



TRANSPORTATION IMPROVEMENT PROGRAM FFY 2027-2030



DRAFT
MARCH 2026



READING AREA TRANSPORTATION STUDY
C/O BERKS COUNTY PLANNING COMMISSION

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*Please see the *TIP and LRTP Appendix Document* for Supporting Documentation

EXECUTIVE SUMMARY

INTRODUCTION

The FFY 2027-2030 Transportation Improvement Program (TIP) was adopted by the Reading Area Transportation Study Coordinating Committee, the designated Metropolitan Planning Organization (MPO) for transportation in Berks County, on May 21, 2006. The US Department of Transportation approved the TIP on MONTH DAY, YEAR. It covers the four-year period from October 1, 2026, through September 30, 2030.

PROGRAM SUMMARY

The TIP contains 102 highway, bridge, and transit projects totaling \$464,167,312 for the phases to be advanced during the next four years. It includes 89 projects valued at \$385,269,930 addressing the highway system and bridges and 13 projects valued at \$78,897,382 addressing the transit system.

Cost Summary by Program, Reading MPO TIP					
	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
Highway Program	\$78,399,287	\$102,524,500	\$101,922,126	\$102,424,017	\$385,269,930
Transit Program (BARTA)	\$19,359,391	\$19,726,037	\$19,891,047	\$19,920,907	\$78,897,382
Grand Total Cost – 4-Year Highway and Transit Program:					\$464,167,312

There is also a statewide Interstate Management Program that is separate from the regional TIP. One project located in Berks County with a value of \$740,313 is included in that program.

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 PTC is currently engaged in a major capital effort to improve the toll road 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 carrying PA 23 (Main Street) and Twin Valley Road over the Turnpike and then widening the Turnpike to three lanes in each direction. 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.

GENERAL OVERVIEW OF THE TIP

- The TIP covers a four-year period and is updated every other year.
- The TIP is the agreed upon list of specific priority projects.
- The TIP is authorization to seek funding.
- The TIP shows estimated costs and schedule by project phase.
- The TIP is financially constrained.
- The TIP may be changed after it is adopted.
- The TIP is NOT a final schedule of project implementation.
- The TIP is NOT a guarantee of project implementation.

TIP DOCUMENT

This TIP document does not need to be read from cover to cover and is developed in sections to help the reader locate information of interest.

Section 1 provides the background information on this TIP and informs the reader of the steps involved in TIP development.

Section 2 provides information on the TIP Financial Plan as well as how project selection occurs and how those projects selected using federal transportation funds help achieve national performance goals. Projects that have been implemented or delayed are identified and narratives that provide an explanation of the work to be performed for all highway, bridge, and interstate projects programmed on the TIP are included. Project maps identifying the location and distribution of projects across Berks County can be found at the end of this section.

Similarly, Section 3 provides information on the Transit Financial Plan, transit project selection process, and transit performance measures. The transit narratives can be found at the end of this section.

Section 4 provides additional information relating to the TIP development timeline, additional funding, fiscal constraints, resolutions, agreements, and authorizations.

A separate document, the *FFY 2027 TIP and LRTP Appendix*, provides the following information:

- General and Procedural Guidance
- Performance-Based Management Procedures
- Financial Guidance
- CMAQ Project Selection Process
- Title VI Policy
- Public Participation Plan
- Public Participation Documentation

REGIONAL CONSENSUS

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

PUBLIC PARTICIPATION

The public review and comment period for this TIP began on March 22, 2026, and ended on April 24, 2026. Four public meetings were held during this period (April 7, 2026, April 14, 2026, and 2 meetings on April 21, 2026). There was a total of NUMBER comments received during this period. The comments received and responses to those comments can be found in the TIP and LRTP Appendix document.

FEDERAL REQUIREMENTS

The TIP is a requirement of federal transportation legislation. The current federal surface transportation legislation, entitled the "Infrastructure Investment and Jobs Act" (IIJA), was enacted in November 2021. This legislation is also known as the "Bipartisan Infrastructure Law (BIL). It builds on prior legislation that prescribed transportation investment in a balanced approach through a guaranteed commitment to highways and bridges, public transit, intermodal projects and advanced technologies, created the National Freight Program, an apportioned program to fund freight-related highway improvements and the Nationally Significant Freight and Highway Projects program that provided competitively-selected grants for large-scale highway, bridge, rail-grade crossings, intermodal and freight rail projects. The IIJA also introduced new programs - the Carbon Reduction Program and the Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Program as well as numerous other competitive programs.

The IIJA authorized over \$567 billion nationwide for transportation purposes over the five-year period FFY 2022 - 2026. Funds are administered through the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additional funds are made available by the Commonwealth of Pennsylvania to match federal funding in various ratios, and to provide 100 percent financing of selected projects. **At the time of writing this document, the IIJA has not been reauthorized, nor has new federal transportation funding legislation been enacted.** Documentation of the funding can be found in Section 4.

TIP RELATION TO THE LONG-RANGE TRANSPORTATION PLAN

Regionally significant projects must be drawn from the region's long-range plan and all projects in the TIP must help to implement the goals of the plan. The long-range plan, also required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The TIP represents the translation of the current long-range transportation plan into a short-term program of improvements.

TIP RELATION TO THE CLEAN AIR ACT

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of State Implementation Plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The regionally significant projects in the FFY 2027-2030 TIP are a subset of the regionally significant projects contained in the long-range transportation plan.

The TIP and long range plan have been tested for conformity and found to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx) emissions are less than any budget established by the state for the budget year and any subsequent analysis year. Documentation of the TIP conformity finding is included in Section 4.

TIP RELATION TO THE CIVIL RIGHTS ACT

The preparation of a Community Demographic Assessment is based on Title VI of the Civil Rights Act of 1964. It requires recipients of federal aid to certify and ensure nondiscrimination in the use of those funds. In support of that, a separate document, the FFY 2027-2030 Community Demographic Assessment (CDA) was prepared. The report found no disproportionately high or adverse effects to concentrations of any population type in Berks County. A summary of the CDA can be found in Section 4.

Section 1 - Introduction



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INTRODUCTION

The Reading Area Transportation Study Coordinating Committee, the designated Metropolitan Planning Organization (MPO) for transportation in Berks County, is pleased to present the FFY 2027 – 2030 Transportation Improvement Program (TIP). The Committee has worked with its member organizations to prepare a program that feels it responds to the transportation needs of Berks County and at the same time complies with federal and state policies.

The TIP for Berks County contains 102 projects totaling \$464,167,312 for the phases to be advanced during the next four years. It includes 89 projects valued at \$385,269,930 addressing the highway system and bridges and 13 projects valued at \$78,897,382 addressing the transit system. Table 1 on page 7 presents a funding summary of the program for each of the four TIP years.

There is also a statewide Interstate Management Program that is separate from the regional TIP. This program is discussed more fully in Section 2. One (1) project located in Berks County with a value of \$740,313 is included in that program. Table 2 on page 7 presents a funding summary for the Berks County portion of the Interstate Maintenance Program.

Additionally, there is a Pennsylvania Turnpike project that extends from milepost 298 to milepost 302 in Caernarvon Township, Berks County and West Nantmeal and Honey Brook Townships in Chester County. The roadway will be widened to six lanes and includes bridge replacements for the Main Street Bridge carrying SR 23 in Berks County and the Twin Valley Road Bridge just east of the Berks County boundary with Chester County.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation. The current federal surface transportation legislation, entitled the “Infrastructure Investment and Jobs Act” (IIJA), was enacted in November 2021. This legislation is also known as the “Bipartisan Infrastructure Law (BIL). It builds on the prior legislation “Fixing America’s Surface Transportation Act” (FAST ACT – 2015) and “Moving Ahead for Progress in the 21st Century” (MAP-21 -2012). MAP-21 prescribed transportation investment in a balanced approach through a guaranteed commitment to highways and bridges, public transit, intermodal projects and advanced technologies. The FAST Act retained most of the transit and highway program structure enacted with MAP-21 and added two new highway initiatives – the National Freight Program, an apportioned program to fund freight-related highway improvements and the Nationally Significant Freight and Highway Projects program that will provide competitively-selected grants for large-scale highway, bridge, rail-grade crossings, intermodal and freight rail projects. The IIJA also introduces new programs - the Carbon Reduction Program and the Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Program as well as numerous other competitive programs.

The IIJA authorized over \$567 billion nationwide for transportation purposes over the five-year period FFY 2022 - 2026. At the time this document was written, the IIJA has not been reauthorized, and a new transportation funding bill has not been established.

What this Document Includes

The complete TIP document is divided into three sections. This first section includes:

- 1) A general overview of the TIP and the TIP development process, intending to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP;
- 2) A program summary; and
- 3) Guidance on preparing and submitting comments in response to the document.

The second and third sections, respectively, contain detailed project lists and maps relating to the Highway and Bridge Program, the statewide Interstate Management Program and the Transit Program.

A separate document, the TIP and LRTP Appendix, also contains the following documentation:

- A) State DOT Financial Guidance used in developing the program;
- B) Documentation on the air quality conformity finding;
- C) An agreement on procedures to amend and modify the TIP;
- D) MPO Organizational Structure and Self-Certification Resolution and;

- E) MPO Public Participation Process. The final report contains documentation of these procedures and address responses to any comments offered.
- F) Transmission, Approval, and Planning Findings Letters

General Overview of the TIP

The TIP is the agreed upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law; the most recent of which is the “Infrastructure Investment and Jobs Act” (IIJA). The list is multi-modal. In addition to the more traditional highway and public transit projects, it also includes bicycle and pedestrian projects.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (study, preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that there is serious intent to implement it during the TIP time period.

The TIP covers a four-year period and is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance project phases and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in an agreement included in the TIP and LRTP Appendix document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred or additional funding sources identified. As a result, the TIP is not a “wish list”. Competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop this program is included in the TIP and LRTP Appendix document.

The TIP is authorization to seek funding. A project’s presence in the TIP represents a critical step in the authorization of funding to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the “best estimate” at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Regional Consensus

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project’s inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

How does the TIP relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region’s long-range plan and all projects in the TIP must help to implement the goals of the plan. The long-range plan, also required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The TIP represents the translation of the current long-range transportation plan into a short-term program of improvements. The current Long Range Transportation Plan can be found at www.berkspa.gov/planning.

How does the TIP relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of State Implementation Plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The regionally significant projects in the FFY 2027-2030 TIP are

a subset of the regionally significant projects contained in the long-range transportation plan.

The TIP and long range plan have been tested for conformity and found to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx) emissions are less than any budget established by the state for the budget year and any subsequent analysis year. Documentation of the TIP conformity finding is included in the TIP and LRTP Appendix document.

How is the TIP funded?

The major funding source for the projects in the TIP is the IIJA, administered through the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The IIJA will expire on September 30, 2026, unless reauthorization is approved, or a new transportation funding bill is enacted. As a result, funding for projects after FFY 2026 is assumed to remain flat at the last year of the bill's allocation levels. In addition, funds are made available by the Commonwealth of Pennsylvania to match federal funding in various ratios, and to provide 100 percent financing of selected projects. Pennsylvania took a significant step forward in funding transportation projects in 2013 with the passage of Act 89. This unprecedented comprehensive package brought much-needed additional investment to Pennsylvania's transportation systems. The County, municipalities and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought. Documentation of the funding can be found in the TIP and LRTP Appendix document.

Who are the players?

Many organizations play a role in the TIP development process. They include state and federal agencies, operating agencies, and county and municipal government representation. Other groups and the general public become involved through the public participation process. The Reading MPO organizational structure is included in the TIP and LRTP Appendix document.

How does a project get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. The local proposals are in turn reviewed at the county level in consultation with the local PENNDOT District. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work towards refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way. Transit projects are generated by the operating agency - primarily the South-Central Transit Authority (SCTA) providing services in Berks County as BARTA.

Once the county, state and operating agency have developed their own list of projects and priorities, they are brought to the MPO where the Reading Area Transportation Study Technical Committee reviews them. The Technical Committee seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources. The Technical Committee makes recommendations to the MPO.

Finally, the MPO provides the forum through which the preliminary recommendations and public comments are reviewed prior to final program adoption.

What happens to a project once it's on the TIP?

Once a project is on the TIP, a considerable amount of work still remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that the project moves forward. The lead agency in most cases is PENNDOT or the transit operator (SCTA) and in some cases it is the County or a municipality.

Highway projects usually proceed in phases (preliminary engineering, final design, right-of-way acquisition, utilities and construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is municipal and interest group involvement important?

The MPO believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county and local governments and transportation providers become partners in the planning and programming process and interest groups and community leaders have a voice.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local or county planning boards and staff. Citizens may also be asked to participate in special task forces to review transportation improvement concepts at the corridor or county level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicle for ongoing public participation in the Reading MPO's planning and programming activities is through attendance at the meetings of the Technical Committee. This is where the preliminary recommendations are developed for formal MPO consideration. To obtain a schedule of these meetings, please contact the Berks County Planning Commission or visit their website at: www.berkspa.gov/planning.

The public and other interest groups also had the opportunity to comment on the TIP before it was officially adopted by the MPO. The MPO conducts a minimum 30-day public comment period and holds a public meeting to receive public input. Specific information regarding the public comment process for the FFY 2027 – 2030 Transportation Improvement Program can be found on page 7. The Reading MPO's Public Participation Process and documentation of public participation efforts are included in the TIP and LRTP Appendix document.

Program Summary

The FFY 2027 – 2030 Transportation Improvement Program for Berks County contains 106 projects totaling \$463,333,312 for the phases to be advanced during the next four years. It includes 93 projects valued at \$384,435,930 addressing the highway system and bridges and 13 projects valued at \$78,897,382 addressing the transit system.

Table 1 summarizes the Reading MPO TIP.

	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
Highway Program	\$78,399,287	\$102,524,500	\$101,922,126	\$102,424,017	\$385,269,930
Transit Program (BARTA)	\$19,359,391	\$19,726,037	\$19,891,047	\$19,920,907	\$78,897,382
Grand Total Cost - 4 Year Highway and Transit Program:					\$464,167,312

In addition to these, 1 project valued at \$740,313, representing the Berks County portion of the statewide Interstate Management Program is included for reference. Table 2 summarizes the Berks County portion of the Interstate Management Program.

Additionally, there is a Pennsylvania Turnpike (I-76) project that extends from milepost 298 to milepost 302 in Caernarvon Township, Berks County and West Nantmeal and Honey Brook Townships in Chester County. The roadway will be widened to six lanes and includes bridge replacements for the Main Street Bridge carrying SR 23 in Berks County and the Twin Valley Road Bridge just east of the Berks County boundary with Chester County.

Table 2 Cost Summary , Interstate Management Program					
	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
Berks County Portion Only	N/A	N/A	N/A	\$740,313	\$740,313

Opportunity for Review and Public Comment

The Reading MPO encouraged the public to review and pose questions about the TIP to state, county, transit and MPO staff through its ongoing public involvement process and, in particular, during a minimum 30-day public comment period on the TIP.

Public Comment Period - The public comment period will begin on March 22, 2026 and end at 5:00 P.M. on April 24, 2026.

Copies of the TIP – A copy of the TIP will be available for review at the offices of the Berks County Planning Commission, 400 E. Wyomissing Avenue, Mohnton, PA 19540. The complete document will also be available for review on-line at the Berks County Planning Commission’s website using the following address: www.berkspa.gov/planning.

Public Comment Meeting –The required Public Meetings to review the FFY 2027- 2030 Transportation Improvement Program, Air Quality Conformity Analysis and Community Demographic Assessment will be held in-person and virtually. The first meeting will be conducted in-person on **Tuesday, April 7, 2026 beginning at 1:00 p.m.** in the South Campus First Floor Large Conference Room, 400 E. Wyomissing Avenue, Mohnton, PA 19540. The second meeting will be conducted in-person on **Tuesday, April 14, 2026 beginning at 6:00 p.m.** at the Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. The final two meetings will be conducted virtually using Microsoft Teams on **April 21, 2026 at 11:00am and 6:00 p.m.** Information on registration and participation will be available at the Berks County Planning Commission’s website using the following address: www.berkspa.gov/planning. A link to the presentation materials will be placed on our web page to be viewed and comments can be submitted at any time through the close of the Public Comment Period on April 24, 2026.

The Berks County Planning Commission offices are handicapped accessible. The Planning Commission offices are served by BARTA routes. Spanish language interpretation services will be provided with a minimum of ninety-six (96) hours prior notice. These documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 610-478-6300.

Written Comments – Written comments can be submitted at any time through the end of the public comment period (5:00 p.m. on **April 24, 2026**). They should be sent to:

TIP Comments

Berks County Planning Commission
400 E. Wyomissing Avenue, Box 2
Mohnton, PA 19540

Comments can also be submitted via e-mail at: planning@berkspa.gov

Public Comment Guidance – Comments are welcome on all aspects of the proposed TIP ranging from general concerns about the overall process to specific project concerns. As a reminder to those intending to recommend new projects for inclusion on the TIP - in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These efforts may lead to the project securing a place on the TIP in some future year.

Section 2 - Highway and Bridge Projects



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FINANCIAL PLAN**Highway and Bridge Program**

The financial consequences of following the project schedule include those costs associated with the various phases of the proposed projects. The phased programming of these steps allows for a more efficient and effective use of the available funding. The financial plan is composed of the long- and short-range elements. The long-range element is applied to the Long-Range Transportation Plan while the short-range element is applied to the TIP. Over the years, PennDOT, in cooperation with its planning partners, has engaged in an effort to re-engineer the planning and programming process. One of the results of this is the establishment of financial guidance (see TIP and LRTP Appendix document) that sets a base allocation of funding for each planning region. In addition to the base allocation, areas may receive discretionary funding from the State to cover projects associated with specific programs, economic development or “spikes” resulting from major regional projects.

With the FFY 2021 program, PennDOT expressed a strong desire to allocate additional funds to the Interstate program. Throughout early 2019, PennDOT, working in coordination with its planning partners via the Financial Guidance Work Group, developed recommendations which significantly increased the funds to be used on the Interstates. Because there was no new source of funding to cover these increases, funds were required to be shifted away from existing programs that were projected to be used for major highway improvements in planning areas throughout the state. This shift in funding was phased over time and resulted in a new decrease in funding through FFY 2028, the 2nd year of this TIP update. These recommendations also proposed modifications to the based funding formulas to reflect Transportation Performance Management (TPM) requirements and an asset management philosophy based upon lowest life cycle costs. These formulas are used to allocate program funds to the various planning areas. Consensus to follow these recommendations was achieved in July 2019.

For the Reading MPO, these changes resulted in an overall \$68 million (25%) reduction of funding when compared to the prior projections for the four-year period covered by the TIP (FFY 2021-2024). It also resulted in a further reduction of nearly \$172 million over the next six years (FFY 2025-2030) when compared to prior projections for that same period or a total reduction of about \$240 million (43%) over the period FFY 2021-2030. This meant that both the scope of work for certain projects as well as project schedules for most projects had to be adjusted to fit the available funding.

In November 2019, PennDOT also released guidance on its proposed allocation of discretionary “spike” funding for the period FFY 2021-2032. \$321.2 million was allocated in the long range funding plan for use on the US 422 West Shore Bypass Reconstruction project. These long range funds would not have become available until FFY 2028 and were then spread over a nine-year period extending through FFY 2036. Following negotiations with PennDOT, it was agreed that a portion of these funds would be authorized for use on the US 222 Widening project.

In November 2021, the federal Infrastructure Investment and Jobs Act (IIJA) was enacted which created a major infusion of new funding to Pennsylvania and the Reading MPO. As a result of this, overall funding to the MPO increased by \$63.7 million when compared to the prior projections for the four-year period covered the FFY 2023-2026 TIP and a further increase of \$109.4 million over the next six years (FFY 2027-2032). The prior commitments related to Spike funding for the US 222 and US 422 projects were carried forward into that plan but still fell outside of the horizon of that TIP.

For the FFY 2025-2028 TIP, funding formulas were recalculated to account for the results of the 2000 US Census and for current highway and bridge conditions. Additionally, the HSIP formula was revised to create a larger fund for addressing state-wide safety issues. The result of these changes was that the Reading MPO realized an average gain of just over 7% in total formula (base) funding to the region over the four years covered by the FFY 2025-2028 TIP when compared to prior estimates.

In addition to the recalculation of the funding formulas, PennDOT revised the “spike” funding allocations to Berks County for the US 222 Widening and the West Shore Bypass – Phase 1 projects. The total allocation remained the same (\$321.2 M). Funding for the US 222 Widening project includes \$11,717,324 in FFY 2027 with an estimated let date in October 2026. Total funding for the US 422 West Shore Bypass – Phase 1 projects remains the same with minor modifications in the annual totals over the period FFY 2028 through FFY 2038.

For the FFY 2027-2030 TIP, funding formulas remained the same as the previous FFY 2025-2028 TIP. At the time this plan was written, the IIJA has not been reauthorized, and a new transportation funding bill has not been established. As a result, federal funding for projects after FFY 2026 are assumed to remain flat at the last year of the bill’s allocation levels.

Due to this, the ability to add new projects to this TIP was minimal and certain projects needed to be broken into phases for implementation or movement from a study phase to implementation was deferred.

The costs associated with this program match those allocated to the area through the State's financial guidance, including the receipt of discretionary funds. Details of this allocation are included in the TIP and LRTP Appendix document.

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

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

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets.

**THE FOLLOWING TABLE IS FROM THE FFY
2025-2028 TIP
AWAITING UPDATED INFORMATION FROM
PENNDOT**

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Adams	19,200,943	19,214,427	19,257,518	21,108,667	20,957,515
Altoona	19,401,164	19,399,362	19,425,241	21,261,208	21,105,178
Centre	25,321,097	25,348,328	25,407,599	27,958,442	27,764,755
DVRPC	305,274,541	304,470,710	304,392,675	335,639,867	332,147,427
Erie	40,923,599	40,914,488	40,976,783	45,190,949	44,846,658
Franklin	24,184,870	24,186,022	24,223,584	26,782,138	26,579,317
Harrisburg	79,650,352	79,636,500	79,746,710	87,631,008	86,936,959
Johnstown	27,932,041	27,960,281	28,027,570	30,339,491	30,132,140
Lancaster	53,357,479	53,234,356	53,226,816	57,353,087	56,795,459
Lebanon	17,274,912	17,242,175	17,239,012	18,374,578	18,222,025
Lehigh Valley	63,938,620	63,760,616	72,226,648	70,710,561	70,043,862
NEPA	86,662,502	86,881,768	98,416,588	97,985,456	97,337,607
North Central	91,743,708	92,040,838	92,431,801	102,050,712	101,446,479
Northern Tier	109,160,012	109,656,102	110,262,401	123,809,125	123,068,184
Northwest	92,304,222	92,552,802	92,909,503	101,199,797	100,567,907
Reading	44,375,685	44,292,049	50,209,877	49,125,420	48,662,496
S. Alleghenies	86,525,072	89,882,085	90,201,572	103,079,595	102,345,738
Scranton-WB	89,682,059	100,123,439	100,433,284	109,448,996	108,770,713
SEDA-COG	99,920,065	86,839,128	87,232,295	95,193,372	94,655,170
SPC	418,849,185	419,420,554	420,637,901	468,069,934	464,473,484
SVTS	28,377,371	28,417,542	28,491,554	31,617,295	31,406,646
Wayne County	25,107,746	25,263,951	25,434,109	29,731,380	29,558,805
Williamsport	29,874,614	29,940,950	30,040,195	32,377,607	32,167,026
York	52,363,580	52,271,970	52,281,207	56,605,757	56,100,891
Statewide	590,599,000	601,368,000	623,944,000	632,651,000	632,632,000
TOTAL	2,522,004,441	2,534,318,441	2,587,076,442	2,775,295,442	2,758,724,442

**READING METROPOLITAN PLANNING ORGANIZATION (MPO)
PROJECT EVALUATION AND SELECTION PROCESS**

The goal of the TIP update process is to select transportation improvements with the greatest benefit to the region and county. According to federal and state-wide guidance, the highest priority in program development should be on system preservation and management. System preservation involves extending the life of existing facilities and the repair of damages. System management involves projects that maximize safety and mobility. PennDOT has developed a Transportation Asset Management Program (TAMP), Bridge Asset Management System (BAMS), and Pavement Asset Management System (PAMS) that inventory state roadway and bridge conditions and use and identify maintenance needs. Roadway and bridge maintenance project recommendations are generally based on this assessment.

There is also an emphasis on strengthening the linkage between land use and transportation decisions. This linkage can take many forms, including supporting in-fill development, brownfield/grayfield development, enhancing Keystone Opportunity Zones/Keystone Innovation Zones (KOZs/KIZs), helping blighted communities with transportation projects/services, access management, and encouraging collaboration among government entities.

The TIP must fulfill Federal transportation laws and regulations including Performance Based Planning and Programming (PBPP) and achieve the goals and objectives expressed in the Commonwealth's Long Range Transportation Plan and other key documents such as the Congestion Management Process and the Bicycle and Pedestrian Plan. Major capital candidate projects should be selected from existing long range transportation plans for inclusion in the TIP.

The current federal surface transportation legislation entitled the Infrastructure Investment and Jobs Act (IIJA) was enacted in November 2021. It builds on the prior legislation "Fixing America's Surface Transportation Act" (FAST Act – 2015) and "Moving Ahead for Progress in the 21st Century" (MAP-21 – 2012). MAP-21 created a streamlined and performance-based surface transportation program and dramatically impacted transportation funding in Pennsylvania and Berks County. MAP-21 consolidated numerous funding categories into four primary categories – 1) National Highway Performance Program (NHPP), 2) the Surface Transportation Program (STP), 3) the Highway Safety and Improvement Program (HSIP), and 4) the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The FAST Act expanded on this by adding a fifth category – the National Highway Freight Program – to address highway/bridge needs on a new National Highway Freight Network. The IIJA also introduced new programs relating to Resiliency and Carbon Reduction and numerous other competitive programs.

The IIJA provided for transportation funding from Federal Fiscal Year (FFY) 2022 through FFY 2026. At the time this document was written, the IIJA has not been reauthorized, nor has new transportation legislation been enacted. As a result, federal funding levels throughout this document are considered flat based on the final fiscal year of funding authorized by IIJA.

The NHPP accounts for approximately 50% of the federal funding received by Pennsylvania and can only be used on a roadway network that is comprised of the Interstate highways, highways designated as part of the National Highway System (NHS), other principal arterials, and NHS connectors – which provide links between important multi-modal facilities and the NHS – and any bridges that are part of this highway network. This NHPP network, consisting of the most important highways, represents only 16% of the state-wide highway system.

STP funds may be used for eligible highways and bridges over the balance of the federal-aid eligible roadways and bridges. Additional STP funds are allocated specifically to urban areas such as Reading with a population of over 200,000. A sub-category of STP funds provides for the Transportation Alternatives Program.

HSIP funding must be directed to address locations identified through analysis as areas of need as found in the Commonwealth's Strategic Highway Safety Plan. This plan targets priority safety focus areas and strategies/actions to reduce highway fatalities and suspected serious injuries. Additional HSIP funding may be used to address local crash locations with a high frequency of crashes and systematic programs such as the State's Intersection Safety Improvement Program, Roadway Departure Improvement Program, and Speed Management Action Plan.

CMAQ funds must be used on those projects that improve air quality and reduce congestion for either the highway or public transportation systems.

Carbon Reduction Program funds must be used on those projects that will reduce carbon dioxide emissions such as improving traffic flow to reduce congestion that does not involve increasing capacity or replacing street lighting and traffic control devices with energy efficient alternatives.

For the FFY 2027-2030 Transportation Improvement Program, PennDOT and MPO staff cooperatively developed the program using the following methodology:

- 1) The TIP development process began in March 2025 with the MPO actively promoting the State Transportation Commission's online survey and public meeting. This was done through a combination of email to all municipalities and the MPO mail list, posting notices, and follow-ups to our webpage and Facebook. The results of this statewide survey are sorted and data relative to Berks County is broken out and provided to the MPO. There were 165 responses to the survey. This survey was followed by a solicitation of project recommendations from Berks County municipalities in May 2025. Municipalities were given details of the eligibility requirements for new project additions as well as a listing of all current projects included in the FFY 2025-2028 TIP. A total of 6 new projects were recommended as a result.
- 2) The extent of available resources was determined based on the most recent federal and state funding estimates and the procedures used to allocate them to each planning region. Additional funding through any federal and state discretionary funding and local match requirements were added to the highway and bridge total.
- 3) The FFY 2025-2028 TIP was reviewed and any projects that had not yet been completed were carried over to the FFY 2027-2030 TIP. Carry-over projects included projects or phases of projects, excluding those on the Interstate highway system, in which:
 - Federal funds were not or were not anticipated to be obligated in FFY 2025 or FFY 2026;
 - State funds were not anticipated to be encumbered in FFY 2025 or FFY 2026; and
 - Construction projects that have estimated let dates after October 1, 2026.

New projects were considered for inclusion in the FFY 2027-2030 program. New projects are primarily generated from the MPO's Long Range Transportation Plan listing of unfunded projects and through programmatic reviews. All new projects are evaluated based on their ability to address Performance Measures as discussed in the following section and consistency with other state and regional plans such as but not limited to the Pennsylvania Long Range Transportation Plan, the Pennsylvania Freight Movement Plan, the Eastern Pennsylvania Regional Operations Plan, the Reading MPO's Congestion Management Process, the Reading MPO's Bicycle and Pedestrian Transportation Plan, the Reading MPO's Annual Pavement and Bridge Condition Report, and the Reading MPO's Annual Traffic Safety Report.

Some funds are held in line items representing either specific programs or represent fund balances by funding category which are used as reserves to meet future funding adjustments or be identified for use as new projects, subject to appropriate rules.

The MPO and PennDOT staff initiated meetings regarding the program update in October 2025 and November 2025. These meetings focused on updating the status of current projects and reviews of the bridge program as well as highway and safety projects. This work was done using assumptions for declining state funds and flat federal funding in the absence of new legislation. Five meetings occurred during this time.

Based on existing project schedule advancements and cost increases, virtually no new projects were added to the TIP during this cycle. Additionally, certain projects needed to be broken into phases for implementation or movement from a Study phase to implementation was deferred.

New projects added include: one project using Transportation Systems Management and Operations (TSMO) funding Antiquated Dynamic Message Sign replacement on I-78 (MPMS 123604), one project to remove an abandoned bridge on SR 1003 (West Shore Drive) over Lake Ontelaunee in Maiden Creek Township (MPMS 10826), and three projects for rehabilitation or replacement of County-owned bridges using Act 13 funding allocated from the State to Berks County (MPMS 103908, 123129 and 103882).

Two projects advanced from a Study phase to implementation: Intersection improvements at SR 183 and Old 22 in Upper Tulpehocken Township (MPMS 123625) and a series of intersection improvements on SR 183 in the Bernville area (MPMS 120974).

There were two projects that were each broken down into two phases to fall within fiscal constraint. One of

these involves reconstructing the interchange ramps between SR 222 / SSR 422/ and SR 12 in Wyomissing. The project was to address both the southbound and northbound ramps on SR 222 at this interchange. The project was split with only the revisions to the southbound ramps included in the TIP at this time (MPMS 110008). The northbound ramps remain a candidate project in the LRTP. The second project involved traffic signal improvement to 13 intersections on SR 422 in Exeter and Amity Townships. The project was broken into two phases with the 8 eastern intersections retained in the TIP (MPMS 110075) and the 5 western intersections moved to the LRTP (MPMS 123619). Phases that addressed safety needs were prioritized higher than those only addressing congestion.

Projects that did not advance from the Study phase to the current TIP include: Lancaster Avenue (US 222B) Corridor Improvements in the City of Reading (MPMS 102161) and SR 183 Lane Drop Hourglass Fix in Bern Township (MPMS 117721).

The draft project listings were presented to the MPO's Technical and Coordinating Committees at a joint meeting in November 2025. The project listing was submitted to PennDOT's Central office for an initial review by December 30, 2025. A review of the program between the MPO and PennDOT's Central office staff occurred in early January 2026. The MPO's Technical and Coordinating Committees approved the current project listings at their January 2026 meetings.

- 4) The project listing has been analyzed for conformity with the current air quality standards. The summarized results of this analysis can be found in the TIP and LRTP Appendix document.
- 5) The plan has been reviewed through a Community Demographic Assessment to ensure that projects and programs are not disproportionately distributed with respect to all populations of all income levels. The summarized results of this assessment can be found in the TIP and LRTP Appendix document.
- 6) The FFY 2027-2030 Transportation Improvement Program and related documents will be made available for public review and comment. This public comment period is anticipated to begin on March 22, 2026 and extend through April 24, 2026. A total of four (4) public meetings are anticipated to be held during the public comment period. The public comment period and meetings will be advertised in the newspaper, via email, and on Berks County Planning Commission's website and Facebook pages.
- 7) ANTICIPATED: The Coordinating Committee adopted the Transportation Improvement Program, Air Quality Conformity Analysis, and Demographic Community Assessment and all associated documents at its regular meeting on May 21, 2026.

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.

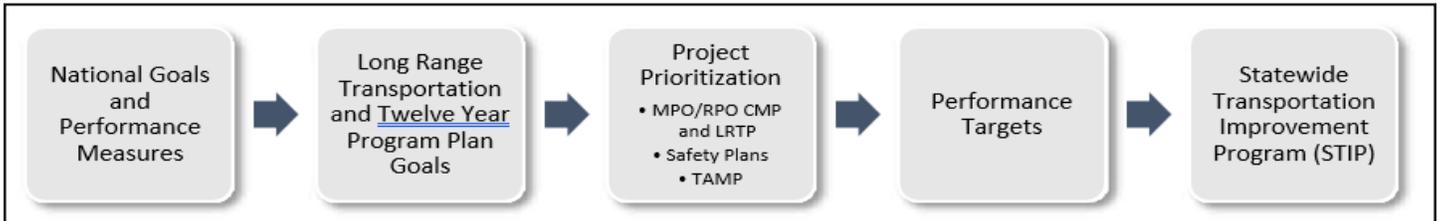
National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion 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 (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional 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

The FHWA rules for the National Performance Management Measures: Highway Safety Improvement Program (Safety PM) and Highway Safety Improvement Program (HSIP) were published in the Federal Register ([81 FR 13881](#) and [81 FR 13722](#)) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). 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.

Data Source

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

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

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.

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 (Maiden creek 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.

MPMS#	Project	Description and Location
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.

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.

TAMP Objectives

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

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

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.

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

- 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:

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, and 123323	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, I-176 will be reconstructed 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.

Additionally, the Pennsylvania Turnpike Commission will be replacing bridges carrying SR 23 (Main Steet) and Twin Valley Road over the Turnpike (I-76) to accommodate a planned widening of the Turnpike main line roadway from four to six lanes.

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	<p>Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.</p>	<ul style="list-style-type: none"> • 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.)
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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**

**This information
can also be found in
Section 3 of this plan**

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.

HIGHWAY AND BRIDGE PROJECTS**Project Descriptions**

Project listings typically include the following information: MPMS#; project title; project route and section numbers; improvement type; geographic limits of the project; and a narrative description of the project. Each project listing also provides information on the total program period cost, cost by fiscal year, phase of work, and funding sources. Costs are shown in thousands of dollars.

Project descriptions are arranged based on their mapped MPMS number. Certain projects that have no specific location or are line items that reserve funds for future assignment to specific projects are not mapped.

Project Maps

The maps on pages 89 through 99 show the location of the projects included in the FFY 2027-2030 Transportation Improvement Program for the Reading MPO area (Berks County). Highway, Bridge, Enhancement, Interstate Management and Transit projects are shown on six maps – Map 1, showing the entire county and Maps 2 through 6 showing each of the five planning regions of the County. Projects are referenced according to their PennDOT “MPMS Number” and are keyed to the preceding pages.

PennDOT Project Visualization

In addition to the material included in this document, PennDOT has created an internet-based mapping tool that allows interested parties to view the projects included in the TIP and to obtain more information about a proposed project. The following link is specific to the Reading MPO’s FFY 2027-2030 TIP. Users may zoom in or out to view project locations. Clicking on the project provides a pop-up screen giving project specific information. To view this tool, click here or type/paste the following address in your browser: <https://onemap.penndot.gov/onemap/?mapId=113603>

Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions, particularly for the phase of work and the source of funds. These codes and abbreviations are explained below.

Phase of Work

CON	Construction
FD	Final Design
PE	Preliminary Engineering
ROW	Right-of-way Acquisition
UTL	Utility

Funding Sources**Highway and Bridge**

179	State – Local Bridge Construction
183	State – Local Bridge Construction
185	State – State Bridge Construction
409	State – Highway Expanded Maintenance
581	State – Highway Construction
582	State – Highway Maintenance
BRIP	Federal – Bridge Formula Investment Program
BOF	Federal – Bridge Construction (Off NHS System)
CAQ	Federal – Congestion Mitigation/Air Quality (CMAQ)
CRP	Federal – Carbon Reduction Program
EV	Federal – National Electric Vehicle Infrastructure Formula Program
HSIP	Federal – Highway Safety Improvement Program
NHPP	Federal – National Highway Performance Program
NFP	Federal – National Highway Freight Program
RRX	Federal – Rail/Highway Grade Crossings Hazard Elimination
STP	Federal – Surface Transportation Program
STU	Federal – Surface Transportation Program – Urban
SXF	Federal – Special Funding from Congressional Earmarks
TAP	Federal – Transportation Alternatives Program
TAU	Federal – Transportation Alternatives Program – Urban
TOLL	Federal – Funds from toll credits
LOC	Local

Reading MPO – Projects from FFY 2025-2028 TIP That Have Been Implemented

<u>MPMS#</u>	<u>Project Description</u>	<u>Implementation Status</u>
86420	Berks Commuter Services	Annual
91658	Traffic Operations Center Operator – Berks	Annual
94900	Freeway Service Patrol	Annual
117622	RATS AWPM - 2025	Completed
117632	High Friction Surface - 2025	Completed
106140	Reading NS RRX Corridor	Completed
88781	SR 12 / SR 73 Intersection Improvement	Completed
79086	SR 568 Green Hill Road over Allegheny Creek	Completed
85648	SR 1018 Stoney Run Valley Road over Maiden Creek	Completed
85650	SR 1035 Valley Road over Toad Creek	Completed
10753	SR 2041 Weavertown Road Bridge	Completed
92043	SR 2057 Tollgate Road over Unnamed Trib Leaf Creek	Completed
113841	SR 3055 Mull Ave/Van Reed Road Resurface	Completed
121057	SR 3222 Berks High Volume Ralumac Microsurface	Complete
10702	SR 4015 Tilden Road Bridge	Completed
102959	Peach Street Bridge (Kutztown)	Completed
120991	RATS ITS Camera Gaps	Under Construction
109894	SR 61 Bridge Rehabilitation	Under Construction
96373	SR 61 Restoration Phase 1	Under Construction
10328	SR 61 Restoration Phase 2A	Under Construction
91091	SR 183 Schuylkill Ave Bridge SB	Under Construction
85670	SR 645 Camp Swatara Road over Little Swatara Creek	Under construction
10700	SR 724 Main Street over Allegheny Creek	Under Construction
90569	SR 222 and Long Lane Intersection Improvements	Under Construction
85643	SR 1015 Donat Road over Stoney Run	Under Construction
110017	SR 3024 Alleghenyville Road over I-176	Under Construction

Reading MPO – Projects From FFY 2025-2028 TIP That Have Experienced Significant Delays

MPMS#	Project Description	Reason For Delay	New Est. Let Date
10867	SR 61 Restoration 2B	Revised Intersection Design	August, 2027
87688	SR 422 in Sinking Spring	Design / ROW Issues	June, 2027
10527	SR 2016 (Bellevue Ave) Bridge over RBMN RR	Cultural Resources / Railroad Coord.	July, 2026
10613	SR 2005 5 th Street Bridge over NS RR	Cultural Resources/Railroad Coord.	July, 2030
91995	SR 2087 Centre Avenue over NS RR	Cultural Resources/Railroad Coord.	July, 2030

Other

MPMS#	Project Description	
89634	SR 2082 Trap Rock Bridge Removal	Project removed from TIP - Bridge no longer in PennDOT Inventory
110089	Rock Hollow Bridge Rehabilitation	Project Completed by Robeson Twp. Using Local Funds

Berks

PennDOT Project Id: 10328 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT **Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Restoration **Title:** PA 61 Restoration Phase 2A
Municipality: Hamburg (BORO) **State Route:** 61

Estimated Construction Bid Date: 9/14/2023
Actual Construction Bid Date: 9/14/2023
Location: Hamburg Borough
 Berks County

Project Description: Highway restoration of State Route (SR) 61 from 4th Street to the SR 4028(West State Street)/Schuylkill River Bridge in Hamburg Borough, Berks County. Median barrier will be installed between 4th Street and Grand Street. The project also includes the rehabilitation of both the SR 61 over Reading Blue Mountain & Northern (RBMN) bridge and the SR 61 over Mill Creek bridge, and the replacement of the SR 61 over Kaerchers Creek bridge.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$41	\$0	\$0	\$0	\$0	\$0
Construction	581	\$10	\$0	\$0	\$0	\$0	\$0
	Federal:	\$41	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$51	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$51					

PennDOT Project Id: 10527 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement **Title:** Bellevue Avenue over Readng Blue Mtn & Northern
Municipality: Muhlenberg (TWP) **RR**
State Route: 2016

Estimated Construction Bid Date: 7/30/2026
Actual Construction Bid Date:
Location: SR 2016 over Reading Blue Mountain and Northern Railroad
 Muhlenberg Township
 Berks County

Project Description: This project involves a bridge replacement on State Route (SR) 2016 (Bellevue Avenue) over the Reading Blue Mountain and Northern Railroads in Muhlenberg Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$200	\$459	\$1,069	\$1,559	\$0	\$0
Construction	STP	\$157	\$117	\$297	\$192	\$0	\$0
Construction	STU	\$161	\$28	\$229	\$334	\$0	\$0
Construction	185	\$214	\$162	\$222	\$915	\$0	\$0
Construction	581	\$336	\$423	\$849	\$280	\$0	\$0
	Federal:	\$518	\$604	\$1595	\$2085	\$0	\$0
	State:	\$550	\$585	\$1071	\$1195	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,068	\$1,189	\$2,666	\$3,280	\$0	\$0
	Total FFY 2027-2038 Cost	\$8,203					

PennDOT Project Id: 10613

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

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

Improvement Type: Replace/Rehab

Title: 5th Street Bridge over NS RR

Municipality: Reading (CITY)

State Route: 2005

Estimated Construction Bid Date: 7/11/2030

Actual Construction Bid Date:

Location: SR 2005 (Fifth Street) over NFS RR
City of Reading

Project Description: This project involves the Fifth Street Bridge replacement/rehabilitation over Norfolk Southern Railroad (NS RR) in the City of Reading, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BRIP	\$0	\$300	\$337	\$0	\$0	\$0
Final Design	185	\$0	\$75	\$84	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$40	\$45	\$0	\$0	\$0
Right of Way	185	\$0	\$10	\$11	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$500	\$6,703	\$0
Construction	185	\$0	\$0	\$0	\$125	\$1,676	\$0
Utility	NHPP	\$0	\$0	\$44	\$0	\$0	\$0
Utility	185	\$0	\$0	\$11	\$0	\$0	\$0
Federal:		\$0	\$340	\$426	\$500	\$6703	\$0
State:		\$0	\$85	\$106	\$125	\$1676	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:		\$0	\$425	\$532	\$625	\$8,379	\$0
Total FFY 2027-2038 Cost		\$9,961					

PennDOT Project Id: 10727

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

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

Improvement Type: Replace/Rehab

Title: Dwight Street Bridge

Municipality: Spring (TWP)

State Route: 7237

Estimated Construction Bid Date: 4/14/2033

Actual Construction Bid Date:

Location: Dwight Street Bridge
Spring Township
Berks County

Project Description: Bridge replacement /rehabilitation of railroad-owned Dwight Street (T-578) Bridge over Norfolk Southern Railroad (NS RR) in Spring Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	\$0	\$0	\$150	\$331	\$0	\$0
Final Design	LOC	\$0	\$0	\$9	\$21	\$0	\$0
Final Design	183	\$0	\$0	\$28	\$62	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$4,000	\$3,379
Utility	BOF	\$0	\$0	\$0	\$68	\$0	\$0
Utility	LOC	\$0	\$0	\$0	\$4	\$0	\$0
Utility	183	\$0	\$0	\$0	\$13	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$90	\$0	\$0
Right of Way	LOC	\$0	\$0	\$0	\$6	\$0	\$0
Right of Way	183	\$0	\$0	\$0	\$17	\$0	\$0
Federal:		\$0	\$0	\$150	\$489	\$4000	\$3379
State:		\$0	\$0	\$28	\$92	\$0	\$0
Local/Other:		\$0	\$0	\$9	\$31	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:		\$0	\$0	\$187	\$612	\$4,000	\$3,379
Total FFY 2027-2038 Cost		\$8,178					

PennDOT Project Id: 10730 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PENNDOT Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
 Improvement Type: Bridge Rehabilitation Title: Old River Road Bridge
 Municipality: Robeson (TWP) State Route: 7233

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: OVER ALLEGHENY CK : ROBESON TWP : T-361 :

Project Description: This project involves the bridge rehabilitation or replacement of the municipal-owned Old River Road (T-361) Bridge over Allegheny Creek in Robeson Township, Berks County
 Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	\$0	\$300	\$177	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$3,188	\$0
Utility	BOF	\$0	\$0	\$0	\$52	\$0	\$0
Right of Way	BOF	\$0	\$50	\$56	\$0	\$0	\$0
	Federal:	\$0	\$350	\$233	\$52	\$3188	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$350	\$233	\$52	\$3,188	\$0
Total FFY 2027-2038 Cost		\$3,823					

PennDOT Project Id: 10751 New To Planned TIP: Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PENNDOT Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
 Improvement Type: Bridge Replacement Title: Funk Road over Trib to Ironstone Creek
 Municipality: Colebrookdale (TWP) State Route: 2045

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: Funk Road (SR 2045) over a tributary of Ironstone Creek
 Colebrookdale Township
 Berks County

Project Description: Replacement of the structure carrying Funk Road (State Road 2045) over a tributary of Ironstone Creek in Colebrookdale Township, Berks County.
 Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$700	\$660	\$0	\$0	\$0	\$0
Construction	185	\$175	\$165	\$0	\$0	\$0	\$0
Utility	185	\$55	\$0	\$0	\$0	\$0	\$0
	Federal:	\$700	\$660	\$0	\$0	\$0	\$0
	State:	\$230	\$165	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$930	\$825	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,755					

PennDOT Project Id: 10774

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

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

Improvement Type: Bridge Replacement

Title: Parkview Road Bridge

Municipality: St Lawrence (BORO)

State Route: 7417

Estimated Construction Bid Date: 4/1/2027

Actual Construction Bid Date:

Location: Parkview Road
St. Lawrence Borough
Berks County

Project Description: Bridge Replacement of Parkview Road Bridge over Antietam Creek in St. Lawrence Borough, Berks County

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	\$0	\$0	\$175	\$131	\$0	\$0
Final Design	LOC	\$0	\$0	\$11	\$8	\$0	\$0
Final Design	183	\$0	\$0	\$33	\$25	\$0	\$0
Right of Way	BOF	\$0	\$0	\$45	\$42	\$0	\$0
Right of Way	LOC	\$0	\$0	\$3	\$3	\$0	\$0
Right of Way	183	\$0	\$0	\$8	\$8	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$900	\$901	\$0
Construction	LOC	\$0	\$0	\$0	\$56	\$56	\$0
Construction	183	\$0	\$0	\$0	\$169	\$169	\$0
Preliminary Engineering	BOF	\$391	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$24	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$73	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$23	\$0	\$0
Utility	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Utility	183	\$0	\$0	\$0	\$4	\$0	\$0
Federal:		\$391	\$0	\$220	\$1096	\$901	\$0
State:		\$73	\$0	\$41	\$206	\$169	\$0
Local/Other:		\$24	\$0	\$14	\$68	\$56	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:		\$488	\$0	\$275	\$1,370	\$1,126	\$0
Total FFY 2027-2038 Cost		\$3,259					

PennDOT Project Id: 10815

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

Air Quality Exempt Reason: R1 - Intersection channelization projects

Improvement Type: Intersection Improvement

Title: SR 73 & Friedensburg Road (SR 2023)

Municipality: Oley (TWP)

State Route: 73

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: PA 73 (Memorial Highway) at SR 2023 (Friedensburg Road)
Oley Township
Berks County

Project Description: 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.

Air Quality Description: Existing signalized intersection peak hour traffic on SR 2023 (Friedensburg Road) occurs from elementary and middle schools as well as a career and technology center causing congestion without separate turn lanes.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	CAQ	\$0	\$0	\$0	\$0	\$382	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$96	\$0
Right of Way	CAQ	\$0	\$0	\$0	\$0	\$478	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$119	\$0
Construction	CAQ	\$0	\$0	\$0	\$0	\$3,936	\$0
Construction	581	\$0	\$0	\$0	\$0	\$984	\$0
Preliminary Engineering	CAQ	\$0	\$0	\$0	\$200	\$250	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$50	\$63	\$0
Utility	CAQ	\$0	\$0	\$0	\$0	\$74	\$0
Utility	581	\$0	\$0	\$0	\$0	\$18	\$0
Federal:		\$0	\$0	\$0	\$200	\$5120	\$0
State:		\$0	\$0	\$0	\$50	\$1280	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$250	\$6,400	\$0
Total FFY 2027-2038 Cost		\$6,650					

PennDOT Project Id: 10826

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

Air Quality Exempt Reason: S2 - Hazard elimination program

Improvement Type: Bridge Removal

Title: Ontelaunee (Lake) Bridge

Municipality: Maiden Creek (TWP)

State Route: 1003

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: West Shore Drive (SR 1003) Open Spandrel Arch over Lake Ontelaunee
Maiden Creek Township
Berks County

Project Description: This project involves the removal of the open spandrel arch Ontelaunee Lake Bridge, which carries West Shore Drive (State Route 1003) over Lake Ontelaunee in Maiden Creek Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Right of Way	BOF	\$0	\$0	\$20	\$35	\$0	\$0
Construction	BOF	\$0	\$0	\$100	\$200	\$520	\$0
Preliminary Engineering	BOF	\$361	\$0	\$0	\$0	\$0	\$0
Federal:		\$361	\$0	\$120	\$235	\$520	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$361	\$0	\$120	\$235	\$520	\$0
Total FFY 2027-2038 Cost		\$1,236					

PennDOT Project Id: 10867 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT **Air Quality Exempt Reason:** R1 - Intersection channelization projects
Improvement Type: Restoration **Title:** PA 61 Restoration Phase 2B
Municipality: Hamburg (BORO) **State Route:** 61

Estimated Construction Bid Date: 8/12/2027

Actual Construction Bid Date:

Location: State Route 61 from Zions Church Road to the SR 0061/4th Street intersection
 Hamburg Borough and Windsor & Perry Townships
 Berks County

Project Description: This project involves the highway restoration of State Route (SR) 61 and median barrier installation from Zions Church Road to the SR 0061/4th Street intersection area in Hamburg Borough, Windsor Township and Perry Township, Berks County, including reconfiguration of the 4th Street intersection and extension of Hawk Ridge Road to SR 61.

Air Quality Description: MPO staff confirms that a new public street extension is being added, though it is less than 0.1 mile in length essentially through an existing car dealership parking lot and will serve as one leg in a reconfigured SR 0061/4th Street intersection and therefore not capacity adding.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$4,000	\$2,000	\$1,800	\$2,000	\$5,512	\$0
Construction	STU	\$0	\$1,000	\$2,200	\$1,000	\$1,500	\$0
Utility	NHPP	\$42	\$0	\$0	\$0	\$0	\$0
Utility	581	\$11	\$0	\$0	\$0	\$0	\$0
Federal:		\$4042	\$3000	\$4000	\$3000	\$7012	\$0
State:		\$11	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,053	\$3,000	\$4,000	\$3,000	\$7,012	\$0
Total FFY 2027-2038 Cost		\$21,065					

PennDOT Project Id: 56728 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement **Title:** Pigeon Creek Bridge
Municipality: Shoemakersville (BORO) **State Route:** 7419

Estimated Construction Bid Date: 4/1/2027

Actual Construction Bid Date:

Location: Main Street over Pigeon Creek Bridge
 Shoemakersville Borough
 Berks County

Project Description: This project includes the bridge rehab/ replacement of Pigeon Creek Bridge, State Route 7419 (Main Street), over Pigeon Creek in Shoemakersville Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	\$0	\$0	\$0	\$0	\$0	\$418
Preliminary Engineering	LOC	\$0	\$0	\$0	\$0	\$0	\$26
Preliminary Engineering	183	\$0	\$0	\$0	\$0	\$0	\$78
Federal:		\$0	\$0	\$0	\$0	\$0	\$418
State:		\$0	\$0	\$0	\$0	\$0	\$78
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$26
Period Totals:		\$0	\$0	\$0	\$0	\$0	\$522
Total FFY 2027-2038 Cost		\$522					

PennDOT Project Id: 61972 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen

Municipality: Maiden Creek (TWP)

Title: US 222 Widening

State Route: 222

Estimated Construction Bid Date: 10/22/2026

Actual Construction Bid Date:

Location: US 222 from Schaeffer Road to the Kutztown Bypass
Richmond, Maidencreek, and Maxatawny Townships
Berks County

Project Description: This project involves the widening of US Route 222 from Schaeffer Road to the Kutztown Bypass in Richmond, Maidencreek and Maxatawny Townships, Berks County. The highway will be widened to four lanes, a median barrier will be installed, as well as roundabouts at Pleasant Hills Road and Richmond Road. Bridge replacement on US Route 222 over the tributary to Moselem Creek.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$2,375	\$0	\$0	\$0	\$0	\$0
Construction	HSIP	\$0	\$0	\$100	\$100	\$2,500	\$0
Construction	NHPP	\$1,500	\$3,550	\$6,200	\$5,000	\$1,197	\$0
Construction	STP	\$12,017	\$300	\$1,400	\$0	\$15	\$0
Construction	STU	\$1,700	\$4,350	\$2,100	\$700	\$0	\$0
Construction	185	\$675	\$0	\$0	\$0	\$0	\$0
Construction	581	\$3,200	\$2,050	\$2,425	\$3,320	\$0	\$0
	Federal:	\$17592	\$8200	\$9800	\$5800	\$3712	\$0
	State:	\$3875	\$2050	\$2425	\$3320	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$21,467	\$10,250	\$12,225	\$9,120	\$3,712	\$0
	Total FFY 2027-2038 Cost	\$56,774					

PennDOT Project Id: 69335 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Transit System Improvement

Municipality:

Air Quality Exempt Reason: M10 - Purch new buses & cars for replcmnt or mnr expan.

Title: RATS BARTA Flex

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of Highway and Bridge "flexed" CMAQ funds to provide partial funding to replace one (1) 2015 fixed route electric hybrid bus with 2027 electric hybrid bus, three (3) 2014 fixed route electric hybrid buses with three (3) 2026 electric hybrid buses, and four (4) 2015 fixed route electric hybrid buses with four (4) 2027 electric hybrid buses.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	\$450	\$900	\$0	\$0	\$3,600	\$3,600
	Federal:	\$450	\$900	\$0	\$0	\$3600	\$3600
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$450	\$900	\$0	\$0	\$3,600	\$3,600
	Total FFY 2027-2038 Cost	\$8,550					

PennDOT Project Id: 72814

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Reconstruct

Title: West Shore (US 422) Reconstruction Phase 2

Municipality: Wyomissing (BORO)

State Route: 422

Estimated Construction Bid Date: 4/1/2034

Actual Construction Bid Date:

Location: US 422 (West Shore Bypass) from PA 12 to east of I-176 over the Schuylkill River in Wyomissing and West Reading Boroughs, the City of Reading, Cumru and Exeter Township Berks County.

Project Description: This project involves highway reconstruction/widening of US Route 422 (the West Shore Bypass) from PA 12 to the Schuylkill River Bridge east of Interstate 176 in Wyomissing and West Reading Boroughs, the City of Reading, Cumru and Exeter Townships, Berks County. The project will include widening of the roadway for a length of 5.5 miles to accommodate three travel lanes in each direction between the Warren Street Bypass and the Interstate 176 interchange. There will also be reconstruction of four travel lanes between the Interstate 176 interchange and the Schuylkill River Bridge east of the Interstate 176 interchange. The Penn Street and Lancaster Avenue interchanges will be realigned and reconstructed, while the Wyomissing and Interstate 176 interchanges will be reconstructed. This project will also include reconstruction of the Bingaman Street Bridge. This project includes completion of preliminary engineering for the entire corridor. Details for Phase 1 can be found under MPMS 114439.

Construction commencement of phase 2 is undetermined at this time due to fiscal constraint/resources.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$10,000
Construction	STP	\$0	\$0	\$0	\$0	\$0	\$6,000
Construction	STU	\$0	\$0	\$0	\$0	\$0	\$8,000
Construction	581	\$0	\$0	\$0	\$0	\$0	\$6,000
Final Design	NHPP	\$0	\$0	\$0	\$0	\$10,508	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$2,627	\$0
Utility	NHPP	\$0	\$0	\$0	\$0	\$0	\$3,862
Utility	581	\$0	\$0	\$0	\$0	\$0	\$966
Right of Way	NHPP	\$0	\$0	\$0	\$0	\$1,672	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$418	\$0
	Federal:	\$0	\$0	\$0	\$0	\$12180	\$27862
	State:	\$0	\$0	\$0	\$0	\$3045	\$6966
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$0	\$0	\$15,225	\$34,828
	Total FFY 2027-2038 Cost	\$50,053					

PennDOT Project Id: 79467

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Title: SR 12 Elizabeth Avenue

Municipality: Alsace (TWP)

State Route: 12

Estimated Construction Bid Date: 3/25/2027

Actual Construction Bid Date:

Location: Intersection of Route 12 and Hill View Road/Elizabeth Ave. and along the Route 12 Corridor from Hill View Road/Elizabeth Ave. to Skyline Drive Alsace Township Berks County

Project Description: This project involves safety improvements along the State Route 12 corridor from Hill View Road/Elizabeth Avenue to Skyline Drive (SR 2027) in Alsace Township, Berks County. The proposed corridor improvements include shoulder widening, utility relocation, embankment removal to improve curve sight distance, and super elevate curves. Additional proposed improvements include a hybrid roundabout at SR 12 and Hill View Road / Elizabeth Avenue, a traffic signal with realignment at Skyline Drive, and addition a left turn lane for Route 12 westbound at Skyline Drive.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	\$1,500	\$2,600	\$0	\$0	\$0	\$0
Construction	CRP	\$301	\$301	\$0	\$0	\$0	\$0
Construction	CRPU	\$600	\$600	\$0	\$0	\$0	\$0
Construction	HSIP	\$2,500	\$2,900	\$0	\$0	\$0	\$0
Construction	STP	\$700	\$1,000	\$0	\$0	\$0	\$0
Construction	STU	\$0	\$0	\$300	\$0	\$0	\$0
Construction	581	\$100	\$100	\$300	\$0	\$0	\$0
	Federal:	\$5601	\$7401	\$300	\$0	\$0	\$0
	State:	\$100	\$100	\$300	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$5,701	\$7,501	\$600	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$13,802					

PennDOT Project Id: 80070

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: X1 - Actvty's not leading to constr. (plan & tech study)

Improvement Type: Miscellaneous

Title: RATS In-house Bridge Design Assistance

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: Bridge Review Management Contract designed to allow consultant to manage and review bridge projects assigned within the planning region to expedite delivery.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2027-2038 Cost		\$600					

PennDOT Project Id: 82795 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: S6 - Safety improvement program

Improvement Type: Safety Improvement

Title: Safety Reserve Line Item

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of the Funding Reserve for future safety projects in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	\$56	\$4	\$65	\$84	\$3,265	\$7,531
	Federal:	\$56	\$4	\$65	\$84	\$3265	\$7531
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$56	\$4	\$65	\$84	\$3,265	\$7,531
Total FFY 2027-2038 Cost		\$11,005					

PennDOT Project Id: 82796 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: NRS - "Not Rgnlly Significant" - do not fit exempt ctgry

Improvement Type: Restoration

Title: Urban Reserve Line Item

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This Urban Reserve line item is utilized for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Programs and for future projects that enhance urban access and mobility.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CRP	\$0	\$0	\$0	\$0	\$1,504	\$1,606
Construction	CRPU	\$0	\$0	\$0	\$0	\$2,584	\$3,043
Construction	STU	\$0	\$1	\$1	\$1	\$4,652	\$90
	Federal:	\$0	\$1	\$1	\$1	\$8740	\$4739
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$1	\$1	\$1	\$8,740	\$4,739
Total FFY 2027-2038 Cost		\$13,482					

PennDOT Project Id: 83081

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn

Improvement Type: Replace/Rehab

Title: Delivery Consult Assistance

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project provides funding for consultant assistance in project delivery and construction for the replacement / rehabilitation of bridges in Berks County. It is designed to allow consultants to manage and review projects assigned within the planning region with the goal of expediting project delivery.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	\$800	\$100	\$0	\$0	\$0	\$0
Preliminary Engineering	581	\$1,100	\$1,000	\$1,000	\$1,500	\$6,000	\$6,000
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1900	\$1100	\$1000	\$1500	\$6000	\$6000
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,900	\$1,100	\$1,000	\$1,500	\$6,000	\$6,000
	Total FFY 2027-2038 Cost	\$17,500					

PennDOT Project Id: 85643

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: Donat Road over Stoney Run

Municipality: Albany (TWP)

State Route: 1015

Estimated Construction Bid Date: 1/29/2026

Actual Construction Bid Date: 1/29/2026

Location: SR 1015 over Stoney Run
Albany Township
Berks County

Project Description: This project involves the bridge replacement of State Route 1015 (Donat Road) over Stoney Run in Albany Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	\$10	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$10	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$10					

PennDOT Project Id: 86420 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** A1 - Cont. ride-shrng & van-pool prom. at cur lvl's
Improvement Type: Miscellaneous **Title:** Berks Commuter Services
Municipality: Reading (CITY) **State Route:** 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project funds the Transportation Demand Management program in Berks County that is administered by Commuter Services of PA. By helping commuters find alternatives driving alone such as public transit, car/van pooling, bicycles, and walking, traffic congestion can be reduced and air quality & safety can be increased.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	\$299	\$304	\$307	\$310	\$1,272	\$1,323
	Federal:	\$299	\$304	\$307	\$310	\$1272	\$1323
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$299	\$304	\$307	\$310	\$1,272	\$1,323
Total FFY 2027-2038 Cost		\$3,815					

PennDOT Project Id: 87688 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** R4 - Changes in vertical and horizontal alignment
Improvement Type: Intersection Improvement **Title:** SR 422 in Sinking Spring
Municipality: Sinking Spring (BORO) **State Route:** 422

Estimated Construction Bid Date: 6/24/2027

Actual Construction Bid Date:

Location: SR 422 (Penn Avenue)
 Sinking Spring
 Berks County

Project Description: This project will re-align intersections at Penn Avenue and State Route 724 (Shillington Road) and Penn Avenue and State Route 3055 (Mull Avenue) to reduce congestion in the Borough of Sinking Spring, Berks County.

Air Quality Description: MPO staff confirms that there is no additional capacity being added. This project is reconfiguring an existing intersection with acute-angle and offset approaches.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	NHPP	\$103	\$0	\$0	\$0	\$0	\$0
Utility	581	\$26	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$500	\$500	\$500	\$2,089	\$0	\$0
Construction	581	\$125	\$125	\$125	\$522	\$0	\$0
	Federal:	\$603	\$500	\$500	\$2089	\$0	\$0
	State:	\$151	\$125	\$125	\$522	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$754	\$625	\$625	\$2,611	\$0	\$0
Total FFY 2027-2038 Cost		\$4,615					

PennDOT Project Id: 89056

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: X12 - Trns enhnc acts (except rehab, opr. of hist. trans)

Improvement Type: Transportation Enhancement

Title: Transp Alternative Project Mngmt

Municipality: Reading (CITY)

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project is a Berks County Transportation Alternatives Program Management Contract to assist local sponsors in developing approved Transportation Alternative Projects.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STP	\$25	\$25	\$25	\$25	\$0	\$0
	Federal:	\$25	\$25	\$25	\$25	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$25	\$25	\$25	\$25	\$0	\$0
Total FFY 2027-2038 Cost		\$100					

PennDOT Project Id: 90569

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Title: SR 222 and Long Lane Intersection Improvements

Municipality: Maxatawny (TWP)

State Route: 222

Estimated Construction Bid Date: 1/9/2025

Actual Construction Bid Date: 1/9/2025

Location: SR 222 & SR 1024 (Long Lane)
Maxatawny Township
Berks County

Project Description: 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.

Air Quality Description: A 4 way traffic signal is being converted into a roundabout to alleviate traffic congestion and reduce emissions.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	\$41	\$0	\$0	\$0	\$0	\$0
Construction	581	\$10	\$0	\$0	\$0	\$0	\$0
	Federal:	\$41	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$51	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$51					

PennDOT Project Id: 91658

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: S7 - Traf contl devc & oper assist - nonsignalization

Improvement Type: Traffic Control Center

Title: TOC Operator-Berks

Municipality: Bethel (TWP)

State Route: 78

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: I-78, I-176, and various locations, Berks County

Project Description: 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.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$125	\$75	\$125	\$75	\$400	\$400
	Federal:	\$125	\$75	\$125	\$75	\$400	\$400
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$125	\$75	\$125	\$75	\$400	\$400
Total FFY 2027-2038 Cost		\$1,200					

PennDOT Project Id: 91908

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: North Third Street over Tulpehocken Creek

Municipality: Heidelberg (TWP)

State Route: 419

Estimated Construction Bid Date: 1/14/2027

Actual Construction Bid Date:

Location: PA 419 over Tulpehocken Creek
Heidelberg & Marion Townships
Berks County

Project Description: This project involves the bridge replacement of State Route 419 (North Third Street) over Tulpehocken Creek including addition of shoulders to the structure that are currently non-existent in Heidelberg and Marion Townships, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$900	\$2,005	\$3,250	\$117	\$0	\$0
Construction	185	\$225	\$501	\$813	\$29	\$0	\$0
	Federal:	\$900	\$2005	\$3250	\$117	\$0	\$0
	State:	\$225	\$501	\$813	\$29	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,125	\$2,506	\$4,063	\$146	\$0	\$0
Total FFY 2027-2038 Cost		\$7,840					

PennDOT Project Id: 91976

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: PA183 o'r Little Northkill Ck & Trib to LNorthkill

Municipality: Upper Tulpehocken (TWP)

State Route: 183

Estimated Construction Bid Date: 4/1/2028

Actual Construction Bid Date:

Location: PA 183 over Little Northkill Creek & Trib to Little Northkill Creek
Upper Tulpehocken Township
Berks County

Project Description: Bridge Rehabilitation/Replacements of PA 183 (Bernville Road) over Little Northkill Creek & Trib to Northkill Creek in Upper Tulpehocken Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	185	\$350	\$371	\$0	\$0	\$0	\$0
Utility	185	\$0	\$11	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$35	\$23	\$0	\$0	\$0	\$0
Right of Way	185	\$9	\$6	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$550	\$550	\$597	\$0	\$0
Construction	185	\$0	\$138	\$138	\$149	\$0	\$0
Federal:		\$35	\$573	\$550	\$597	\$0	\$0
State:		\$359	\$526	\$138	\$149	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$394	\$1,099	\$688	\$746	\$0	\$0
Total FFY 2027-2038 Cost		\$2,927					

PennDOT Project Id: 91995

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Replace/Rehab

Title: Centre Avenue over Norfolk Southern RR

Municipality: Reading (CITY)

State Route: 2087

Estimated Construction Bid Date: 7/11/2030

Actual Construction Bid Date:

Location: SR 2087 over Norfolk Southern Railroad
City of Reading
Berks County

Project Description: This project involves the replacement / rehabilitation of the bridge that carries SR 2087 (Centre Avenue) over Norfolk Southern Railroad in the City of Reading, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$0	\$0	\$0	\$2,000	\$7,004	\$0
Construction	185	\$0	\$0	\$0	\$500	\$1,751	\$0
Final Design	NHPP	\$0	\$300	\$337	\$0	\$0	\$0
Final Design	185	\$0	\$75	\$84	\$0	\$0	\$0
Utility	NHPP	\$0	\$0	\$44	\$0	\$0	\$0
Utility	185	\$0	\$0	\$11	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$206	\$6	\$0	\$0	\$0
Right of Way	185	\$0	\$52	\$2	\$0	\$0	\$0
Federal:		\$0	\$506	\$387	\$2000	\$7004	\$0
State:		\$0	\$127	\$97	\$500	\$1751	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$633	\$484	\$2,500	\$8,755	\$0
Total FFY 2027-2038 Cost		\$12,372					

PennDOT Project Id: 92070 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement **Title:** Penn Avenue over Cacoosing Creek
Municipality: Sinking Spring (BORO) **State Route:** 422

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 422 (PennAve) over Cacoosing Creek
 Sinking Spring Borough
 Berks County

Project Description: Bridge rehabilitation or replacement of State Route 422 (Penn Avenue) over Cacoosing Creek in Sinking Spring Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$1,000	\$1,000	\$1,090	\$0	\$0	\$0
Construction	185	\$250	\$250	\$273	\$0	\$0	\$0
	Federal:	\$1000	\$1000	\$1090	\$0	\$0	\$0
	State:	\$250	\$250	\$273	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,250	\$1,250	\$1,363	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$3,863					

PennDOT Project Id: 93626 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab **Title:** 5th St Bridge over PA Route 12
Municipality: Muhlenberg (TWP) **State Route:** 2005

Estimated Construction Bid Date: 4/1/2029

Actual Construction Bid Date:

Location: SR 2005 (5th Street) over SR 12
 Muhlenberg Township
 Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 2005 (5th Street) over State Route 12 (Warren Street Bypass) in Muhlenberg Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BRIP	\$0	\$188	\$0	\$0	\$0	\$0
Preliminary Engineering	STU	\$0	\$100	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$0	\$47	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$1,000	\$272	\$0
Construction	STU	\$0	\$0	\$0	\$429	\$1,000	\$0
Construction	185	\$0	\$0	\$0	\$357	\$318	\$0
	Federal:	\$0	\$288	\$0	\$1429	\$1272	\$0
	State:	\$0	\$47	\$0	\$357	\$318	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$335	\$0	\$1,786	\$1,590	\$0
Total FFY 2027-2038 Cost		\$3,711					

PennDOT Project Id: 94290

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Replace/Rehab

Title: Charming Forge over Mill Race Creek

Municipality: Marion (TWP)

State Route: 3037

Estimated Construction Bid Date: 7/29/2027

Actual Construction Bid Date:

Location: SR 3037 (Charming Forge Road) over Mill Race Creek, Marion Township, Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 3037 (Charming Forge Road) over Mill Race Creek in Marion Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BOF	\$48	\$0	\$0	\$0	\$0	\$0
Utility	185	\$12	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$1,236	\$0	\$0	\$0	\$0	\$0
	Federal:	\$1284	\$0	\$0	\$0	\$0	\$0
	State:	\$12	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,296	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,296					

PennDOT Project Id: 94900

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: S7 - Traf contl devc & oper assist - nonsignalization

Improvement Type: Traffic System Management

Title: Freeway Service Patrol

Municipality: Wyomissing (BORO)

State Route: 422

Estimated Construction Bid Date: 11/1/2018

Actual Construction Bid Date: 11/1/2018

Location: SR 422, US 222 and PA 12

City of Reading, West Reading Borough, Wyomissing Borough, and the townships of Muhlenberg, Cumru, Exeter, Bern, Maiden Creek, Ontelaunee, and Spring Berks County

Project Description: This project funds the freeway service patrol on US Route 422, US Route 222 and PA 12 in the urban area in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	\$237	\$244	\$251	\$259	\$1,116	\$1,200
	Federal:	\$237	\$244	\$251	\$259	\$1116	\$1200
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$237	\$244	\$251	\$259	\$1,116	\$1,200
Total FFY 2027-2038 Cost		\$3,307					

PennDOT Project Id: 95399

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn

Improvement Type: Environmental Mitigation

Title: Environmental Impacts Resolution LI

Municipality: Kutztown (BORO)

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various sites within Berks County

Project Description: This project includes regional set-asides for monitoring, maintenance, and repairs of constructed wetlands. Meeting MS4 requirements of the EPA (Environmental Protection Agency) on approved highway and bridge projects from past and current Transportation Improvement Programs as well as identifying potential sites for environmental mitigation requirements in Berks County will be completed.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	\$203	\$203	\$203	\$203	\$812	\$203
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$203	\$203	\$203	\$203	\$812	\$203
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$203	\$203	\$203	\$203	\$812	\$203
Total FFY 2027-2038 Cost		\$1,827					

PennDOT Project Id: 96373

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Restoration

Title: PA 61 Restoration Phase 1

Municipality: Tilden (TWP)

State Route: 61

Estimated Construction Bid Date: 10/24/2024

Actual Construction Bid Date: 10/24/2024

Location: PA 61 from approximately 1700 feet south of Cabela Drive to south end of the bridge over the Reading Blue Mountain & Northern RR and Schuylkill River Tilden Township Berks County

Project Description: This project involves the highway restoration of State Route 61 from approximately 1700 feet south of Cabela Drive in Tilden Township, Berks County north to south end of the bridge over the Reading Blue Mountain & Northern Railroad (RR) and Schuylkill River with maintenance, protection and traffic extending into Port Clinton Borough, Schuylkill County. Bridge preservation activities -- to include minor deck repairs and application of a waterproofing membrane -- will occur on the structure over Bartram Trail.

Installation of a median barrier from the Walmart entrance at Lowland Road to a point approximately 0.4 miles north under MPMS #109337 is intended to be let with this project contract.

Air Quality Description: MPO staff confirms that there is no additional capacity being added. This project is restoring existing concrete and bridge and replacing mountable median with concrete barriers.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$52	\$0	\$0	\$0	\$0	\$0
Construction	581	\$13	\$0	\$0	\$0	\$0	\$0
	Federal:	\$52	\$0	\$0	\$0	\$0	\$0
	State:	\$13	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$65	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$65					

PennDOT Project Id: 97234

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen

Municipality: Maxatawny (TWP)

Title: 222 Kutztown Bypass to Lehigh County Line

State Route: 222

Estimated Construction Bid Date: 4/1/2036

Actual Construction Bid Date:

Location: SR 222 from Kutztown Bypass northward to the Berks/Lehigh County Line
Maxatawny Township
Berks County

Project Description: This project involves the preliminary engineering phase for widening to two lanes in both directions of US Route 222 for 3.81 miles from the US Route 222 Kutztown Bypass north to Kutztown Road at the Berks/Lehigh County Line in Maxatawny Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	NHPP	\$0	\$0	\$0	\$0	\$0	\$4,802
Preliminary Engineering	581	\$0	\$0	\$0	\$0	\$0	\$1,200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$4802
	State:	\$0	\$0	\$0	\$0	\$0	\$1200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$0	\$0	\$0	\$6,002
	Total FFY 2027-2038 Cost	\$6,002					

PennDOT Project Id: 97258

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality: Perry (TWP)

Air Quality Exempt Reason: S9 - Guardrails, median barriers, crash cushions

Title: SR 61 Med Barrier - Perry Wind

State Route: 61

Estimated Construction Bid Date: 8/12/2027

Actual Construction Bid Date:

Location: SR 61 - Perry, Windsor Townships and Hamburg Borough
Zion Church Road in Perry Township to 4th Street in Hamburg Borough

Project Description: 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 4th Street in conjunction with the SR 61 Restoration phase 2B (MPMS #10867) in Perry and Windsor Townships and Hamburg Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$350	\$100	\$96	\$0	\$0	\$0
	Federal:	\$350	\$100	\$96	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$350	\$100	\$96	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$546					

PennDOT Project Id: 97417

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Miscellaneous

Title: Construction Assistance

Municipality: Reading (CITY)

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various locations in Berks County

Project Description: State funding for consultant assistance during the construction phase of general maintenance projects at various locations in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
	Total FFY 2027-2038 Cost	\$600					

PennDOT Project Id: 97838

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Resurface

Title: Construction Assistance

Municipality: Cumru (TWP)

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various locations in Berks

Project Description: This project provides consultant assistance for inspection and/or oversight of approved Transportation Improvement Program construction projects eligible for federal funding, including highway, bridge and transportation alternative projects in Berks County within the MPO region.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$50	\$50	\$50	\$50	\$200	\$200
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
	Total FFY 2027-2038 Cost	\$600					

PennDOT Project Id: 102189

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: NRS - "Not Rgnlly Significant" - do not fit exempt ctgry

Improvement Type: Restoration

Title: RATS Hwy & Bridge Reserve

Municipality: Reading (CITY)

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This Highway & Bridge Reserve Line Item was created to provide extra funding where needed for projects in Berks County that qualify for the following fund types:

- NHPP (National Highway Performance Program) - These projects provide support for the condition and performance of the National Highway System.
- STP (Surface Transportation Program) - This is a formula-based distribution based on the region's bridge and highway needs on federal aid routes not on the National Highway System.
- BOF - This funding is reserved for federal aid bridges not on the National Highway System.
- 581 - This is state funding for state-owned roadways and bridges.
- 185 - This is state funding for state-owned bridges.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	\$403	\$112	\$266	\$754	\$2,959	\$12,524
Construction	BRIP	\$39	\$246	\$309	\$306	\$13,490	\$29,620
Construction	NHPP	\$141	\$21	\$29	\$149	\$1,911	\$147
Construction	STP	\$0	\$0	\$1	\$0	\$2,612	\$297
Construction	185	\$41	\$34	\$23	\$315	\$14,817	\$25,026
Construction	581	\$0	\$0	\$0	\$7	\$2,173	\$24,745
	Federal:	\$583	\$379	\$605	\$1209	\$20972	\$42588
	State:	\$41	\$34	\$23	\$322	\$16990	\$49771
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$624	\$413	\$628	\$1,531	\$37,962	\$92,359
Total FFY 2027-2038 Cost		\$133,517					

PennDOT Project Id: 102763

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn

Improvement Type: Miscellaneous

Title: RATS Traffic Review Assistance

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project funds consultant assistance in the traffic unit during the construction phases of general maintenance projects at various locations in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2027-2038 Cost		\$600					

PennDOT Project Id: 103882 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
 Improvement Type: Bridge Replacement Title: Eagle Road Bridge over Moselem Creek
 Municipality: Richmond (TWP) State Route: 7232

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Eagle Road Bridge over Moselem Creek
 Richmond Township
 Berks County

Project Description: This project involves the replacement of a Berks County owned bridge (#63B Moselem Springs) on Eagle Road (T-607) over Moselem Creek in Richmond Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	ACT13	\$1,000	\$850	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$1000	\$850	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,000	\$850	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,850					

PennDOT Project Id: 103908 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
 Improvement Type: Bridge Rehabilitation Title: Swamp Creek Road Bridge
 Municipality: Colebrookdale (TWP) State Route: 7101

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Swamp Creek Road over West Branch of Swamp Creek
 Colebrookdale Township
 Berks County

Project Description: This project involves the rehabilitation or replacement of a Berks County owned bridge (#40A Deyschers) on Swamp Creek Road over the West Branch of Swamp Creek in Colebrookdale Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	ACT13	\$600	\$200	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$600	\$200	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$600	\$200	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$800					

PennDOT Project Id: 109222

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: R4 - Changes in vertical and horizontal alignment

Improvement Type: Safety Improvement

Title: SR 73 and 1005 Intersection Improvement

Municipality: Maiden Creek (TWP)

State Route: 73

Estimated Construction Bid Date: 4/1/2029

Actual Construction Bid Date:

Location: Maiden Creek Twp, Berks County, SR 0073 (Lake Shore Drive) and SR 1005 (Calcium Road)

Project Description: This project involves safety improvements to the intersection of State Route 73 (Lake Shore Drive) and State Route 1005 (Calcium Road) to address the skewed "T" intersection.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	STP	\$40	\$40	\$36	\$0	\$0	\$0
Final Design	581	\$10	\$10	\$9	\$0	\$0	\$0
Utility	STP	\$0	\$8	\$0	\$0	\$0	\$0
Utility	581	\$0	\$2	\$0	\$0	\$0	\$0
Right of Way	STP	\$0	\$14	\$0	\$0	\$0	\$0
Right of Way	581	\$0	\$4	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$2,182	\$0
Construction	STU	\$0	\$0	\$0	\$0	\$600	\$0
Construction	581	\$0	\$0	\$0	\$0	\$696	\$0
Federal:		\$40	\$62	\$36	\$0	\$2782	\$0
State:		\$10	\$16	\$9	\$0	\$696	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$50	\$78	\$45	\$0	\$3,478	\$0
Total FFY 2027-2038 Cost		\$3,651					

PennDOT Project Id: 109894

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Rehabilitation

Title: SR 61 Bridge Rehabilitation

Municipality: Hamburg (BORO)

State Route: 61

Estimated Construction Bid Date: 9/14/2023

Actual Construction Bid Date: 9/14/2023

Location: SR 61 over State Street (SR 4028), Schuylkill River, & Reading Blue Mountain and Northern RR
Borough of Hamburg / Tilden Township
Berks County

Project Description: This project involves the rehabilitation of the bridge on State Route 61 over State Route 4028 (West State Street), the Schuylkill River and Reading Northern Railroad in the Borough of Hamburg and Tilden Township, Berks County. This project to be let under MPMS 10328 (PA 61 Restoration-Phase 2A).

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$41	\$0	\$0	\$0	\$0	\$0
Construction	581	\$10	\$0	\$0	\$0	\$0	\$0
Federal:		\$41	\$0	\$0	\$0	\$0	\$0
State:		\$10	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$51	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$51					

PennDOT Project Id: 110008

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen

Municipality: Wyomissing (BORO)

Title: 222 Auxiliary Lane-Wyomissing "Hard Shoulder"

State Route: 222

Estimated Construction Bid Date: 9/30/2027

Actual Construction Bid Date:

Location: 222 Southbound between the Berkshire Boulevard overpass and Paper Mill Road Interchange, Wyomissing Borough, Berks County.

Project Description: 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.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$1,000	\$500	\$1,000	\$512	\$0	\$0
Construction	STP	\$2,000	\$2,000	\$0	\$700	\$0	\$0
Construction	STU	\$0	\$1,000	\$1,000	\$1,000	\$0	\$0
Construction	581	\$750	\$875	\$500	\$128	\$0	\$0
Utility	NHPP	\$21	\$0	\$0	\$0	\$0	\$0
Utility	581	\$5	\$0	\$0	\$0	\$0	\$0
	Federal:	\$3021	\$3500	\$2000	\$2212	\$0	\$0
	State:	\$755	\$875	\$500	\$128	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$3,776	\$4,375	\$2,500	\$2,340	\$0	\$0
Total FFY 2027-2038 Cost		\$12,991					

PennDOT Project Id: 110011

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality:

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

Title: Berks Box Culvert Bundle

State Route: 2032

Estimated Construction Bid Date: 5/7/2026

Actual Construction Bid Date:

Location: Box Culvert Bundle
Berks County

Project Description: This project involves the replacement of box culverts at various locations in Berks County. The structures in the bundle are State Route 1035 (Valley Road) over Toad Creek and State Route 2032 (Race Street) over a Tributary to West Swamp Creek. These structures are subject to change.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	\$10	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$10	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$10					

PennDOT Project Id: 110013

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: SR 4040 (Old Route 22) Bridge Bundle

Municipality: Upper Tulpehocken (TWP)

State Route: 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 Bridge Bundle
SR 4040 (Old Route 22)
Berks County

Project Description: This project involves the bridge replacement of a bundle of six bridges on State Route 4040 (Old Route 22) in Bethel and Upper Tulpehocken Townships, Berks County. Structures included in this bundle are bridges that carry SR 4040 over Birch Creek, SR 4040 over Little Northkill Creek, SR 4040 over Cabin Creek, SR 4040 over Mollhead Creek, SR 4040 over a Tributary to Mollhead Creek, and SR 4040 over Northkill Creek.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	\$1,000	\$1,700	\$300	\$1,542	\$0	\$0
Construction	581	\$250	\$425	\$75	\$385	\$0	\$0
	Federal:	\$1000	\$1700	\$300	\$1542	\$0	\$0
	State:	\$250	\$425	\$75	\$385	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,250	\$2,125	\$375	\$1,927	\$0	\$0
	Total FFY 2027-2038 Cost	\$5,677					

PennDOT Project Id: 110014

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: Rehrersburg Road over Trib Mill Creek

Municipality: Tulpehocken (TWP)

State Route: 419

Estimated Construction Bid Date: 12/10/2026

Actual Construction Bid Date:

Location: SR 419 (Rehrersburg Road) over Tributary to Mill Creek
Tulpehocken Township
Berks County

Project Description: Bridge replacement of State Route 419 over Tributary to Mill Creek in Tulpehocken Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BRIP	\$1	\$0	\$0	\$0	\$0	\$0
Utility	581	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$32	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$8	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$700	\$1,113	\$0	\$0	\$0	\$0
Construction	581	\$175	\$278	\$0	\$0	\$0	\$0
Federal:		\$733	\$1113	\$0	\$0	\$0	\$0
State:		\$183	\$278	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$916	\$1,391	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$2,307					

PennDOT Project Id: 110016

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: Lancaster Ave over Swatara Creek

Municipality:

State Route: 501

Estimated Construction Bid Date: 9/17/2026

Actual Construction Bid Date:

Location: SR 501 over Swatara Creek
Bethel Township
Berks County

Project Description: Bridge Replacement of State Route 501 (Lancaster Avenue) over Swatara Creek in Bethel Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BRIP	\$12	\$0	\$0	\$0	\$0	\$0
Utility	185	\$3	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$900	\$61	\$0	\$0	\$0	\$0
Construction	185	\$225	\$15	\$0	\$0	\$0	\$0
Federal:		\$912	\$61	\$0	\$0	\$0	\$0
State:		\$228	\$15	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,140	\$76	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,216					

Date: 2/6/2026 3:49:56PM

Reading MPO TIP - Highway & Bridge Projects

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PennDOT Project Id: 110075

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Existing Signal Improvement

Title: SR 422 Ben Franklin Congested Corridor

Municipality: Amity (TWP)

State Route: 422

Estimated Construction Bid Date: 3/11/2027

Actual Construction Bid Date:

Location: SR 422 Ben Franklin Highway
Amity & Exeter Townships
Berks County

Project Description: 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.

Air Quality Description: 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.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	\$1,000	\$200	\$812	\$0	\$0	\$0
Construction	CRP	\$0	\$0	\$201	\$0	\$0	\$0
Construction	CRPU	\$61	\$61	\$561	\$0	\$0	\$0
Construction	NHPP	\$400	\$0	\$0	\$0	\$0	\$0
Construction	581	\$365	\$65	\$394	\$0	\$0	\$0
	Federal:	\$1461	\$261	\$1574	\$0	\$0	\$0
	State:	\$365	\$65	\$394	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,826	\$326	\$1,968	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$4,120					

PennDOT Project Id: 110078

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Replace/Rehab

Title: SR 4040 (Old Route 22) over Trib to Northkill Crk

Municipality: Upper Tulpehocken (TWP)

State Route: 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 (Old Route 22) over Northkill Creek
Upper Tulpehocken Township
Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 4040 (Old Route 22) over Northkill Creek in Upper Tulpehocken Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$500	\$500	\$500	\$725	\$0	\$0
Construction	185	\$125	\$125	\$125	\$181	\$0	\$0
	Federal:	\$500	\$500	\$500	\$725	\$0	\$0
	State:	\$125	\$125	\$125	\$181	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$625	\$625	\$625	\$906	\$0	\$0
	Total FFY 2027-2038 Cost	\$2,781					

PennDOT Project Id: 110079

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Removal

Title: Penn Street over Maiden Creek

Municipality: Lenhartsville (BORO)

State Route: 7412

Estimated Construction Bid Date: 4/1/2033

Actual Construction Bid Date:

Location: Penn Street over Maiden Creek
Lenhartsville Borough
Berks County

Project Description: Bridge removal of municipal owned structure that carries Penn Street over Maiden Creek in Lenhartsville Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	\$150	\$159	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$60	\$46	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$29	\$0	\$0	\$0
Right of Way	BOF	\$0	\$25	\$28	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$1,093	\$0	\$0	\$0
	Federal:	\$150	\$244	\$1196	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$150	\$244	\$1,196	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,590					

PennDOT Project Id: 110088

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Replace/Rehab

Title: High Boulevard Bridge

Municipality: Cumru (TWP)

State Route: 7103

Estimated Construction Bid Date: 4/1/2027

Actual Construction Bid Date:

Location: High Boulevard Bridge over Angelica Creek
Cumru Township
Berks County

Project Description: Bridge rehabilitation / replacement of municipal owned High Boulevard Bridge over Angelica Creek in Cumru Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	\$250	\$162	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$100	\$119	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	BOF	\$0	\$0	\$22	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$2,388	\$0
	Federal:	\$250	\$162	\$122	\$119	\$2400	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$250	\$162	\$122	\$119	\$2,400	\$0
Total FFY 2027-2038 Cost		\$3,053					

PennDOT Project Id: 110189 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab **Title:** Old Rte 22 Ovr Birch Creek
Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: Old Rte 22 over Birch Creek, Upper Tulpehocken Township, Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over Birch Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehab Bundle, MPMS #110013. There is another bridge that travels over Birch Creek which is being dealt with under MPMS #110191.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	\$41	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$41	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$41					

PennDOT Project Id: 110191 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab **Title:** SR 4040 (Old Route 22) over Birch Creek
Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Birch Creek
 Upper Tulpehock Twp.
 Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over Birch Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle, MPMS #110013. There is another bridge that travels over Birch Creek which is being dealt with under MPMS #110189.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	\$41	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$41	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$41					

PennDOT Project Id: 110192 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab **Title:** SR 4040 ovr Trib Little Northkill Crk
Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Trib to Little Northkill Creek
 Upper Tulpehocken
 Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over a Tributary of Little Northkill Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle, MPMS #110013.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	\$41	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$41	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$41					

PennDOT Project Id: 110193 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab **Title:** SR 4040 over Mollhead Creek
Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Mollhead Creek, Upper Tulpehocken, Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over Mollhead Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle, MPMS #110013.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	\$41	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$41	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$41					

PennDOT Project Id: 110194 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab **Title:** SR 4040 ovr Trib Mollhead Crk
Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Tributary to Mollhead Creek
 Upper Tulpehocken
 Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over a Tributary to Mollhead Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehab Bundle, MPMS #110013.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	\$41	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$41	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$41					

PennDOT Project Id: 110318 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** R1 - Intersection channelization projects
Improvement Type: Intersection Improvement **Title:** SR 12 Alsace Manor Int Impvmnts
Municipality: Alsace (TWP) **State Route:** 12

Estimated Construction Bid Date: 10/22/2026

Actual Construction Bid Date:

Location: State Route 12 (Pricetown Road)

Project Description: 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 intersections 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.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	\$4,635	\$0	\$0	\$0	\$0	\$0
	Federal:	\$4635	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$4,635	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$4,635					

PennDOT Project Id: 111811

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: SR 4040 Northkill Creek UBT

Municipality: Upper Bern (TWP)

State Route: 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Northkill Creek
Upper Bern Township
Berks County

Project Description: This project includes the Utility and Right of Way phases for the replacement of the State Route 4040 (Old Route 22) bridge over Northkill Creek in Upper Bern Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle (MPMS #110013). There is another bridge that travels over Northkill Creek which is being dealt with under MPMS #110078.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	\$41	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$41	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$41					

PennDOT Project Id: 113325

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: R1 - Intersection channelization projects

Improvement Type: Intersection Improvement

Title: Hamburg Traffic Improvements

Municipality: Hamburg (BORO)

State Route: 4028

Estimated Construction Bid Date: 4/1/2033

Actual Construction Bid Date:

Location: SR 4028 and SR 4035
Borough of Hamburg
Berks County

Project Description: This project will involve intersection and roadway improvements on State Street (SR 4028) and Fourth Street (SR 4035), which may include additional turn lanes, intersection control upgrades, traffic signal modifications, pedestrian improvements, and signing and pavement marking improvements, within the Borough of Hamburg, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	\$0	\$0	\$600	\$600	\$548	\$0
Construction	581	\$0	\$0	\$150	\$150	\$137	\$0
Final Design	STU	\$80	\$80	\$87	\$0	\$0	\$0
Final Design	581	\$20	\$20	\$22	\$0	\$0	\$0
Utility	STU	\$0	\$0	\$44	\$0	\$0	\$0
Utility	581	\$0	\$0	\$11	\$0	\$0	\$0
Right of Way	STU	\$10	\$20	\$11	\$0	\$0	\$0
Right of Way	581	\$3	\$5	\$3	\$0	\$0	\$0
	Federal:	\$90	\$100	\$742	\$600	\$548	\$0
	State:	\$23	\$25	\$186	\$150	\$137	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$113	\$125	\$928	\$750	\$685	\$0
Total FFY 2027-2038 Cost		\$2,601					

PennDOT Project Id: 113821

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Resurface

Title: Antietam Rd Resurf-SR 562 to Carsonia

Municipality: Lower Alsace (TWP)

State Route: 2025

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 2025 (Spies Church Rd/Antietam Rd) from SR 562(Boyertown Pike) to Carsonia Avenue , Amity, Exeter, Oley Alsace, and Lower Alsace Townships

Project Description: This project provides for the resurfacing of SR 2025 (Spies Church Road /Antietam Road) from SR 562 (Boyertown Pike) to Carsonia Avenue in Amity, Exeter, Oley, Alsace, and Lower Alsace Townships.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$0	\$0	\$0	\$0	\$1,194	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$1194	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$0	\$0	\$1,194	\$0
	Total FFY 2027-2038 Cost	\$1,194					

PennDOT Project Id: 113825

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Resurface

Title: Limekiln Road Resurface SR 562 to US 422 WB

Municipality: Amity (TWP)

State Route: 2025 Ramps

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 2025 (Limekiln Road) from SR 562 (Boyertown Pike) to the 422 WB ramps Amity Township

Project Description: 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.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$0	\$300	\$337	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$300	\$337	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$300	\$337	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$637					

PennDOT Project Id: 114108

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Restoration

Title: SR 222 Warren Street NB Auxiliary Lane

Municipality: Wyomissing (BORO)

State Route: 222

Estimated Construction Bid Date: 4/1/2027

Actual Construction Bid Date:

Location: Northbound SR 222 from State Hill Road entrance ramp to the exit ramp to Eastbound SR 422
Wyomissing Borough
Berks County

Project Description: This project involves the creation of a northbound auxiliary lane from the entrance ramp of the State Hill Road interchange to the SR 422 eastbound exit ramp. The additional lane will be created through a combination of minor widening, existing shoulder conversion, minor cross slope adjustments and rechannelization of existing lane configuration. Project also includes concrete patching, bituminous overlay (including Paper Mill Rd ramps).

Air Quality Description: Connectivity between on and off ramps for reduction of weave points at State Hill Road, Crossing Drive, 222 Northbound and EB 422 Exit Ramp. Not tying into mainline flow of traffic. Per 11/30/21 discussion it is more about operational versus capacity improvement and the interchange improvements.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$9,269
Construction	581	\$0	\$0	\$0	\$0	\$0	\$2,317
	Federal:	\$0	\$0	\$0	\$0	\$0	\$9269
	State:	\$0	\$0	\$0	\$0	\$0	\$2317
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$0	\$0	\$0	\$0	\$11,586
Total FFY 2027-2038 Cost		\$11,586					

PennDOT Project Id: 114439

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Cumru (TWP)

Title: West Shore Bypass - Phase 1

State Route: 422

Estimated Construction Bid Date: 7/13/2028

Actual Construction Bid Date:

Location: West Shore Bypass from Buttonwood Street overpass in West Reading to Schuylkill River Bridge east of I-176 in Exeter Township, Berks County.

Project Description: This project involves highway reconstruction/widening of US Route 422 (the West Shore Bypass) including complete reconstruction to six lanes beginning at Buttonwood Street overpass in West Reading through the Lancaster Avenue interchange in the City of Reading. This reconstruction includes reconfiguration of the Penn Street/Penn Avenue interchange and the Lancaster Avenue interchange, reconstruction of the Bingaman Street Bridge and associated bicycle and pedestrian connections. The project also includes replacement of the Schuylkill River Bridge and 422 over Norfolk Southern Railroad bridges west of the Interstate 176 interchange, including reconstruction of the I-176 N to US 422 W on-ramp in Cumru Township, Berks County.
PE phase was completed under MPMS #72814.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	\$0	\$0	\$0	\$400	\$19,700	\$12,421
Construction	STP	\$0	\$25,000	\$25,000	\$25,000	\$133,800	\$60,239
Construction	STU	\$0	\$0	\$0	\$2,500	\$15,900	\$18,000
Construction	581	\$0	\$15,000	\$15,000	\$15,000	\$32,310	\$7,180
Utility	NHPP	\$3,000	\$2,933	\$0	\$0	\$0	\$0
Utility	581	\$750	\$733	\$0	\$0	\$0	\$0
	Federal:	\$3000	\$27933	\$25000	\$27900	\$169400	\$90660
	State:	\$750	\$15733	\$15000	\$15000	\$32310	\$7180
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$3,750	\$43,666	\$40,000	\$42,900	\$201,710	\$97,840
Total FFY 2027-2038 Cost		\$429,866					

PennDOT Project Id: 114485 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Preservation Activities **Title:** RATS Bridge Preservation #10
Municipality: Robeson (TWP) **State Route:** 568

Estimated Construction Bid Date: 3/26/2026

Actual Construction Bid Date:

Location: Various Sites
 Various Municipalities
 Berks County

Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.
Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$10	\$0	\$0	\$0	\$0	\$0
	Federal:	\$10	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$10	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$10					

PennDOT Project Id: 114489 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Rehabilitation **Title:** RATS Bridge Preservation #11
Municipality: Cumru (TWP) **State Route:** 422

Estimated Construction Bid Date: 1/28/2027

Actual Construction Bid Date:

Location: Various Sites
 City of Reading/Cumru Township/Exeter Township
 Berks County

Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.
Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	\$2,400	\$2,600	\$3,000	\$260	\$0	\$0
Construction	581	\$600	\$1,000	\$1,000	\$1,500	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$3000	\$3600	\$4000	\$1760	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$3,000	\$3,600	\$4,000	\$1,760	\$0	\$0
Total FFY 2027-2038 Cost		\$12,360					

PennDOT Project Id: 116478 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement **Title:** Smoketown Road over Little Sacony Creek
Municipality: Rockland (TWP) **State Route:** 1029

Estimated Construction Bid Date: 7/30/2026

Actual Construction Bid Date:

Location: SR 1029 over Little Sacony Creek
 Rockland Township
 Berks County

Project Description: This project involves the replacement of the bridge on Smoketown Road (State Route 1029) over Little Sacony Creek in Rockland Township, Berks County.

On May 6, 2021, the bridge carrying SR 1029 (Smoketown Road) over Sacony Creek was closed due to severe scour damage following a heavy rain event on May 5, 2021. Advanced scour was discovered at the north abutment, resulting in the abutment settling over nine inches. The structure was ultimately removed following this failure. Further observations at the site indicated significant contraction scour from the former bridge location and confinement created by the elevated roadway approaches. The elevated roadway restricts floodplain access and prevents floodwaters from dissipating energy into the floodplain due to the channel running parallel along the edge of roadway. The sharp curvature of the stream at the bridge location also results in increased shear stress and bank erosion. Due to the previous failure and site observations, it was evident the project would need to improve the stream channel and design the bridge for future storm events to provide a resilient structure and roadway.

The SR 1029-01B improvements that qualify for PROTECT funding include: restoring and realigning Sacony Creek through the project site, lengthening the proposed bridge to accommodate the redesigned channel, stabilizing and strengthening the Northeast streambank, and installing riprap and other natural counter measures to limit future scour. The redesigned channel will improve the alignment with the proposed bridge, increase sinuosity and floodplain connectivity, reduce shear stress adjacent to the bridge and stabilize the streambed elevations. As part of the design, a 20% increase to the 100-year flows will be included in the hydrologic and hydraulic analysis. This will result in a resilient bridge replacement able to mitigate the impacts of high flow events. These improvements will also lead to less maintenance and improve the stability the approach roadway. Right-of-Way acquisition required for the project also qualifies for PROTECT funding as these areas will be acquired to accommodate the redesigned stream channel and proposed bridge.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	\$52	\$0	\$0	\$0	\$0	\$0
Construction	PRTCT	\$2,300	\$0	\$0	\$0	\$0	\$0
	Federal:	\$2352	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$2,352	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$2,352					

PennDOT Project Id: 116907 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** X1 - Actvtys not leading to constr. (plan & tech study)
Improvement Type: Miscellaneous **Title:** Geotech In-House Assistance
Municipality: Greenwich (TWP) **State Route:** 143

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various locations throughout Berks County

Project Description: This project involves Geo-Technical In-House assistance services to address rock slides, sinkholes, retaining walls, and other unknowns throughout Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
	Total FFY 2027-2038 Cost	\$600					

PennDOT Project Id: 117603 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Wyomissing (BORO)

Title: State Hill Road - SR 222 SB to Norfolk Southern RR

State Route: 3023

Estimated Construction Bid Date: 5/13/2027

Actual Construction Bid Date:

Location: Wyomissing Borough - SR 222 southbound ramps to Norfolk Southern Railroad overpass

Project Description: This 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, Berks County.

Air Quality Description: Conversion of three signalized intersections into multiple roundabouts.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	HSIP	\$109	\$0	\$0	\$0	\$0	\$0
Construction	CAQ	\$1,000	\$200	\$2,500	\$2,800	\$2,059	\$0
Construction	CRP	\$100	\$100	\$200	\$401	\$0	\$0
Construction	CRPU	\$100	\$100	\$200	\$761	\$0	\$0
Construction	HSIP	\$0	\$0	\$0	\$500	\$0	\$0
	Federal:	\$1309	\$400	\$2900	\$4462	\$2059	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,309	\$400	\$2,900	\$4,462	\$2,059	\$0
	Total FFY 2027-2038 Cost	\$11,130					

PennDOT Project Id: 117620 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Wyomissing (BORO)

Air Quality Exempt Reason: R1 - Intersection channelization projects

Title: State Hill Road - Norfolk Southern RR to Penn Ave.

State Route: 3023

Estimated Construction Bid Date: 1/18/2029

Actual Construction Bid Date:

Location: Wyomissing Borough - Norfolk Southern Railroad overpass to and including Penn Avenue

Project Description: This project involves intersection improvements of the State Hill Road (State Route 3023) intersection with Penn Avenue (Business 422/SR 3422) to improve safety and reduce congestion in Wyomissing Borough, Berks County.

Air Quality Description: Conversion of signalized intersection into a roundabout.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	CAQ	\$0	\$100	\$500	\$673	\$0	\$0
Final Design	581	\$0	\$25	\$125	\$168	\$0	\$0
Utility	CAQ	\$0	\$0	\$0	\$0	\$185	\$0
Utility	581	\$0	\$0	\$0	\$0	\$46	\$0
Right of Way	CAQ	\$0	\$50	\$100	\$284	\$0	\$0
Right of Way	CRPU	\$0	\$0	\$0	\$0	\$160	\$0
Right of Way	581	\$0	\$13	\$25	\$71	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$3,942	\$0
	Federal:	\$0	\$150	\$600	\$957	\$345	\$0
	State:	\$0	\$38	\$150	\$239	\$3988	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$188	\$750	\$1,196	\$4,333	\$0
	Total FFY 2027-2038 Cost	\$6,467					

PennDOT Project Id: 117724

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Rehabilitation

Title: Long Lane (SR 1024) over Mill Creek

Municipality: Maxatawny (TWP)

State Route: 1024

Estimated Construction Bid Date: 8/17/2028

Actual Construction Bid Date:

Location: SR 1024 (Long Lane) over Mill Creek
Maxatawny Township
Berks County

Project Description: This project involves the rehabilitation and/or replacement of the structure carrying SR 1024 (Long Lane) over Mill Creek in Maxatawny Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	\$165	\$148	\$0	\$0	\$0	\$0
Final Design	185	\$41	\$37	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$26	\$0	\$0	\$0	\$0
Utility	185	\$0	\$6	\$0	\$0	\$0	\$0
Right of Way	BOF	\$25	\$21	\$0	\$0	\$0	\$0
Right of Way	185	\$6	\$5	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$450	\$450	\$537	\$0	\$0
Construction	581	\$0	\$113	\$113	\$134	\$0	\$0
	Federal:	\$190	\$645	\$450	\$537	\$0	\$0
	State:	\$47	\$161	\$113	\$134	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$237	\$806	\$563	\$671	\$0	\$0
Total FFY 2027-2038 Cost		\$2,277					

PennDOT Project Id: 117725

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: Meckville Road over Meck Creek

Municipality: Bethel (TWP)

State Route: 4005

Estimated Construction Bid Date: 10/14/2027

Actual Construction Bid Date:

Location: SR 4005 over Meck Creek
Bethel Township
Berks County

Project Description: This project involves the replacement of the bridge carrying State Route 4005 over Meck Creek in Bethel Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	\$0	\$750	\$523	\$0	\$0	\$0
Construction	581	\$0	\$188	\$131	\$0	\$0	\$0
Utility	BOF	\$0	\$17	\$0	\$0	\$0	\$0
Utility	185	\$0	\$4	\$0	\$0	\$0	\$0
Federal:		\$0	\$767	\$523	\$0	\$0	\$0
State:		\$0	\$192	\$131	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$959	\$654	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,613					

PennDOT Project Id: 117726

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: SR 4028 (Old Route 22) over Maiden Creek Tributary

Municipality: Greenwich (TWP)

State Route: 4028

Estimated Construction Bid Date: 7/1/2027

Actual Construction Bid Date:

Location: State Route 4028 (Old Roue 22) over the Maiden Creek Tributary
Greenwich Township
Berks County.

Project Description: This project involves the replacement of the bridge carrying State Route 4028 (old Route 22) over the Maiden Creek tributary in Greenwich Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	STP	\$41	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$10	\$0	\$0	\$0	\$0	\$0
Utility	185	\$3	\$3	\$4	\$0	\$0	\$0
Construction	BRIP	\$0	\$300	\$300	\$600	\$2,151	\$0
Construction	185	\$0	\$75	\$75	\$150	\$538	\$0
Federal:		\$41	\$300	\$300	\$600	\$2151	\$0
State:		\$13	\$78	\$79	\$150	\$538	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$54	\$378	\$379	\$750	\$2,689	\$0
Total FFY 2027-2038 Cost		\$4,250					

PennDOT Project Id: 117973

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: S8 - Railroad/highway crossing warning devices

Improvement Type: RR Warning Devices

Title: Walnuttown Road Crossing

Municipality: Richmond (TWP)

State Route: 1011

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 1011 (Walnuttown Road)
Richmond Township
Berks County

Project Description: Upgrade existing at-grade rail crossing warning devices for Norfolk Southern (NS) mainline double track to flashing lights with gates along State Route 1011 (Walnuttown Road) Richmond Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	RRX	\$454	\$0	\$0	\$0	\$0	\$0
	Federal:	\$454	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$454	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$454					

PennDOT Project Id: 117975

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: S8 - Railroad/highway crossing warning devices

Improvement Type: RR Warning Devices

Title: Manatawny Drive Crossing

Municipality: Douglass (TWP)

State Route: 2036

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 2036 (Manatawny Drive)
Douglass Township,
Berks County

Project Description: Improve safety at crossing by upgrading from passive signing only to activated warning devices for the at-grade crossing (DOT 589 507A) SR 2036 (Manatawny Drive) operated by the Colebrookdale Railroad in Douglass Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	RRX	\$0	\$380	\$0	\$0	\$0	\$0
	Federal:	\$0	\$380	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$380	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$380					

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PennDOT Project Id: 120974 New To Planned TIP: Y Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Penn (TWP)

Title: SR 183 / Shartelsville Road Intersection

State Route: 183

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: 500 feet west of Solly Lane to 200 feet east of Beyerle Hill Road.
 Jefferson Township
 Penn Township
 Borough of Bernville
 Berks County

Project Description: This project involves signalization with left and right turn lanes to provide intersection control at the intersection of Bernville Road (State Route 183) and Shartelsville 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 Cent Left Turn Lane from Washington Street to 2nd Street, in Jefferson Township, Penn Township, and the Borough of Bernville, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STP	\$773	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$200	\$346	\$0	\$0
Utility	581	\$0	\$0	\$0	\$0	\$58	\$0
Right of Way	581	\$0	\$0	\$130	\$143	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$9,553	\$0
	Federal:	\$773	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$330	\$489	\$9611	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$773	\$0	\$330	\$489	\$9,611	\$0
	Total FFY 2027-2038 Cost	\$11,203					

PennDOT Project Id: 120990 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Centerport (BORO)

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

Title: RATS Bridge Preservation #12

State Route: 4021

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various bridges in Berks County

Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	\$412	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$1,000	\$2,650	\$2,906	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$412	\$0	\$1000	\$2650	\$2906	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$412	\$0	\$1,000	\$2,650	\$2,906	\$0
	Total FFY 2027-2038 Cost	\$6,968					

PennDOT Project Id: 120995

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

Title: Municipal Bridge Line Item

Municipality: Reading (CITY)

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various Locations
Berks County

Project Description: This project involves the creation of a Municipal Bridge Reserve Line Item to repair, rehabilitate, or replace off-network locally-owned bridges in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	\$1,000	\$1,800	\$800	\$800	\$2,353	\$0
Construction	LOC	\$63	\$113	\$50	\$50	\$147	\$0
Construction	185	\$188	\$338	\$150	\$150	\$441	\$0
	Federal:	\$1000	\$1800	\$800	\$800	\$2353	\$0
	State:	\$188	\$338	\$150	\$150	\$441	\$0
	Local/Other:	\$63	\$113	\$50	\$50	\$147	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,251	\$2,251	\$1,000	\$1,000	\$2,941	\$0
Total FFY 2027-2038 Cost		\$8,443					

PennDOT Project Id: 123129

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Bridge Rehabilitation

Title: Levensgood Road Bridge over Manatawny Creek

Municipality:

State Route: 7203

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Levensgood Road Bridge over Manatawny Creek
Amity Township
Berks County

Project Description: This project involves the rehabilitation or replacement of a Berks County owned bridge (#34E Weidners Mill) carrying Levensgood Road (T-471) over the Manatawny Creek in Amity Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	ACT13	\$600	\$200	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$600	\$200	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$600	\$200	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$800					

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PennDOT Project Id: 123322 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
 Improvement Type: Resurface Title: Berks High Volume Ralumac Microsurfacings #3
 Municipality: Brecknock (TWP) State Route: 625

Estimated Construction Bid Date: 2/18/2027

Actual Construction Bid Date:

Location: State Route 724, 422, 625, 222
 Berks County

Project Description: This project involves Ralumac microsurfacings on high volume roads in various locations, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$2,500	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$2500	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$2,500	\$0	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 123323 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
 Improvement Type: Resurface Title: Berks High Volume Ralumac Microsurfacings #4
 Municipality: Ruscombmanor (TWP) State Route: 662

Estimated Construction Bid Date: 2/17/2028

Actual Construction Bid Date:

Location: State Route 662, 1004, 1021, 176
 Berks County

Project Description: This project involves Ralumac microsurfacings on high volume roads in various locations, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$0	\$2,500	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$2500	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$2,500	\$0	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 123447 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S11 - Pavement marking demonstration
Improvement Type: Reflective Pavement Markers **Title:** RATS AWPM - 2027
Municipality: Bern (TWP) **State Route:** 222

Estimated Construction Bid Date: 3/25/2027

Actual Construction Bid Date:

Location: Various state routes in various municipalities in Berks County

Project Description: Installation of all weather pavement markings on various state routes in various municipalities in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	\$400	\$0	\$400	\$0	\$400	\$0
	Federal:	\$400	\$0	\$400	\$0	\$400	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$400	\$0	\$400	\$0	\$400	\$0
Total FFY 2027-2038 Cost		\$1,200					

PennDOT Project Id: 123448 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis
Project Administrator: PennDOT **Air Quality Exempt Reason:** S14 - Skid treatments
Improvement Type: Surface Treatment **Title:** High Friction Surface Treatments (Berks 2027)
Municipality: Hereford (TWP) **State Route:** 1010

Estimated Construction Bid Date: 10/1/2026

Actual Construction Bid Date:

Location: Along various state routes in various municipalities in Berks County.

Project Description: This project involves the application of high friction surface treatments to various identified locations within Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	\$400	\$0	\$400	\$0	\$400	\$0
	Federal:	\$400	\$0	\$400	\$0	\$400	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$400	\$0	\$400	\$0	\$400	\$0
Total FFY 2027-2038 Cost		\$1,200					

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PennDOT Project Id: 123589 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: S9 - Guardrails, median barriers, crash cushions
 Improvement Type: Guiderail Improvement Title: BPN - 4 Guide Rail Upgrades - 2027
 Municipality: Jefferson (TWP) State Route: 4011

Estimated Construction Bid Date: 10/1/2026

Actual Construction Bid Date:

Location: Various locations
 Berks County

Project Description: This is funding set aside to address BPN - 4 GuideRail Upgrades - 2027 at various locations in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2027-2038 Cost		\$600					

PennDOT Project Id: 123604 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: X11 - Directional and informational signs
 Improvement Type: Corridor Safety Improvement Title: TSMO Antiquated DMS Replacement
 Municipality: Tilden (TWP) State Route: 0

Estimated Construction Bid Date: 12/16/2027

Actual Construction Bid Date:

Location: I-78 EB and WB
 Mile Markers 27 (WB)
 Mile Markers 26.7 (EB)
 Berks County

Project Description: This project involves the installation of Dynamic Message Signs at various locations along I-78 in Berks County to advise motorists and improve safety.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	\$0	\$254	\$0	\$0	\$0	\$0
Preliminary Engineering	STP	\$23	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$13	\$0	\$0	\$0	\$0	\$0
	Federal:	\$36	\$254	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$36	\$254	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$290					

PennDOT Project Id: 123608

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Resurface

Title: Berks High Volume Ralumac Microsurfacings #5

Municipality: Bern (TWP)

State Route: 222

Estimated Construction Bid Date: 2/15/2029

Actual Construction Bid Date:

Location: State Routes 345, 222, 10, 724, 2017
Various Locations
Berks County

Project Description: This project involves Ralumac microsurfacings on high volume roads in various locations, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$0	\$0	\$2,500	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$2500	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$2,500	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 123614

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Surface Treatment Micro-surfacing

Title: Berks High Volume Ralumac Microsurfacings #6

Municipality: Bern (TWP)

State Route: 183

Estimated Construction Bid Date: 2/28/2030

Actual Construction Bid Date:

Location: State Routes 183, 3009, 3012, 3016, 662, 1029
Berks County

Project Description: This project involves Ralumac micosurfacings on high volume roads in various locations, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$0	\$0	\$0	\$2,500	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$2500	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$0	\$2,500	\$0	\$0
	Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 123619 New To Planned TIP: Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Existing Signal Improvement

Municipality: Exeter (TWP)

Title: SR 422 Ben Franklin Congested Corridor West

State Route: 422

Estimated Construction Bid Date: 4/1/2031

Actual Construction Bid Date:

Location: Exeter and Amity Townships
Berks County

Project Description: This project involves signal improvements of 5 signalized intersections to improve traffic flow On SR 422 also known as Ben Franklin Highway in Amity and Exeter Townships, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	\$0	\$0	\$0	\$0	\$3,063	\$0
Construction	CRP	\$0	\$0	\$0	\$0	\$100	\$0
Construction	CRPU	\$0	\$0	\$0	\$0	\$300	\$0
	Federal:	\$0	\$0	\$0	\$0	\$3463	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$0	\$3,463	\$0
Total FFY 2027-2038 Cost		\$3,463					

PennDOT Project Id: 123625 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Upper Tulpehocken (TWP)

Air Quality Exempt Reason: R2 - Intersection signalization prjcts at ind. inters.

Title: SR 183 and Old 22 Intersection

State Route: 183

Estimated Construction Bid Date: 7/8/2032

Actual Construction Bid Date:

Location: Intersection of SR 183, SR 4040 (Old Route 22) and SR 4018
Upper Tulpehocken Township
Berks County

Project Description: 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, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	HSIP	\$300	\$300	\$600	\$36	\$0	\$0
Final Design	HSIP	\$0	\$0	\$0	\$250	\$876	\$0
Utility	HSIP	\$0	\$0	\$0	\$0	\$100	\$533
Right of Way	HSIP	\$0	\$0	\$0	\$80	\$320	\$163
Construction	HSIP	\$0	\$0	\$0	\$0	\$3,000	\$5,234
	Federal:	\$300	\$300	\$600	\$366	\$4296	\$5930
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$300	\$300	\$600	\$366	\$4,296	\$5,930
Total FFY 2027-2038 Cost		\$11,792					

Fund Category Appendix

Fund Category	Fund Category Description	Fund Category	Fund Category Description
Code		Code	
ACT13	Local at risk bridges - Marcellus Legacy Fund	OTH	Other Local Government Agencies
ACT3	Act 3 Public Transportation Grant	OTH-F	Other Federal Govt Agencies
ACT4A	Act 4A Supplemental Operating Grant	OTH-S	Other Pa State Government Agencies
ACT83	Transit Bond	PIB	State Infrastructure Bank - 100% state
ADCMS	Advanced Digital Construction Management Systems	PL	Planning
ADMUO	Administration Use Only - Do Not Use	PRIV	Private Party
AID	2023 AID Demonstration Award	PRO	Protect Program
AIP	FAA Airport Improvement Program	PRTCT	Promoting Resilient Operations for Transformative
APD	Appalachia Development	PRTDG	2022 Protect Discretionary Grant
APL	Appalachia Local Access	PTAF	Act 26 PA Transportation Assist Fund
ATIIP	Active Transportation Infrastructure Investment	RAISE	Rebuild American Infra. Sustainability Equity
BDP	Bridge Discretionary Program	RCP	Reconnecting Communities
BGENT	FAA Block Grant Entitlement	REC	Recreational Trails
BIP	Bridge Investment Program	RES	Funds Restoration
BND	Bridge Bonding	RFAP	Rail Freight Assistance Program
BOF	Bridge Off System	RRX	Highway Safety
BRIP	Bridge Investment Program	RURAL	Rural Surface Transportation Grant Program
BUILD	BUILD Discretionary Grants	SBY	Scenic Byways
CAQ	Congestion Mitigation/Air Quality	SECT9	FTA Federal Formula - Section 9
CARES	Coronavirus Aid, Relief, and Economic Security	SIB	State Infrastructure Bank
CB	Capital Budget Nonhighway	SMART	Strengthen Mobility And Revolutionizing Trans.
CFI	Charging - Fueling Infrastructure Program	SPOPR	Supplemental Operating Assistance
COVID	COVID Relief	SPR	State Planning/Research
CPF	Community Project Funding	SRTSF	Federal Safe Routes to Schools
CRP	Carbon Reduction Program	SR2S	State Safe Route to School
CRPU	Carbon Reduction Program Urban	SSE	Supportive Services Enterprise
DAR	Defense Access Roads	SS4A	Safe Streets for All
DBE	Disadvantages Business Enterprise	STE	Surface Transportation Enhancement
D4R	Discretionary Interstate Maintenance	STN	STP - Nonurbanized
EB	Equity Bonus	STP	Surface Transportation Prog-Flexible
ECONR	Economic Recovery	STR	Surface Transportation Rural
FAABG	FAA Block Grant	STU	Surface Transportation Urban
FAAD	FAA Discretionary	SXF	Special Federal Funds (Demo)
FAI	Interstate Construction	TAP	Transportation Alternatives (TAP) Flexible
FB	Ferry Boat/Ferry Terminal Facilities	TAU	Tap > 200,000 Population
FFL	Federal Flood	TCS	Transpo & Community System Pres.
FHA	Public Lands Highways	TIGER	Trans Investment Generating Economic Recovery
FLAP	Federal Lands Access Program	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FLH	Forest Highways	TPK	Turnpike
FRA	Federal Railroad Administration	TTE	Transit Transportation Enhancements
FRB	Ferry Boat	WCPP	Wildlife Crossings Pilot Program
FTAD	FTA Discretionary Funds	073	Green Light-Go
GEN	PA General Fund	137	Municipal Bridge Improvements and Bundling
HCB	Historic Covered Bridge	138	Rural Commercial Routes
HPR	Highway Planning/Research	140	Intelligent Transportation System
HRRR	High Risk Rural Roads	144	302-87-3 Transportation Assistance
HSIP	Highway Safety Improvement Program	160	Community Transport.-Equip Grant
HVRU	Vulnerable Road User Safety	163	Community Transport.- Equip Grant
H4L	Highway for Life - 10% Limiting Amount	164	PTAF
INFRA	INFRA Discretionary Award	175	FTA- Capital Improvements
ITS	Intelligent Transportation System	179	Local Bridge Construction (Act 26 Counties)
IVB	Innovative Bridge	183	Local Bridge Construction
LBIP	Large Bridge Investment Program	184	Restoration - Hwy Transfer
LOC	Local Government Funds	185	State Bridge Construction
LRFA	Local Rail Freight Assistance	20005b	TOD Planning Pilot Program
MBP3	Major Bridge P3 Initiative	208	FTA- Discretionary Capital
MEGA	National Infrastructure Project Assistance program	244	ARLE Projects
MSFF	Marcellus Shale Fee Fund	278	Safety Admin
NEVI	National Electric Vehicle Infrastructure F/S	338	PT - 1513 Mass Transit Operating
NFP	National HWY Freight Program	339	PT - 1514 Asst Imprvmt / Capitl Budg
NHPP	National Highway Performance Program	340	PT - 1517 Capital Improvement
OJT	On the Job Training Supportive Services	341	PT - 1516 Progrms of Statewide Signif

HBFHWATYP

INTERSTATE MANAGEMENT PROGRAM

As an outgrowth of developing the statewide financial guidance during the FFY 2007 Program update, an Interstate management Program was recommended and eventually agreed to by the planning partners. This program is centrally managed by PennDOT and sets aside annual funding to address statewide Interstate highway and bridge projects.

Interstate Management Program funds assigned to a region are separate and in addition to those used in developing the regional TIP. These projects and future updates will be developed and prioritized on a quantitatively based decision-making system developed by PennDOT that is intended to minimize the total ongoing cost of maintaining and operating the Interstate System. The Interstate Management System will not address capacity adding projects or projects creating new Interstate Highway. These projects, if desired, must be contained within a fiscally constrained regional Long Range Transportation Plan and TIP. All air quality significant Interstate projects located in Berks County, regardless of funding source, are included in the regional Air Quality Conformity Analysis.

Project Narratives for Berks County Interstate Projects can be found on the following pages.

PENNSYLVANIA TURNPIKE COMMISSION

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.

STATEWIDE PROGRAMS

For a complete list of statewide Interstate Projects and other Statewide programs administered by PennDOT, click the following link.

INSERT LINK TO TALKPATRANSPORTATION.COM FOR DRAFT 2027 STIP WHEN AVAILABLE

Berks

PennDOT Project Id: 112354

Project Administrator: PennDOT

Title: Break and Seat SR 568 to SR 422 I/C

Improvement Type: Replace/Rehab

State Route: 176

Municipality: Robeson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: I-176

Berks County

Seg 0070 Offset 0000 to Seg 0110 Offset 1954

Seg 0071 Offset 0000 to Seg 0111 Offset 1930

Robeson and Cumru Twps

Project Description: This project is the reconstruction on Interstate 176 from the Turnpike interchange (Seg 0070 Offset 0000 & Seg 0071 Offset 0000) to the SR 422 I/C (Seg 0110 Offset 1954 & Segment 0111 Offset 1930). The ramps at the Shillington Exit (SR 8005) and the SR 422 ramps (SR 8007) will be reconstructed for a total project length of 10.41 miles (59,965 FT). Bridges will be reconstructed or will have superstructure replacements. The project will receive MASH guiderail replacement, glare screen barrier, and ITS updates along the corridor..

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$741	\$32,203	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$741	\$32,203	\$0
Total FFY 2027-2038 Cost	\$32,944					

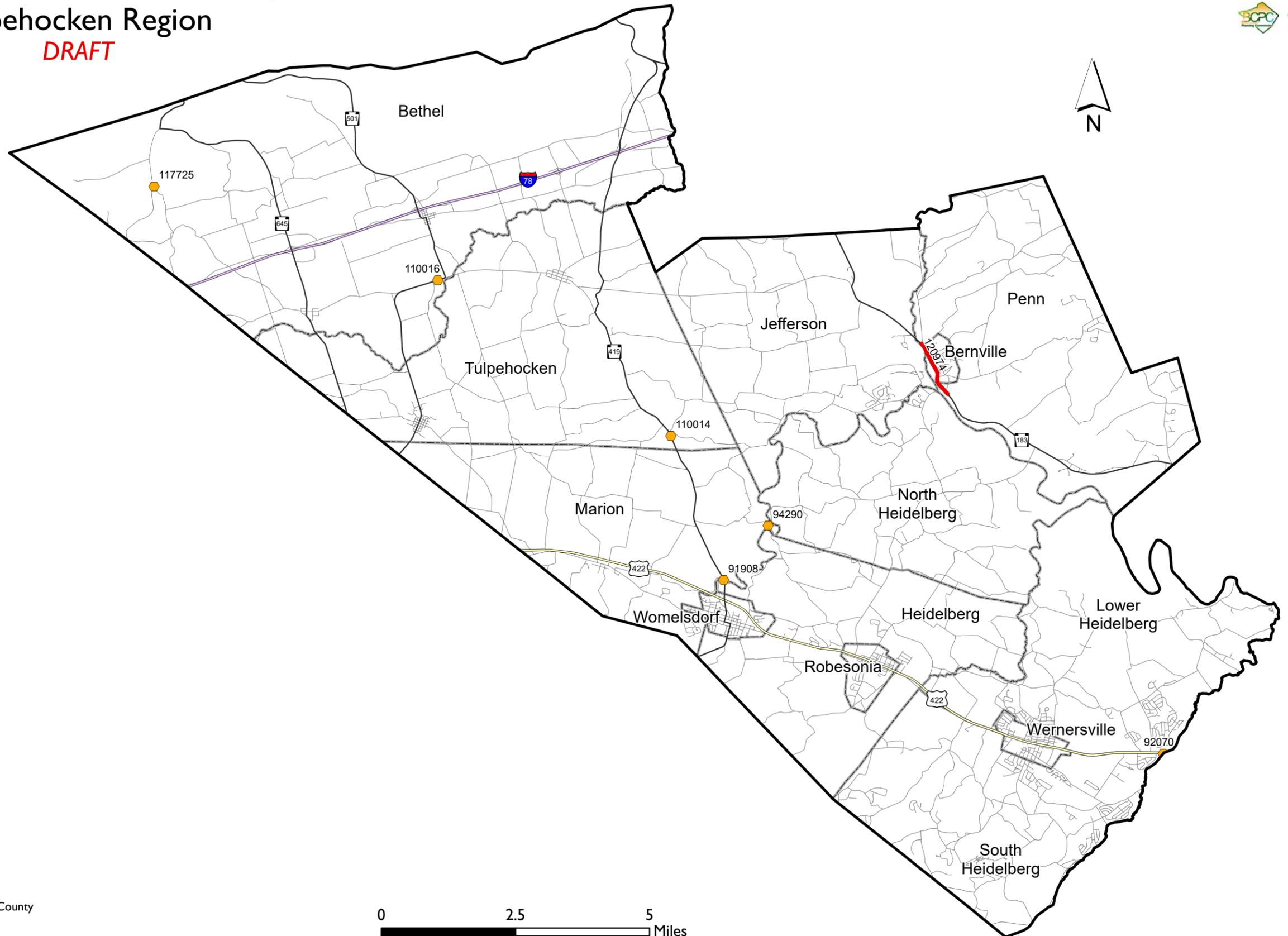
Transportation Improvement Program Tulpehocken Region

DRAFT



Project Type

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

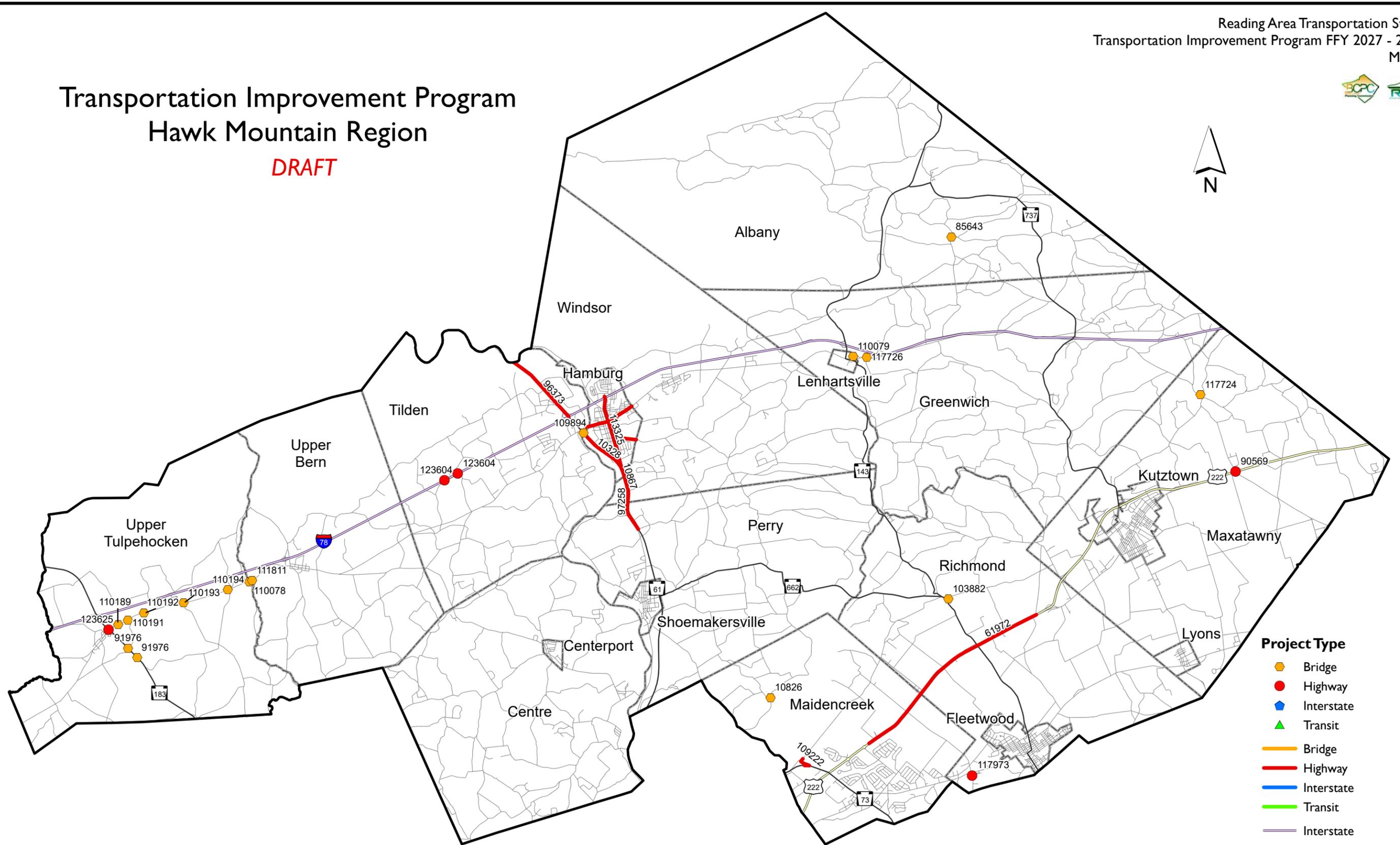


Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT



Transportation Improvement Program Hawk Mountain Region

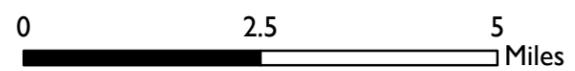
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Project Type

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

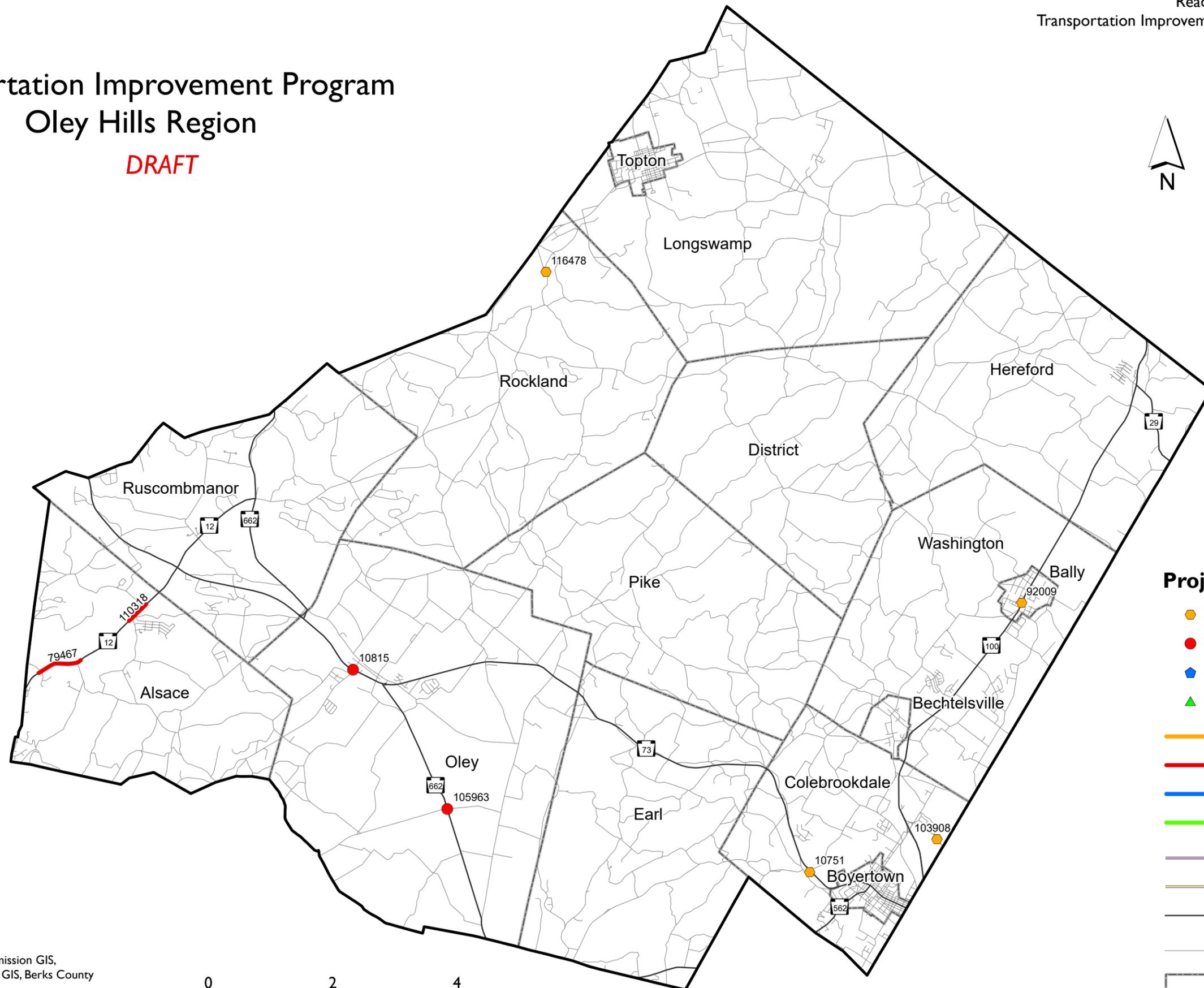
Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT





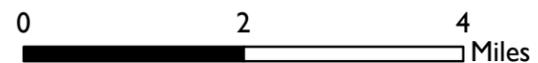
Transportation Improvement Program Oley Hills Region

DRAFT



Project Type

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

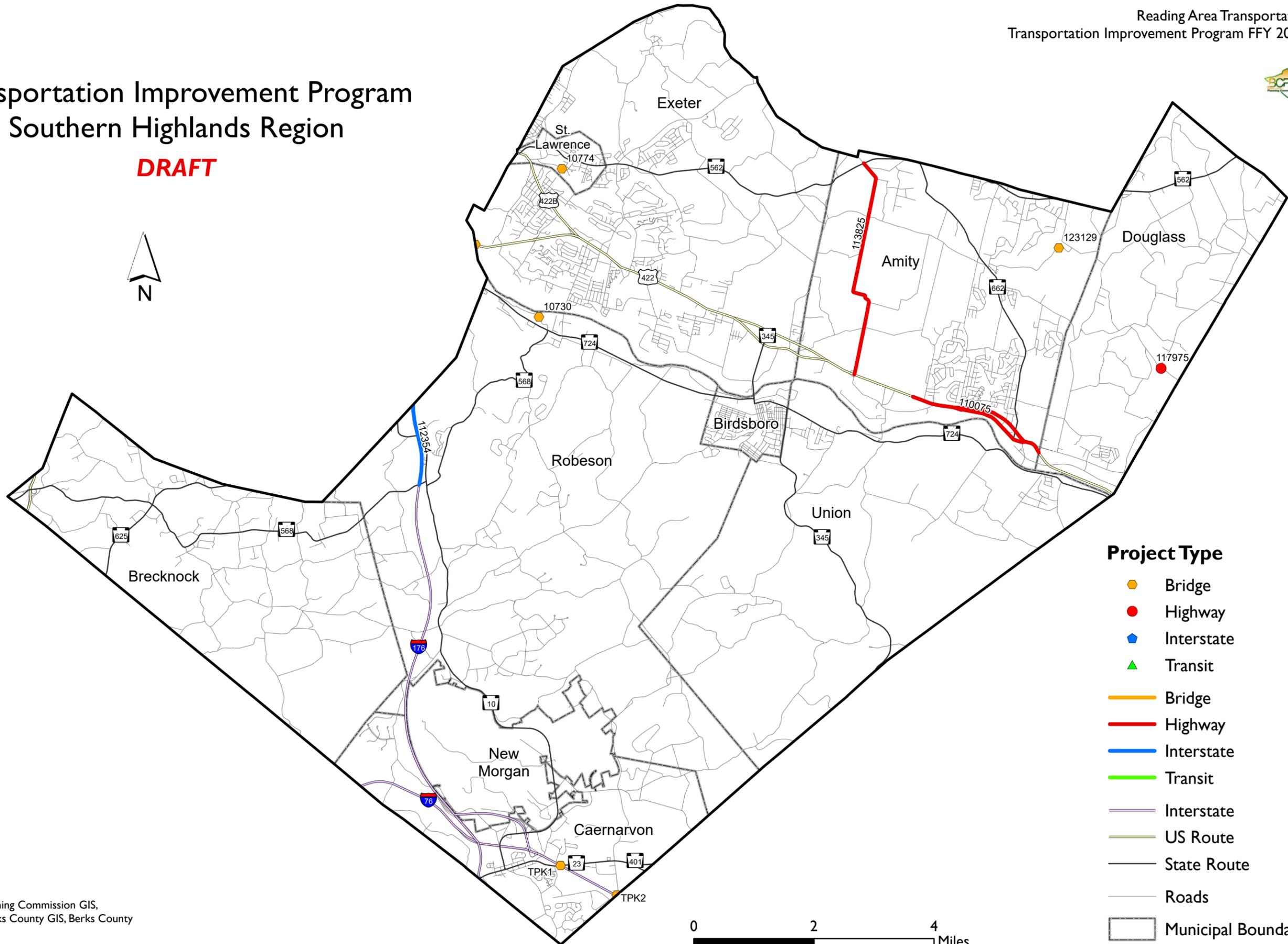


Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT



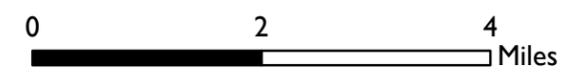
Transportation Improvement Program Southern Highlands Region

DRAFT



Project Type

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



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

Section 3 - Transit Projects



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**SOUTH CENTRAL TRANSIT AUTHORITY
READING OPERATION dba
BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT**

February 2026

In accordance with FTA Circular 9030.1E, the following is provided as documentation by the South Central Transit Authority (SCTA) that SCTA have the financial capacity to carry out the operating and capital projects included in the Reading MPO FFY 2027-2030 Transit Improvement Program to support its Reading Operation.

A. Background

On November 12, 2014 and on November 13, 2014, the Lancaster County Board of Commissioners and the Berks County Board of Commissioners, respectively, approved organizing the South Central Transit Authority (SCTA) under the Municipalities Authorities Act of 2001. SCTA was formed as a result of the consolidation of the management and administrative functions of the Red Rose Transit Authority (RRTA) in Lancaster County and the Berks Area Regional Transportation Authority (BARTA) in Berks County. Both BARTA and RRTA will remain in existence as the agencies operating public transportation service in their respective counties. SCTA signed Management, Administrative and Support Services Agreements with both BARTA and RRTA to provide all executive, management, administrative and support services to BARTA and RRTA. SCTA assumed the management and administrative responsibilities for the operation of BARTA and RRTA as of January 1, 2015.

SCTA is the designated recipient of the federal Section 5307 and 5339 funds apportioned to the Lancaster, PA and Reading, PA Urbanized Areas. Since the funds are apportioned to the individual Urbanized Areas, the Federal Transit Administration (FTA) requires SCTA to submit separate grant applications requesting approval of the proposed projects funded with the Lancaster apportionment of 5307 and 5339 funds and for the proposed projects funded with the Reading apportionment of 5307 and 5339 funds. Funds from one urbanized area cannot be used on a project in the other urbanized area. As a result, the proposed FFY 2027-2030 TIP only includes the proposed projects funded with the projected Berks apportionment of 5307 and 5339 funds over the next four years.

The proposed FFY 2027-2030 TIP also programs Operating Assistance provided by PennDOT under Act 89 to fund the operation of public transportation service in Berks County. SCTA receives the Operating Assistance and the funds programmed in the TIP reflects the amount apportioned to the Berks County service based on an agreement between PennDOT, SCTA and the MPO.

Based on its role and responsibilities described above, SCTA provides the following documentation that itself and the Reading Operation have the financial capacity to carry out the projects included in the FFY 2027-2030 TIP.

**SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT**

February 2026

B. Historical Trends

The historical trends for the Reading Operation are outlined in the attached fiscal year summary for the year ending June 30, 2025. This summary shows operating and financial statistics for the past six fiscal years, FY 2019 through FY 2025.

Overall, operating expenses from FY 2019 (\$16,907,992) to FY 2025 (\$22,649,072) increased by 33.9%.

SCTA/BARTA experienced a different pattern with operating revenue. Total revenues decreased from \$7,536,890 in FY 2019 to \$6,840,115. In FY 2025. Total revenue decreased by 9.2%. This overall decrease in operating revenue is attributed to the Additional CARES and CRRSAA funds ending and a slowly rebounding ridership. The impact of COVID is still evident in the Operating Revenues between FY 2020 and FY 2021. As ridership continues to rebound, we are seeing the Operating Revenues increasing over FY 2020 and 2021.

The Hours of Service of Fixed Route Service operated in FY 2024 and FY 2025 remained relatively stable at 137,111 hours and 136,115 hours respectfully. The decrease in Hours of Service in FY 2023 is attributed to the shortage of skilled drivers available to cover service.

C. Current Condition

During FY 2025, the most recently completed fiscal year for which comparative information is available, SCTA's cost per hour for its Reading operation was \$110.08. This is an increase over the \$107.81 reported in FY 2024. The increase is not surprising. SCTA experienced increased Operating Expenses in operating the scheduled fixed route bus service, and there are still basic operating costs that are incurred to maintain service.

During the six fiscal years being reported, Shared Ride ridership in FY 2019 was at 198,938. By FY 2021, Shared Ride ridership had decreased to 130,138 passengers due to COVID. Shared ride ridership increased to 145,825 passengers in FY 2022 and 153,077 passengers in FY 2023. The FY 2024 ridership increased to 158,839 and to 170,331 in FY 2025.

With the impact of COVID beginning in March 2020, fixed route ridership decreased 15.1% from FY2019 to 2,338,948 passengers in FY 2020. The FY 2021 ridership with the full impact of COVID totaled 1,796,609 passengers, which is a decrease of 23.2% from FY 2020. For FY 2022, SCTA Increased ridership 3.4% to 1,857,301 and in FY 2023 increased 12% to 2,081,069 passengers. This pattern continued into FY 2024 with ridership totaling 2,208,451. Also FY 2025 had a 2.1% decrease from FY 2024 in ridership for a total of 2,161,518.

D. Financial Projections

**SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT**

February 2026

SCTA's five-year operating projections for fixed route and ADA funded services include financial projections through FY 2030 for its Reading operation. Shared ride costs are not shown in the attached projections as they are fully funded by the participating programs/agencies and fares.

From FY 2024 through FY 2030, SCTA is projecting a 37% increase in Operating Costs. During this period, SCTA is projecting Operating Costs will increase from \$22,649,000 in FY 2024 to \$31,029,000 in FY 2030.

SCTA is projecting BARTA will operate 138,925 hours of service in FY 2026. There was an increase of 100 service hours in FY 2025. No increase in service hours projected for FY 2026, FY 2027 and FY 2028. During this five-year period, the total projected increase in service hours is 100. These additional hours of service are projected to address identified service needs with service delivery options recommended in a 2023 Transit Development Plan Update.

The five-year projections assume the base fixed route fare will not increase in FY 2026, FY 2027 and FY 2028. The base fare is projected increase to \$2.00 in FY 2029. From FY 2024 through FY 2028, SCTA is projecting a 17.1% increase in Operating Revenues. SCTA is projecting Operating Revenue will increase from \$2,126,000 in FY 2024 to \$2,491,000 in FY 2028.

SCTA is projecting it will use no federal funding for operating assistance over the next five years. Over the next five years, SCTA is projecting it will continue to capitalize ADA costs, but the ADA costs are projected to be capped at 10% of SCTA's total federal apportionment in each fiscal year in accordance with federal guidelines.

The passage of Act 89 by the Commonwealth of Pennsylvania in late 2013 contributed to an increase in State operating assistance. For FY 2027-2030, PennDOT is projecting SCTA will receive \$24,374,776 in State operating assistance. State operating assistance is projected to remain flat from FY 2027 through FY 2030 based on SCTA's consideration of potential long-term funding issues and the financial guidance provided by PennDOT for the preparation of the TIP.

Act 89 calls for a 15% local match requirement of the amount of PennDOT operating assistance provided. At the time of the passage of Act 89, if the local match funds currently provided were less than the 15% requirement a 5% increase in the local subsidy is required in each succeeding fiscal year until the 15% local match requirement is met. In FY 2025, Berks County will provide a subsidy of \$517,264. This amount is less than the 15% local match requirement based on a state operating subsidy of \$24,374,776. As a result, based on the annual 5% increase, the local subsidy provided will increase to \$598,798 in FY 2028.

SCTA has sufficient operating reserves available to support its Berks operation. The available reserves will be used to fund costs incurred in FY 2026 through FY 2029 exceeding Revenue, State Operating Assistance and Local Operating Assistance. The use of the reserves ensures that the Surplus/Deficit at the end of the fiscal year is \$0.

**SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT**

February 2026

E. Capital Program

SCTA's capital program for its Reading operation for FFY 2026 includes funding for the purchase of eight (8) replacement vehicles for SCTA's Reading Shared Ride Vehicle fleet; upgrades to the Reading Operations Center HVAC, Foyer renovation, CSR area rehab, Driver break room updates and shop renovations, and the BARTA Transportation Center elevator car replacement. Updates will be done with the Parking Garage equipment and PNT Stairwell roof replacement. Maintenance shop and office equipment; advancing elements of SCTA's Public Transportation Safety Plan; an investment in IT, communications and security equipment; and update Finance ERP Software.

In order to maintain SCTA in a State-of-Good-Repair we are proposing to advance the following projects over the next four years for our Reading locations. Reflected in the FFY 2027-2030 TIP we will focus on replacing fixed route and shared ride vehicles that have reached the end of their useful service life; As well as updating the 11th Street Operations Center and the Park-'n-Transit Parking Garage. We are purchasing replacement service vehicles; purchase and installation of solar panels; preventive maintenance and ADA services; and purchasing the support equipment needed for the operation and maintenance of its vehicles and facilities, i.e. communications equipment, maintenance equipment, IT equipment and office equipment/furniture. In addition we will be upgrading the Franklin Street Station and updating our Transit Development Plan.

The capital improvement program for Reading will be advanced with the federal 5307 and 5339 funds apportioned to the Berks Urbanized Area, State Act 89 Discretionary Funds and local funds. State operating assistance is also programmed on the TIP.

The FFY 2025-2030 TIP does include flexing CMAQ funds flexed to SCTA for use in its vehicle replacement program in FFY 2027 and FFY 2028 in order to fund its bus replacement program. The flexing of the CMAQ funds has a positive impact on SCTA's ability to replace buses on a schedule that reflects when a vehicle reaches the end of its useful life.

The projects included in the FFY 2027-2030 TIP are based on SCTA's Transit Asset Management Plan and will ensure SCTA meets its annual performance targets.

F. Financial Capability

A reduced level of service was operated between March 30, 2020 and October 19, 2020. Operator layoffs occurred based on reduced levels of service which reduced operating expenses. No fares were collected between March 23, 2020 and August 10, 2020. In the initial months of COVID, there was a 70% decline in ridership.

The ability to successfully navigate the financial challenges of the last few years and to provide a firm foundation for moving forward over the next five years is due to a number of factors outlined below. The CARES Act, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSSAA) and the American Rescue Plan Act

**SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT**

February 2026

(ARPA) provided funds to SCTA/Reading to fund operating expenses. These funds contributed to maintaining the financial viability of the system as the Authority incurred additional costs related to addressing safety and mitigation of COVID-19 for its employees and customers.

The passage of Act 89 resulted in an increase in State operating assistance. The increase in the State operating assistance over the last several years has been beneficial. Future concerns include a growing source of funds over the years is not reflected in the projections of state operating assistance remaining flat over the next five years and the need for Pennsylvania to address future transit funding needs with the ending of \$400 million in transit funding provided through the Pennsylvania Turnpike Commission.

The ability to use federal funds for general operating needs as provided for in the FAST Act has had a positive impact on SCTA's operating budget and on the flexibility the Authority has in using its allocated federal funds in the most efficient manner possible and in accordance with SCTA priorities for its Reading operation.

Prudent operating and financial decisions made by SCTA over the last few years and the availability of operating reserves also contributed to meeting these past challenges and preparing for the future.

BARTA ridership continues to remain below pre-COVID levels and is projected to increase 1% to 3% over the next five years. SCTA is projecting BARTA will carry 2,204,122 passengers by the end of FY 2026 with a projected increase to 2,386,247 passengers by the end of FY 2030. Ridership in FY 2019 before COVID totaled 2,756,040 passengers. SCTA is committed to encouraging the growth in ridership by operating safe, secure and timely service; SCTA implemented GoMobile, a contactless mobile fare payment option, in January 2021; and offering updated service options and opportunities through the implementation of recommendations from its upcoming Transit Development Plan Update.

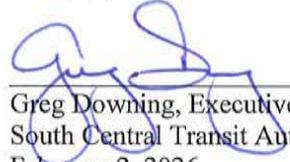
SCTA and BARTA have shown in the past it has the financial experience and ability to maintain the transit system at its present levels of service. The management of SCTA and BARTA have also demonstrated it can operate the system at a fare that is not beyond the economic reach of its many daily passengers. As it moves forward, SCTA will maintain a focus on the economic performance of the system in Reading. Towards that end, SCTA will continue to develop a five-year financial plan as part of its budget process and maintain adequate reserves to meet projected operating and capital needs in the future for its Reading operation.

CERTIFICATION

In accordance with FTA Circular 9030.1E and based on the Fiscal Year Summaries, the FY 2025-26 Reading Financial Projections and updated operating and capital needs as outlined in this Financial Capacity Assessment. SCTA certifies it has the financial capacity to provide the services planned over the next five years and to advance the capital program included in the FFY 2027-30

SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT
February 2026

Transit Improvement Program in support of its Reading operation dba Berks Area Regional Transportation Authority operation.



Greg Downing, Executive Director
South Central Transit Authority
February 2, 2026

SOUTH CENTRAL TRANSIT AUTHORITY (BERKS COUNTY)

FISCAL YEAR SUMMARIES

	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	% Change FY 24 to FY 25
Operating Days	358	358	356	359	359	360	359	-0.3%
Passengers Carried	2,994,558	2,537,881	1,926,747	2,003,126	2,234,146	2,356,117	2,334,037	-1.1%
	-4.4%	-15.3%	-24.1%	4.0%	11.5%	5.5%	-0.9%	
Fixed Route								
Farepaying	2,046,970	1,434,068	1,166,756	1,362,473	1,571,523	1,666,351	1,630,300	-2.6%
Senior Citizens	453,786	398,214	313,268	392,571	409,159	424,544	435,497	2.8%
Transfer	220,772	148,995	68,160	53,170	57,627	56,267	54,256	-3.8%
Other	34,512	357,671	248,425	49,087	42,760	50,116	43,653	-13.2%
Fixed Route Passengers	2,756,040	2,338,943	1,796,609	1,857,301	2,081,069	2,197,278	2,163,706	-1.8%
	-5.1%	-15.1%	-23.2%	3.4%	12.0%	5.6%	-1.5%	
Shared Ride								
Senior Citizens	100,429	72,692	47,508	55,804	62,265	63,377	63,154	-0.4%
DHS - MATP	87,334	83,790	63,770	62,735	64,126	64,692	71,121	10.2%
BH / DS / EI	21,678	14,405	323	1,890	4,097	4,818	5,071	13.4%
ADA Services	18,241	16,822	12,904	14,512	13,040	14,962	16,640	11.6%
Office of Aging	955	149	0	0	0	384	1,032	381.2%
Other Agencies	9,881	11,080	5,633	10,884	9,549	10,606	13,313	24.9%
Shared Ride Passengers	238,518	198,938	130,138	145,825	153,077	158,839	170,331	7.9%
	4.0%	-16.6%	-34.6%	12.1%	5.0%	3.8%	7.2%	
Operating Revenues	\$ 9,419,573	\$ 7,536,890	\$ 4,851,943	\$ 6,154,346	\$ 7,034,537	\$ 7,069,113	\$ 6,840,115	14.3%
Operating Grants	\$ 8,285,645	\$ 9,408,800	\$ 11,796,737	\$ 11,545,013	\$ 9,861,542	\$ 12,662,594	\$ 13,298,260	-14.6%
Total Revenues	\$ 17,705,218	\$ 16,945,690	\$ 16,648,680	\$ 17,699,359	\$ 16,896,079	\$ 19,731,707	\$ 20,138,375	-4.5%
Operating Expenses	\$ 16,547,405	\$ 16,907,922	\$ 17,011,279	\$ 17,370,205	\$ 17,758,211	\$ 20,870,578	\$ 22,649,072	2.2%
Shared Ride Surplus (Deficit)	\$ 1,157,813	\$ 37,768	\$ (362,599)	\$ 329,154	\$ (862,132)	\$ (1,138,871)	\$ (2,510,697)	
Cost Recovery	56.92%	44.58%	28.52%	35.43%	39.61%	33.87%	30.20%	11.8%

**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.

TRANSIT PROJECTS**Project Descriptions**

Project listings typically include the following information: MPMS#; project title; improvement type; geographic limits of the project if applicable; and a narrative description of the project. Each project listing also provides information on the total program period cost, cost by fiscal year, phase of work, and funding sources. Costs are shown in thousands of dollars.

Project Maps

The maps on pages 89 through 99 show the location of the projects included in the FFY 2027-2030 Transportation Improvement Program for the Reading MPO area (Berks County). Highway, Bridge, Enhancement, Interstate Management and Transit projects are shown on six maps – Map 1 showing the entire County and Maps 2 through 6 showing each of the five planning regions of the County. Projects are referenced according to their PennDOT “MPMS Number” and are keyed to the preceding pages.

Certain projects that have no specific location or are line items that reserve funds for future assignment to specific projects are not mapped.

Berks Area Regional Transportation Authority

PennDOT Project Id: 114375

Title: Facility Improvement Prog

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: SCTA has in place a program providing for upgrades and improvements to facilities to ensure the authority is operating at its most efficient. These types of activities include but are not limited to security upgrades such as camera upgrades and solar lighting for bus stops; installation of solar panels, rehab employee parking lot and replace property fence; emergency generator replacement; and sidewalks, curbs, steps and garage entrance lanes replacements.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$400	\$0	\$0	\$0	\$0	\$0
339	\$97	\$0	\$0	\$0	\$0	\$0
LOC	\$3	\$0	\$0	\$0	\$0	\$0
Federal:	\$400	\$0	\$0	\$0	\$0	\$0
State:	\$97	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$3	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals	\$500	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$500					

PennDOT Project Id: 120272

Title: Public Trans Safety Plan

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: SDY - Study

Narrative: As provided for under federal guidelines of the Bipartisan Infrastructure Law, 0.75% of the annual federal funding allocation to the Reading Urbanized Area will be used to fund elements of the Agency Safety Plan including but not limited to establishing a risk reduction program; establishing performance targets; purchasing replacement rolling stock; modifications to rolling stock; and preventive maintenance activities that ensure SCTA's fleet is safe and in a state of good repair.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$34	\$34	\$34	\$34	\$0	\$0
338	\$9	\$9	\$9	\$9	\$0	\$0
Federal:	\$34	\$34	\$34	\$34	\$0	\$0
State:	\$9	\$9	\$9	\$9	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals	\$43	\$43	\$43	\$43	\$0	\$0
Total FY 2027-2038 Cost	\$172					

PennDOT Project Id: 121141

Title: ADA Services

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: 10% of 5307 allocation for ADA Transportation Services

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$272	\$390	\$390	\$390	\$0	\$0
338	\$66	\$94	\$94	\$94	\$0	\$0
LOC	\$2	\$3	\$3	\$3	\$0	\$0
Federal:	\$272	\$390	\$390	\$390	\$0	\$0
State:	\$66	\$94	\$94	\$94	\$0	\$0
Local/Other:	\$2	\$3	\$3	\$3	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals	\$340	\$487	\$487	\$487	\$0	\$0
Total FY 2027-2038 Cost	\$1,801					

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Reading MPO TIP - Transit Projects

PennDOT Project Id: 121144

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Non-federal Funding

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
338	\$12,187	\$12,187	\$12,187	\$12,187	\$0	\$0
LOC	\$541	\$568	\$596	\$626	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$12187	\$12187	\$12187	\$12187	\$0	\$0
Local/Other:	\$541	\$568	\$596	\$626	\$0	\$0
Period Totals	\$12,728	\$12,755	\$12,783	\$12,813	\$0	\$0
Total FY 2027-2038 Cost	\$51,079					

PennDOT Project Id: 121145

Title: Preventive Maintenance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M3 - Rehabilitation of transit vehicles

80% federal funding to support eligible Preventive Maintenance expenses

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$480	\$60	\$28	\$88	\$0	\$0
339	\$116	\$15	\$7	\$21	\$0	\$0
LOC	\$4	\$0	\$0	\$1	\$0	\$0
Federal:	\$480	\$60	\$28	\$88	\$0	\$0
State:	\$116	\$15	\$7	\$21	\$0	\$0
Local/Other:	\$4	\$0	\$0	\$1	\$0	\$0
Period Totals	\$600	\$75	\$35	\$110	\$0	\$0
Total FY 2027-2038 Cost	\$820					

PennDOT Project Id: 121148

Title: Cap. Imprv Prgr IT Equip

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M6 - Const. or renov. of power, signal, & comm systems

Upgrade & replace hardware, software and communications/ security equipment Replace finance software and purchase display panels

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$1,280	\$204	\$0	\$0	\$0	\$0
339	\$310	\$49	\$0	\$0	\$0	\$0
LOC	\$10	\$2	\$0	\$0	\$0	\$0
Federal:	\$1280	\$204	\$0	\$0	\$0	\$0
State:	\$310	\$49	\$0	\$0	\$0	\$0
Local/Other:	\$10	\$2	\$0	\$0	\$0	\$0
Period Totals	\$1,600	\$255	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$1,855					

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Reading MPO TIP - Transit Projects

PennDOT Project Id: 121152

Title: Non-Revenue Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M2 - Purchase of support vehicles

Replace 2011 Ford F350 Pick-up Truck and two 2019 Nissan Pathfinder service vehicles

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$280	\$0	\$216	\$0	\$0	\$0
339	\$68	\$0	\$52	\$0	\$0	\$0
LOC	\$2	\$0	\$2	\$0	\$0	\$0
Federal:	\$280	\$0	\$216	\$0	\$0	\$0
State:	\$68	\$0	\$52	\$0	\$0	\$0
Local/Other:	\$2	\$0	\$2	\$0	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$350	\$0	\$270	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$620					

PennDOT Project Id: 121155

Title: Cap Imprv Prg Shop Equip

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

Upgrade & replace Maintenance Shop exceeding useful life, i.e. two 2016 Ventrac, 2011 Jack Stands, two Floor Sweepers, two Floor Scrubbers and portable lifts,

Narrative: Replace 2010 Bobcat

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$200	\$20	\$0	\$0	\$0	\$0
339	\$48	\$5	\$0	\$0	\$0	\$0
LOC	\$2	\$0	\$0	\$0	\$0	\$0
Federal:	\$200	\$20	\$0	\$0	\$0	\$0
State:	\$48	\$5	\$0	\$0	\$0	\$0
Local/Other:	\$2	\$0	\$0	\$0	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$250	\$25	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$275					

PennDOT Project Id: 121156

Title: Vehicle Replacement Progr

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M10 - Purch new buses & cars for replcmnt or mnr expan.

Provide partial funding to replace one (1) 2015 Fixed Route Electric Hybrid Bus w/2027 electric hybrid bus, 3 2014 fixed route electric hybrid bus with 2016 electric

Narrative: hybrid buses, and 4 2015 fixed route electric hybrid buses with 2027 electric hybrid buses.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
CAQ	\$450	\$900	\$0	\$0	\$0	\$0
5307	\$429	\$2,044	\$3,354	\$2,860	\$0	\$0
5339	\$0	\$335	\$335	\$335	\$0	\$0
339	\$213	\$793	\$892	\$773	\$0	\$0
LOC	\$7	\$26	\$30	\$26	\$0	\$0
Federal:	\$879	\$3279	\$3689	\$3195	\$0	\$0
State:	\$213	\$793	\$892	\$773	\$0	\$0
Local/Other:	\$7	\$26	\$30	\$26	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$1,099	\$4,098	\$4,611	\$3,994	\$0	\$0
Total FY 2027-2038 Cost	\$13,802					

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Reading MPO TIP - Transit Projects

PennDOT Project Id: 121157

Title: Purchase Paratransit Bus

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M10 - Purch new buses & cars for replcmnt or mnr expan.

Narrative: Replace Sixteen (16) 2021 Paratransit Vans exceeding useful life with 2026 Paratransit Vans

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$446	\$1,055	\$935	\$1,564	\$0	\$0
5310	\$394	\$394	\$394	\$394	\$0	\$0
341	\$210	\$351	\$321	\$474	\$0	\$0
LOC	\$0	\$12	\$11	\$16	\$0	\$0
Federal:	\$840	\$1449	\$1329	\$1958	\$0	\$0
State:	\$210	\$351	\$321	\$474	\$0	\$0
Local/Other:	\$0	\$12	\$11	\$16	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$1,050	\$1,812	\$1,661	\$2,448	\$0	\$0
Total FY 2027-2038 Cost	\$6,971					

PennDOT Project Id: 121160

Title: Boss Mobility Hub

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: R6 - Bus terminals and transfer points

Narrative: Implimentation of a Mobility Hub in Sinking Spring

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$0	\$0	\$0	\$20	\$0	\$0
339	\$0	\$0	\$0	\$5	\$0	\$0
LOC	\$0	\$0	\$0	\$0	\$0	\$0
Federal:	\$0	\$0	\$0	\$20	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$0	\$0	\$0	\$25	\$0	\$0
Total FY 2027-2038 Cost	\$25					

PennDOT Project Id: 121161

Title: Franklin St. Station Upgr

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: Update Roof and stone repair at FSS.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
339	\$776	\$0	\$0	\$0	\$0	\$0
LOC	\$24	\$0	\$0	\$0	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$776	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$24	\$0	\$0	\$0	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$800	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$800					

Date: 2/5/2026 8:12:48AM

Reading MPO TIP - Transit Projects

PennDOT Project Id: 121162

Title: Transit Dev. Plan Update

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Update on the TDP 10 Year Plan

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$0	\$140	\$0	\$0	\$0	\$0
339	\$0	\$34	\$0	\$0	\$0	\$0
LOC	\$0	\$1	\$0	\$0	\$0	\$0
Federal:	\$0	\$140	\$0	\$0	\$0	\$0
State:	\$0	\$34	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$1	\$0	\$0	\$0	\$0
Period Totals	2027	2028	2029	2030	2031 - 2034	2035 - 2038
	\$0	\$175	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$175					

Date: 2/5/2026 8:12:48AM

Reading MPO TIP - Transit Projects

Page 6 of 6

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	OTH	Other Local Government Agencies
ACT3	Act 3 Public Transportation Grant	OTH-F	Other Federal Govt Agencies
ACT4A	Act 4A Supplemental Operating Grant	OTH-S	Other Pa State Government Agencies
ACT83	Transit Bond	PIB	State Infrastructure Bank - 100% state
ADCMS	Advanced Digital Construction Management Systems	PL	Planning
ADMUO	Administration Use Only - Do Not Use	PRIV	Private Party
AID	2023 AID Demonstration Award	PRO	Protect Program
AIP	FAA Airport Improvement Program	PRTCT	Promoting Resilient Operations for Transformative
APD	Appalachia Development	PRTDG	2022 Protect Discretionary Grant
APL	Appalachia Local Access	PTAF	Act 26 PA Transportation Assist Fund
ATIIP	Active Transportation Infrastructure Investment	RAISE	Rebuild American Infra. Sustainability Equity
BDP	Bridge Discretionary Program	RCP	Reconnecting Communities
BGENT	FAA Block Grant Entitlement	REC	Recreational Trails
BIP	Bridge Investment Program	RES	Funds Restoration
BND	Bridge Bonding	RFAP	Rail Freight Assistance Program
BOF	Bridge Off System	RRX	Highway Safety
BRIP	Bridge Investment Program	RURAL	Rural Surface Transportation Grant Program
BUILD	BUILD Discretionary Grants	SBY	Scenic Byways
CAQ	Congestion Mitigation/Air Quality	SECT9	FTA Federal Formula - Section 9
CARES	Coronavirus Aid, Relief, and Economic Security	SIB	State Infrastructure Bank
CB	Capital Budget Nonhighway	SMART	Strengthen Mobility And Revolutionizing Trans.
CFI	Charging - Fueling Infrastructure Program	SPOPR	Supplemental Operating Assistance
COVID	COVID Relief	SPR	State Planning/Research
CPF	Community Project Funding	SRTSF	Federal Safe Routes to Schools
CRP	Carbon Reduction Program	SR2S	State Safe Route to School
CRPU	Carbon Reduction Program Urban	SSE	Supportive Services Enterprise
DAR	Defense Access Roads	SS4A	Safe Streets for All
DBE	Disadvantages Business Enterprise	STE	Surface Transportation Enhancement
D4R	Discretionary Interstate Maintenance	STN	STP - Nonurbanized
EB	Equity Bonus	STP	Surface Transportation Prog-Flexible
ECONR	Economic Recovery	STR	Surface Transportation Rural
FAABG	FAA Block Grant	STU	Surface Transportation Urban
FAAD	FAA Discretionary	SXF	Special Federal Funds (Demo)
FAI	Interstate Construction	TAP	Transportation Alternatives (TAP) Flexible
FB	Ferry Boat/Ferry Terminal Facilities	TAU	Tap > 200,000 Population
FFL	Federal Flood	TCS	Transpo & Community System Pres.
FHA	Public Lands Highways	TIGER	Trans Investment Generating Economic Recovery
FLAP	Federal Lands Access Program	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FLH	Forest Highways	TPK	Turnpike
FRA	Federal Railroad Administration	TTE	Transit Transportation Enhancements
FRB	Ferry Boat	WCPP	Wildlife Crossings Pilot Program
FTAD	FTA Discretionary Funds	073	Green Light-Go
GEN	PA General Fund	137	Municipal Bridge Improvements and Bundling
HCB	Historic Covered Bridge	138	Rural Commercial Routes
HPR	Highway Planning/Research	140	Intelligent Transportation System
HRRR	High Risk Rural Roads	144	302-87-3 Transportation Assistance
HSIP	Highway Safety Improvement Program	160	Community Transport.-Equip Grant
HVRU	Vulnerable Road User Safety	163	Community Transport.- Equip Grant
H4L	Highway for Life - 10% Limiting Amount	164	PTAF
INFRA	INFRA Discretionary Award	175	FTA- Capital Improvements
ITS	Intelligent Transportation System	179	Local Bridge Construction (Act 26 Counties)
IVB	Innovative Bridge	183	Local Bridge Construction
LBIP	Large Bridge Investment Program	184	Restoration - Hwy Transfer
LOC	Local Government Funds	185	State Bridge Construction
LRFA	Local Rail Freight Assistance	20005b	TOD Planning Pilot Program
MBP3	Major Bridge P3 Initiative	208	FTA- Discretionary Capital
MEGA	National Infrastructure Project Assistance program	244	ARLE Projects
MSFF	Marcellus Shale Fee Fund	278	Safety Admin
NEVI	National Electric Vehicle Infrastructure F/S	338	PT - 1513 Mass Transit Operating
NFP	National HWY Freight Program	339	PT - 1514 Asst Imprvmt / Capitl Budg
NHPP	National Highway Performance Program	340	PT - 1517 Capital Improvement
OJT	On the Job Training Supportive Services	341	PT - 1516 Progrms of Statewide Signif

Section 4 - Supporting Information



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

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

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

PENNDOT RECOMMENDED

RATS FFY 2027-2038 Program Spike Funding

NHPP Spike Projects

None

STP Spike Projects

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

FFY 2027 \$11,717,324

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

FFY 2028 \$25,000,000

FFY 2029 \$25,000,000

FFY 2030 \$25,000,000

FFY 2031 \$25,000,000

FFY 2032 \$30,000,000

FFY 2033 \$35,000,000

FFY 2034 \$35,000,000

FFY 2035-2038 \$45,238,924

State Spike Projects

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

FFY 2028 \$15,000,000

FFY 2029 \$15,000,000

FFY 2030 \$15,000,000

FFY 2031 \$16,309,731

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

2027-28 HSIP Set Aside Selected Projects

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

2027-28 HSIP Set Aside Selected Projects

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

2027-28 HSIP Set Aside Selected Projects

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

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

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

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

Reading MPO
FFY 2027 - 2030 Transportation Improvement Program Development

Financial Constraint Tables

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

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

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

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
HSIP	\$191,000	\$1,193,865			Systemic Safety Project D-5 2025 HPM5# TBD
PROTECT	\$2,300,000				Smoketown Road Bridge MPMS# 116478
RRX		\$454,000			Walnuttown Road (SR 1011) Crossing MPMS# 117973
RRX			\$380,000		Manatawny Drive (SR 2036) Crossing MPMS# 117975
STU	\$335,000	\$335,000	\$335,000	\$335,000	Urban Area Flex Funds from Philadelphia MPO (DVRPC) via MOU
TSMO		\$640,000			Antiquated DMS Replacement (I-78) MPMS# 123604
STP - Spike	\$11,717,324				US 222 Widening MPMS# 61972
STP - Spike		\$25,000,000	\$25,000,000	\$25,000,000	US 422 West Shore Bypass Reconstruction PH 1 MPMS# 114439
State - Spike		\$15,000,000	\$15,000,000	\$15,000,000	US 422 West Shore Bypass Reconstruction PH 1 MPMS# 114439
Act 13 (Local)	\$2,200,000	\$1,250,000			Applied to 3 Berks County Owned Bridges MPMS# 103882, MPMS# 103908, & MPMS# 123129
Local	\$24,463		\$23,122	\$99,017	Municipal Share of 3Local Bridge Projects MPMS 10727, MPMS# 10730, & MPMS# 10774
Total	\$16,767,787	\$43,872,865	\$40,738,122	\$40,434,017	

COMMUNITY DEMOGRAPHIC ASSESSMENT

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

The basic principles to be addressed are:

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

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

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

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

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

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

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

AIR QUALITY CONFORMITY

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

1997 and 2008 8-hour Ozone NAAQS

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

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

2015 8-hour Ozone NAAQS

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

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

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

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

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

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

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

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

The EPA published the 2012 annual PM_{2.5} NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual PM_{2.5} NAAQS by strengthening the standard from 15 µg/m³ to 12 µg/m³. An area is in nonattainment of this standard if the 3-year average of the annual mean PM_{2.5} concentrations for designated monitoring sites in an area is greater than 12.0 µg/m³. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Berks County is designated in attainment of the standard and, as such, no longer must perform emission testing for fine particulates.

ANALYSIS RESULTS

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

Emission Tests

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

EXHIBIT 9: 8-HOUR OZONE MOTOR VEHICLE EMISSION BUDGETS		
VOC	13.1	7.5
NO _x	29.0	14.9

Analysis Years

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

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

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

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

Regionally Significant Highway Projects

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

Analysis Results

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

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

CONFORMITY DETERMINATION

Financial Constraint

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

Public Participation

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

Conformity Statement

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

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

**AIR QUALITY RESOLUTION FOR THE
READING MPO**

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

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

MEMORANDUM OF UNDERSTANDING (MOU)

Reading Metropolitan Planning Organization (MPO)

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

Background

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

Definitions

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

TIP Administration

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

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

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

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

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

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

TIP Revisions

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

An Amendment is a revision to the TIP that:

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

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

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

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

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

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

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

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

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

Transit – Funds Related to Prior-Year Unobligated Funds

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

Fiscal Constraint

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

TIP Financial Reporting

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

TIP Transportation Performance Management

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

Statewide or Multi- UZA Transit Projects

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

MPO TIP Revision Procedures

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

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

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

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

Date

Mr. Chris Kufro
Chairman
Reading Metropolitan Planning Organization

Date

Mr. Gregory Downing
Executive Director
South Central Transit Authority

Date

READING AREA TRANSPORTATION STUDY 2026
Reading Area Transportation Study Coordinating Committee

<i>PennDOT District 5-0</i>	<i>Mr. Chris Kufro, District Executive (Chair)</i> <i>Ms. Jennifer Ruth, Planning & Program Manager*</i>
<i>PennDOT Central Office</i>	<i>Mr. Ray Green, Chief of Financial and Contract Services, Center for Program Development and Management</i> <i>Mr. Nick Raio, Trans. Planning Specialist Supervisor *</i>
<i>Berks County Commissioners</i>	<i>Mr. Michael Rivera, Commissioner</i>
<i>Berks County Planning Commission</i>	<i>Mr. Thomas McKeon, Board Member (Vice Chair)</i> <i>Mr. Alan Piper, Transportation Planner III (MPO Secretary)*</i>
<i>City of Reading</i>	<i>Ms. Donna Reed, Council Member</i> <i>Mr. O. Chris Miller, Council Member*</i>
<i>Berks County Boroughs</i>	<i>Mr. Brian Hoffa, Borough Council Member (Sinking Spring Borough)</i>
<i>Berks County 1st Class Townships</i>	<i>Ms. Lisha Rowe, Township Commissioner (Cumru Township)</i>
<i>Berks County 2nd Class Townships</i>	<i>Mr. Arthur "Ray" Lambert, Township Supervisor (Upper Bern Township)</i>
<i>South Central Transit Authority /</i>	<i>Mr. Greg Downing, Executive Director</i>
<i>Berks Area Regional Transportation Authority</i>	<i>Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning*</i>
<i>Reading Regional Airport Authority</i>	<i>Mr. Dante Santoni, Jr., Board Member</i>

Reading Area Transportation Study Technical Committee

<i>PennDOT District 5-0</i>	<i>Mr. Scott Vottero, District Executive for Design (Chair)</i> <i>Mr. Michael Donchez, Transportation Planning Specialist*</i>
<i>PennDOT Central Office</i>	<i>Ms. Nyomi Nonnemaker, Transportation Planning Specialist (Vice Chair)</i> <i>Mr. Nick Raio, Trans. Planning Specialist Supervisor *</i>
<i>Berks County Planning Commission</i>	<i>Mr. Alan Piper, Transportation Planner III (MPO Secretary)</i> <i>Ms. Amanda Timochenko, Transportation Planner II*</i>
<i>Berks County Planning Commission</i>	<i>Mr. Michael Golembiewski, Transportation Modeler</i> <i>Ms. Amanda Timochenko, Transportation Planner II*</i>
<i>City of Reading</i>	<i>Mr. Donald Edwards, Reading City Engineer</i>
<i>City of Reading</i>	<i>Mr. Kyle Zeiber, Department of Public Works</i>
<i>South Central Transit Authority /</i>	<i>Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning Berks</i>
<i>Area Regional Transportation Authority</i>	<i>Ms. Lauri Ahlskog, Manager of Transit Planning & Compliance*</i>
<i>Reading Regional Airport Authority</i>	<i>Mr. Zackary Tempesco, Airport Manager</i>

* Denotes Board Alternate

Berks County Planning Commission Staff for this Report

Alan Piper, Transportation Planner III
Amanda Timochenko, Transportation Planner II
Devon Hain, Transportation Planner II
Michael Golembiewski, Transportation Modeler
Beth Burkovich, GIS Coordinator
Rick Royer, Design Planner