downing
Executive Director
South Central Transit Authority

Date