

GOALS AND STRATEGIC PERFORMANCE MEASURES

The biggest challenge for RATS will be to maintain the flexibility required to meet changing conditions. One area of focus for the planning process has been to identify emerging trends that affect the transportation system, which help to define future needs. Long range plans are meant to consider future transportation issues and needs based on current trends and projections. Future needs, known or unknown, generally take a backseat to the most pressing of today's issues and needs. This LRTP sets goals and objectives that RATS must manage effectively to meet challenges as they arise, rather than becoming locked into a project level plan that attempts to allocate resources precisely over a long period of time.

In coordination with the State Transportation Commission's Twelve Year Program update, survey participants were able to prioritize where funds should be spent and shared information about the current transportation system, funding, and the forecast for transportation funding. Participants shared a wide range of options and opinions about investment choices and the direction we should go in Berks County. They continue the trend of seeking investments in the maintenance and safety of existing highways and bridges, reducing congestion and improving traffic flow, and the establishment of passenger rail service from Reading to Philadelphia.

Many sections of this plan provided a detailed look at a variety of important population, economic and travel trends. Some key takeaways that influence the goals and performance measures include, but are not limited to:

- Overall demand for transportation will increase as the population and economy grows.
- The most popular choice for travel remains the automobile and the most popular choice for freight remains the truck. Therefore, congestion, safety, and system maintenance will continue to be priority concerns.
- Driving alone continues to be the primary means of travel in Berks County. Due to changing demographics and the availability of alternative modes of transportation, there is an increase in walking and ridesharing as modes of transportation.
- Out of the 644 state-owned bridges, 38 (6%) were rated poor in 2024. In contrast, out of the 236 local-owned bridges, 71 (30%) were rated poor in 2024. Identifying funding solutions for local-owned bridge repair and maintenance will continue to be a priority for RATS.
- There is a higher number of crashes involving drivers 50-64 years of age and crashes involving aggressive driving behavior. Driver education will continue to be needed as part of safety improvement planning.
- Berks County has a significant amount of crashes – sixth in the state in the total number of crashes and fifth in the number of fatal crashes from 2020-2024.
- The County has 39 locations reporting greater than 20 crashes.
- Crashes involving bicyclists and pedestrians continue to increase with pedestrians having a higher occurrence of fatalities and suspected serious injuries than bicyclists.

- Warehouse development and other factors continue to support an increase in truck traffic.
- Berks County continues to have a high occurrence of heavy truck related crashes – ranking in the top ten for crash frequency across Pennsylvania from 2020-2024.
- The County evaluates 33 corridors for congestion. The most heavily congested corridors are State Hill Road (Wyomissing), PA 724 (Spring), and 5th Street (Reading).

Berks County residents expect a lot from their transportation system in the future. Residents and municipalities have shared recommendations for dozens of projects, wants, and needs that significantly exceed the amount of money we anticipate available for transportation improvement projects. There continues to be a significant gap between the transportation system that people want and the one we can deliver with current funds.

The plan's goals and performance measures apply common SMART principles to ensure the goals and performance measures are:

Specific	Sufficient to guide the plan
Measurable	We can measure our progress towards the goals
Agreed	Consensus among partners
Realistic	Can be accomplished
Time-Bound	Identified timeframe for accomplishment

We use these goals, objectives, and performance measures to track how well we will meet our mission over time. The goals and objectives incorporate our performance measures to help provide direction for the future. Additionally, the 10 federal planning factors are incorporated into the goals and objectives of this plan. A full discussion of our performance measures and targets is provided in the next section of this chapter.

The federal planning factors incorporated into the following goals and objectives include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

		Planning Factor(s) Addressed
Goal 1	Keep travelers safe and secure for all modes of transportation.	2, 3
Objectives	Reduce the number, frequency, and severity of crashes on our highway system by implementing projects to address safety issues for all users.	2, 3, 7, 9
	Work closely with municipalities, PennDOT, and SCTA/BARTA to ensure the safe interaction between all transportation modes and users.	2, 3, 4, 6, 7
	Increase public awareness of construction zone safety for workers and users.	2, 3
	Evaluate proposed land development plans to identify potential transportation safety issues during local and PennDOT review processes.	2, 3, 5, 7, 9
	Educate the public on future transportation projects and changes to increase safety awareness.	2, 3, 7
	Coordinate with appropriate agencies to identify and provide efficient emergency vehicle access to the transportation system where feasible.	2, 3, 4, 6, 7
Goal 2	Maintain and improve the existing multimodal transportation system and services within fiscal constraints.	4, 5, 6, 8
Objectives	Minimize maintenance costs of roadways, bridges, and public transportation through proper routine maintenance using Transportation Asset Management planning.	7, 8
	Improve the efficiency of the existing transportation system and services.	7, 8
	Major roadway widening or relocation should only be considered if efforts to improve capacity and safety of existing roadways can not meet desired service levels.	2, 4, 7, 8
	Reduce congestion, improve air quality, and increase the reliability of the transportation system.	4, 5, 6, 9
	Develop a full range of public transportation options using available funding.	4, 6

Goal 3	Invest in projects that strengthen and enhance economic development and tourism opportunities.	1, 4, 10
Objectives	Implement best practices that will enable the efficient movement of people and freight.	1, 4, 5, 6, 7, 9
	Ensure that major activity centers are designed to accommodate a range of transportation modes.	1, 4, 5, 6, 10
	Increase the region's global and national competitiveness by improving and enhancing regional freight infrastructure.	1, 4, 5, 6, 7, 10
	Support the Reading Regional Airport Authority in strengthening the use of the airport for both business and commercial aviation activities.	1, 4, 6, 8, 10
	Support the efforts of the Schuylkill River Passenger Rail Authority to reestablish passenger rail service between Reading and Philadelphia.	1, 4, 5, 6, 10
	Provide multiple modes of convenient transportation to tourist destinations.	1, 4, 6, 10
	Coordinate with the agricultural community to identify and address obstructions to the movement of equipment and products.	1, 2, 6, 7
	Coordinate with appropriate agencies to review, update as needed, and implement recommendations identified in the EPFA Regional Freight Plan.	1, 4, 6, 7
Goal 4	Give travelers a variety of well-designed transportation choices that are in good condition.	4, 5, 6, 7, 10
Objectives	Promote coordinated regional bicycle and pedestrian facilities, transit, and rail routes.	4, 6
	When designing roadways, include bicycle and pedestrian accommodations and transit stops where applicable and feasible.	4, 5, 6
	Support Transportation Demand Management (TDM) programs such as ridesharing, using public transportation, walking, biking, or working from home.	5, 7
Goal 5	Enhance the County transportation system to address environmental impacts.	2, 3, 5, 8, 9
Objectives	Identify transportation system assets that are vulnerable to natural hazards and continue coordination with appropriate agencies to develop protection and recovery strategies through hazard mitigation planning.	2, 3, 5, 9
	Maintain the County's Air Quality attainment status for fine particulates and improve the marginal nonattainment status for Ozone.	5, 9
	Work closely with federal, state, municipal, and private entities to implement alternatives fuels use (i.e. electric, natural gas) throughout our region.	4, 5, 6, 7,
	Collaborate with local, regional, state and federal organizations and agencies to prevent, minimize, or mitigate potential negative environmental and social impacts from planned projects.	1, 5, 7, 9
	Assist in identification of potential environmental issues by maintaining and providing geographic information system data layers in a readily accessible format.	5, 9
	Work with PennDOT to implement stormwater best management practices and mitigation strategies on transportation projects.	5, 9

Project Prioritization And Performance Measures

RATS does not use a scoring system to prioritize but instead employs a qualitative approach in selecting projects. We expect these projects to make positive, substantive progress towards meeting this plan's performance measures. These guidelines indicate the types of projects RATS will fund. RATS applies the guidelines and considers potential impacts to land use and the natural and built environments, and consistency with the Berks County Comprehensive Plan and PennDOT plans and operations.

These generalized statements address the various programmatic areas found in this plan. More specific details related to the established Performance Measures and examples of relevant selected projects follows.

Proposed safety projects are evaluated using current PennDOT safety data and comparing crash data against statewide crash data for roads with similar characteristics and against current PennDOT District 5-0 safety concerns and projects. The RATS Annual Traffic Safety Report is used to identify potential safety projects in conjunction with PennDOT's Highway Safety Network Screening which identifies high excess cost crash locations. Highest priority is given to crash locations with a high frequency of crashes and that have high excess costs, as a result of analyzing crash severity, reportable crashes, predicted crashes, and several other factors. These locations are generally good candidates for safety improvements and will help meet the Performance Measure Targets for safety.

Proposed congestion mitigation projects must be located in a corridor identified in the current RATS Congestion Management Process (CMP). If there are several projects that match that criteria, projects are prioritized by crash data that is provided by PennDOT. The project that has the higher frequency and severity of crashes receives priority.

Proposed air quality projects that want to use Congestion Mitigation/Air Quality (CMAQ) funds must go through an air quality test showing that emissions of ozone, PM2.5 or NOx are reduced as a result of the implementation of that project. Priority is given to projects that help meet Performance Measure Targets.

Maintenance projects are proposed and prioritized by PennDOT District 5-0. RATS defers to PennDOT's expertise on life cycle costing and maintenance cycles. Priority is given to maintaining adequate pavement conditions on the National Highway System (NHS) network and projects that support meeting Performance Measure Targets.

Proposed bridge projects must have a sufficiency rating below 80 in order to be eligible for rehabilitation and below 50 in order to be eligible for replacement. Highest priority is given to poor bridges on the NHS followed by all other poor bridges. RATS Annual Pavement and Bridge Condition Report is used to identify potential projects in conjunction with PennDOT's expertise and bridge data and help meet Performance Measure Targets.

Proposed projects of types that do not fit any of the above categories are evaluated against the goals and performance measures of this LRTP and the specific requirements of the funding program. Those goals and performance measures are consistent with the Berks County Comprehensive Plan.

Projects must comply with 1) the transportation goals and advance the performance measures in the RATS 2027-2050 Long Range Transportation Plan and 2) the Berks County Comprehensive Plan. Highest priority shall be assigned to:

- Projects essential for safety, maintenance of the transportation system, and/or congestion relief.
- Projects that upgrade unsafe roads and intersections, rehabilitate or replace deficient bridges, and upgrade existing highways that are deficient.
- Capacity improvements will be considered if they serve regional traffic and freight movements and:
 - Are located in areas designated for existing development, designated growth, or future growth in the Berks County Comprehensive Plan and;
 - Identified as a congested corridor by the RATS CMP or;
 - Identified as a roadway with higher crash frequencies or;
 - Program-specific improvements cannot provide satisfactory operations.

Transportation Performance Management

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

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490.

National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

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

- Statewide and Regional Long Range Transportation Plans (L RTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to 1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, 2) make investment decisions based on these processes, and 3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT), and regions (MPOs/RPOs) provide a common framework for decision-making.



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

Evaluating 2027–2030 TIP Performance

The Federal Fiscal Year (FFY) 2027-2030 Transportation Improvement Program (TIP) supports the goal areas established in PennDOT’s current long range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT and the Reading MPO in addressing transportation priorities.

The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2026-2029 performance period, the current project selection process for the FY 2027 to 2029 TIP is highlighted and related to meeting future targets. Over the 4-year TIP, nearly 85% of the total

funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT and the MPO will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background		
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.</p>		
Data Source		
<p>Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).</p>		
2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	1,140.4
Rate of fatalities per 100 million VMT	1.216	1.176
Number of serious injuries	4,746.2	4,722.0
Rate of serious injuries per 100 million VMT	4.914	4.870
Number of non-motorized fatalities & serious injuries	864.6	944.0
Methods for Developing Targets		
<p>An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP), crash data analysis and the desire to support the national initiative Toward Zero Deaths.</p>		



Progress Towards Target Achievement and Reporting:

PennDOT and the Reading MPO continue efforts to ensure the TIP and Long Range Transportation Plan (LRTP) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety. The SHSP is anticipated to be updated in 2026.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 out of 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. Preliminary data indicates that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 United States Code § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and included a financial and performance review of all HSIP funded projects. This plan is due by June 30, 2026. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2027 an amount equal to the FFY 2023 HSIP apportionment.

The FHWA has established certain special rules for HSIP under 23 U.S.C. 148(g). Among them is the Vulnerable Road User Safety special rule created by IIJA-BIL 23 U.S.C. 148(g)(3). This new special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. Additional guidance on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

For Pennsylvania's 2024 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2026.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

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

Evaluation of TIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2027-2030 STIP includes \$536 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis, generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 7 (EDC-7) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other TIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.

- PennDOT continues to evaluate procedures to help in assessing how the TIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

The following HSIP-funded TIP projects, using \$13.58 million in HSIP funding and associated matching funds, often in combination with other state and federal funds, were developed in cooperation between PennDOT and the Reading MPO:

MPMS#	Project	Description and Location
123448	RATS High Friction Surface 2027	This project involves application of a high friction surface treatment to various identified locations within Berks County.
79467	SR 12 / Elizabeth Avenue	Project involves shoulder widening, removal of a narrow bridge, installation of a hybrid roundabout at Elizabeth Avenue and a traffic signal with realignment and a southbound left turn lane on PA 12 at Skyline Drive in Alsace Township.
123625	SR 183 and Old 22 Intersection	This project involves intersection improvements at the currently unsignalized intersection of SR 183, SR 4040 (Old Route 22) and SR 4018 near Strausstown in Upper Tulpehocken Township.
61972	US 222 Widening	Widening of US Route 222 from Schaeffer Road to the Kutztown Bypass in Richmond, Maiden creek and Maxatawny Townships. The highway will be widened to four lanes, a median barrier will be installed and roundabouts at Pleasant Hills Road and Richmond Road.
105963	Route 662 and Oley Turnpike Intersection	Construct a roundabout at the intersection of PA 662 (Memorial Highway) and SR 2020 (Oley Turnpike Road) in Oley Township.
117603	State Hill Road – SR 222 SB to Norfolk Southern RR	Improvements to State Hill Road (SR 3023) with the addition of a roundabout at US 222 Southbound ramps and addition of a roundabout combining the US 222 Northbound ramps with Spring Street in Wyomissing Borough.

The following non-HSIP funded projects also support the achievement of the safety targets:

MPMS#	Project	Description and Location
123604	TSMO Antiquated DMS Replacement	This project involves the installation of Dynamic Message Signs at various locations along I-78 in Berks County to advise motorists and improve safety.
110318	SR 12 Alsace Manor Intersection Improvements	The safety project improvements along State Route 12 (Pricetown Road) include utility relocations, shoulder widening and adding a center two-way left turn lane between the non-signalized intersection of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including the intersection of SR 12 and Woodside Avenue, and installing a traffic signal at Antietam Road in Alsace Township, Berks County.
97258	SR 61 Median Barrier – Perry/Windsor	This project involves the installation of a median barrier and pavement markings on State Route 61 anticipated to be from Zion’s Church Road to 4 th Street in conjunction with the SR 61 Restoration phase 2B (MPMS #10867) in Perry and Windsor Townships and Hamburg Borough, Berks County.
10815	SR 73 and Friedensburg Road (SR 2023)	This project is for intersection improvements to reconfigure and improve traffic flow at SR 73 (Memorial Highway) and SR 2023 (Friedensburg Road) in Oley Township, Berks County.
109222	SR 73 and 1005 Intersection Improvement	This project involves safety improvements to the intersection of State Route 73 (Lake Shore Drive) and State Route 1005 (Maidencreek Road) to address the skewed “T” intersection.
91658	TOC Operator-Berks	This project funds an operator working in the Traffic Operations Center in District 5-0. The operator monitors cameras, message boards and radio systems along I-78, I-176, US Route 222, and US Route 422 in Berks County.
120974	SR 183 / Shartlesville Road Intersection	This project involves signalization with left and right turn lanes to provide intersection control at the intersection of Bernville Road (State Route 183) and Shartlesville Road (State Route 4011), installation of a roundabout at the Bernville Road (State Route 183) and North Heidelberg Road (State Route 3033) intersection, and installation of a Two-Way Center Left Turn Lane from Washington Street to 2nd Street, in Jefferson Township, Penn Township, and the Borough of Bernville, Berks County.
90569	SR 222 and Long Lane Intersection Improvements	This project involves the construction of a roundabout on US Route 222 and Long Lane (State Route 1024) to improve safety and reduce congestion in Maxatawny Township, Berks County.
110008	222 Auxiliary Lane – Wyomissing “Hard Shoulder”	This project involves the addition of an auxiliary lane along US Route 222 Southbound between the Berkshire Boulevard overpass and Paper Mill Road Interchange in Wyomissing Borough, Berks County. The project also includes concrete patching, asphalt overlay (including portions of the associated ramps), preventative maintenance to the bridge spanning Crossing Drive in both directions (superstructure and substructure repairs), retaining wall rehabilitation work, and overhead sign upgrades.
94900	Freeway Service Patrol	This project funds the freeway service patrol on US Route 422, US Route 222 and PA 12 in the urban area in Berks County.
105954	State Hill Road from Colony Drive to SR 222 SB Ramps	Corridor safety improvements along State Route 3023 (State Hill Road) between the State Route 222 southbound on-ramp and Colony Drive in Wyomissing Borough. Improvements to be considered include widening, access management, roundabout(s), traffic signal updates and coordination.
123589	BPN – 4 Guide Rail Upgrades – 2027	This is funding set aside to address BPN-4 Guide Rail Upgrades – 2027 at various locations in Berks County.

Pavement/Bridge Performance Measures (PM2)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (82 FR 5886) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 . Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
2022–2025 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	TBD
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. ¹ Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.			

¹ For more information on LLCC: <https://www.pa.gov/content/dam/copapwp-pagov/en/pennidot/documents/research-planning-innovation/asset-management/lowest-life-cycle-cost-infographic.pdf>

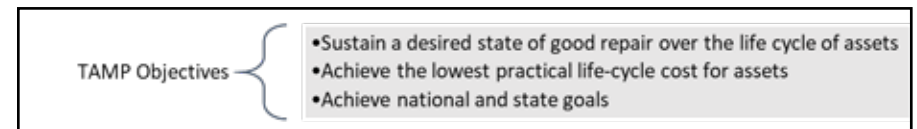
Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a “worst-first” programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. “Worst-first” prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: “The right treatment at the right time.” This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

PennDOT's TAMP formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.



With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition, and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

Evaluation of TIP for Target Achievement:

The following has helped to ensure that planned projects in the TIP will help to maintain a desired state of good repair in bridge and pavement conditions for the Interstate and NHS roadways:

- Nearly 85% of PennDOT’s TIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our region’s NHS roadways. PennDOT is responsible for programming projects on the Interstate system.
- Pennsylvania’s investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the TIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.² The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The General and Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT’s asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT’s PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the TIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their

own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.

- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

Pavement projects appearing on the Reading MPO TIP and LRTP are developed in coordination with PennDOT. The Pavement Asset Management System (PAMS) is reviewed to identify candidate corridors and the required level of improvement. Projects can either be large scale capital projects funded with federal dollars and are listed in the TIP and LRTP or smaller scale pavement programs funded using state funds. Examples of these state programs include projects such as seal coating to preserve existing pavements or simple resurfacing projects through PennDOT’s county maintenance applications (M89 Program). Pavement improvements also can be accomplished as a byproduct of projects addressing operational or safety issues as their primary focus.

The following pavement projects on the NHS and other major routes were developed in cooperation between PennDOT and the Reading MPO:

² works/tip The 2027 Financial Guidance can be found at: <https://www.talkpatransportation.com/how-it-works/tip>

MPMS#	Project	Description and Location
96373	PA 61 Restoration – Phase 1	This project involves the highway restoration of State Route 61 from approximately 1700 feet south of Cabela Drive to the south end of the bridge over the Schuylkill River in Tilden Township, Berks County.
10328	PA 61 Restoration – Phase 2A	This project involves the highway restoration of PA 61 from 4 th Street to the bridge over the Schuylkill River and State Street in Hamburg Borough.
10867	PA 61 Restoration – Phase 2B	This project involves the highway restoration of PA 61 and median barrier installation from Zions Church Road to the SR 61/4 th Street intersection in Hamburg Borough, Windsor Township, and Perry Township. The 4 th Street intersection will be reconfigured and Hawk Ridge Road will be extended to PA 61.
113825	Limekiln Road Resurface SR 562 to US 422 WB Ramps	This project provides for the resurfacing of Limekiln Road, State Route 2025, from State Route 562 (Boyertown Pike) to the US 422 westbound ramps in Amity Township.
123614, 123608, 123322, and123323	Berks High Volume Ralumac Microsurfacing	Projects involve Ralumac microsurfacing on high volume roads in various locations throughout Berks County.

Bridge projects appearing on the Reading MPO TIP and LRTP are developed in coordination with PennDOT. The Bridge Asset Management System (BAMS) is reviewed to identify candidate corridors and the required level of improvement. The bridge projects programmed in this TIP will make a major improvement to the MPO's overall bridge conditions.

The Reading MPO works closely with PennDOT to determine the most effective and efficient level of improvements to be implemented. In addition to those structures designated for major rehabilitation or replacement, the FFY 2027-2030 TIP contains four Bridge Preventative Maintenance packages, each containing several bridges, that are intended to provide repairs necessary to keep bridges currently designated as FAIR from becoming POOR. There is also a Box Culvert Bundle and the SR 4040 (Old Route 22) Bridge Bundle which addresses numerous smaller structures carrying highways over watercourses.

The following bridge projects on the NHS and other major routes were developed in cooperation between PennDOT and the Reading MPO:

MPMS#	Project	Description and Location
109894	SR 61 Bridge Rehabilitation	Project involves the rehabilitation of the PA 61 bridge over the Schuylkill River and SR 4028 (West State Street) in the Borough of Hamburg Borough and Tilden Township.
92070	Penn Avenue over Cacoosing Creek	Project involves the rehabilitation or replacement of US 422 over the Cacoosing Creek in Sinking Spring Borough.
10613	5 th Street Bridge over NS RR	Project involves the rehabilitation or replacement of the Fifth Street (US 222-B) bridge over the Norfolk Southern Railroad in the City of Reading.
93626	5 th Street Bridge over SR 12	Project involves the bridge rehabilitation / replacement of SR 2005 (5 th Street) over SR 12 (Warren Street Bypass) in Muhlenberg Twp.
91995	Centre Avenue over Norfolk Southern RR	Project involves the rehabilitation or replacement of the bridge carrying Centre Avenue (SR 2087) over the Norfolk Southern Railroad in the City of Reading.
91976	PA 183 over Little Northkill and Trib. to Little Northkill Creeks	Project involves bridge rehabilitation / replacements of SR 183 (Bernville Road) over Little Northkill and a Trib. To Little Northkill Creek in Upper Tulpehocken Township.
91908	North Third Street over Tulpehocken Creek	Project involves the rehabilitation or replacement of the PA 419 (North Third Street) bridge over the Tulpehocken Creek in Marion and Heidelberg Townships.
110016	Lancaster Ave. over Swatara Creek	This project involves a bridge replacement on State Route 501 (Lancaster Ave.) over Swatara Creek in Bethel Township.

The TIP also addresses 16 more specific bridge repair or rehabilitation projects on lower order roadways and repairs to a further 15 bridges included as elements of highway improvement projects. Most significantly, the TIP contains the Final Design and initial year of construction phases for the proposed improvements to and reconstruction of the US 422 West Shore Bypass Phase 1, to be implemented

beginning in FFY 2027. That project alone will replace a total of nine bridges with over 215,000 square feet of deck area. Subsequent phases of this reconstruction project will also include additional bridge replacements.

While not specifically included in the Reading MPO TIP, Interstate improvements carried out by PennDOT are currently conducting a major replacement/widening of the bridge carrying I-78 over Route 143 and Maiden Creek in Greenwich Township. It was included in a state-wide Major Bridge P3 (MBP3) project and is estimated to be completed in summer 2028. Also, as part of the Interstate TIP, design will begin for reconstruction of I-176 from SR 568 overpass to the SR 422 interchange in Berks County. The project will include reconstruction of the ramps at the Shillington Exit and the SR 422 ramps, as well as bridge reconstruction/replacement, guiderail replacement, and Intelligent Transportation System (ITS) updates along the corridor.

In addition to PennDOT, the Pennsylvania Turnpike Commission (PTC) is also responsible for planning and programming improvements along its 565 miles of roadway statewide. The Pennsylvania Turnpike (I-76) passes through Caernarvon Township in southern Berks County and has an interchange (Morgantown Exit 298) with connections to I-176 and PA 10. The PTC is currently engaged in a major capital effort to improve the toll road. It has adopted a Capital Improvement program totaling \$7.5 billion over a 10-year period to provide a better ride and increased mobility.

This plan includes a project to completely reconstruct the Turnpike between the Morgantown interchange to a point four miles to the east in Chester County. This project will include reconstruction of two bridges in Carnarvon Township carrying PA 23 (Main Street) and Twin Valley Road over the Turnpike and then widening the Turnpike to three lanes in each direction with improved shoulders. The total cost of these improvements is estimated to be about \$35 million.

Additionally, the PTC is phasing in Open Road Tolling (ORT) that will eliminate the need for toll booths at interchanges. The PTC is currently removing the toll booths at the Morgantown interchange and will ultimately realign the roadway to provide for a smoother transition to and from PA 10 and I-176.

System Performance Measures (PM3)

Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (82 FR 5970)* became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at [23 CFR 490 Subparts E, F, G & H](#). Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

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

Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets

Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.2	15.1
	Pittsburgh	10.5	10.5
	Reading	6.5	6.5
	Allentown	8.4	8.4
	Harrisburg	9.1	9.1
	York	6.4	6.4
	Lancaster	3.7	3.7

Non-SOV Travel Measure Targets

Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.0%	30.0%
	Pittsburgh	27.0%	27.0%
	Reading	20.2%	20.2%
	Allentown	18.6%	18.6%
	Harrisburg	20.2%	20.2%
	York	15.8%	15.8%
	Lancaster	21.9%	21.9%

CMAQ Emission Targets

Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000

Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 reliability and freight measure targets. Several regions have not met their 2023 targets for the PHED and On-road emission measures related to the CMAQ program. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre- and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

Evaluation of TIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million in funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 million is provided in the STIP for multimodal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned TIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

The Reading MPO will receive approximately \$17.5 million in CMAQ funding, \$1.6 million in Carbon Reduction Program (CRP) funding and \$3 million in Carbon Reduction Program-Urban (CRP-U) funding over the period FFY 2027-2030. The following projects using CMAQ funding were developed in cooperation between PennDOT and the Reading MPO using the MPO's CMAQ project selection process found in the LRTP and TIP Appendix document.

MPMS#	Project	Description and Location
69335	RATS BARTA Flex	This project consists of Highway and Bridge "flexed" CMAQ funds to SCTA to assist in the replacement of Fixed Route Electric Hybrid busses which have exceeded their service life in the BARTA service area.
86420	Berks Commuter Services	This project funds the Transportation Demand Management program in Berks County that is administered by CommutePA. By helping commuters find alternatives to driving alone such as public transit, car/van pooling, bicycles and walking, traffic congestion can be reduced and air quality and safety can be increased.
79467	SR 12 Elizabeth Avenue	Project involves shoulder widening, removal of a narrow bridge, installation of a hybrid roundabout at Elizabeth Avenue and a traffic signal with realignment and a southbound left turn lane on PA 12 at Skyline Drive in Alsace Township.
10815	SR 73 & Friedensburg Road (SR 2023)	Project involves intersection improvements to reconfigure and improve traffic flow at SR 73 (Memorial Highway) and SR 2023 (Friedensburg Road) in Oley Township.
90569	SR 222 and Long Lane (SR 1024) Intersection Improvements	Project involves the construction of a roundabout on US 222 at Long Lane (SR 1024) to improve safety and reduce congestion.
110075	SR 422 Ben Franklin Congested Corridor	This project involves the upgrade of 8 signalized intersections to be more traffic responsive to improve traffic flow between SR 2025 (Monocacy Creek Road) and River Bridge Road on SR 422 also known as Ben Franklin Highway in Amity Township, Berks County.
117603	State Hill Road – SR 222 SB to Norfolk Southern RR	The project involves improvements to State Hill Road (SR 3023) intersections with State Route 222 southbound ramps, State Route 222 northbound ramps and Spring Street/Granite Point Drive with addition of a roundabout at State Route 222 southbound and addition of a roundabout combining the State Route 222 northbound and Spring Street intersections in Wyomissing Borough.
117620	State Hill Road – Norfolk Southern RR to Penn Ave.	Project involves improvements to State Hill Road (SR 3023) with Penn Avenue (SR 3422) (US 422-B) intersection to improve safety and reduce congestion in Wyomissing Borough.

CRP and CRP-U funds were used to supplement the SR 12 Elizabeth Avenue, SR 422 Ben Franklin Congested Corridor, and State Hill Road – SR 222 Southbound to Norfolk Southern RR corridor projects.

In addition to the above, the following projects using non-CMAQ funding were also developed in cooperation between PennDOT and the Reading MPO to reduce congestion and improve safety.

MPMS#	Project	Description and Location
110318	SR 12 Alsace Manor Intersection Improvements	Project involves shoulder widening and the addition of a center two-way left turn lane between the non-signalized intersections of Antietam Road (SR 202) and Mount Laurel Road (SR 1004) including the intersection with Woodside Avenue in Alsace Township.
113325	Hamburg Traffic Improvements	This project will involve intersection and roadway improvements on State Street (SR 4028) and Fourth Street (SR 4035) within Hamburg Borough.
61972	US 222 Widening	Project involves widening US 222 to four lanes and installing a median barrier from Schaeffer Road in Maiden Creek Township to the Kutztown Bypass in Richmond Township. Roundabouts will be constructed at US 222 intersections with Pleasant Hills Road and at Richmond Road.
114439	West Shore Bypass – Phase 1	This project involves highway reconstruction and widening to six lanes of US 422 (West Shore Bypass) from the Buttonwood Street Bridge overpass in West Reading through the Lancaster Avenue (US 222-B) interchange in the City of Reading. This includes the reconfiguration of both the Penn Avenue/Penn Street interchange and the Lancaster Avenue interchange and the reconstruction of the Bingaman Street bridge. The project also includes the reconstruction of the US 422 bridges over the Schuylkill River and Norfolk Southern RR just west of the I-176 interchange in Cumru Township including an improved ramp connection from I-176.
87688	SR 422 in Sinking Spring	Project involves re-alignment of intersections at US 422 (Penn Avenue) and PA 724 (Shillington Road) and SR 3055 (Mull Avenue) to reduce congestion in the Borough of Sinking Spring.

SOUTH CENTRAL TRANSIT AUTHORITY

FFY 2027–2030 TRANSIT TIP UPDATE

TRANSIT PERFORMANCE MEASURES NARRATIVE DOCUMENTATION

February 2026

Background on Transit Asset Management Plan

The final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, addressed changes to the metropolitan planning process stemming from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) and discussed Performance Based Planning and Programming (PBPP). As part of the implementation of the PBPP requirements, States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, and the reporting of performance targets, with the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO region.

As a Tier II provider as defined under the Transit Asset Management (TAM) final rule, the South Central Transit Authority (SCTA) decided to develop and maintain its own Transit Asset Management Plan (TAMP). SCTA's TAMP 2025 update was adopted by its Board in June 2025, by the Lancaster MPO in October 2025 and by the Reading MPO in July 2025. The TAMP outlines the performance measures, targets, and implementation strategies SCTA will use to maintain its transit system assets. The TAMP also outlined the Authority's performance philosophy and policy, and covered performance management related to Rolling Stock, Facilities and Equipment used by SCTA in providing service.

The goal of the TAMP is for SCTA to reach and maintain a state of good repair for all of its capital assets through the Performance Based Planning and Programming process. Annually, a Performance Target is to be developed for the three Asset Classes the FTA has identified in its implementing guidelines. The expectation is that by achieving the annual Performance Targets SCTA will reach and maintain a state of good repair for the Asset Class identified.

Performance Targets

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

- o Rolling Stock – Percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB) (age only)
- o Facilities – Percentage of facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- o Equipment – Percentage of non-revenue, support-service and maintenance vehicles and equipment with a value of \$50,000 or more past their ULB (age only)

SCTA's Performance Targets are authority-wide and reflect consideration of Rolling Stock, Facilities and Equipment supporting its Lancaster (RRTA) and Reading (BARTA) operations. It was decided to prepare authority-wide targets, since SCTA is required to report its National Transit Database (NTD) data as SCTA with the RRTA and BARTA operating information combined.

In addition, SCTA presents its Performance Targets for Rolling Stock in three separate groups: Fixed Route Buses/Directly Operated, Shared Ride Vehicles/Directly Operated and Shared Ride Vehicles/Purchased Transportation.

Annual performance measure targets are developed by SCTA for each asset class. The update of the performance targets is based on an annual inventory to provide a current picture of each asset, the prior year's performance and anticipated/obligated funding levels for the upcoming fiscal year available to advance the planned projects in each asset class.

The performance targets are approved by SCTA's Executive Director as the Plan's Accountable Executive. Coordination occurs with the Lancaster and Reading MPO's on the report and adoption of the performance targets by the SCTA Board and the MPO Boards.

Performance targets, and how those targets translate into project prioritization, is discussed in the TAMP. The SCTA TAMP is available on the SCTA website under the "About" tab at www.sctapa.com.

Public Transportation Agency Safety Plans

The FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), updated August 13, 2024. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS).

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

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

SCTA developed its own PTASP in accordance with the final rule. SCTA's initial Safety Plan and Safety Performance Targets were adopted by the SCTA Board and the Berks and Lancaster MPO's in January 2020. As required by FTA guidelines, the Safety Plan is updated annually along with the preparation of the annual Safety Performance Targets. The updated Safety Plan and FY 2026 Performance Targets were adopted by the SCTA Board and the Berks MPO's in January 2026 and Lancaster County in February 2026.

Safety has always been a factor in SCTA's selection of capital projects to advance for funding in a fiscal year. The approved Safety Plan and its safety measures and targets will inform the prioritization of capital projects for advancement and the selection of projects for inclusion in the Transit TIP.

Development of FFY 2027–2030 Transit TIP

SCTA prepares a 20-year Long-Range Capital Improvement Program based on the Asset Inventory, Condition Assessment, and project based prioritization process described in SCTA's TAMP. The first four year years of the Long-Range Capital Improvement Program became the basis for identifying projects for inclusion in the proposed FFY 2027-2030 Transit TIP. As the TIP was being developed, consideration was given to the financial guidance provided for the development of the TIP; how the projects will contribute to achieving the performance targets in each asset class and maintain SCTA's Rolling Stock, Facilities and Equipment in a state-of-good-repair; and the impact the project will have on safety. The proposed FFY 2027-2030 Transit TIP does not reflect any increased funding SCTA will receive as part of the Infrastructure Investment and Jobs Act (IIJA). Additional projects will be programmed pending confirmation of the increased level of funding and the review and development of plans to invest the additional funds.

SCTA's Long-Range Capital Improvement Program also programs funding for the purchase of support and maintenance equipment. These projects include Computer Hardware/Software Upgrades (IT Equipment) and Purchase Shop/Maintenance Equipment. These projects are important to fund and advance in order to operate safely and efficiently and maintain the SCTA system in a state-of-good-repair.

Overall, the implementation of the proposed projects included in the FFY 2027-2030 Transportation Improvement Program are expected to assure SCTA achieves its goal of maintaining its Rolling Stock, Facilities and Equipment in a state-of-good-repair, achieve the current or higher Performance Targets in the future and address long-term operating and capital improvement needs.

Project And Financial Planning

In order to address the issues identified at the end of Chapter 3 and maintaining consistency with the Goals and Performance Measures, a specific set of projects and programs have been identified to be implemented during the period FFY 2027 through FFY 2050. The plan is divided into three intervals as follows:

Short-Term (Years 1-4): This segment is also referred to as the Transportation Improvement Program (TIP). It includes the highest priority projects for the region. Most projects on the TIP have advanced to at least the environmental assessment/preliminary engineering state. Most are scheduled for construction during the four – year period. Projects must be on the TIP to receive federal funding.

Mid-Term (Years 5-12): Projects in this category are generally in the early stages of detailed study. Some but not all may have advanced to the environmental and engineering analysis stage. Most projects in this category will be in the Needs Analysis stage. In most cases, specific funding requirements for projects in this phase will be very preliminary. Projects in the short-term and mid-term project list constitute the Pennsylvania Twelve Year Transportation Program (TYP). Major capital projects must be on the Twelve Year Program to receive state funding.

Long-Term (Years 13+): These are projects that have been identified in the mid-term as extending beyond year 12. Projects on the long range plan will require substantial further analysis and funding commitments before they can move forward to the environmental assessment, preliminary design, final design and construction. These also include ongoing programs or practices expected to continue through this period. Finally, it includes line items within specific funding categories that will be drawn upon to fund both asset management and program driven projects as they are identified in subsequent LRTP and TIP updates.

Projects in the transportation plan are determined by various technical analyses of the Pennsylvania Department of Transportation (PennDOT), the South Central Transit Authority (SCTA) and the Berks County Planning Commission (BCPC) staff, serving as the technical staff for the Reading Area Transportation Study (RATS) committees. In addition, the plan recommends and supports numerous projects that have been brought to the attention of RATS by local municipalities and others. Typically, projects pass through a preliminary MPO screening process before they are placed on the plan. Exceptions to this process, such as Congressionally-mandated "earmarked" projects are also included. Normally major projects start on Candidate Project lists and then move through the mid- and short-range elements of the plan as more detailed studies and design elements are completed and funding needs, priorities and funding availability are reviewed. Smaller scaled projects may move directly to the mid- and short-range elements if they are developed from planning studies or program-specific line items.

Information from local municipalities and the public is valuable in identifying projects. In preparing this plan, the Berks County Planning Commission staff conducted public outreach efforts in late 2024 and early 2025 to meet with residents to review the vision, goals and objectives for this LRTP and identify current and potential issues and needs. Additionally, staff corresponded with the 72 municipalities in Berks County to request potential project recommendations. Outreach in developing this plan also included close coordination with the Pennsylvania State Transportation Commission's efforts in early 2025 to solicit priorities and project recommendations throughout the Commonwealth through an online process. This effort alone generated 165 local project recommendations. Responses were received requesting improvements to local and state bridges and intersection improvements, bicycle and pedestrian projects and transit projects. Many of these called for routine maintenance of roadways and bridges. The majority of responses received and requested improvements are already addressed by projects that are underway or currently programmed.

The Highway, Bridge, and Transit Project tables and Maps 36 through 42 show projects on the transportation plan. Maps 38 through 42 highlight the five planning regions.

Projects were classified into seven categories based on the funding used for their implementation. The highway program was broken down into four groups: Expressway Improvements; New/Expanded Facilities; Mobility, Congested Corridors, and ITS Projects; and Safety, Maintenance and Other Projects and Bridge Projects.

An additional highway category is the Interstate Management Program. This program is centrally managed by PennDOT. It sets aside annual funds to address statewide Interstate highway and bridge maintenance projects. The Interstate Management System will not address capacity adding projects or new Interstate Highway projects. These projects, if desired, must be contained and funded within a fiscally constrained regional LRTP and TIP.

Transit projects are illustrated in the SCTA/BARTA Capital Improvement Program.

Within each of those categories, projects are further broken down by the specific phase or phases of the project that are expected to occur within the specified planning period. These are identified as follows:

Study (S): The analysis of an area identified as having particular transportation deficiencies to document the extent of the problem (need) and identify a project or series of projects to correct that deficiency.

Preliminary Engineering (PE): This consists of environmental and engineering studies and public and agency involvement procedures related to the implementation of one or more of the study recommendations. As the project progresses into preliminary engineering, both project need and scope may be further developed, formally defined, and refined.

Final Engineering (F): This phase involves the development of detailed working drawings, specifications and estimates for approved transportation projects that allow the project to be bid and awarded to a contractor.

Utility Relocation (U): Depending on the scope and location of a project, it may become necessary to relocate public utilities such as sewer, water, gas, telephone or electric lines. This work needs to be coordinated with the appropriate utility and be completed either prior to or concurrent with actual construction.

Right of Way (R): Acquisition of property required to construct a project. PennDOT must have control of all right-of-way associated with a project prior to it going to construction.

Construction (C): The physical construction of the project extending from groundbreaking through the final acceptance by PennDOT.

Public Transit (PT): These projects relate to the provision of public transportation services.

Major Corridor Initiatives

RATS has initiated project programming efforts based on corridor studies for the US 222 North and US 422 West Shore Bypass corridors.

US 222 North Corridor:

A review of studies resulted in US 222 North being recommended as the highest priority for

new capacity and safety improvements. The corridor had the least capacity to handle future growth due to its limited lanes (one through lane in each direction), had the least opportunity to accommodate this growth through interim improvements, and had the greatest potential for serious crashes due to the fact that there is no physical separation of opposing traffic. Following several years of reviewing costs and impacts of alternatives ranging from doing nothing through a new expressway on a new alignment, it was mutually agreed to focus improvements on a major upgrade to the existing highway. To date, improvements that have been completed along this corridor include the completed roundabout at PA 662 in Richmond Township, the widening and expansion of the US 222 intersections at PA 73 (signalized), Genesis Drive and Schaeffer Road (both roundabouts) in Maiden Creek Township. Currently under construction is a roundabout at Long Lane in Maxatawny Township. The US 222 Widening project (MPMS# 61972) will include widening the highway to 4-lanes with median barriers between Schaeffer Road in Maiden Creek Township and the Kutztown Bypass in Richmond Township, including roundabouts at Pleasant Hill Road and Richmond Road and is anticipated to let in late 2026. Planning for widening the highway from the Kutztown Bypass to the Lehigh County Line is initiated in the Mid-Range period. Construction phases for that section will be addressed in future plan updates.

US 422 West Shore Bypass:

The US 422 West Shore Bypass constitutes the most significant maintenance need facing the region. To address this concern, the MPO requested funding to conduct a study documenting the extent of need for the rehabilitation of the West Shore Bypass (SR 422) between PA 12 and Perkiomen Avenue (SR 2021) and development of an implementation plan for the correction of those deficiencies. The US 422 West Shore Bypass currently carries traffic ranging from 45,000 vehicles per day on the eastern side to nearly 80,000 vehicles per day on the western end. This highway serves as the principal arterial through the urban area and provides the primary regional access to the City of Reading. This highway was originally constructed in 1964 and there are some sections of original pavement while others have seen some overlay. Safety and capacity issues exist at each interchange. The section also contains 9 bridges in need of significant repairs or replacement. Three (3) of these are currently designated as being in Poor condition. Due to extremely limited options available for detour routes, two through lanes of traffic in each direction will need to be maintained during construction. Given the fragile condition of this highway and the need for a coordinated effort to make these highway and bridge improvements in a way that allows the community to continue to function, we requested coordination with our partners at PennDOT and the Federal Highway Administration to identify the scope of this project and the development of an implementation plan that minimizes the impact to Berks County.

The study phase was completed and identified over \$650 million in improvements required to bring the corridor up to current design standards and to accommodate future traffic growth. Preliminary engineering was initiated for the portion of the corridor extending from SR 12 to just east of I-176. Based on financial considerations, this section will be broken into multiple construction phases. Final design and Right-of-Way acquisition for Phase 1, a section extending from Buttonwood Street to just west of I-176 is included in the Short-range period with reconstruction planned in the Mid-range period. Phase 2, extending from Buttonwood Street to PA 12 on the west end of the corridor, and including the reconstruction of the US 422 interchange with I-176 will continue through its design process in the Mid-range period with reconstruction anticipated to begin in the Mid-range period and extend into the Long-range period. The final section extending east to Perkiomen Avenue remains a candidate project at this time.

Bridge Initiatives

Beginning in early 2008, PennDOT launched a state-wide initiative. The ultimate goal of that program was to make a significant reduction in the number of poor bridges throughout Pennsylvania. An initial target was to repair or replace a minimum of 1000 poor bridges in Pennsylvania over a 3-year period. PennDOT has continued this focus on bridge repair and replacement by targeting significant resources at the program and in project development processes such as bridge bundling and bridge preventative maintenance programs. The IJA expanded the emphasis on bridges at the Federal level with the inclusion of the Bridge Investment Program funding in addition to the formula programs. As well, PennDOT and the Reading MPO continue to work with local municipalities to improve eligible local-owned bridges.

Short-Range Program (2027-2030)

The Short-Range Program is the locally endorsed list of high priority highway and transit projects proposed for implementation with Federal assistance. The Federal and State governments designated RATS as the body responsible for preparing the Transportation Improvement Program (TIP) for Berks County. The Federal regulations require that a TIP shall: a) consist of improvements from the locally developed transportation plan; b) cover a period of no less than three years; c) indicate the area's priorities; d) include realistic estimates of the total costs and revenues for the program period; and 3) conform to air quality regulations. As such, the TIP will be updated at least twice during the short-range period. Both highway and transit projects proposed to be implemented with Federal assistance must be consistent with an approved LRTP and included in an approved TIP as a condition for federal review and approval. A defining characteristic of the TIP is that it must be constrained to the level of funding that can be reasonably expected to be available. PennDOT provides each MPO in Pennsylvania with specific guidance regarding available funding. Additional documentation on funding occurs later in this chapter.

Key Highway Projects – Short-Range (2027-2030)

US 222 North – Widening of US 222 from Maiden creek Township through Richmond Township to the Kutztown Bypass. Additional improvements programmed along US 222 include the construction of a roundabout at the intersection with Long Lane in Maxatawny Township.

US 422 West Shore Bypass Phase 1– Completion of utility relocations and start of construction for phased reconstruction and widening to 6-lanes extending from SR 12 to just east of I-176 including upgraded interchanges at North Wyomissing Boulevard, Penn Street/Penn Avenue (US 422-B), Lancaster Avenue (US 222-B) and I-176, replacement of all related structures including the Bingaman Street Bridge and improved bicycle and pedestrian facilities.

222 Auxiliary Lanes – Completion of utility relocations and construction of an additional auxiliary lane on US 222 southbound beginning where Berkshire Boulevard passes over US 222 to the Paper Mill Road exit. A northbound auxiliary lane on US 222 will be constructed from the entrance ramp of the State Hill Road interchange to the SR 422 eastbound exit ramp in the mid-range period.

Other Major Road and Bridge Projects – In addition to the above, the following projects are scheduled for completion in the short-range period: intersection and safety projects on PA 12 extending from Elizabeth Avenue in Alsace Township to Mount Laurel Avenue in Alsace Township; reconstruction of the intersection of US 422, PA 724 and Mull Avenue in Sinking

Spring; and major highway and bridge restorations on PA 61 between Perry Township and the Schuylkill County line. Major bridge projects include: the replacement of the PA 419 bridge over the Tulpehocken Creek in Heidelberg and Marion Townships; preservation and repairs to several bridges along US 422 in the City of Reading, Cumru Township and Exeter Township; and replacement of the Bellevue Avenue bridge over the Reading Blue Mountain and Northern Railroads in Muhlenberg Township.

Key Transit Projects (Short Range)

Purchase of Transit Buses – Ongoing fleet upgrade. Transit buses are generally replaced on a 12-year cycle.

Purchase of Paratransit Vans – Ongoing replacement of paratransit vans on a 5-year cycle.

Mid-Range Program (2031-2038)

During the mid-range program, the TIP will be updated four times.

US 222 North – Construction will be completed on the widening project from Maiden creek Township through Richmond Township to the Kutztown Bypass.

US 422 West Shore Bypass – Construction will continue on Phase 1 of the reconstruction widening the highway to 6-lanes extending from the Buttonwood Street Bridge overpass to just east of SR 3222 (Lancaster Avenue) including upgraded interchanges at Penn Street/Penn Avenue (US 422-B) and Lancaster Avenue (US 222-B) and replacement of all related structures including the Bingaman Street Bridge and improved bicycle and pedestrian facilities. Two bridges immediately west of the I-176 interchange crossing over the Schuylkill River and NS Railroad will also be replaced and other bridges will be rehabilitated.

US 222 Auxiliary Lanes - A northbound auxiliary lane on US 222 will be constructed from the entrance ramp of the State Hill Road interchange to the SR 422 eastbound exit ramp.

SR 183 – Intersection improvements will be made along SR 183 at Old 22 in Upper Tulpehocken Township and at Shartlesville Road from 500 feet west of Solly Lane to 200 feet east of Beyerle Hill Road in Bernville Borough, Jefferson Township, and Penn Township.

Highway programs will focus on improving safety and maintaining existing facilities and based on reviews of the Highway Safety Improvement Program and Pavement Asset Management Program. Significant projects include: three phases of widening and safety improvements to the SR 3023 State Hill Road corridor extending from Colony Drive to Penn Avenue in the Borough of Wyomissing; and realignment of the intersection of SR 73 (Lake Shore Drive) and SR 1005 (Calcium Road) to address the skewed “T” intersection. Bridge projects and priorities will be selected on a two-year cycle in coordination with update of the TIP and will be drawn primarily from a review of PennDOT's Bridge Asset Management System. Certain local and poor bridges may also be added as funding and priorities dictate. Line items have been created in this period for categories to which specific projects will be assigned in future updates. These projects will be selected based on the asset management program and investment plan and consistency with the goals and performance measures of this plan.

Transit projects will be primarily scheduled replacements of transit buses based on a 12-year cycle and of paratransit vans based on a 5-year cycle as well as regular facility maintenance.

Long-Range Program (2039–2050)

During the long-range period of the plan, the TIP will be updated six times.

Major projects anticipated to occur in the long-term period are anticipated to be: the final phases of the US 422 West Shore Bypass reconstruction; construction of the section of US 222 North extending from the Kutztown Bypass to the Lehigh County Line; widening of SR 183 between US 222 and West Leesport Road in Bern Township; on-going county-wide pavement restoration, bridge rehabilitation and replacement based on the state’s Transportation Asset Management Plan (TAMP) and local project recommendations; ongoing Transit fleet upgrades and maintenance of facilities.

Due to the current emphasis on bridge replacement and rehabilitation, specific bridge projects will not be listed in the long-range program. Bridge projects will be selected on a two-year cycle in coordination with the update of the Transportation Improvement Program and will be drawn primarily from PennDOT’s inventory of poor bridges. Certain local and poor bridges may also be added as funding and priorities dictate. Line items have been created in this period for categories to which specific projects will be assigned in future updates. These projects will be selected based on the asset management program and investment plan and consistency with the goals and performance measures of this plan.

HIGHWAY, BRIDGE AND TRANSIT PROJECTS

SHORT, MID AND LONG RANGE TRANSPORTATION PLANNING PERIODS MARCH, 2026

EXPRESSWAY IMPROVEMENTS						
Map #	Project Name	Municipality	Cost	Short Range 2027–2030	Mid-Range 2031–2038	Long-Range 2039–2050
110008	SR 222 SB Auxiliary Lane *	Wyomissing	\$12,991,500	UC		
114108	SR 222 Warren Street NB Auxiliary Lane	Wyomissing	\$11,586,625		C	
114439	US 422 West Shore Bypass Phase 1 *	Reading, Cumru	\$130,316,000	UC		
114439	US 422 West Shore Bypass Phase 1 *	Reading, Cumru	\$299,550,000		C	
72814	US 422 West Shore Bypass Phase 2 *	Wyo, Reading, W Reading, Cumru, Exeter	\$50,052,535		FURC	
72814	US 422 West Shore Bypass Phase 2 *	Wyo, Reading, W Reading, Cumru, Exeter	\$273,661,000			C
	Future Expressway Maintenance		(1)			PFURC
	* Includes Related Bridge Work	SUBTOTAL	\$778,157,660			

S = Study P = Preliminary Engineering F = Final Engineering R = Right of Way U = Utility Relocation C = Construction PT = Public Transit

(1) Funding from Highway / Bridge Line Items as Necessary (includes NHPP/STP/BOF/BRIP/State Highway/State Bridge)

NEW / EXPANDED FACILITIES

Map #	Project Name	Municipality	Cost	Short Range 2027-2030	Mid-Range 2031-2038	Long-Range 2039-2050
61972	US 222 Widening	Maidencreek, Maxatawny, Richmond	\$53,062,171	C		
61972	US 222 Widening	Maidencreek, Maxatawny, Richmond	\$3,711,843		C	
90569	SR 222 & Long Lane	Maxatawny	\$51,500	C		
97234	US 222 Kutztown Bypass to Lehigh County Line	Maxatawny	\$6,002,080		P	
97234	US 222 Kutztown Bypass to Lehigh County Line	Maxatawny	\$74,000,000			FURC
117721	SR 183 (Bernville Road) Lane Drop Hourglass Fix	Bern	\$614,950		P	
117721	SR 183 (Bernville Road) Lane Drop Hourglass Fix	Bern	\$7,500,000			FURC
	* Includes Related Bridge Work	SUBTOTAL	\$144,942,544			

S = Study P = Preliminary Engineering F = Final Engineering R = Right of Way U = Utility Relocation C = Construction PT = Public Transit

MOBILITY, CONGESTED CORRIDORS AND ITS PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027–2030	Mid–Range 2031–2038	Long–Range 2039–2050
10815	SR 73 & Friedensburg Road	Oley	\$250,000	P		
10815	SR 73 & Friedensburg Road	Oley	\$6,399,285		PFURC	
123604	I-78 Dynamic Message Sign Replacement	Tilden	\$289,087	PFC		
87688	SR 422 in Sinking Spring	Sinking Spring	\$4,615,430	UC		
110075	SR 422 Ben Franklin Congested Corridor	Amity	\$4,120,000	C		
123619	SR 422 Ben Franklin Congested Cor. West	Amity, Exeter	\$3,462,890		C	
113325	Hamburg Traffic Improvements	Hamburg	\$1,915,135	FURC		
113325	Hamburg Traffic Improvements	Hamburg	\$685,400		C	
69335	RATS BARTA Flex	N/A	\$1,350,000	PT		
69335	RATS BARTA Flex	N/A	\$7,200,000		PT	
69335	RATS BARTA Flex	N/A	\$10,800,000			PT
86420	Berks Commuter Services	Various	\$1,220,150	C		
86420	Berks Commuter Services	Various	\$2,595,167		C	
86420	Berks Commuter Services	Various	(1)			C
91658	TOC Operator-Berks	Various	\$400,000	C		
91658	TOC Operator-Berks	Various	\$800,000		C	
91658	TOC Operator-Berks	Various	(1)			C
94900	Freeway Service Patrol	Various	\$991,093	C		
94900	Freeway Service Patrol	Various	\$2,315,939		C	
94900	Freeway Service Patrol	Various	(1)			C
82791	CMAQ Reserve Line Item	Misc.	\$369,466	PFURC		
82791	CMAQ Reserve Line Item	Misc.	\$14,780,027		PFURC	
82791	CMAQ Reserve Line Item	Misc.	\$41,700,000			PFURC
	* Includes Related Bridge Work	SUBTOTAL	\$106,259,069			

S = Study P = Preliminary Engineering F = Final Engineering R = Right of Way U = Utility Relocation C = Construction PT = Public Transit

(1) Funding from CMAQ Line Item as Necessary

SAFETY, MAINTENANCE & OTHER PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027-2030	Mid-Range 2031-2038	Long-Range 2039-2050
79467	SR 12 Elizabeth Avenue	Alsace	\$13,802,000	C		
110318	SR 12 Alsace Manor Intersection	Alsace	\$4,635,000	C		
96373	SR 61 Restoration Phase 1 *	Tilden	\$64,375	C		
10328	SR 61 Restoration Phase 2A *	Hamburg	\$51,500	C		
10867	SR 61 Restoration Phase 2B	Hamburg, Windsor, Perry	\$14,053,045	UC		
10867	SR 61 Restoration Phase 2B	Hamburg, Windsor, Perry	\$7,012,000		C	
97258	SR 61 Median Barrier	Perry, Windsor, Hamburg	\$546,364	C		
109222	SR 73 and 1005 Intersection Improvement	Maidencreek	\$173,880	FUR		
109222	SR 73 and 1005 Intersection Improvement	Maidencreek	\$3,477,900		C	
123625	SR 183 and Old 22 Intersection	Upper Tulpehocken	\$1,566,000	PFR		
123625	SR 183 and Old 22 Intersection	Upper Tulpehocken	\$10,225,850		FURC	
120974	SR 183 and Shartlesville Road Intersection	Bernville, Jefferson, Penn	\$1,592,025	PFR		
120974	SR 183 and Shartlesville Road Intersection	Bernville, Jefferson, Penn	\$9,610,765		UC	
105963	SR 662 and Oley Turnpike Intersection	Oley	\$4,676,411	UC		
110012	SR 724 Fence Barrier	Cumru	\$1,738,950		C	
113821	SR 2025 Antietam Rd Resurface - SR 562 to Carsonia	Amity, Exeter, Oley, Alsace, and Lower Alsace	\$1,194,100		C	
113825	SR 2025 Limekiln Road Resurface	Amity	\$636,540	C		
105954	SR 3023 State Hill Rd - Colony Dr. to SR 222 SB Ramps	Wyomissing	\$7,500,000	C		
105954	SR 3023 State Hill Rd - Colony Dr. to SR 222 SB Ramps	Wyomissing	\$12,168,600		C	
117603	SR 3023 State Hill Road - SR 222 SB to NSRR	Wyomissing	\$9,071,270	UC		
117603	SR 3023 State Hill Road - SR 222 SB to NSRR	Wyomissing	\$2,059,000		C	
117620	SR 3023 State Hill Road -NSRR to Penn Ave.	Wyomissing	\$2,133,980	FR		
117620	SR 3023 State Hill Road -NSRR to Penn Ave.	Wyomissing	\$4,333,480		URC	

SAFETY, MAINTENANCE & OTHER PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027-2030	Mid-Range 2031-2038	Long-Range 2039-2050
113841	SR 3055 (Mull Ave/Van Reed Road) Resurface	Sinking Spring, Spring	\$1,976,208		C	
123322	Berks High Volume Ralumac Microsurfacing #3	Varioius	\$2,500,000	C		
123323	Berks High Volume Ralumac Microsurfacing #4	Various	\$2,500,000	C		
123608	Berks High Volume Ralumac Microsurfacing #5	Various	\$2,500,000	C		
123614	Berks High Volume Ralumac Microsurfacing #6	Various	\$2,500,000	C		
123447	RATS AWPM - 2027	Various	\$800,000	C		
123447	RATS AWPM	Various	\$400,000		C	
123448	High Friction Surface Treatments (Berks 2027)	Various	\$800,000	C		
123448	High Friction Surface Treatments	Various	\$400,000		C	
123589	BPN - 4 Guide Rail Upgrades - 2027	Various	\$200,000	C		
123589	BPN - 4 Guide Rail Upgrades	Various	\$400,000		C	
123589	BPN - 4 Guide Rail Upgrades	Various	(1)			C
82793	Alternative Transportation (TAP) Line Item	Various	\$2,424,000	C		
82793	Alternative Transportation (TAP) Line Item	Various	\$4,847,000		C	
82793	Alternative Transportation (TAP) Line Item	Various	\$7,272,000			C
82795	Safety Reserve Line Item - HSIP	Misc.	\$208,319	PFURC		
82795	Safety Reserve Line Item - HSIP	Misc.	\$10,795,150		PFURC	
82795	Safety Reserve Line Item - HSIP	Misc.	\$40,380,000			PFURC
82796	Urban Reserve Line Item - STU/CRP/CRPU	Misc.	\$2,664	PFURC		
82796	Urban Reserve Line Item - STU/CRP/CRPU	Misc.	\$13,478,533		PFURC	
82796	Urban Reserve Line Item - STU/CRP/CRPU	Misc.	\$91,800,000			PFURC
83081	Delivery Consultant Assistance (Bridges)	Misc.	\$900,000	P		
83081	Delivery Consultant Assistance (Highways)	Misc.	\$4,600,000		P	
83081	Delivery Consultant Assistance (Highways)	Misc.	\$12,000,000			P

SAFETY, MAINTENANCE & OTHER PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027-2030	Mid-Range 2031-2038	Long-Range 2039-2050
89056	Transportation Alternative Project Mgmt	Misc.	\$100,000	P		
89056	Transportation Alternative Project Mgmt	Misc.	(1)		P	
89056	Transportation Alternative Project Mgmt	Misc.	(1)			P
95399	Environmental Impacts Resolution Line Item	Various	\$812,000	P		
95399	Environmental Impacts Resolution Line Item	Various	\$1,015,000		P	
95399	Environmental Impacts Resolution Line Item	Various	(1)			P
97417	Construction Assistance (State)	Various	\$200,000	C		
97417	Construction Assistance (State)	Various	\$400,000		C	
97417	Construction Assistance (State)	Various	(1)			C
97838	Construction Assistance (Federal)	Various	\$200,000	C		
97838	Construction Assistance (Federal)	Various	\$400,000		C	
97838	Construction Assistance (Federal)	Various	(1)			C
102189	RATS Highway and Bridge Reserve Line Item	Misc.	\$3,197,759	C		
102189	RATS Highway and Bridge Reserve Line Item	Misc.	\$130,322,393		C	
102189	RATS Highway and Bridge Reserve Line Item	Misc.	\$195,413,000			C
102763	RATS Traffic Review Assistance	Misc.	\$200,000	P		
102763	RATS Traffic Review Assistance	Misc.	\$400,000		P	
102763	RATS Traffic Review Assistance	Misc.	(1)			P
116907	Geotech In-House Assistance	Misc.	\$200,000	P		
116907	Geotech In-House Assistance	Misc.	\$400,000		P	
116907	Geotech In-House Assistance	Misc.	(1)			P
	* Includes Related Bridge Work	SUBTOTAL	\$649,267,061			

S = Study P = Preliminary Engineering F = Final Engineering R = Right of Way U = Utility Relocation C = Construction PT = Public Transit

(1) Funding from Highway / Bridge Line Items as Necessary (includes NHPP/STP/BOF/BRIP/State Highway/State Bridge)

BRIDGE PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027–2030	Mid-Range 2031–2038	Long-Range 2039–2050
109894	SR 61 Bridge Rehabilitation	Tilden, Hamburg	\$51,500	C		
114408	SR 143 over Unnamed trib to Maiden Creek	Albany	\$553,455	P		
114408	SR 143 over Unnamed trib to Maiden Creek	Albany	\$671,975		FURC	
91976	SR 183 over Little Northkill Creek & Trib to Little Northkill	Upper Tulpehocken	\$2,925,509	FURC		
91908	SR 419 North Third Street over Tulpehocken Creek	Heidelberg	\$7,840,610	C		
110014	SR 419 Rehrersburg Road over Trib Mill Creek	Tulpehocken	\$2,308,000	URC		
92070	SR 422 Penn Avenue over Cacoosing Creek	Sinking Spring	\$3,862,500	C		
110016	SR 501 Lancaster Ave over Swatara Creek	Bethel	\$1,216,670	UC		
10826	SR 1003 Ontelaunee (Lake) Bridge (Removal)	Miadenecreek	\$715,135	PRC		
10826	SR 1003 Ontelaunee (Lake) Bridge (Removal)	Miadenecreek	\$519,525		C	
85643	SR 1015 Donat Road over Stoney Run	Albany	\$10,300	C		
117724	SR 1024 Long Lane over Mill Creek	Maxatawny	\$2,276,875	FURC		
116478	SR 1029 Smoketown Road over Little Sacony Creek	Rockland	\$2,351,500	C		
10613	SR 2005 5th Street Bridge over NS RR	Reading	\$1,581,400	FURC		
10613	SR 2005 5th Street Bridge over NS RR	Reading	\$8,379,000		C	
93626	SR 2005 5th St Bridge over PA Route 12	Muhlenberg	\$2,121,919	PC		
93626	SR 2005 5th St Bridge over PA Route 12	Muhlenberg	\$1,590,082		C	
10527	SR 2016 Bellevue Avenue over RBM&N RR	Muhlenberg	\$8,203,965	C		
10751	SR 2045 Funk Road over Trib to Ironstone Creek	Colebrookdale	\$1,754,135	UC		
91995	SR 2087 Centre Avenue over Norfolk Southern RR	Reading	\$3,615,535	FURC		
91995	SR 2087 Centre Avenue over Norfolk Southern RR	Reading	\$8,755,000	C		
94290	SR 3037 Charming Forge over Mill Race Creek	Marion	\$1,295,655	UC		
117725	SR 4005 over Meck Creek	Bethel	\$1,612,570	UC		
117726	SR 4028 (Old Route 22) over Maiden Creek Tributary	Greenwich	\$1,561,652	FUC		
117726	SR 4028 (Old Route 22) over Maiden Creek Tributary	Greenwich	\$2,688,435		C	
110013	SR 4040 (Old Route 22) Bridge Bundle	Bethel, Upper Tulpehocken	\$5,677,360	C		

BRIDGE PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027–2030	Mid–Range 2031–2038	Long–Range 2039–2050
110189	SR 4040 Old Route 22 Over Birch Creek	Upper Tulpehocken	\$41,200	U		
110191	SR 4040 over Birch Creek	Upper Tulpehocken	\$41,200	U		
110192	SR 4040 over Trib Birch Creek	Upper Tulpehocken	\$41,200	U		
110193	SR 4040 over Mollhead Creek	Upper Tulpehocken	\$41,200	U		
110194	SR 4040 over Trib Mollhead Creek	Upper Tulpehocken	\$41,200	U		
111811	SR 4040 over Northkill Creek	Upper Bern	\$41,200	U		
110078	SR 4040 (Old Route 22) over Trib to Northkill Creek	Upper Tulpehocken	\$2,781,000	C		
110011	Berks Box Culvert Bundle	Misc.	\$10,300	C		
114392	Berks Box Culvert Bundle #2	Various	\$1,724,580	PF		
114392	Berks Box Culvert Bundle #2	Various	\$2,086,740		C	
114378	RATS Bridge Preservation #9	Various	\$10,300	C		
114485	RATS Bridge Preservation #10	Various	\$10,300	C		
114489	RATS Bridge Preservation #11	Various	\$12,360,000	C		
120990	RATS Bridge Preservation #12	Various	\$4,062,000	PC		
120990	RATS Bridge Preservation #12	Various	\$2,906,200		C	
10727	Dwight Street Bridge	Spring	\$797,950	FUR		
10727	Dwight Street Bridge	Spring	\$7,379,400		C	
10774	Parkview Road Bridge	St. Lawrence	\$2,134,107	PFURC		
10774	Parkview Road Bridge	St. Lawrence	\$1,126,000		C	
56728	Pigeon Creek Bridge	Shoemakersville	\$521,920		P	
110088	High Boulevard Bridge	Cumru	\$652,394	PFR		
110088	High Boulevard Bridge	Cumru	\$2,400,141		UC	
110079	Penn Street over Maiden Creek (Removal)	Lenhartsville	\$1,589,350	PFURC		
10730	Old River Road Bridge	Robeson	\$634,995	FUR		
10730	Old River Road Bridge	Robeson	\$3,188,075		C	
103908	Swamp Creek Road Bridge	Colebrookdale	\$800,000	C		

BRIDGE PROJECTS

Map #	Project Name	Municipality	Cost	Short Range 2027-2030	Mid-Range 2031-2038	Long-Range 2039-2050
123129	Levengood Road Bridge over Manatawny Creek	Amity	\$800,000	C		
103882	Eagle Road Bridge over Moselem Creek	Richmond	\$1,850,000	C		
120995	Municipal Bridge Line Item	Various	\$5,500,000	C		
120995	Municipal Bridge Line Item	Various	\$2,941,109		C	
80070	RATS Bridge Review/Management	Misc.	\$200,000	P		
80070	RATS Bridge Review/Management	Misc.	\$400,000		P	
80070	RATS Bridge Review/Management	Misc.	\$550,000			P
	Future Bridge Rehabilitation/Replacement	Misc.	(1)			PFRUC
		SUBTOTAL	\$133,804,323			

S = Study P = Preliminary Engineering F = Final Engineering R = Right of Way U = Utility Relocation C = Construction PT = Public Transit

(1) Funding from Highway / Bridge Line Items as Necessary (includes NHPP/STP/BOF/BRIP/State Highway/State Bridge)

INTERSTATE MANAGEMENT PROGRAM (FROM STATEWIDE PROGRAM)

Map #	Project Name	Municipality	Cost	Short Range 2027-2030	Mid-Range 2031-2038	Long-Range 2039-2050
112345	I-176 Break and Seat SR 568 to SR 422* (2)	Cumru, Robeson	\$740,313	PFUR		
112345	I-176 Break and Seat SR 568 to SR 422* (2)	Cumru, Robeson	\$32,202,888		C	
	I-76 Widening-MP298-304* (3)	Caernarvon	\$35,467,100	C	C	
	* Includes Related Bridge Work	SUBTOTAL	\$68,410,301			

S = Study P = Preliminary Engineering F = Final Engineering R = Right of Way U = Utility Relocation C = Construction PT = Public Transit

(2) Included on Statewide Interstate Twelve Year Program (TYP)

(3) Included on PA Turnpike Commission FY26 Capital Plan

BERKS AREA REGIONAL TRANSIT AUTHORITY STATE OF GOOD REPAIR LONG RANGE CAPITAL IMPROVEMENT PROGRAM 2025-2050

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2025	REPLACEMENT 3 2015 BUSES - HYBRIDS	\$1,905,600	\$461,155	\$15,364	\$2,382,000	
	REPLACE BOBCAT-2010	\$32,000	\$7,744	\$258	\$40,000	
	REPLACE/UPGRADE AVL SYSTEM	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE /UPGRADE TELEPHONE SYSTEM	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE/UPGRADE MAINT. SOFTWARE	\$120,000	\$29,040	\$968	\$150,000	
	REPLACE/UPGRADE DISPLAY PANELS	\$80,000	\$19,360	\$645	\$100,000	
	COMPUTER HARDWARE/SOFTWARE	\$56,000	\$13,552	\$452	\$70,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
TOTAL		\$3,397,848	\$822,279	\$27,395	\$4,247,310	\$5,686,000
2026	REPLACE 16-2021 - PARATRANSIT VANS	\$1,600,000	\$387,200	\$12,900	\$2,000,000	
	REPLACE TWO VENTRACS -2016	\$64,000	\$15,488	\$516	\$80,000	
	REPLACE JACK STANDS (14) -2011	\$20,000	\$4,840	\$161	\$25,000	
	MOBILE TICKETING UPGRADES	\$320,000	\$77,440	\$2,580	\$400,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL		\$2,368,248	\$573,116	\$19,094	\$2,960,310
2027	REPLACE 8-2022 - PARATRANSIT VANS	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACEMENT 6 2016 BUSES - HYBRIDS	\$3,600,000	\$871,200	\$29,025	\$4,500,000	
	COMPUTER HARDWARE/SOFTWARE	\$80,000	\$19,360	\$645	\$100,000	
	SERVICE VEHICLE REPLACEMENT	\$200,000	\$48,400	\$1,613	\$250,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL		\$5,044,248	\$1,220,708	\$40,669	\$6,305,310
2028	REPLACE 7-2023 - PARATRANSIT VANS	\$700,000	\$169,400	\$5,644	\$875,000	X
	REPLACE 23-2024 - PARATRANSIT VANS	\$2,300,000	\$556,600	\$18,544	\$2,875,000	X
	REPLACE FAREBOX SYSTEM	\$800,000	\$193,600	\$6,450	\$1,000,000	X
	TDP UPDATE	\$98,800	\$23,910	\$797	\$123,500	X
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	X
TOTAL		\$4,263,048	\$1,031,658	\$34,371	\$5,328,810	\$5,686,000

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2029	REPLACE 17 2019 BUSES HYBRIDS	\$10,200,000	\$2,468,400	\$82,238	\$12,750,000	
	REPLACE 17 2019 BUSES HYBRIDS	\$10,200,000	\$2,468,400	\$82,238	\$12,750,000	
	REPLACE TWO COPIERS	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE 1 2021 -SUPERVISORY VEHICLE	\$32,000	\$7,744	\$258	\$40,000	
	COMPUTER HARDWARE/SOFTWARE	\$80,000	\$19,360	\$645	\$100,000	
	MOBILE TICKETING UPGRADES	\$400,000	\$96,800	\$3,225	\$500,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$11,116,248	\$2,690,132	\$89,625	\$13,895,310	\$5,686,000
2030	REPLACE 8-2027 - PARATRANSIT VANS	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE 6 2020 BUSES HYBRIDS	\$3,600,000	\$871,200	\$29,025	\$4,500,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	\$364,248	X	X	X	X	
	TOTAL	\$4,764,248	\$1,152,948	\$38,412	\$5,955,310	\$5,686,000
2031	REPLACE 17 2019 BUSES HYBRIDS	\$10,200,000	\$2,468,400	\$82,238	\$12,750,000	
	REPLACE TWO COPIERS	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE 1 2021 -SUPERVISORY VEHICLE	\$32,000	\$7,744	\$258	\$40,000	
	COMPUTER HARDWARE/SOFTWARE	\$80,000	\$19,360	\$645	\$100,000	
	MOBILE TICKETING UPGRADES	\$400,000	\$96,800	\$3,225	\$500,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$11,116,248	\$2,690,132	\$89,625	\$13,895,310	\$5,686,000
2032	REPLACE 8-2027 - PARATRANSIT VANS	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE 6 2020 BUSES HYBRIDS	\$3,600,000	\$871,200	\$29,025	\$4,500,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,764,248	\$1,152,948	\$38,412	\$5,955,310	\$5,686,000

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2033	REPLACE 7-2028 & 4 2029 - PARATRANSIT VANS	\$1,100,000	\$266,200	\$8,869	\$1,375,000	
	REPLACE 4 2021 BUSES HYBRIDS	\$2,400,000	\$580,800	\$19,350	\$3,000,000	
	COMPUTER HARDWARE/SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE PORTABLE LIFTS	\$120,000	\$29,040	\$968	\$150,000	
	REPLACE BUS TIRE CAROUSEL -2018	\$36,000	\$8,712	\$290	\$45,000	
	REPLACE VAN TIRE CAROUSEL-2018	\$28,000	\$6,776	\$226	\$35,000	
	TDP UPDATE	\$104,000	\$25,168	\$839	\$130,000	
	PURCHASE (20) BUS SHELTERS	\$240,000	\$58,080	\$1,935	\$300,000	
	RADIO SYSTEM UPGRADES	\$200,000	\$48,400	\$1,613	\$250,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,632,248	\$1,121,004	\$37,347	\$5,790,310	\$5,686,000
2034	REPLACE 19-2029 - PARATRANSIT VANS	\$1,900,000	\$459,800	\$15,319	\$2,375,000	
	REPLACE 5 2022 BUSES HYBRIDS	\$3,000,000	\$726,000	\$24,188	\$3,750,000	
	REPLACE 1 2024 -SUPERVISORY VEHICLE	\$28,000	\$6,776	\$226	\$35,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$5,292,248	\$1,280,724	\$42,669	\$6,615,310	\$5,686,000
2035	REPLACE/UPGRADE AVL SYSTEM	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE 4 2023 BUSES HYBRIDS	\$2,400,000	\$580,800	\$19,350	\$3,000,000	
	UPGRADE SECURITY SYSTEM	\$200,000	\$48,400	\$1,613	\$250,000	
	COMPUTER HARDWARE/SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE/UPGRADE FIRE ALARM BTC	\$200,000	\$48,400	\$1,613	\$250,000	
	REPLACE WASTE OIL BURNERS	\$120,000	\$29,040	\$968	\$150,000	
	UPGRADE TELEPHONE SYSTEM	\$40,000	\$9,680	\$323	\$50,000	
	UPGRADE MAINT SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	UPGRADE FINANCE SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	FRANKLIN STREET STATION UPGRADES	\$400,000	\$96,800	\$3,225	\$500,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,748,248	\$1,149,076	\$38,283	\$5,935,310	\$5,686,000

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2036	REPLACE 16-2031 - PARATRANSIT VANS	\$1,600,000	\$387,200	\$12,900	\$2,000,000	
	COMPUTER HARDWARE/SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE 4-POST LIFT	\$80,000	\$19,360	\$645	\$100,000	
	MOBILE TICKETING UPGRADES	\$480,000	\$116,160	\$3,870	\$600,000	
	REPLACE TWO FLOOR SWEEPERS	\$48,000	\$11,616	\$387	\$60,000	
	REPLACE TWO FLOOR SCRUBBERS	\$48,000	\$11,616	\$387	\$60,000	
	REPLACE TWO VENTRACS BTC-OPS	\$72,000	\$17,424	\$581	\$90,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$2,732,248	\$661,204	\$22,029	\$3,415,310	\$5,686,000
2037	REPLACE 8-2032 - PARATRANSIT VANS	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE BUS WASH	\$160,000	\$38,720	\$1,290	\$200,000	
	COMPUTER HARDWARE/SOFTWARE	\$32,000	\$7,744	\$258	\$40,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$1,356,248	\$328,212	\$10,935	\$1,695,310	\$5,686,000
2038	REPLACE 7-2033 - PARATRANSIT VANS	\$700,000	\$169,400	\$5,644	\$875,000	
	UPGRADE AVL SYSTEM	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE BUS VACCUM	\$140,000	\$33,880	\$1,129	\$175,000	
	TDP UPDATE	\$112,000	\$27,104	\$903	\$140,000	
	OPS CENTER UPGRADES	\$400,000	\$96,800	\$3,225	\$500,000	
	REPLACE EMERGENCY GENERATOR OPS	\$80,000	\$19,360	\$645	\$100,000	
	REPLACE DISPLAY PANELS BTC	\$80,000	\$19,360	\$645	\$100,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$2,676,248	\$647,652	\$21,577	\$3,345,310	\$5,686,000

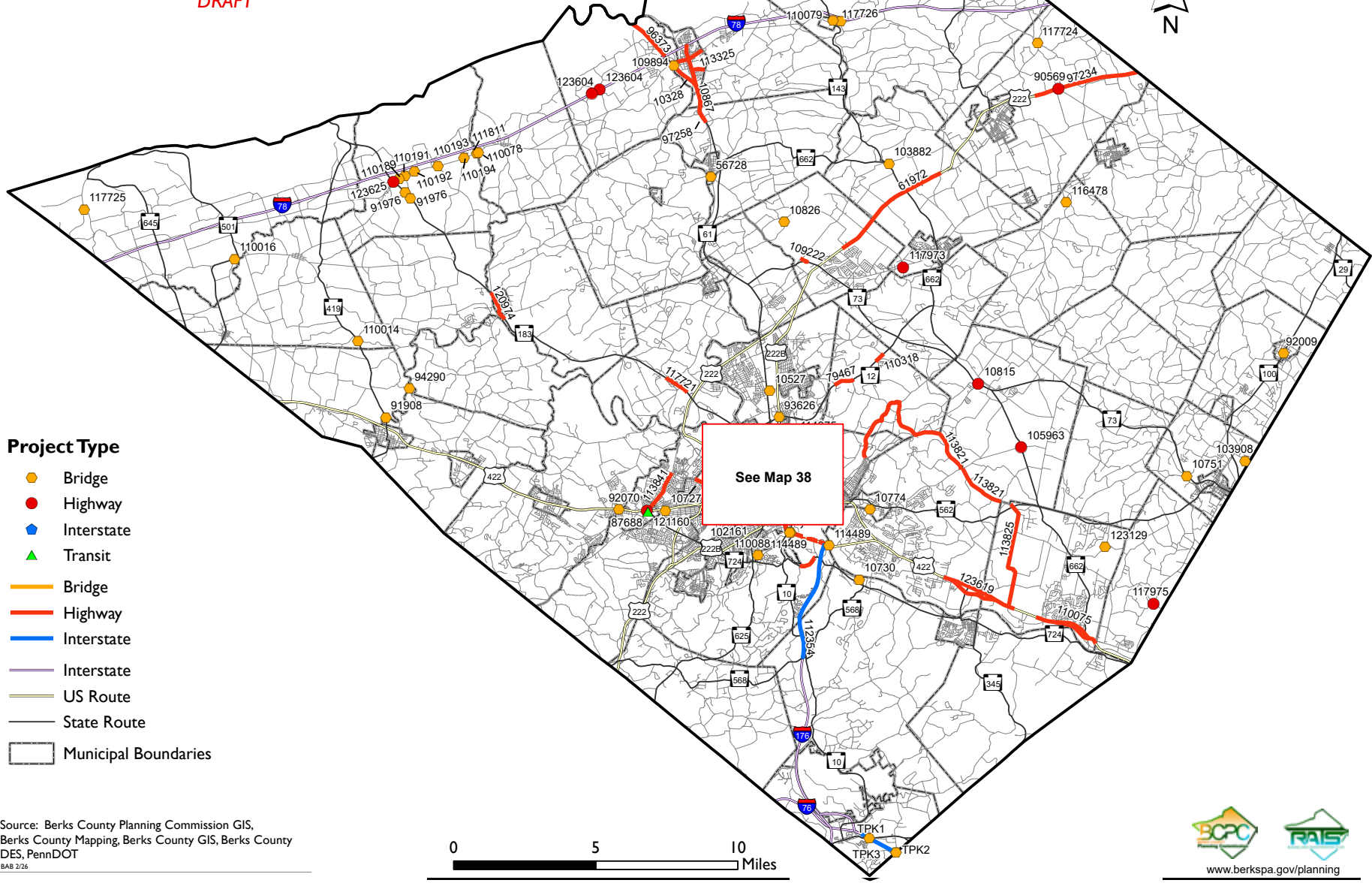
FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2039	REPLACE 23-2034 - PARATRANSIT VANS	\$2,300,000	\$556,600	\$18,544	\$2,875,000	
	REPLACE 2 2030 -SUPERVISORY VEHICLE	\$88,000	\$21,296	\$710	\$110,000	
	REPLACE 1 2030 -MAINTENANCE VEHICLE	\$64,000	\$15,488	\$516	\$80,000	
	REPLACE FARE COLLECTION SYSTEM	\$1,040,000	\$251,680	\$8,385	\$1,300,000	
	REPLACE SALT SPREADER	\$32,000	\$7,744	\$258	\$40,000	
	UPGRADE FLUID DISPENSING SYSTEM	\$100,000	\$24,200	\$806	\$125,000	
	COMPUTER HARDWARE/SOFTWARE	\$100,000	\$24,200	\$806	\$125,000	
	REPLACE/UPGRADE FUEL SOFTWARE	\$120,000	\$29,040	\$968	\$150,000	
	REPLACE PARKING EQUIPMENT	\$160,000	\$38,720	\$1,290	\$200,000	
	UPGRADE TELEPHONE SYSTEM	\$40,000	\$9,680	\$323	\$50,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,408,248	\$1,066,796	\$5,510,310	\$5,510,310	\$5,686,000
2040	REPLACE 2 2030 -SUPERVISORY VEHICLE	\$88,000	\$21,296	\$710	\$110,000	
	REPLACE 1 2030 -MAINTENANCE VEHICLE	\$64,000	\$15,488	\$516	\$80,000	
	REPLACE 7 2028 BUSES HYBRIDS	\$4,200,000	\$1,016,400	\$33,863	\$5,250,000	
	COMPUTER HARDWARE/SOFTWARE	\$32,000	\$7,744	\$258	\$40,000	
	UPGRADE MAINT SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	UPGRADE FINANCE SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	455,310	
	TOTAL	\$4,864,248	\$1,177,148	\$39,218	\$6,080,310	\$5,686,000
2041	REPLACE 216-2036 - PARATRANSIT VANS	\$1,600,000	\$387,200	\$12,900	\$2,000,000	
	REPLACE 8-2037 - PARATRANSIT VANS	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE TWO COPIERS	\$48,000	\$11,616	\$387	\$60,000	
	MOBILE TICKETING UPGRADES	\$480,000	\$116,160	\$3,870	\$600,000	
	COMPUTER HARDWARE/SOFTWARE	\$80,000	\$19,360	\$645	\$100,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$3,372,248	\$816,084	\$27,189	\$4,215,310	\$5,686,000

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2042	REPLACE 7-2038 - PARATRANSIT VANS	\$700,000	\$169,400	\$5,644	\$875,000	
	REPLACE 7 2028 BUSES HYBRIDS	\$4,200,000	\$1,016,400	\$33,863	\$5,250,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,564,248	\$1,104,548	\$36,799	\$5,705,310	\$5,686,000
2043	REPLACE 17 2028 BUSES HYBRIDS	\$10,200,000	\$2,468,400	\$82,238	\$12,750,000	
	REPLACE EMERGENCY GEN - BTC	\$100,000	\$24,200	\$806	\$125,000	
	TDP UPDATE	\$120,000	\$29,040	\$968	\$150,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$10,784,248	\$2,609,788	\$86,948	\$13,480,310	\$5,686,000
2044	REPLACE 23-2039 - PARATRANSIT VANS	\$2,300,000	\$556,600	\$18,544	\$2,875,000	
	REPLACE 4 2028 BUSES HYBRIDS	\$2,400,000	\$580,800	\$19,350	\$3,000,000	
	REPLACE PORTABLE LIFTS	\$48,000	\$11,616	\$387	\$60,000	
	REPLACE SCISSOR LIFT	\$24,000	\$5,808	\$194	\$30,000	
	REPLACE DISPLAY PANELS	\$80,000	\$19,360	\$645	\$100,000	
	COMPUTER HARDWARE/SOFTWARE	\$32,000	\$7,744	\$258	\$40,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$5,248,248	\$1,270,076	\$42,314	\$6,560,310	\$5,686,000
2045	REPLACE 2 2028 4 2033 BUSES HYBRIDS	\$3,600,000	\$871,200	\$29,025	\$4,500,000	
	REPLACE/UPGRADE AVL SYSTEM	\$800,000	\$193,600	\$6,450	\$1,000,000	
	UPGRADE RADIO COMMUNICATIONS	\$280,000	\$67,760	\$2,258	\$350,000	
	UPGRADE TELEPHONE SYSTEM	\$40,000	\$9,680	\$323	\$50,000	
	UPGRADE MAINT SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	UPGRADE FINANCE SOFTWARE	\$40,000	\$9,680	\$323	\$50,000	
	REPLACE TWO VENTRACS	\$80,000	\$19,360	\$645	\$100,000	
	COMPUTER HARDWARE/SOFTWARE	\$32,000	\$7,744	\$258	\$40,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$5,276,248	\$1,276,852	\$42,540	\$6,595,310	\$5,686,000
2046	REPLACE 16-2041 - PARATRANSIT VANS	\$1,600,000	\$387,200	\$12,900	\$2,000,000	
	REPLACE 5 2034 BUSES HYBRIDS	\$2,912,000	\$704,704	\$23,478	\$3,640,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,876,248	\$1,180,052	\$39,315	\$6,095,310	\$5,686,000

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING
2047	REPLACE 8-2036 - PARATRANSIT VANS	\$800,000	\$193,600	\$6,450	\$1,000,000	
	REPLACE 4 2033 BUSES HYBRIDS	\$2,400,000	\$580,800	\$19,350	\$3,000,000	
	REPLACE TWO COPIERS	\$48,000	\$11,616	\$387	\$60,000	
	MOBILE TICKETING UPGRADES	\$1,040,000	\$251,680	\$8,385	\$1,300,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,652,248	\$1,125,844	\$37,509	\$5,815,310	\$5,686,000
2048	REPLACE 7-2037 - PARATRANSIT VANS	\$700,000	\$169,400	\$5,644	\$875,000	
	COMPUTER HARDWARE/SOFTWARE	\$32,000	\$7,744	\$258	\$40,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$1,096,248	\$265,292	\$8,838	\$1,370,310	\$5,686,000
2049	REPLACE 23-2038 - PARATRANSIT VANS	\$2,300,000	\$556,600	\$18,544	\$2,875,000	
	REPLACE EMERGENCY GEN - BTC	\$100,000	\$24,200	\$806	\$125,000	
	TDP UPDATE	\$120,000	\$29,040	\$968	\$150,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$2,884,248	\$697,988	\$23,254	\$3,605,310	\$5,686,000
2050	REPLACE 6 2032 BUSES HYBRIDS	\$3,600,000	\$871,200	\$29,025	\$4,500,000	
	REPLACE PORTABLE LIFTS	\$48,000	\$11,616	\$387	\$60,000	
	REPLACE SCISSOR LIFT	\$24,000	\$5,808	\$194	\$30,000	
	COMPUTER HARDWARE/SOFTWARE	\$32,000	\$7,744	\$258	\$40,000	
	ADA SERVICE	\$364,248	\$88,148	\$2,937	\$455,310	
	TOTAL	\$4,068,248	\$984,516	\$32,800	\$5,085,310	\$5,686,000

Berks County Long Range Transportation Plan

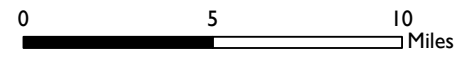
DRAFT



Project Type

- Bridge
- Highway
- ◆ Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Municipal Boundaries

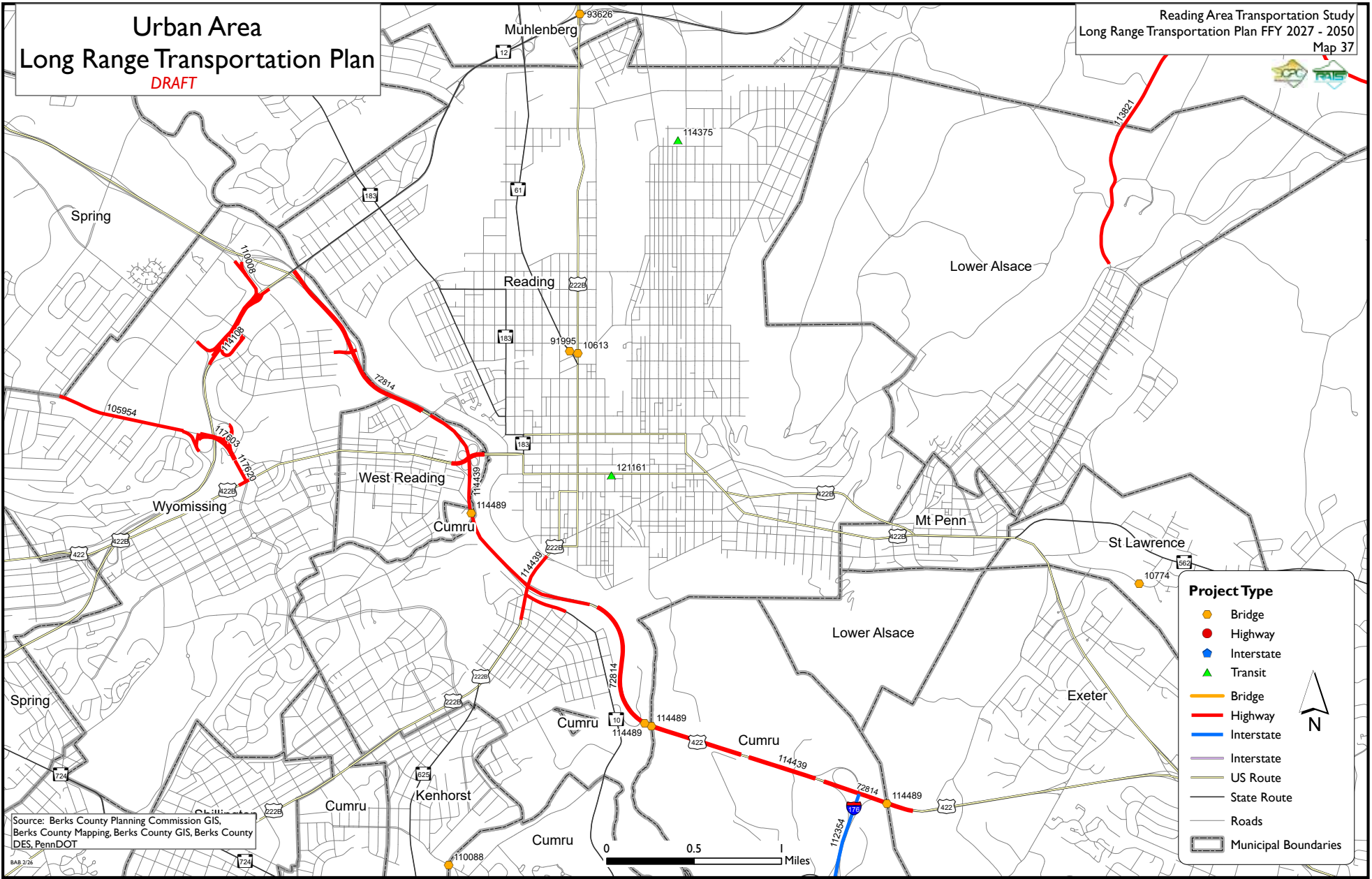
Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT
 BAB 2/26



Urban Area Long Range Transportation Plan

DRAFT

Reading Area Transportation Study
Long Range Transportation Plan FFY 2027 - 2050
Map 37



Project Type

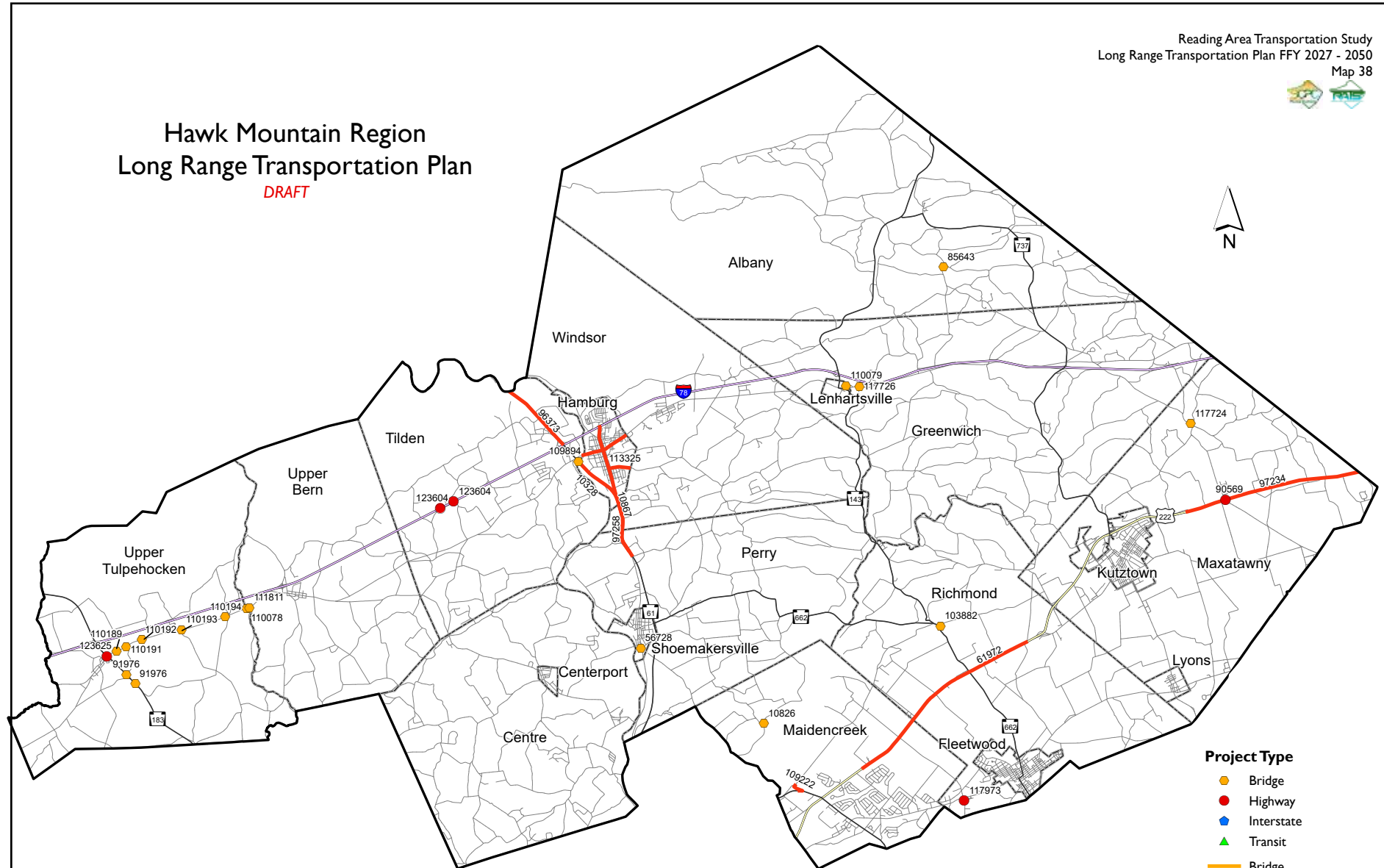
- Bridge
- Highway
- Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Roads
- Municipal Boundaries

Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT



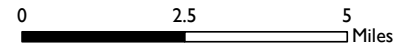
Hawk Mountain Region Long Range Transportation Plan

DRAFT



- Project Type**
- Bridge
 - Highway
 - Interstate
 - ▲ Transit
 - Bridge
 - Highway
 - Interstate
 - Interstate
 - US Route
 - State Route
 - Roads
 - Municipal Boundaries

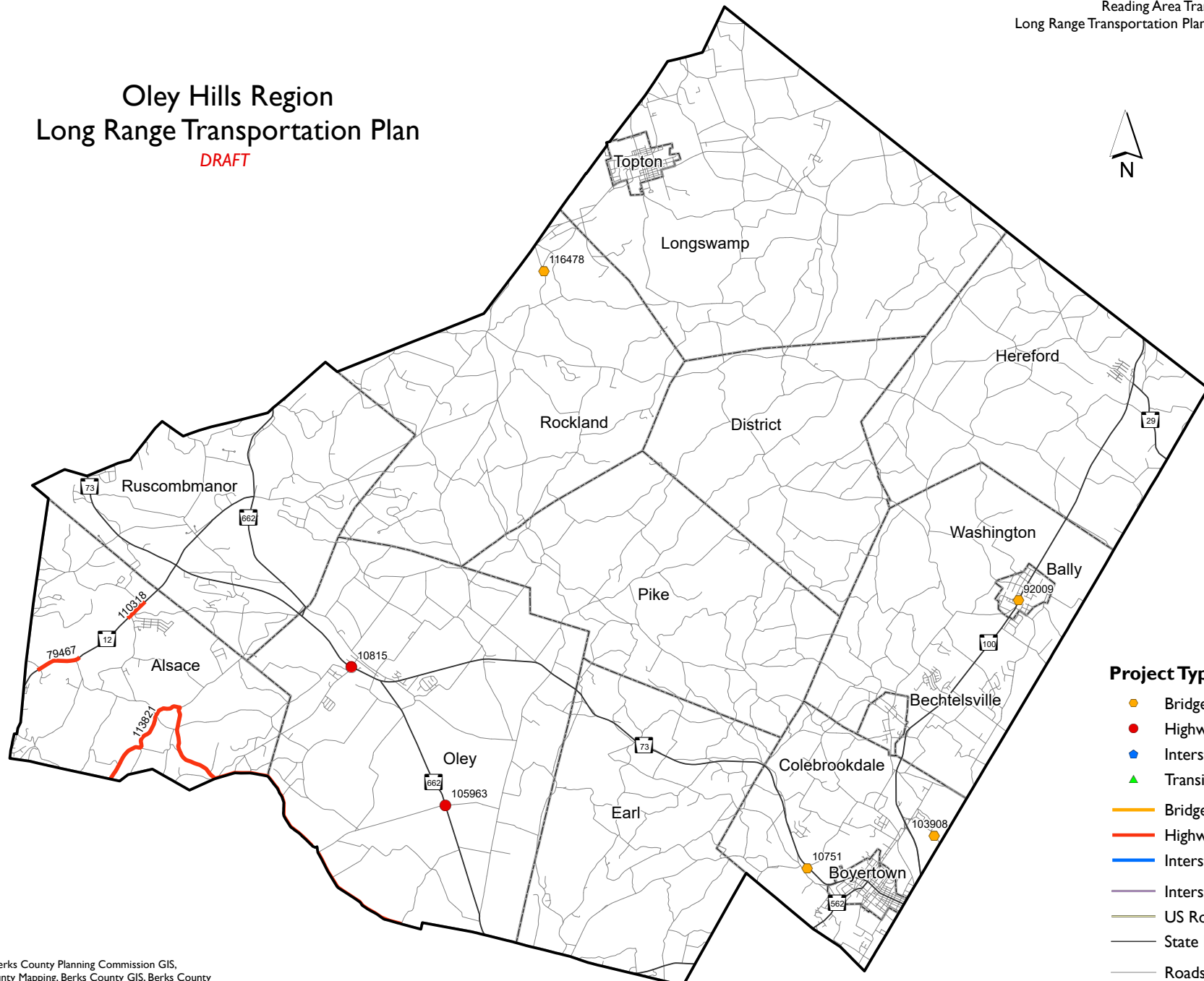
Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT
www.berkspa.gov/planning
 BAB 2/26





Oley Hills Region Long Range Transportation Plan

DRAFT

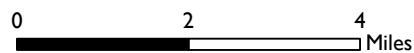


Project Type

- Bridge
- Highway
- Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Roads

 Municipal Boundaries

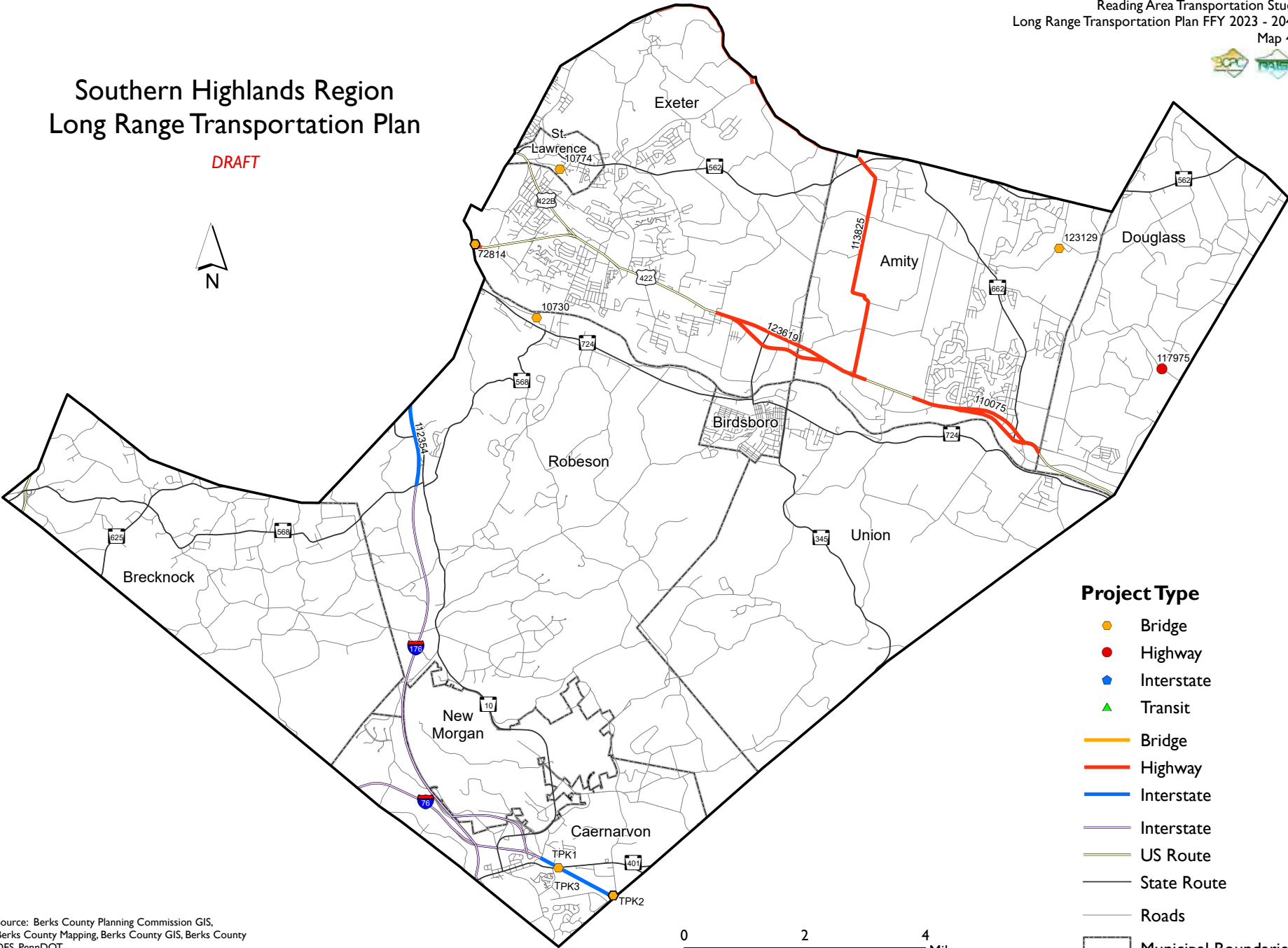
Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT
www.berkspa.gov/planning
 BAB 2/26





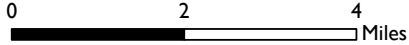
Southern Highlands Region Long Range Transportation Plan

DRAFT



Project Type

- Bridge
- Highway
- Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Transit
- US Route
- State Route
- Roads
- Municipal Boundaries



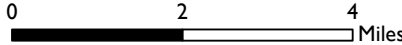
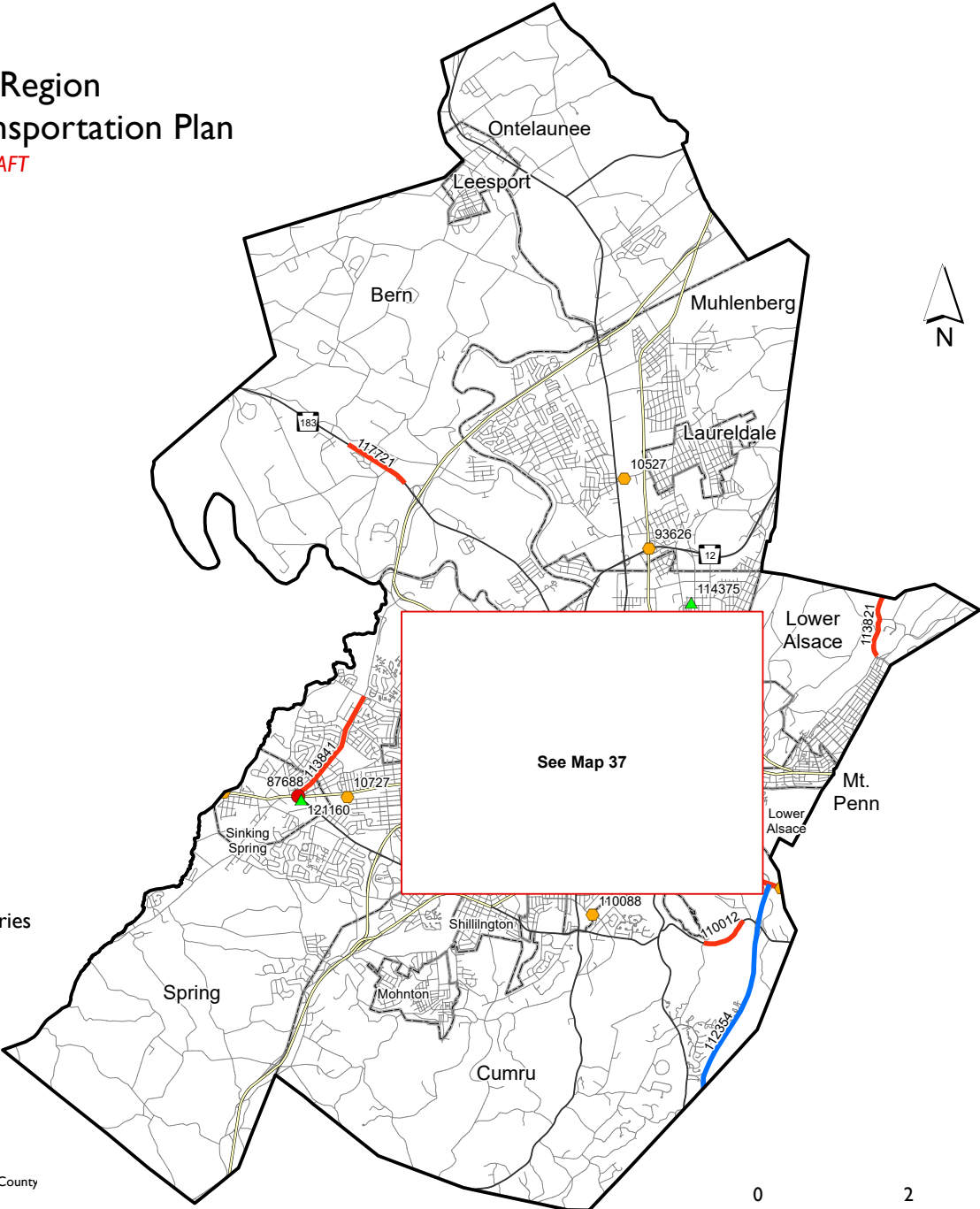
Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT
 BAB 2/26

Metro Region Long Range Transportation Plan

DRAFT

Project Type

- Bridge
- Highway
- Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Roads
- Municipal Boundaries

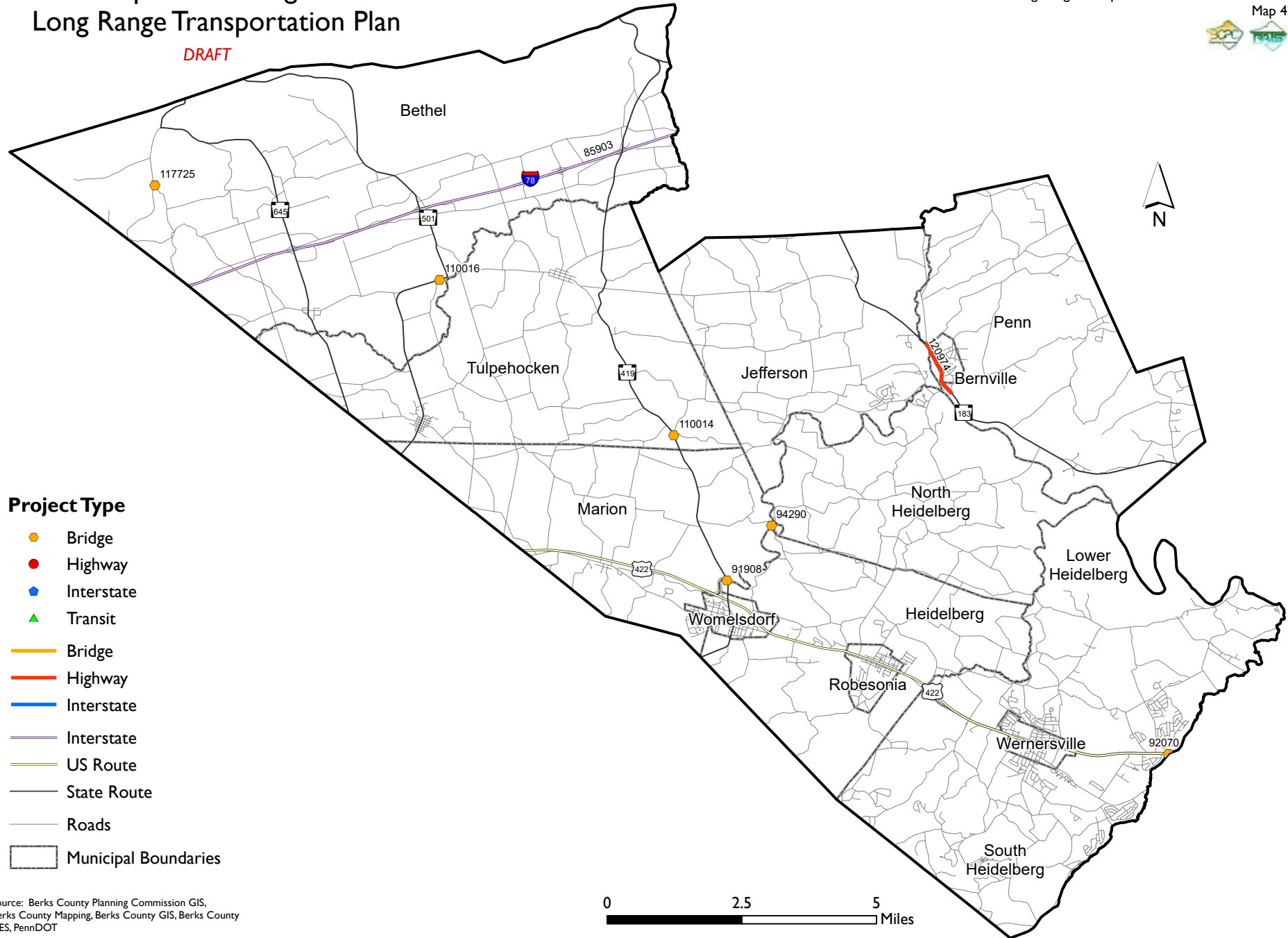


Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT
 BAB 2/26



Tulpehocken Region Long Range Transportation Plan

DRAFT



Project Type

- ◆ Bridge
- Highway
- ◆ Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Roads
- Municipal Boundaries

Source: Berks County Planning Commission GIS,
Berks County Mapping, Berks County GIS, Berks County
DES, PennDOT

BAB 2/26

Financial Plan

Federal planning regulations require that a transportation plan “include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.” Cost and revenue projections are to reflect the existing situation and historical trends. The LRTP should be in accord with projections of future revenues.

The following sections document our methods for projecting future revenues, calculating future costs and reconciling the plan with projections of future revenues. Before proceeding, a few comments on the uncertainties of this process are in order. The process involves the calculation of costs and revenues over a twenty-plus year period. On the cost side, the estimates for the Mid- and Long-Range periods are made without the kind of engineering detail that is required for precise cost data. Secondly, costs reflect future rates of inflation that can only be estimated.

On the revenue side, estimates are based on projections of future revenues from federal and state funding legislation that only extends over the initial period of this plan. Our only guide for such action is past history. It is known that federal funding is the single greatest factor in financing transportation infrastructure. Traditionally, it accounted for approximately 75% of such revenues. Federal funding was nearly flat over the past several years as Congress redefined the role that it plays in financing infrastructure. The FAST Act, while ensuring five years of funding stability, provided only a nominal growth in funding and expired during the prior program. The approval of the IIJA in November Of 2022 has provided a significant boost to overall federal funding for all types of transportation programs. Changes in federal regulations have blurred the lines between the use of federal dollars for highways and bridges. The federal split used in developing this plan is assumed to be 60% for highways and 40% for bridges. At time this plan was written, the IIJA has not be reauthorized, nor has new federal transportation funding legislation been approved.

Likewise, future revenues depend on money raised by the state from gas taxes, motor license feeds, registrations, etc. These rates depend on future actions of the state legislature that we cannot predict. Legislative action by Pennsylvania, in the form of Act 89 of 2013, created a significant boost in state funding. This, combined with the flat federal levels has shifted the funding splits to approximately 60% federal and 40% state. Despite this gain, state funding levels peaked during the prior program and began to contract as resources were diverted to other programs and gas consumption and the resulting tax revenues went down to a combination of negative economic conditions brought on by COVID and the expansion of the use of hybrid and alternative fueled vehicles. The growth of the IIJA federal funds will also place pressure on the state to generate sufficient local match to receive the full benefits of those new dollars. Additionally, a state revenue stream based on payments from the Pennsylvania Turnpike to PennDOT used to support public transportation is coming to an end and state legislators are being pressed to find suitable sources of replacement revenue.

Local revenues account for the remaining 2% of transportation infrastructure costs. It is assumed that the local share of costs will remain at roughly the same proportion to federal and state revenues.

A more detailed discussion of the funding programs may be found in the TIP and LRTP Appendix document.

Future Revenues

The following table shows projections of future revenues by time period and category.

TRANSPORTATION PLAN ESTIMATED FUNDING SUMMARY (\$000)				
Element	Short Range (2027-2030)	Mid Range (2031-2038)	Long Range (2039-2050)	Total
Highway Funds	\$281,075	\$492,587	\$451,502	\$1,225,163
Bridge Funds	\$99,377	\$196,985	\$295,420	\$591,782
Transit Funds	\$82,944	\$159,368	\$244,394	\$486,706
Total Funds	\$463,396	\$848,940	\$991,316	\$2,303,651

Short Range (2027–2030)

It is estimated that a total of \$463,396 will be available to Berks County over the period extending from FFY 2027 through FFY 2030 for all transportation projects and programs covered under this plan. All federal, state, and local funding anticipated in this period is included. The federal highway and bridge figures are based on a prorated share of Pennsylvania’s allocations as included in the IIJA. The federal transit figures are also based on allocations to the Reading MPO (RATS) as included in the IIJA. The state contribution for both highway and transit is based on Act 89 of 2013.

Highway and Bridge Funding

Highway and bridge funding includes all federal and state capital funds anticipated for the four-year period covered by this program. The IIJA legislation included funding for the federal fiscal years 2022 through 2026. As such, Federal funding levels are based on the Act which has not been reauthorized, nor has new Federal transportation funding legislation been established as of the writing of this plan. Therefore, funding levels throughout this document are considered flat based on the final fiscal year of funding authorized by IIJA.

The distribution of federal funds from the state to the MPO follows previous formulas and policy decisions. Specifically, it continues to assume the practice of programming to the authorization level rather than the lower obligation level. Funding formulas have been revised to reflect the provisions of the IIJA.

The Interstate Management Program is run on a statewide basis. The proportion of the NHPP Funds that these miles/bridges represent, including the appropriate state match, will be programmed centrally by PennDOT in consultation with MPOs/RPOs. The priority for these funds will be for system preservation. Any capacity adding projects will be advanced through coordination with the MPO/RPO.

Discontinued for a number of years, additional highway and bridge funds have once again become available through a federal “earmarking” process. The Reading MPO received no earmarks during the initial cycle of this program but will continue to pursue funding in subsequent rounds. If a project received special funding allocations that were part of federal transportation legislation, or if dollars are allocated to a project from any of the Pennsylvania Secretary of Transportation’s discretionary “spike” funds, those funds are considered

“earmarked” to that project until either its completion or abandonment. Earmarked funds are funds that are over and above an area’s formula allocation. For the purpose of this plan, only existing earmarks will be assumed.

Local and private funding may also be used to match state and federal funding and is considered additional funding. Private funding is only included in the program where currently committed.

The ultimate decisions regarding the distribution of “spike” and other discretionary funding are made by the Secretary of Transportation. For the purpose of this Plan, these funds are only included where currently committed.

Transit

Funding for transit improvements in Pennsylvania comes from a combination of federal, state and local sources. Similar to Highways and Bridges, federal Transit funding also comes from the IJJA. Federal funding levels used in the Short Range use those funds allocated to the Reading MPO (RATS) in the IJJA.

State funding is provided through the Public Transportation Trust Fund. In addition, state capital budget funding is released annually for capital improvements. As previously mentioned, a total of \$20 million per year of the state’s federal highway money is flexed to transit agencies for their projects as part of an agreement between the Commonwealth and the transit community during the enactment of Act 3. Federal funding is based on guaranteed authorizations only. An additional source of capital funding available to SCTA for use in the BARTA service area is a flex of the annual CMAQ highway funds as agreed to by RATS. SCTA has not requested CMAQ funding during the first two years of the proposed Short Range period but will resume receiving those funds during the last two years of the short range period and into the Mid-Range period.

As with the highway program transit funding may also include specific earmarked and discretionary dollars that are over and above the region’s allocation. For the purpose of this plan, only existing earmarks and discretionary funding is included in this period.

Mid-Range (2031–2038) and Long-Range (2039–2050)

Revenues for the Mid-Range years are projected to be approximately \$849 million and approximately \$991 million for the Long-Range years. These figures are substantially larger than the short-range period because they cover eight and twelve year periods, respectively, rather than the four years in the short range. Additionally, the vast majority of the PennDOT “spike” funding for the US 422 and US 222 corridor projects fall in the short-range and mid-range periods. The Reading MPO will continue to rely on further allocations from these or other sources beyond our formula allocations to complete construction of these important corridors.

The following methods were used in calculating future revenues of the Mid- and Long-Range periods.

Since the IJJA expires at the end of FFY 2026, Federal funding to Pennsylvania was assumed to increase by zero (0) percent per year from that point forward. State funds were also assumed to remain flat. This is the most conservative approach available at this time.

The Berks County share of all revenues was assumed to remain consistent with the allocation levels in the final year of the current TIP. The funding splits across programs are assumed to remain at their current levels.

The following table provides a detailed breakdown of the projected funding for each year of the plan.

PROJECTED READING MPO TRANSPORTATION FUNDING BY YEAR (\$000)

READING MPO	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
HIGHWAY AND BRIDGE																								
Federal - NHPP (0.60)	6,790	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135	6,135
Federal - STP (0.60)	3,313	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305	3,305
State Highway	10,781	10,656	11,575	12,359	12,358	12,358	12,358	12,357	12,355	12,354	12,352	12,351	12,351	12,351	12,351	12,351	12,351	12,351	12,351	12,351	12,351	12,351	12,351	12,351
Federal - Urban (STU)	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488	6,488
Federal - Safety (HSIP)	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365	3,365
Federal - CMAQ	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375
Less RATS BARTA Flex	450	900	0	0	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Federal - CMAQ Total	3,925	3,475	4,375	4,375	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475	3,475
Federal - STP Set-Aside TAU	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606
Federal - Carbon Reduction (CRP)	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401	401
Federal - Carbon Reduction (CRPU)	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
Federal - Highway Freight*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Federal - PROTECT*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub Total Hwy	36,430	35,192	37,011	37,795	36,894	36,894	36,894	36,893	36,891	36,890	36,888	36,887	36,887	36,887	36,887	36,887	36,887	36,887	36,887	36,887	36,887	36,887	36,887	36,887
Local Hwy (2%)	729	704	740	756	738	738	738	738	738	738	738	738	738	738	738	738	738	738	738	738	738	738	738	738
Highway Earmarks/ Discretionary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway Spike	11,717	40,000	40,000	40,000	46,310	30,000	35,000	35,000	11,310	11,310	11,310	11,310	0	0	0	0	0	0	0	0	0	0	0	0
Private / Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Highway	48,875	75,896	77,752	78,551	83,942	67,632	72,632	72,631	48,939	48,938	48,936	48,935	37,625	37,625	37,625	37,625	37,625	37,625	37,625	37,625	37,625	37,625	37,625	37,625
Federal Bridge - NHPP (0.40)	4,527	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090	4,090
Federal Bridge - STP (0.40)	2,208	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204	2,204
Federal Bridge - BOF	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080	4,080
Federal Bridge - BRIP	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405	7,405
State Bridge	6,660	6,502	6,344	6,366	6,365	6,364	6,364	6,363	6,362	6,360	6,359	6,357	6,357	6,357	6,357	6,357	6,357	6,357	6,357	6,357	6,357	6,357	6,357	6,357
Subtotal - Bridges	24,880	24,281	24,123	24,145	24,144	24,143	24,143	24,142	24,141	24,139	24,138	24,136	24,136	24,136	24,136	24,136	24,136	24,136	24,136	24,136	24,136	24,136	24,136	24,136
Local Bridge (2%)	498	486	482	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483	483
Bridge Earmarks/ Discretionary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Spike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total - Bridges	25,378	24,766	24,605	24,627	24,626	24,625	24,625	24,624	24,623	24,621	24,620	24,618	24,618	24,618	24,618	24,618	24,618	24,618	24,618	24,618	24,618	24,618	24,618	24,618
Total Highway & Bridge	74,253	100,662	102,357	103,179	108,569	92,258	97,258	97,256	73,563	73,560	73,557	73,553	62,243	62,243	62,243	62,243	62,243	62,243	62,243	62,243	62,243	62,243	62,243	62,243

PROJECTED READING MPO TRANSPORTATION FUNDING BY YEAR (CONT.) (\$000)

READING MPO	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
TRANSIT																								
Federal Transit																								
FTA Formula - 5307	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728	3,728
FTA- 5310	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282	282
FTA- 5539	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425	425
Plus RATS BARTA Flex	0	0	0	0	450	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Federal Total	4,435	4,435	4,435	4,435	4,885	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	5,335	
State Transit																								
Operating Assistance	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	10,069	12,188	12,188	12,188	12,188	12,188
Shared Ride	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	2,629	1,665	1,665	1,665	1,665	1,665
State Total	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	12,698	13,853	13,853	13,853	13,853	13,853
Local Transit																								
Local Operating	469	493	517	543	570	599	629	660	693	728	764	802	842	884	929	975	1,024	1,075	1,129	1,208	1,268	1,332	1,398	1,468
Local Capital	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	40	40	40	40	40
Local Total	493	517	541	567	594	623	653	684	717	752	788	826	866	908	953	999	1,048	1,099	1,153	1,248	1,308	1,372	1,438	1,508
Total Transit	17,626	17,650	17,674	17,700	18,177	18,656	18,685	18,717	18,750	18,785	18,821	18,859	18,899	18,941	18,986	19,032	19,081	19,132	19,186	20,435	20,496	20,559	20,626	20,696

Reading Regional Airport Capital Improvement Plan

The Reading Regional Airport receives capital funding from the Federal and State governments which require a local match. The airport can also apply for Federal and State discretionary funding to implement its capital improvement plan. Local funding comes primarily from airport operations. The following table includes the Capital Improvement Plan for the period FFY 2025 through FFY 2039.

While the Reading MPO has limited involvement in the allocation of these funds, we have included this table in acknowledgement of the Reading Regional Airport’s important role in Berks County’s transportation system and to document the approved slate of projects for reference in consideration of current and future grant application cycles.

**FEDERAL AVIATION ADMINISTRATION
CAPITAL IMPROVEMENT PLAN SPREADSHEET
HARRISBURG AIRPORTS DISTRICT OFFICE**

LOCID	KRDG	Airport		Reading Regional Airport			State	Local	
FY	Description/phase	Work Code	NPR	AIP Entitlement	FEDERAL Discretionary	BIL Entitlements	BOA/State	RRAA MATCH	TOTAL
2025				\$150,000	\$1,105,500	\$402,300	\$4,704,600	\$4,629,600	\$10,992,000
WIP	Taxiway G Demolition and Construct Taxiway C Extension - Phase I, Design	CA TW EX	78	\$0	\$0	\$222,300	\$12,350	\$12,350	\$247,000
WIP	Rehabilitate North Taxilane - Phase II, Construction	RE TW IM	78	\$150,000	\$610,500	\$0	\$42,250	\$42,250	\$845,000
WIP	Construct MALSF / MALSR - Phase I Design	SP OT IN	74	\$0	\$495,000	\$0	\$27,500	\$27,500	\$550,000
WIP	Construct Hangar Infrastructure - Phase 1, Design (West Apron Area)	OT RV HG	27	\$0	\$0	\$180,000	\$10,000	\$10,000	\$200,000
WIP	Construct Hangar (24,000) (TA Issued 07/08/22)	ST BD MS	41	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$6,000,000
WIP	Construct Hangar (15,000)	ST BD MS	41	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$3,000,000
WIP	Acquire Airfield Maintenance Equipment (Skid Loader with brushhog)	ST EQ MS	27	\$0	\$0	\$0	\$112,500	\$37,500	\$150,000
2026				\$150,000	\$905,700	\$1,694,000	\$1,381,150	\$356,150	\$4,487,000
	East Apron Rehabilitation - Phase 1, Design	RE AP IM	71	\$0	\$0	\$180,000	\$10,000	\$10,000	\$200,000
	Taxiway G Demolition and Construct Taxiway C Extension - Phase II, Construction	CA TW EX	78	\$150,000	\$905,700	\$0	\$58,650	\$58,650	\$1,173,000
	Construct Hangar Infrastructure - Phase 2, Construction (West Apron Area)	OT RV HG	27	\$0	\$0	\$1,514,000	\$75,000	\$75,000	\$1,664,000
	Rehabilitate Aviation Fuel Facility			\$0	\$0	\$0	\$900,000	\$100,000	\$1,000,000
	Multi-Functional Wheel Loader w/ attachments	ST EQ MS	27	\$0	\$0	\$0	\$337,500	\$112,500	\$450,000
2027				\$150,000	\$1,065,000	\$0	\$855,000	\$355,000	\$2,425,000
	East Apron Rehabilitation - Phase II, Construction	RE AP IM	71	\$150,000	\$1,065,000	\$0	\$67,500	\$67,500	\$1,350,000
	East Apron Expansion - Phase III, Construction	CA AP EX	70	\$0	\$0	\$0	\$750,000	\$250,000	\$1,000,000
	Acquire Airfield Maintenance Equipment (Mowing Equipment)	ST EQ MS	27	\$0	\$0	\$0	\$37,500	\$37,500	\$75,000
2028				\$150,000	\$264,560	\$0	\$23,031	\$23,031	\$460,622
	Rehabilitate Runway 13-31 Pavement - Phase I, Design	RE RW IM	83	\$150,000	\$114,960	\$0	\$14,720	\$14,720	\$294,400
	Rehabilitate Runway 13-31 Lighting - Phase I, Design	RE RW LI	83	\$0	\$149,600	\$0	\$8,311	\$8,311	\$166,222
2029				\$150,000	\$2,900,000	\$0	\$152,500	\$152,500	\$3,355,000
	Rehabilitate Runway 13-31 Pavement- Phase II, Construction	RE RW IM	83	\$150,000	\$2,900,000	\$0	\$152,500	\$152,500	\$3,355,000
2030				\$150,000	\$2,900,000	\$0	\$152,500	\$152,500	\$3,355,000
	Rehabilitate Runway 13-31 Pavement- Phase III, Construction	RE RW LI	83	\$150,000	\$2,900,000	\$0	\$152,500	\$152,500	\$3,355,000

**FEDERAL AVIATION ADMINISTRATION
CAPITAL IMPROVEMENT PLAN SPREADSHEET
HARRISBURG AIRPORTS DISTRICT OFFICE**

LOCID	KRDG	Airport		Reading Regional Airport			State	Local	
FY	Description/phase	Work Code	NPR	AIP Entitlement	FEDERAL Discretionary	BIL Entitlements	BOA/State	RRAA MATCH	TOTAL
2031				\$150,000	\$257,500	\$0	\$80,375	\$80,375	\$568,250
	Terminal Road Rehabilitation - Phase 1, Design	RE AR IM	50	\$0	\$0	\$0	\$60,000	\$60,000	\$120,000
	Rehabilitate Runway 13-31 Lighting - Phase IV, Construction	RE RW LI	83	\$150,000	\$257,500	\$0	\$20,375	\$20,375	\$448,250
2032				\$150,000	\$840,000	\$0	\$912,250	\$340,750	\$2,243,000
	EMAS Replacement - Phase I, Design	RC RW SF	89	\$0	\$270,000	\$0	\$15,000	\$15,000	\$300,000
	Acquire ARFF Vehicle	SA EQ RF	91	\$150,000	\$570,000	\$0	\$40,000	\$40,000	\$800,000
	Terminal Road Rehabilitation - Phase II, Construction	RE AR IM	50	\$0	\$0	\$0	\$857,250	\$285,750	\$1,143,000
2033				\$150,000	\$5,070,000	\$0	\$330,000	\$510,000	\$6,060,000
	EMAS Replacement - Phase II, Construction	RC RW SF	89	\$150,000	\$4,350,000		\$250,000	\$250,000	\$5,000,000
	Acquire Snow Removal Equipment	ST EQ SN	79	\$0	\$720,000	\$0	\$20,000	\$200,000	\$940,000
2034				\$0	\$0	\$0	\$60,000	\$60,000	\$120,000
	EMAS Replacement - Phase III, Construction	RC RW SF	89	\$150,000	\$4,350,000		\$250,000	\$250,000	\$5,000,000
	Expand Terminal Parking Lot - Phase I, Design	OT OT PA	29	\$0	\$0	\$0	\$60,000	\$60,000	\$120,000
2035				\$150,000	\$990,000	\$0	\$552,500	\$552,500	\$2,245,000
	Construct Taxiway A Extension/Demo Taxiway J - Phase I, Design	CA TW CO	79	\$0	\$190,000	\$0	\$5,000	\$5,000	\$200,000
	Acquire Snow Removal Equipment	RC EQ SN	85	\$150,000	\$800,000	\$0	\$47,500	\$47,500	\$1,045,000
	Expand Terminal Parking Lot - Phase II, Construction	OT OT PA	29	\$0	\$0	\$0	\$500,000	\$500,000	\$1,000,000

Legend

FAA/AIP

FAA BIL/AIG

BOA/PennDOT

**FEDERAL AVIATION ADMINISTRATION
CAPITAL IMPROVEMENT PLAN SPREADSHEET
HARRISBURG AIRPORTS DISTRICT OFFICE**

LOCID		Airport			State			State	
FY	Description/phase	Work Code	NPR	AIP Entitlement	FEDERAL Discretionary	BIL Entitlements	BOA/State	RRAA MATCH	TOTAL
2036				\$900,000	\$5,562,000	\$1,800,000	\$583,000	\$85,000	\$8,930,000
	Taxiway B Rehabilitation - Phase I, Design	RE TW IM	78	\$150,000	\$30,000	\$0	\$10,000	\$10,000	\$200,000
	Taxiway B Rehabilitation - Phase II, Construction	RE TW IM	78	\$150,000	\$1,800,000	\$0	\$200,000		\$2,150,000
	Construct Taxiway A Extension/Demo Taxiway J - Phase II, Construction	CA TW CO	79	\$150,000	\$1,350,000	\$0	\$75,000	\$75,000	\$1,650,000
	Construct Taxiway C West Extension - Phase I, Design	CA TW CO	79	\$150,000	\$75,000	\$0	\$25,000		\$250,000
	Construct T-Hangar Taxiways - Phase I, Design	CA TW CO	79	\$150,000	\$32,700	\$0	\$20,300		\$203,000
	Taxiway D Rehabilitation - Phase I, Design	RE TW IM	78	\$150,000	\$180,000	\$0	\$20,000		\$350,000
	Taxiway D Rehabilitation - Phase II, Construction	RE TW IM	78	\$0	\$1,800,000	\$0	\$200,000		\$2,000,000
	Obstruction Removal - Phase IIA, Short Environmental Assessment	SA OT OB	58	\$0	\$294,300	\$1,800,000	\$32,700		\$2,127,000
2037				\$300,000	\$7,084,050	\$0	\$3,749,450	\$3,499,450	\$11,133,500
	Construct Taxiway C West Extension - Phase II, Construction	CA TW CO	79	\$150,000	\$2,100,000	\$0	\$250,000		\$2,500,000
	Construct T-Hangar Taxiways - Phase II, Construction	CA TW CO	79	\$150,000	\$1,029,000	\$0	\$131,000		\$1,310,000
	Obstruction Removal - Phase IIB, Property Access, and Land/Easement Acquisition Services	SA OT OB	58	\$0	\$1,298,250	\$0	\$144,250		\$1,442,500
	Obstruction Removal, Phase III - Easement Acquisition	SA OT OB	58	\$0	\$1,477,800	\$0	\$164,200		\$1,642,000
	Construct T-Hangars (Capital Budget)	ST BD MS	41	\$0	\$0	\$0	\$2,929,000		\$2,929,000
	South Taxilane Apron Area Rehabilitation - Phase I, Design	RE AP IM	71	\$0	\$1,179,000	\$0	\$131,000		\$1,310,000
2038				\$241,500	\$924,990	\$0	\$329,610	\$194,610	\$1,496,100
	Rehabilitate Runway 18-36 Lighting - Phase II, Construction	RE RW LI	83	\$241,500	\$113,100	\$0	\$39,400		\$394,000
	Obstruction Removal, Phase IV - Design and Bidding	SA OT OB	58	\$0	\$496,890	\$0	\$55,210		\$552,100
	South Taxilane Apron Area Rehabilitation - Phase II, Construction	RE AP IM	71	\$0	\$315,000	\$0	\$35,000		\$350,000
	Construct Airfield Maintenance Building - Phase I, Design	ST BD MS	41	\$0	\$0	\$0	\$200,000		\$200,000
2039				\$0	\$5,631,210	\$0	\$1,625,690	\$1,675,690	\$7,256,900
	Rehabilitate Runway 18-36 Lighting - Phase II, Construction	RE RW LI	83	\$0	\$354,600	\$0	\$39,400		\$394,000
	Obstruction Removal - Phase V, Construction	SA OT OB	58	\$0	\$5,096,610	\$0	\$566,290		\$5,662,900
	Prepare Airport Safety Management System (SMS)	PL MA MS	64	\$0	\$180,000	\$0	\$20,000		\$200,000
	Construct Airfield Maintenance Building - Phase II, Construction	ST BD MS	41	\$0	\$0	\$0	\$1,000,000		\$1,000,000

Future Costs

This plan uses a number of techniques for projecting future project costs. All costs included in the short and mid-range are based on current cost estimates adjusted by 3% per year to account for year of expenditure.

For projects included in the long-range part of the plan, estimated costs from completed studies were used where available. All costs in the long-range section of the plan were calculated at present value and then inflated at a rate of 3% per year compounded. Since it is impossible to predict the actual year within the long range plan in which a project will be completed, inflation rates were applied up to the mid-year within the time frame. This calculated to an inflation factor for the long-range projects of 1.7024 (3% inflation compounded and averaged over the 12-year period). As such, projects constructed in the first half of the range will probably be less costly than projected while those in the latter half will be more expensive.

In the Highway, Bridge, and Transit Projects table, “line items” appear within the projects lists. Each line item is discussed below. Where special cost estimating procedures have been used, it is noted.

- Future Expressway Maintenance – This item is set aside for major restoration project(s) on non-Interstate, limited access highways.
- Congestion Mitigation Program (CMAQ) Line Item – Projects will be based on recommendations from future updates of the Congestion Management Process (CMP) developed in accordance with the federal planning requirements.
- RATS Safety Line Item – Projects will be developed from safety studies conducted in accordance with the federal planning requirements and funded under the HSIP.
- Urban Line Item – Under an agreement between RATS and the Berks County Industrial Development Authority (BCIDA), these funds will be identified for use in support of regional economic development projects to be identified by the BCIDA. In the event that there are no pending projects, these funds may be reallocated to other federal-aid eligible projects to avoid their lapsing.
- RATS Transportation Alternatives Program Line Item – This item is intended to fund future projects developed through the Transportation Alternatives Program. Funds listed match those available under the Transportation Alternative Program over the life of this plan.
- Bridge Preventative Maintenance (PM) – This item sets aside funding for bridge work that does not involve a complete rehabilitation or replacement.
- Future Bridge Projects – This line item is intended to be used for bridge repairs that have not yet been identified in the bridge program.

Future Updates and Plan Implementation

Federal regulations require compliant LRTPs to be updated on a four-year cycle and must fully comply with all planning provisions. Based on these factors, this LRTP must be updated again by July 2030 for the FFY 2031 program. Subsequent updates would then follow in four-year intervals or less.

It is important to note that once the plan is adopted, it is not a static document. As mentioned above, this plan must be regularly updated. During full updates, project schedules, costs and priorities will be reviewed and may change. In addition, supplements to this plan may be

produced in the interim years. The supplements will report on pertinent information relating to plan assumptions, socio-economic and development issues, project status, and newly identified needs. References have been made throughout this document to ongoing planning efforts to identify projects to be funded by resources placed in the reserve line items. As needs are identified in the future, project priorities could be revisited as well. Significant changes in funding assumptions could also spark revisions to the plan.

Implementation steps for projects contained in the LRTP have been standardized on a statewide basis. Projects must either be specifically identified in the LRTP or generated from a program supported by the LRTP and move up to the MPO and State Transportation Improvement Programs as their priority increases. The project must also be included in the State Transportation Commission’s Twelve-Year Program. Each project must follow PennDOT’s project development process. This process includes documenting project needs, identifying alternatives, evaluating alternatives against project needs, assessing impacts to the built and natural environment and selecting the best alternative. As projects go through this process, some will drop out for a variety of reasons such as impacts being too great, lack of community support, or simply lack of funding. As successful projects meet these requirements, the funding for the project must be placed in the TIP, which serves as the local capital plan for transportation projects.

Inclusion of a project on either the LRTP or the TIP is not a commitment of funds, an obligation of funds, or a grant of funds. The time frame shown is the “best estimate” at the time of the plan development. Projects quite often cannot maintain the schedule included in the plan and need to be readjusted in later plan updates. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, a change in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Unfunded Projects

The Unfunded Projects table contains an extensive list of projects that have not been explicitly included in this plan. These serve as a basis for determining unfunded highway and transit capital needs. Some can be funded in future TIPs using the line item reserves. At the present time, many would remain unfunded but are used to help determine future needs to address the vision, goals and objectives of this plan. Inclusion on this list does not constitute a formal element of this plan. Projects on this list, by their very nature, do not fall under the financial constraint requirements. Additionally, these projects have not been evaluated for consistency with national air quality standards or budgets. As any of these projects move from this list to the formal plan, consistency with all federal and state requirements must be determined. All costs indicated are estimates in 2026 dollars. The actual cost of these studies or projects will be dependent on their placement in any future plan update.

**UNFUNDED HIGHWAY,
BRIDGE AND TRANSIT PROJECTS**
(ALL COSTS ARE ESTIMATES IN FFY 2026 DOLLARS) FEBRUARY, 2026

INTERSTATE AND EXPRESSWAY IMPROVEMENTS		
PROJECT NAME	MUNICIPALITY	Estimated Cost
Interstate 78 / Grimes Interchange Closure	Bethel	\$13,400,000
Interstate 78 / Midway Rd Interchange Upgrade	Bethel	\$13,500,000
Interstate 78 / PA 419 Interchange Upgrade	Bethel	\$13,500,000
Interstate 78 / PA 183 Interchange Upgrade	Upper Tulpehocken	\$13,500,000
Interstate 78 Shartlesville Interchange Upgrade	Upper Bern	\$13,500,000
Interstate 176 / PA 724 Interchange Reconstruction	Cumru	\$20,300,000
US 422 West Shore Bypass Upgrade	Exeter	\$63,400,000
PA 12 / PA 61 Interchange Upgrade	Muhlenberg	\$105,600,000
PA 12 / River Road Interchange Upgrade	Reading	\$65,000,000
	SUBTOTAL	\$321,700,000
NEW / EXPANDED FACILITIES		
PROJECT NAME	MUNICIPALITY	Estimated Cost
PA 61 Widening (Tuckerton to SR 12)	Muhlenberg	\$50,000,000
US 422 East Reconfiguration	Amity	\$47,100,000
Crosstown Connector SR 422 to SR 562	Exeter	\$27,000,000
	SUBTOTAL	\$124,100,000
SAFETY PROJECTS		
PROJECT NAME	MUNICIPALITY	Estimated Cost
PA 12 @ PA 662	Ruscombmanor	\$4,800,000
PA 183 Safety Improvements (SR 4016 to I-78)	Jefferson, Upper Tulpehocken	\$13,600,000
PA 419 Safety Improvements (SR 422 to I-78)	Heidelberg, Marion, Tulpehocken, Bethel	\$10,800,000
PA 562 Safety Improvements (SR 2021 to SR 73)	St. Lawr., Exeter, Amity, Earl, Douglass	\$35,700,000
PA 568 Safety Improvements (SR 724 to SR 10)	Robeson	\$11,500,000
PA 662 Safety Improvements (US 422 to SR 562)	Amity	\$16,200,000
PA 662 Safety Improvements (US 222 to SR 61)	Richmond, Perry	\$21,500,000
PA 724 Safety Improvements (SR 345 to Chester Co.)	Birdsboro, Union	\$19,300,000
PA 737 Safety Improvements (US 222 to I-78)	Kutztown, Maxatawny, Greenwich	\$27,000,000
SR 2033 Safety Improvements (US 422 to SR 562)	Exeter	\$20,200,000
SR 3222 Lancaster Avenue	Reading	\$7,500,000
	SUBTOTAL	\$188,100,000

UNFUNDED HIGHWAY, BRIDGE AND TRANSIT PROJECTS
(ALL COSTS ARE ESTIMATES IN FFY 2026 DOLLARS)
FEBRUARY, 2026

MOBILITY, CONGESTED CORRIDORS AND ITS PROJECTS		
PROJECT NAME	MUNICIPALITY	ESTIMATED COST
PA 23 Corridor Study (Chester Co. to Lancaster Co.)	Caernarvon	\$1,450,000
PA 23 Corridor Implementation	Caernarvon	\$19,000,000
PA 100 Corridor Study (Montgomery Co. to Lehigh Co.)	Colebrookdale, Washington, Bally, Hereford	\$2,150,000
PA 100 Corridor Implementation	Colebrookdale, Washington, Bally, Hereford	\$61,050,000
Rural ITS Coverage	Various	\$4,600,000
SR 1010 Corridor	Ontelaunee to Topton	\$30,300,000
SR 2011 (Heisters Lane) Widen to 4-lanes	Reading	\$24,200,000
SR 2016 (Bellevue Ave) Widening - PA 61 to Mall Drive	Muhlenberg	\$8,100,000
SR 3023 (State Hill Rd) Widening	Spring	\$9,100,000
SR 3055 (Van Reed Road) @ Dwight Street	Spring	\$4,600,000
	SUBTOTAL	\$164,550,000
BRIDGE PROJECTS		
PROJECT NAME	MUNICIPALITY	ESTIMATED COST
New Bridge on Krick Lane over NS RR	South Heidelberg	\$10,700,000
All Unprogrammed SD State Bridges	Various	TBD
All Unprogrammed SD Local Bridges >20'	Various	TBD
	SUBTOTAL	\$10,700,000
TRANSIT PROJECTS		
PROJECT NAME	MUNICIPALITY	ESTIMATED COST
Passenger Rail Service	Reading to Pottstown	TBD
	SUBTOTAL	
	TOTAL	\$809,150,000