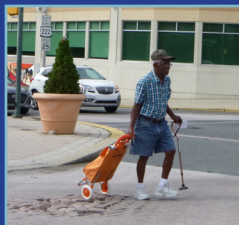




READING AREA TRANSPORTATION STUDY

FFY 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM



DRAFT MARCH 2024



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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 Draft FFY 2025 – 2028 Transportation Improvement Program (TIP). The Committee has worked with its member organizations to prepare a program that it feels 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 111 projects totaling \$365,349,185 for the phases to be advanced during the next four years. It includes 94 projects valued at \$283,740,806 addressing the highway system and bridges and 17 projects valued at \$81,608,379 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. Two (2) projects located in Berks County with a value of \$13,942,000 are included in that program. Table 2 on page 7 presents a funding summary for the Berks County portion of the Interstate Maintenance Program.

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 adds 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 authorizes over \$567 billion nationwide for transportation purposes over the five-year period FFY 2022 - 2026.

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 draft 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.

This document also contains the following appendices:

- A) Procedures for TIP Development, Prioritization and Administrative Actions;
- B) Financial Guidance;
- C) Air Quality Conformity Documentation and Resolution;
- D) MPO Organizational Structure and Self-Certification Resolution and;
- E) Public Participation Policy and Environmental Justice Documentation.

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 Appendix A.

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 Appendix B.

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.

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 2025-2028 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 as Appendix C.

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). 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 Appendix B.

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 Appendix D.

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 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 have the opportunity to comment on the draft TIP before it is 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 Draft FFY 2025 – 2028 Transportation Improvement Program can be found on page 8. The Reading MPO’s Public Participation Process and documentation of public participation efforts are included in Appendix E.

Program Summary

The Draft FFY 2025 – 2028 Transportation Improvement Program for Berks County contains 111 projects totaling \$365,349,185 for the phases to be advanced during the next four years. It includes 94 projects valued at \$283,740,806 addressing the highway system and bridges and 17 projects valued at \$81,608,379 addressing the transit system.

Table 1 summarizes the Reading MPO TIP.

Table 1 Cost Summary by Program, Reading MPO TIP					
	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Highway Program	\$62,797,000	\$63,748,000	\$78,556,500	\$78,639,306	\$283,740,806
Transit Program (BARTA)	\$19,815,113	\$19,840,978	\$20,430,634	\$21,521,648	\$81,608,379
Grand Total Cost - 4 Year Highway and Transit Program:					\$365,349,185

In addition to these, 2 projects valued at \$13,942,000, representing the Berks County portion of the statewide Interstate Management Program are included for reference. Table 2 summarizes the Berks County portion of the Interstate Management Program.

Table 2					
Cost Summary , Interstate Management Program					
	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Berks County Portion Only	\$13,942,000	N/A	N/A	N/A	\$13,942,000

Opportunity for Review and Public Comment

The Reading MPO encourages 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 draft TIP.

Public Comment Period - The public comment period begins on **March 24, 2024** and will end at 5:00 P.M. on **April 23, 2024**.

Copies of the draft TIP – A copy of the draft TIP is available for review at the offices of the Berks County Planning Commission, 633 Court Street, 14th Floor, Reading, PA. 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 Draft FFY 2025- 2028 Transportation Improvement Program, Air Quality Conformity Analysis and Environmental Justice Summary will be held using a hybrid platform and an in-person option. The first meeting will be conducted using a hybrid platform on **Monday, April 8, 2024 beginning at 3:00 p.m.** in the Berks County Commissioners Board Room, Berks County Services Center 13th Floor, 633 Court Street, Reading, PA 19601 for in-person attendance with the virtual component using Microsoft Teams and YouTube. Instructions for connecting to this meeting are available at the Berks County Planning Commission’s website using the following address: www.berkspa.gov/planning The second meeting will be conducted in-person on **Thursday, April 11, 2024 beginning at 6:00 p.m.** at the Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. A link to the presentation materials will be placed on our web page to be viewed and comments may be submitted at any time through the close of the Public Comment Period on April 23, 2024.

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 23, 2024**). They could be sent to:

TIP Comments
Berks County Planning Commission
633 Court Street, 14th Floor
Reading, PA 19601

Comments may also be faxed to 610-478-6316 or 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 reengineer the planning and programming process. One of the results of this is the establishment of financial guidance (See Appendix B) 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 is phased over time and results in a net decrease in funding through FFY 2028, the final year of this TIP update. These recommendations also proposed modifications to the base 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 by 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 is that the Reading MPO will realize 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.

PennDOT has also revised the “spike” funding allocations to Berks County for the US 222 Widening and the West Shore Bypass - Phase 1 projects. The total allocation remains the same (\$321.2 M). Funding for the US 222 Widening project has been advanced to FFY 2026 to match the anticipated let date of July, 2025. Total funding for the US 422 West Shore Bypass – Phase 1 project remain the same with minor modifications in the annual totals over the period FFY 2028 through FFY 2036.

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 Appendix B.

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 related modal plans and the goals of the RATS 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) that was enacted in 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 introduces new programs relating to Resiliency and Carbon Reduction and numerous other competitive programs.

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 by analysis as areas of need as identified in the Commonwealth's Strategic Highway Safety Plan. This plan targets priority safety focus areas and strategies / actions to reduce highway fatalities. Additional HSIP funding may be used to address local high-crash locations 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.

PennDOT is retaining control of the National Highway Freight Program funding for use on the Interstate Highway System and PROTECT funding to improve the resiliency of surface transportation infrastructure against natural hazards and extreme weather events.

For the FFY 2025-2028 Transportation Improvement Program, PennDOT and MPO staff cooperatively developed the program using the following methodology:

- 1) The TIP development process began in March 2023 with the MPO actively promoting the State Transportation Commission's on-line survey and public meeting. This was done through a combination of e-mail 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 109 responses to the survey. This survey was followed by a solicitation of project recommendations from Berks County municipalities in May 2023. Municipalities were given details of the eligibility requirements for new project additions as well as a listing of all current projects included on the FFY 2023 TIP. A total of nine 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 2023-2026 TIP was reviewed and any projects that had not yet been completed were carried over to the draft FFY 2025-2028 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 2023 or FFY 2024;
 - State funds were not anticipated to be encumbered in FFY 2023 or FFY 2024; and
 - Construction projects that have estimated let dates after October 1, 2024.
- 4) New projects were considered for inclusion in the FFY 2025-2028 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 and the Reading MPO's Bicycle and Pedestrian Transportation Plan.

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 2023. 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 project schedule advancements and cost increases, virtually no new projects were added to the draft TIP during this cycle. One project was added based on discretionary HSIP funding (All Weather Pavement Markings) and one project was added using discretionary Transportation Systems Management and Operations (TSMO) funding (RATS ITS Camera Gaps). Two new line items were created. One to address pavement conditions (Berks High Volume Ralumac Microsurfacing) and a second to provide for repair / replacement of municipal bridges. A third new line item was also created to capture anticipated STU funding that will be received by the Reading MPO from DVRPC as a condition of an anticipated MOU between the two agencies resulting from an expansion of the Philadelphia Urban area into eastern Berks County. These funds will not be distributed until the MOU is executed and exact funding levels are established.

The draft project listings were presented to the MPO's Technical and Coordinating Committees in December 2023. The draft project listing was submitted to PennDOT's Central office for an initial review by December 30, 2023. A review of the program between the MPO and PennDOT's Central office staff occurred in January, 2024.

- 5) The draft project listing has been analyzed for conformity with the current air quality standards. The summarized results of this analysis can be found in the Appendix C.
- 6) The plan has been reviewed through an Environmental Justice Summary to ensure that projects and programs are not disproportionately distributed with respect to minority and low-income populations. The summarized results of this analysis can be found in Appendix E.
- 7) The Draft FFY 2025-2028 Transportation Improvement Program and related documents will be made available for a public review and comment period extending from March 24, 2024 through April 23, 2024. Two public meetings was advertised and will be held on April 8, 2024 and April 11, 2024. All comments received and draft responses to those comments were reviewed by the RATS Technical Committee on May 2, 2024. The Coordinating Committee will then review all comments and approve the responses to those comments entire TIP package.
- 8) It is anticipated that the Coordinating Committee will adopt the Transportation Improvement Program, Air Quality Conformity Analysis, and Environmental Justice Summary and all associated documents on May 16, 2024.

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

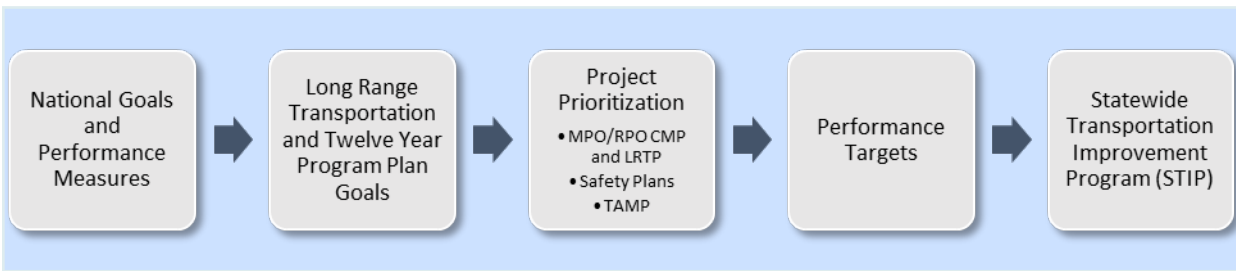
- Safety**
 - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition**
 - To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction**
 - To achieve a significant reduction in congestion on the National Highway System
- System Reliability**
 - To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality**
 - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability**
 - To enhance the performance of the transportation system while protecting and enhancing the natural environment
 - 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
- Reduced Project Delivery Delays**

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.

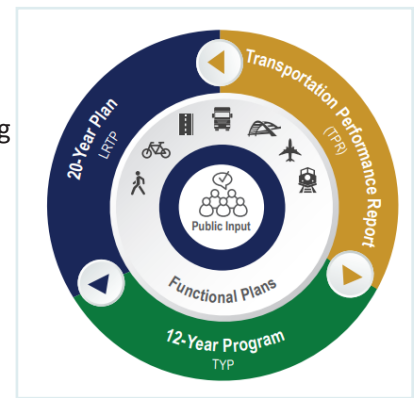


PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Appendix A**. 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 TIP and is provided in **Appendix B**.

Evaluating 2025-2028 TIP Performance

The Federal Fiscal Year (FFY) 2025-2028 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 2024-2027 performance period, the current project selection process for the FY2025-2028 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 <i>National Performance Management Measures: Highway Safety Improvement Program (Safety PM)</i> and <i>Highway Safety Improvement Program (HSIP)</i> 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 data-base. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).		
2022 Safety Measures and Targets (Statewide)		
Measure	Baseline (2018-2022)	Target (2020-2024)
Number of fatalities	1,157.4	1,165.1
Rate of fatalities per 100 million VMT	1.182	1.219
Number of serious injuries	4,682.4	4,721.0

Rate of serious injuries per 100 million VMT	4.783	4.939
Number of non-motorized fatalities & serious injuries	804.6	817.6

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.

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 of the 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 U.S.C. § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan is due by June 30, 2024. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2025 an amount equal to the FFY 2021 HSIP apportionment.

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 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes approximately 63% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, of the balance of the HSIP funding is reserved for various safety initiatives statewide.
- 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. Specifically, as part of PennDOT’s HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP 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.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are 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 of these 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 \$10.3 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
120983	RATS High Friction Surface 2025	This project involves application of a high friction surface treatment to various identified locations within Berks County
79467	SR 12 / Elizabeth	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.
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 PA662 (Memorial Highway) and SR 2020 (Oley Turnpike Road) in Oley Township.
117603	SR 3023 State Hill Road – SR 222SB to Norfolk Southern RR	Improvements to State Hill Road (SR 30323) 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
102161	Lancaster (US222B) Corridor Improvement (Study Only)	This project will include safety corridor improvements along State Route 3222 (Lancaster Avenue Business 222) from Kenhorst Boulevard to Route 10 in the City of Reading

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

MPMS #	Project	Description and Location
117622	RATS AWPM 2025	These projects involve the installation of all weather pavement markings on various routes in various municipalities in Berks County

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

91658	TOC Operator - Berks	This project funds an operator working in the Traffic Operations Center in District 5-0 who monitors cameras, message boards and radio systems along I-78, I-176, Us 222 and US 422 in Berks County.
94900	Freeway Service Patrol	This project funds the freeway service patrol on US 422, US 222 and PA 12 in the urban area of Berks County.
109337	61 Median Barrier - Tilden	This project will add a median barrier on PA 61 from Lowland Road to a point approximately 0.4 miles north in Tilden Township
97258	SR 61 Median Barrier – Perry /Windsor	This project will add a median barrier on PA 61 from Zion’s Church Road to 4 th Street in Perry and Windsor Townships and Hamburg Borough.
110008	222 Auxiliary Lane - Wyomissing	This project involves the addition of an auxiliary lanes to US 222 Southbound and Northbound between the Berkshire Boulevard overpass and the Paper Mill Road Interchange in Wyomissing Borough to improve both safety and congestion.
120988	BPN-4 Guide Rail Upgrades	This project involves BPN-4 Guide Rail Upgrades at various locations throughout 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 was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

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			
<p>Pennsylvania’s pavement and bridge targets were established through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA’s Pennsylvania Division. The targets are consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.</p>			

Progress Towards Target Achievement and Reporting:

PennDOT and the Reading MPO continue to implement enterprise asset management for programming and decision-making as outlined in the TAMP.³ PennDOT will be transitioning to the new TAMP to be finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives

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

PennDOT’s analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and goals established in the TAMP. PennDOT and the MPO continue to ensure the TIP and LRTP are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets established for the 2022-2025 performance period. The Reading MPO’s pavement and bridge projects provided in the FY2025-2028 TIP were selected through coordination with PennDOT’s Asset Management Section in accordance with the TAMP. The projects 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. After the 2022-2025 performance targets are set, PennDOT will provide feedback on statewide and MPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

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 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT and the Reading MPO continue to work to meet the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT and the MPO make

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

³ PennDOT TAMP: <https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx>

ongoing assessments and reevaluate data associated with its future investment decisions.

- In support of the TIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.⁴ 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 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 TIP cycle as PennDOT’s asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

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 allocations (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	Project involves highway restoration of PA 61 from approximately 1700 feet south of Cabela’s Drive to the south end of the bridge over the Schuylkill River in Tilden Township.
10328	PA 61 Restoration – Phase 2A	Project involves highway restoration of PA 61 from 4 th Street to the bridge over the Schuylkill River and State Street.
10867	PA 61 Restoration – Phase 2B	Project involves highway restoration of PA 61 from Zion’s Church Road in Perry Township through Windsor Township to the 4 th Street intersection in Hamburg. The 4 th Street intersection will be reconfigured.
121039	Berks High Volume Ralumac Microsurfacing	Project involves Ralumac microsurfacing on high volume roads in various locations throughout Berks County.

While not specifically included in the Reading MPO TIP, two projects to be carried out by PennDOT are included in the current Interstate TIP. One of these projects extend along I-78 from Shartlesville to just west of PA 61. The second involves isolated concrete patching of failed slabs on I-78 and I-176 in 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

⁴ The 2025 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

to be implemented. In addition to those structures designated for major rehabilitation or replacement, the FFY 2025-2028 TIP contains three 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 are also two Box Culvert Bundles which address 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 and Tilden Township.
92070	US 422 (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 Sothern Railroad in the City of Reading.
91995	Centre Avenue over Norfolk Southern RR	Project involves the rehabilitation or replacement of the bridge carrying Centre Avenue (SR2087) over the Norfolk Southern Railroad in the City of Reading
91091	Schuylkill Avenue Bridge SB	Project involves a bridge replacement on Schuylkill Avenue (PA 183) southbound over the Norfolk Southern Railroad in the City of Reading.
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.

The TIP also addresses 40 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 seven large bridges with over 210,000 square feet of deck area and make repairs to three more with nearly 94,000 square feet of deck area. Subsequent phases of this reconstruction project will also include additional bridge upgrades.

While not specifically included in the Reading MPO TIP, Interstate improvements carried out by PennDOT are currently conducting a major rehabilitation / widening of the bridge carrying I-78 over the Schuylkill River, Industrial Drive, the Blue Mountain and Northern Railroad, and Port Clinton Avenue in Hamburg and Tilden Township. This project also replaced the bridge carrying PA 61 over I-78. One additional project to replace and widen the I-78 bridge over PA 143 and the Maiden creek is included in a state-wide P-3 project and will begin construction in 2024.

System Performance Measures (PM3)

Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). 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 the 2022-2025 performance period 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 mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets

Measure	Baseline 2021	2-year Target	4-year Target
		2023	2025
Interstate Reliability (Statewide)	92.8%	89.5%	89.5%
Non-Interstate Reliability (Statewide)	92.6%	88.0%	88.0%
Truck Reliability Index (Statewide)	1.30	1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Pittsburgh 9.3%	10.5%	10.5%
	Reading – 6.3%	6.5%	6.5%
	Allentown – 7.1%	8.4%	8.4%
	Harrisburg – 7.2%	9.1%	9.1%
	York – 5.0%	6.4%	6.5%
	Lancaster – 3.3%	3.7%	3.7%

Non-SOV Travel Measure Targets

Measure	Baseline 2021	2-year Target	4-year Target
		2023	2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia - 30.6%	30.0%	30.0%
	Pittsburgh – 27.6%	27.0%	27.0%
	Reading – 22.8%	20.2%	20.2%
	Allentown – 20.4%	18.6%	18.6%
	Harrisburg – 21.3%	20.2%	20.2%
	York – 18.4%	15.8%	15.8%
	Lancaster – 20.5%	21.9%	21.9%
	Philadelphia - TBD	TBD	TBD
	Pittsburgh – TBD	TBD	TBD

CMAQ Emission Targets

Measure	Baseline 2021	2-year Target	4-year Target
		2023	2025
Total Emissions Reductions (kg/day) – PM2.5	269.080	18.000	36.000

Total Emissions Reductions (kg/day) -- NOx	1644.620	392.000	785.000
Total Emissions Reductions (kg/day) -VOC	360.220	46.000	93.000
Total Emissions Reductions (kg/day) - PM10	0.000	0.000	0.000
Total Emissions Reductions (kg/day) - CO	3791.360	0.000	0.000
Measure	2-year Target		4-year Target
	2023		2025
	<i>TBD</i>		<i>TBD</i>
	<i>TBD</i>		<i>TBD</i>
	<i>TBD</i>		<i>TBD</i>
	<i>TBD</i>		<i>TBD</i>
	<i>TBD</i>		<i>TBD</i>
Methods for Developing Targets			
<p>The System Performance measure targets were established in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.</p>			

Progress Towards Target Achievement and Reporting:

PennDOT and the Reading MPO continue efforts to ensure the TIP and LRTP are developed and managed to support the improvement of the reliability and CMAQ performance measures. This progress will be measured against the targets established for the 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT’s LRTP provides objectives to address mobility across the transportation system that will guide investment decisions. The federal systems performance measures will be used to assess future progress in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

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

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

The Reading MPO currently meets overall performance targets for Interstate Reliability, Non-Interstate Reliability and Truck Reliability Index. The Reading MPO is now subject to targets for Annual Peak Hour Excessive Delay Hours Per Capita.

Evaluation of TIP for Target Achievement:

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

- PennDOT and the Reading MPO continue to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify TIP projects. A TSMO funding initiative was established in 2018 to further support these efforts.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$480 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects..
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 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 and the Reading MPO 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 \$17.4 million in CMAQ funding, \$1.6 million in Carbon Reduction Program (CRP) funding and \$3.0 million in Carbon Reduction Program-Urban (CRP-U) funding over the period FFY 2025-2028. 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 Appendix A:

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 .

86420	Berks Commuter Services	This project funds the Transportation Demand Management program in Berks County that is administered by Commuter Services of PA. 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.
110318	SR 12 Alsace Manor	Project involves shoulder widening and the addition of a center two-way left turn lane between the non-signalized intersections of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including at the intersection with Woodside Avenue 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)	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	Project involves the upgrade of 13 signalized intersections along US 422 (Ben Franklin Highway) between Pineland Road and River Bridge Road (SR 2077) in Exeter and Amity Townships.
117620	State Hill Road – Norfolk Southern RR to Penn Avenue	Project involves the conversion of the State Hill Road (SR 3023) intersection with Penn Avenue (SR 3422) (US 422 -B) into a roundabout to improve safety and reduce congestion in Wyomissing Borough

CRP and CRP-U funds were used to supplement the SR 12 Elizabeth Avenue and SR 422 Ben Franklin Congested 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
88781	SR 12 and SR 73	Project involves the installation of left turn lanes on all four approaches and signal retiming at the intersection of PA 73 and PA 12 in Ruscombmanor Township
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.
87688	SR 422 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.
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 Bingham 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. The project will also include preventative maintenance activities on US 422 bridges over Brentwood Drive, the Schuylkill River east of Lancaster Avenue and the Schuylkill River east of I-176. Only Right of Way acquisition costs are included in the TIP. The balance of the project, including construction is included in the LRTP with construction estimated to begin in FFY 2027.

SOUTH CENTRAL TRANSIT AUTHORITY

FFY 2025-2028 TRANSIT TIP UPDATE

TRANSIT PERFORMANCE MEASURES NARRATIVE DOCUMENTATION

January 2024

**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 2023 update was adopted by its Board in July 2023, by the Lancaster MPO in September 2023 and by the Reading MPO in September 2023. 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:

- Rolling Stock – Percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB) (age only)
- Facilities – Percentage of facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- 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), effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS).

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 CY 2024 Performance Targets were adopted by the SCTA Board and the Berks and Lancaster MPO's in January 2024.

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 2025-2028 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 2025-2028 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 2025-2028 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 with a value of \$1,408,018. 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 2025-2028 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 109 through 119 show the location of the projects included in the Draft FFY 2025– 2028 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 draft TIP and to obtain more information about a proposed project. The following link is specific to the Reading MPO's Draft FFY 2025-2028 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://gis.penndot.gov/OneMap/?map-id=80415>

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

Projects Implemented/Delayed

Projects Implemented/Delayed



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Reading MPO TIP - Highway & Bridge Projects

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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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$486	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$30	\$0	\$0	\$0	\$0	\$0
Construction	581	\$129	\$0	\$0	\$0	\$0	\$0
	Federal:	\$516	\$0	\$0	\$0	\$0	\$0
	State:	\$129	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$645	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$645					

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 Reading Blue Mtn & Northern
Municipality: Muhlenberg (TWP) **State Route:** 2016
Estimated Construction Bid Date: 2/27/2025
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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$3,000	\$1,944	\$0	\$0	\$0	\$0
Construction	185	\$750	\$486	\$0	\$0	\$0	\$0
	Federal:	\$3000	\$1944	\$0	\$0	\$0	\$0
	State:	\$750	\$486	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$3,750	\$2,430	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$6,180					

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Reading MPO TIP - Highway & Bridge Projects

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PennDOT Project Id: 10613

New To Planned TIP:

Air Quality Status: AQ Conformity Does Not Apply

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Reading (CITY)

Title: 5th Street Bridge over NS RR

State Route: 2005

Estimated Construction Bid Date: 6/29/2028

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BRIP	\$0	\$250	\$350	\$37	\$0	\$0
Final Design	185	\$0	\$63	\$88	\$9	\$0	\$0
Right of Way	NHPP	\$0	\$30	\$37	\$17	\$0	\$0
Right of Way	185	\$0	\$8	\$9	\$4	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$0	\$1,001	\$0
Construction	STU	\$0	\$0	\$0	\$250	\$1,000	\$0
Construction	185	\$0	\$0	\$0	\$63	\$500	\$0
Utility	NHPP	\$0	\$0	\$0	\$45	\$0	\$0
Utility	185	\$0	\$0	\$0	\$11	\$0	\$0
Federal:		\$0	\$280	\$387	\$349	\$2001	\$0
State:		\$0	\$71	\$97	\$87	\$500	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$351	\$484	\$436	\$2,501	\$0
Total FFY 2025-2036 Cost		\$3,772					

PennDOT Project Id: 10700

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Robeson (TWP)

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

Title: Main Street over Allegheny Creek

State Route: 724

Estimated Construction Bid Date: 4/10/2025

Actual Construction Bid Date:

Location: Main Street (PA 724) over Allegheny Creek
important connection between Gibraltar and I-176
Robeson Township
Berks County

Project Description: This project involves a bridge replacement on State Route 724 (Main Street) over Allegheny Creek in Robeson Township, Berks County.

The existing one-span rolled steel I-beam bridge is proposed to be replaced with a single span spread prestressed concrete beam superstructure.

Full depth roadway work will extend approximately 70 feet along the western approach and 40 feet along the eastern approach.

This work will include pavement and guiderail replacement and side slopes will be stabilized with rock.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$750	\$898	\$0	\$0	\$0	\$0
Construction	185	\$188	\$225	\$0	\$0	\$0	\$0
Utility	BRIP	\$412	\$0	\$0	\$0	\$0	\$0
Utility	185	\$103	\$0	\$0	\$0	\$0	\$0
Federal:		\$1162	\$898	\$0	\$0	\$0	\$0
State:		\$291	\$225	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,453	\$1,123	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$2,576					

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Reading MPO TIP - Highway & Bridge Projects

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PennDOT Project Id: 10702

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: Tilden Road Bridge

Municipality: Centre (TWP)

State Route: 4015

Estimated Construction Bid Date: 3/27/2025

Actual Construction Bid Date:

Location: SR 4015 over a trib to Irish Creek
Centre Twp
Berks County

Project Description: This project involves bridge replacement on State Route 4015 (Tilden Road) over a tributary to Irish Creek in Centre Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	185	\$300	\$730	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$300	\$730	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$300	\$730	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$1,030					

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 Rehabilitation

Title: Funk Road over Trib to Ironstone Creek

Municipality: Colebrookdale (TWP)

State Route: 2045

Estimated Construction Bid Date: 11/5/2026

Actual Construction Bid Date:

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

Project Description: Rehabilitation or 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BRIP	\$100	\$147	\$0	\$0	\$0	\$0
Final Design	185	\$25	\$37	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$800	\$293	\$0	\$0
Construction	185	\$0	\$0	\$200	\$73	\$0	\$0
Utility	185	\$0	\$0	\$55	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$42	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$11	\$0	\$0	\$0	\$0
	Federal:	\$100	\$189	\$800	\$293	\$0	\$0
	State:	\$25	\$48	\$255	\$73	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$125	\$237	\$1,055	\$366	\$0	\$0
Total FFY 2025-2036 Cost		\$1,783					

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Reading MPO TIP - Highway & Bridge Projects

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PennDOT Project Id: 10753

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: Weavertown Road Bridge

Municipality: Amity (TWP)

State Route: 2041

Estimated Construction Bid Date: 3/30/2023

Actual Construction Bid Date: 3/23/2023

Location: SR 2041 over Monocacy Creek
Amity Township
Berks County

Project Description: This project involves a bridge replacement on State Route 2041 (Weavertown Road) over Monocacy Creek in Amity Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BOF	\$80	\$0	\$0	\$0	\$0	\$0
Construction	185	\$20	\$0	\$0	\$0	\$0	\$0
	Federal:	\$80	\$0	\$0	\$0	\$0	\$0
	State:	\$20	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$100					

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 State Route 7417(Parkview Road) Bridge over Antietam Creek in St. Lawrence Borough, Berks County

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BOF	\$0	\$0	\$0	\$0	\$325	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$19	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$57	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$93	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$6	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$17	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,911	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$119	\$0
Construction	183	\$0	\$0	\$0	\$0	\$351	\$0
Preliminary Engineering	BOF	\$0	\$0	\$132	\$283	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$8	\$18	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$25	\$53	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$24	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Utility	183	\$0	\$0	\$0	\$0	\$4	\$0
	Federal:	\$0	\$0	\$132	\$283	\$2353	\$0
	State:	\$0	\$0	\$25	\$53	\$429	\$0
	Local/Other:	\$0	\$0	\$8	\$18	\$145	\$0
	Period Totals:	\$0	\$0	\$165	\$354	\$2,927	\$0
Total FFY 2025-2036 Cost		\$3,446					

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Reading MPO TIP - Highway & Bridge Projects

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$0	\$0	\$0	\$250	\$6,400	\$0
Total FFY 2025-2036 Cost		\$6,650					

PennDOT Project Id: 10859

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: Race Street over Swamp Creek

Municipality: Bechtelsville (BORO)

State Route: 2032

Estimated Construction Bid Date: 9/25/2025

Actual Construction Bid Date:

Location: SR 2032 (Race Street) over Swamp Creek
Bechtelsville Borough /Washington Township
Berks County

Project Description: This project includes the Utility and Right of Way phases for the replacement / rehabilitation of State Route 2032 (Race Street) over Swamp Creek in Bechtelsville Borough and Washington Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the Berks Box Culvert Bundle, MPMS #110011.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$27	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$27	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$27	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$27					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10867

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 2B

Municipality: Hamburg (BORO)

State Route: 61

Estimated Construction Bid Date: 7/24/2025

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:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$3,000	\$1,000	\$1,000	\$416	\$0	\$0
Construction	STP	\$950	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$5,000	\$375	\$500	\$500	\$0	\$0
Utility	NHPP	\$42	\$0	\$0	\$0	\$0	\$0
Utility	581	\$11	\$0	\$0	\$0	\$0	\$0
	Federal:	\$8992	\$1375	\$1500	\$916	\$0	\$0
	State:	\$11	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$9,003	\$1,375	\$1,500	\$916	\$0	\$0
Total FFY 2025-2036 Cost		\$12,794					

PennDOT Project Id: 10943

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: Morgantown Road over trib Conestoga Creek

Municipality: New Morgan (BORO)

State Route: 10

Estimated Construction Bid Date: 3/14/2024

Actual Construction Bid Date:

Location: PA 10 (Morgantown Road) over a tributary to Conestoga Creek
Caernarvon Township & New Morgan Borough
Berks County

Project Description: This project involves the bridge rehabilitation via superstructure replacement of Pennsylvania State Route 10 (Morgantown Road) over a tributary to Conestoga Creek in Caernarvon Township & New Morgan Borough, Berks County. The existing superstructure will be replaced with steel beam precast concrete deck modules supported on the existing concrete gravity wall abutments. Roadway improvements include full depth reconstruction, guiderail upgrades, updated signage, and miscellaneous safety improvements.

PA 10 (Morgantown Road) is expected to be closed for 10 days during construction in order to complete project using Accelerated Bridge Construction techniques. A 0.9-mile car detour will be posted using municipal roads (Quarry Road and Morgan Way). Truck traffic will be detoured onto I-176 (Morgantown Expressway) and PA 10 (Morgantown Road) during construction. The detour will be approximately 15 miles for northbound truck traffic and 18 miles for southbound truck traffic.

The bridge is located approximately 1000 feet east of the interchange with I-176 (Morgantown Expressway).

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$293	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$73	\$0	\$0	\$0	\$0	\$0
	Federal:	\$366	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$366	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$366					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 61972

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen

Title: US 222 Widening

Municipality: Maiden Creek (TWP)

State Route: 222

Estimated Construction Bid Date: 7/30/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$0	\$1,000	\$2,375	\$0	\$0	\$0
Construction	HSIP	\$0	\$1,450	\$0	\$0	\$2,700	\$0
Construction	NHPP	\$0	\$4,250	\$1,500	\$3,550	\$14,379	\$0
Construction	STP	\$0	\$13,517	\$0	\$300	\$5,800	\$0
Construction	STU	\$0	\$2,150	\$2,000	\$4,350	\$2,800	\$0
Construction	185	\$0	\$0	\$675	\$0	\$0	\$0
Construction	581	\$0	\$4,909	\$3,200	\$2,050	\$5,745	\$0
	Federal:	\$0	\$22367	\$5875	\$8200	\$25679	\$0
	State:	\$0	\$4909	\$3875	\$2050	\$5745	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$27,276	\$9,750	\$10,250	\$31,424	\$0
Total FFY 2025-2036 Cost		\$78,700					

PennDOT Project Id: 69335

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Transit System Improvement

Title: RATS BARTA Flex

Municipality:

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 for the replacement of four (4) 2010 Fixed Route Electric Hybrid buses with 2022 Electric Hybrid buses.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	CAQ	\$0	\$0	\$450	\$900	\$3,600	\$3,600
	Federal:	\$0	\$0	\$450	\$900	\$3600	\$3600
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$450	\$900	\$3,600	\$3,600
Total FFY 2025-2036 Cost		\$8,550					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 72814

New To Planned TIP: Y

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: 10/31/2030

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 Townships, 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$0	\$0	\$0	\$0	\$15,900	\$40,331
Construction	STP	\$0	\$0	\$0	\$0	\$10,000	\$21,000
Construction	STU	\$0	\$0	\$0	\$0	\$12,000	\$9,000
Construction	581	\$0	\$0	\$0	\$0	\$9,475	\$17,583
Final Design	NHPP	\$0	\$0	\$1,000	\$2,500	\$6,116	\$0
Final Design	581	\$0	\$0	\$250	\$625	\$1,529	\$0
Utility	NHPP	\$0	\$0	\$0	\$0	\$2,165	\$0
Utility	581	\$0	\$0	\$0	\$0	\$541	\$0
Right of Way	NHPP	\$0	\$0	\$30	\$250	\$594	\$0
Right of Way	581	\$0	\$0	\$8	\$63	\$149	\$0
Federal:		\$0	\$0	\$1030	\$2750	\$46775	\$70331
State:		\$0	\$0	\$258	\$688	\$11694	\$17583
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$1,288	\$3,438	\$58,469	\$87,914
Total FFY 2025-2036 Cost		\$151,109					

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: 4/23/2026

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 of a left turn lane for Route 12 westbound at Skyline Drive.

Air Quality Description:

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Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	STP	\$0	\$391	\$0	\$0	\$0	\$0
Construction	CAQ	\$0	\$3,000	\$1,200	\$1,700	\$1,141	\$0
Construction	CRP	\$0	\$0	\$0	\$400	\$400	\$0
Construction	CRPU	\$0	\$725	\$0	\$725	\$725	\$0
Construction	HSIP	\$0	\$1,700	\$400	\$0	\$0	\$0
Construction	185	\$0	\$0	\$2,100	\$0	\$0	\$0
	Federal:	\$0	\$5816	\$1600	\$2825	\$2266	\$0
	State:	\$0	\$0	\$2100	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
		\$0	\$5,816	\$3,700	\$2,825	\$2,266	\$0
Total FFY 2025-2036 Cost		\$14,607					

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 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
	Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
		\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2025-2036 Cost		\$600					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 82791

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: Corridor Safety Improvement

Title: CMAQ Reserve Line Item

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of funding for the CMAQ Line Item for congestion, mitigation, and air quality improvement projects that modeling has shown will result in emissions reductions.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	CAQ	\$50	\$80	\$51	\$60	\$67	\$12,686
	Federal:	\$50	\$80	\$51	\$60	\$67	\$12686
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$50	\$80	\$51	\$60	\$67	\$12,686
	Total FFY 2025-2036 Cost	\$12,994					

PennDOT Project Id: 82793

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Transportation Enhancement

Title: Alternative Transportation (TAP) Line Item

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of funding for the Transportation Alternatives Set Aside (TASA) Reserve Line Item, formerly the Transportation Alternatives Program Line Item. Funding was established by the Moving Ahead for Progress in the 21st century (MAP-21) Federal legislation.

Projects are submitted by application and then reviewed & evaluated by the Reading Area Transportation Study (RATS) Technical Committee with input from PennDOT. The Technical Committee then forwards projects to the RATS Coordinating Committee for final approval.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	TAU	\$593	\$606	\$606	\$606	\$2,424	\$2,423
	Federal:	\$593	\$606	\$606	\$606	\$2424	\$2423
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$593	\$606	\$606	\$606	\$2,424	\$2,423
	Total FFY 2025-2036 Cost	\$7,258					

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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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	HSIP	\$326	\$97	\$49	\$38	\$3,793	\$13,231
	Federal:	\$326	\$97	\$49	\$38	\$3793	\$13231
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$326	\$97	\$49	\$38	\$3,793	\$13,231
	Total FFY 2025-2036 Cost	\$17,534					

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 Rgnly 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	CRP	\$398	\$0	\$0	\$13	\$852	\$1,651
Construction	CRPU	\$746	\$36	\$0	\$36	\$1,619	\$3,043
Construction	STU	\$242	\$3	\$8	\$129	\$3,036	\$12,409
	Federal:	\$1386	\$39	\$8	\$178	\$5507	\$17103
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$1,386	\$39	\$8	\$178	\$5,507	\$17,103
	Total FFY 2025-2036 Cost	\$24,221					

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Reading MPO TIP - Highway & Bridge Projects

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$1,900	\$1,100	\$1,000	\$1,500	\$6,000	\$6,000
	Total FFY 2025-2036 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: 4/1/2027

Actual Construction Bid Date:

Location: SR 1015 over Stoney Run
Albany Township
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$10	\$0	\$0	\$0	\$0	\$0
Construction	185	\$500	\$530	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$510	\$530	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$510	\$530	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$1,040					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 85650

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: Valley Road over Toad Creek

Municipality: Longswamp (TWP)

State Route: 1035

Estimated Construction Bid Date: 9/25/2025

Actual Construction Bid Date:

Location: SR 1035 (Valley Road) over Toad Creek
Longswamp Township
Berks County

Project Description: This project includes the Utility and Right of Way phases for the triple pipe culvert to be replaced by a precast box culvert on State Route 1035 (Valley Road) over Toad Creek in Longswamp Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the Berks Box Culvert Bundle, MPMS #110011.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$54	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$54	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$54	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$54					

PennDOT Project Id: 85670

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: Camp Swatara Road over Little Swatara Creek

Municipality: Bethel (TWP)

State Route: 645

Estimated Construction Bid Date: 4/10/2025

Actual Construction Bid Date:

Location: SR 0645 over Little Swatara Creek
Bethel and Tulpehocken Townships
Berks County

Project Description: This project involves the bridge replacement of State Route 645 (Camp Swatara Road) over Little Swatara Creek and full depth pavement reconstruction on the bridge approaches along with safety improvements including guide rail, pavement markings and signing in Bethel and Tulpehocken Townships, Berks County.

A car and truck detour will be used to maintain traffic during construction.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	BOF	\$70	\$0	\$0	\$0	\$0	\$0
Utility	185	\$18	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$500	\$1,500	\$1,520	\$0	\$0	\$0
Construction	BRIP	\$100	\$400	\$100	\$0	\$0	\$0
Construction	185	\$150	\$475	\$405	\$0	\$0	\$0
	Federal:	\$670	\$1900	\$1620	\$0	\$0	\$0
	State:	\$168	\$475	\$405	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$838	\$2,375	\$2,025	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$5,238					

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Reading MPO TIP - Highway & Bridge Projects

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 lvls

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 to 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	CAQ	\$291	\$295	\$299	\$304	\$1,216	\$1,216
	Federal:	\$291	\$295	\$299	\$304	\$1216	\$1216
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
		\$291	\$295	\$299	\$304	\$1,216	\$1,216
Total FFY 2025-2036 Cost		\$3,621					

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: 2/12/2026

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:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	NHPP	\$103	\$0	\$0	\$0	\$0	\$0
Utility	581	\$26	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$824	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$206	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$1,500	\$1,500	\$589	\$0	\$0
Construction	581	\$0	\$375	\$375	\$147	\$0	\$0
	Federal:	\$927	\$1500	\$1500	\$589	\$0	\$0
	State:	\$232	\$375	\$375	\$147	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
		\$1,159	\$1,875	\$1,875	\$736	\$0	\$0
Total FFY 2025-2036 Cost		\$5,645					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 88781

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 and SR 73

Municipality: Ruscombmanor (TWP)

State Route: 12

Estimated Construction Bid Date: 10/20/2022

Actual Construction Bid Date: 10/20/2022

Location: SR 12 and SR 73
Ruscombmanor Township
Berks County

Project Description: This project involves installation of left turn standby lanes on all four approaches at the intersection of Pricetown Road (State Route 12) and Blandon Road (State Route 73) in Ruscombmanor Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	STP	\$61	\$0	\$0	\$0	\$0	\$0
	Federal:	\$61	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
		\$61	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$61					

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 (excp 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	STP	\$30	\$25	\$25	\$25	\$0	\$0
	Federal:	\$30	\$25	\$25	\$25	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
		\$30	\$25	\$25	\$25	\$0	\$0
Total FFY 2025-2036 Cost		\$105					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 89634

New To Planned TIP: Y

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: Bridge Removal

Title: Trap Rock Bridge Removal

Municipality: Robeson (TWP)

State Route: 2082

Estimated Construction Bid Date: 4/1/2029

Actual Construction Bid Date:

Location: PA 2082 over Hay Creek
Robeson Township
Berks County

Project Description: Bridge removal of closed State Route 2082 (Hay Creek Road) over Hay Creek in Robeson Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	185	\$0	\$50	\$56	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$50	\$59	\$0	\$0
Utility	185	\$0	\$0	\$0	\$11	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$13	\$16	\$0
Construction	185	\$0	\$0	\$0	\$0	\$232	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$50	\$106	\$83	\$248	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$50	\$106	\$83	\$248	\$0
	Total FFY 2025-2036 Cost	\$487					

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: 7/11/2024

Actual Construction Bid Date:

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:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	CAQ	\$1,393	\$0	\$0	\$0	\$0	\$0
Construction	581	\$348	\$0	\$0	\$0	\$0	\$0
	Federal:	\$1393	\$0	\$0	\$0	\$0	\$0
	State:	\$348	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$1,741	\$0	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$1,741					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 91091

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: Schuylkill Ave Bridge SB

Municipality: Reading (CITY)

State Route: 183

Estimated Construction Bid Date: 6/8/2023

Actual Construction Bid Date: 6/8/2023

Location: Schuylkill Avenue SB (SR 183) over Norfolk Southern Railroad
City of Reading
Berks County

Project Description: This project involves a bridge replacement on Schuylkill Avenue southbound (State Route 183) over the Norfolk Southern Railroad in the City of Reading, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$75	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$25	\$0	\$0	\$0	\$0	\$0
Construction	185	\$25	\$0	\$0	\$0	\$0	\$0
	Federal:	\$100	\$0	\$0	\$0	\$0	\$0
	State:	\$25	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$125	\$0	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$125					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$125	\$75	\$125	\$75	\$400	\$500
	Federal:	\$125	\$75	\$125	\$75	\$400	\$500
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$125	\$75	\$125	\$75	\$400	\$500
	Total FFY 2025-2036 Cost	\$1,300					

Date: 2/27/2024
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Reading MPO TIP - Highway & Bridge Projects

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: Replace/Rehab

Title: North Third Street over Tulpehocken Creek

Municipality: Heidelberg (TWP)

State Route: 419

Estimated Construction Bid Date: 5/22/2025

Actual Construction Bid Date:

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

Project Description: This project involves the bridge rehabilitation / 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	BRIP	\$0	\$106	\$0	\$0	\$0	\$0
Utility	581	\$0	\$27	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$750	\$4,500	\$1,437	\$0
Construction	185	\$0	\$0	\$188	\$1,125	\$359	\$0
Federal:		\$0	\$106	\$750	\$4500	\$1437	\$0
State:		\$0	\$27	\$188	\$1125	\$359	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$133	\$938	\$5,625	\$1,796	\$0
Total FFY 2025-2036 Cost		\$8,492					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	185	\$300	\$318	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$175	\$590	\$0	\$0
Utility	185	\$0	\$0	\$0	\$11	\$0	\$0
Right of Way	BRIP	\$0	\$0	\$61	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$0	\$1,855	\$0
Construction	185	\$0	\$0	\$0	\$0	\$464	\$0
Federal:		\$0	\$0	\$61	\$0	\$1855	\$0
State:		\$300	\$318	\$190	\$601	\$464	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$300	\$318	\$251	\$601	\$2,319	\$0
Total FFY 2025-2036 Cost		\$3,789					

Date: 2/27/2024
3:09:30PM

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 91995

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: Centre Avenue over Norfolk Southern RR

Municipality: Reading (CITY)

State Route: 2087

Estimated Construction Bid Date: 6/29/2028

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$0	\$0	\$0	\$1,000	\$6,203	\$0
Construction	185	\$0	\$0	\$0	\$250	\$1,551	\$0
Final Design	NHPP	\$0	\$100	\$400	\$137	\$0	\$0
Final Design	185	\$0	\$25	\$100	\$34	\$0	\$0
Utility	NHPP	\$0	\$0	\$0	\$56	\$0	\$0
Utility	185	\$0	\$0	\$0	\$14	\$0	\$0
Right of Way	NHPP	\$0	\$50	\$100	\$115	\$0	\$0
Right of Way	185	\$0	\$13	\$25	\$29	\$0	\$0
Federal:		\$0	\$150	\$500	\$1308	\$6203	\$0
State:		\$0	\$38	\$125	\$327	\$1551	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$0	\$188	\$625	\$1,635	\$7,754	\$0
Total FFY 2025-2036 Cost		\$10,202					

PennDOT Project Id: 92009

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 100 over trib to Perkiomen Creek

Municipality: Bally (BORO)

State Route: 100

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Main Street (SR 100)
over tributary to Perkiomen Creek
Borough of Bally

Project Description: Bridge replacement with Box Culvert on Main Street (State Route 100) over tributary to Perkiomen Creek in Borough of Bally, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	185	\$0	\$0	\$0	\$17	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$17	\$12	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$0	\$0	\$0	\$17	\$12	\$0
Total FFY 2025-2036 Cost		\$29					

Date: 2/27/2024
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Reading MPO TIP - Highway & Bridge Projects

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: 4/1/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	BRIP	\$0	\$17	\$0	\$0	\$0	\$0
Utility	185	\$0	\$4	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$200	\$650	\$168	\$0	\$0
Construction	185	\$0	\$50	\$163	\$42	\$0	\$0
Federal:		\$0	\$217	\$650	\$168	\$0	\$0
State:		\$0	\$54	\$163	\$42	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$0	\$271	\$813	\$210	\$0	\$0
Total FFY 2025-2036 Cost		\$1,294					

PennDOT Project Id: 92079

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 Mill Creek

Municipality: Tulpehocken (TWP)

State Route: 419

Estimated Construction Bid Date: 6/5/2025

Actual Construction Bid Date:

Location: PA 419 over Mill Creek
Tulpehocken Township
Berks County

Project Description: This project involves the bridge replacement of State Route 419 (Rehrersburg Road) over Mill Creek in Tulpehocken Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	STP	\$43	\$0	\$0	\$0	\$0	\$0
Utility	185	\$11	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$783	\$0	\$0	\$0	\$0	\$0
Construction	185	\$196	\$0	\$0	\$0	\$0	\$0
Federal:		\$826	\$0	\$0	\$0	\$0	\$0
State:		\$207	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$1,033	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$1,033					

Date: 2/27/2024
3:09:30PM

Reading MPO TIP - Highway & Bridge Projects

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: 4/5/2029

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BOF	\$150	\$56	\$0	\$0	\$0	\$0
Final Design	185	\$38	\$14	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$46	\$0	\$0	\$0
Utility	185	\$0	\$0	\$12	\$0	\$0	\$0
Right of Way	BOF	\$71	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$18	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$300	\$356	\$0	\$0
Construction	185	\$0	\$0	\$75	\$89	\$0	\$0
Federal:		\$221	\$56	\$346	\$356	\$0	\$0
State:		\$56	\$14	\$87	\$89	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$277	\$70	\$433	\$445	\$0	\$0
Total FFY 2025-2036 Cost		\$1,225					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	STU	\$105	\$105	\$251	\$259	\$1,116	\$1,200
Federal:		\$105	\$105	\$251	\$259	\$1116	\$1200
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$105	\$105	\$251	\$259	\$1,116	\$1,200
Total FFY 2025-2036 Cost		\$3,036					

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Reading MPO TIP - Highway & Bridge Projects

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	581	\$105	\$105	\$105	\$105	\$480	\$500
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$105	\$105	\$105	\$105	\$480	\$500
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$105	\$105	\$105	\$105	\$480	\$500
	Total FFY 2025-2036 Cost	\$1,400					

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: 8/22/2024

Actual Construction Bid Date:

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:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$2,500	\$2,449	\$0	\$0	\$0	\$0
	Federal:	\$2500	\$2449	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$2,500	\$2,449	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$4,949					

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Reading MPO TIP - Highway & Bridge Projects

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PennDOT Project Id: 97258

New To Planned TIP:

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: SR 61 Med Barrier - Perry Wind

Municipality: Perry (TWP)

State Route: 61

Estimated Construction Bid Date: 7/24/2025

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$250	\$250	\$30	\$0	\$0	\$0
	Federal:	\$250	\$250	\$30	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$250	\$250	\$30	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$530					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
	Total FFY 2025-2036 Cost	\$600					

Date: 2/27/2024
3:09:30PM

Reading MPO TIP - Highway & Bridge Projects

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2025-2036 Cost		\$600					

PennDOT Project Id: 102161

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: -

Improvement Type: Corridor Safety Improvement

Title: Lancaster (US 222 Bus) Corridor Imp

Municipality: Reading (CITY)

State Route: 3222

Estimated Construction Bid Date: 4/1/2028

Actual Construction Bid Date:

Location: SR 3222 (222 Business)
Kenhorst Boulevard to Route 10 (Schuylkill River Trail Bridge)
City of Reading
Berks County

Project Description: This project includes safety corridor improvements along State Route 3222 (Business 222) from Kenhorst Boulevard to Route 10 (Schuylkill River Trail Bridge) in the City of Reading, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Study	HSIP	\$515	\$0	\$0	\$0	\$0	\$0
	Federal:	\$515	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$515	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$515					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 102189

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: 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BOF	\$27	\$35	\$545	\$976	\$3,558	\$4,399
Construction	BRIP	\$56	\$5	\$295	\$459	\$16,349	\$29,671
Construction	NHPP	\$148	\$84	\$99	\$115	\$296	\$89
Construction	STP	\$138	\$114	\$49	\$47	\$729	\$926
Construction	185	\$236	\$63	\$250	\$128	\$10,199	\$26,649
Construction	581	\$279	\$588	\$69	\$186	\$8,549	\$24,694
	Federal:	\$369	\$238	\$988	\$1597	\$20932	\$35085
	State:	\$515	\$651	\$319	\$314	\$18748	\$51343
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$884	\$889	\$1,307	\$1,911	\$39,680	\$86,428
	Total FFY 2025-2036 Cost	\$131,099					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
	Total FFY 2025-2036 Cost	\$600					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 105954

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Title: State Hill Rd from Colony Dr. to SR 222 SB Ramps

Municipality: Wyomissing (BORO)

State Route: 3023

Estimated Construction Bid Date: 7/23/2026

Actual Construction Bid Date:

Location: SR 3023 (State Hill Road) between the State Route 222 southbound on-ramp and Colony Drive in Wyomissing Borough, Berks County.

Project Description: 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.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	STP	\$0	\$0	\$3,500	\$4,100	\$1,928	\$0
Construction	581	\$0	\$0	\$875	\$1,025	\$482	\$0
Utility	STP	\$515	\$0	\$0	\$0	\$0	\$0
Right of Way	HSIP	\$500	\$0	\$0	\$0	\$0	\$0
Federal:		\$1015	\$0	\$3500	\$4100	\$1928	\$0
State:		\$0	\$0	\$875	\$1025	\$482	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$1,015	\$0	\$4,375	\$5,125	\$2,410	\$0
Total FFY 2025-2036 Cost		\$12,925					

PennDOT Project Id: 105963

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Relocation/Realignment

Title: Route 662 and Oley Turnpike Intersection

Municipality: Oley (TWP)

State Route: 662

Estimated Construction Bid Date: 11/5/2026

Actual Construction Bid Date:

Location: Intersection of SR 662 (Memorial Highway) and SR 2020 (Oley Turnpike Road) in Oley Township, Berks County

Project Description: Construct a roundabout at the intersection of State Route 622 (Memorial Highway) and State Route 2020 (Oley Turnpike Road).

Air Quality Description: Ranked #2 intersection within the Berks County Roundabout Alternative intersection at sites of frequent crashes.

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	HSIP	\$0	\$0	\$2,350	\$1,170	\$304	\$0
Final Design	STP	\$721	\$0	\$0	\$0	\$0	\$0
Right of Way	STP	\$515	\$0	\$0	\$0	\$0	\$0
Utility	HSIP	\$0	\$61	\$0	\$0	\$0	\$0
Federal:		\$1236	\$61	\$2350	\$1170	\$304	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:		\$1,236	\$61	\$2,350	\$1,170	\$304	\$0
Total FFY 2025-2036 Cost		\$5,121					

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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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	STP	\$247	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$62	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$0	\$0	\$0	\$9	\$0	\$0
Utility	581	\$0	\$0	\$0	\$2	\$0	\$0
Right of Way	STP	\$82	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$21	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$927	\$0
Construction	581	\$0	\$0	\$0	\$0	\$232	\$0
	Federal:	\$329	\$0	\$0	\$9	\$927	\$0
	State:	\$83	\$0	\$0	\$2	\$232	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$412	\$0	\$0	\$11	\$1,159	\$0
	Total FFY 2025-2036 Cost	\$1,582					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$250	\$0	\$0	\$0	\$0	\$0
Construction	581	\$63	\$0	\$0	\$0	\$0	\$0
	Federal:	\$250	\$0	\$0	\$0	\$0	\$0
	State:	\$63	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$313	\$0	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$313					

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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: 3/2/2026

Actual Construction Bid Date:

Location: 222 Southbound between Paper Mill Road and Routes 222/422 Interchanges
Wyomissing Borough
Berks County

Project Description: This project involves the addition of an auxiliary lane along US Route 222 Southbound between Paper Mill Road and the US Routes 222 and 422 Interchanges in Wyomissing Borough, Berks County. The project begins where Berkshire Boulevard passes over US Route 222 and continues up and around the hard curve to the Paper Mill Road exit. This project also involves the creation of a corresponding northbound auxiliary lane from the entrance ramp of the State Hill Road interchange to the SR 422 eastbound exit ramp. The additional northbound lane will be created through a combination of minor widening , existing shoulder conversion, minor cross slope adjustments and rechannelization of the existing lane configuration. The project also includes concrete patching, bituminous overlay (including portions of the associated ramps), and preventative maintenance to the bridge spanning Crossing Drive in both directions.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$0	\$3,000	\$2,500	\$1,364	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$1,000	\$0	\$0
Construction	STU	\$0	\$2,500	\$2,300	\$1,000	\$0	\$0
Construction	581	\$0	\$1,375	\$1,200	\$841	\$0	\$0
Utility	NHPP	\$41	\$0	\$0	\$0	\$0	\$0
Utility	581	\$10	\$0	\$0	\$0	\$0	\$0
Federal:		\$41	\$5500	\$4800	\$3364	\$0	\$0
State:		\$10	\$1375	\$1200	\$841	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$51	\$6,875	\$6,000	\$4,205	\$0	\$0
Total FFY 2025-2036 Cost		\$17,131					

PennDOT Project Id: 110011

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Longswamp (TWP)

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

Title: Berks Box Culvert Bundle

State Route: 1035

Estimated Construction Bid Date: 9/25/2025

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	185	\$1,700	\$1,699	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$1700	\$1699	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,700	\$1,699	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$3,399					

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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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	STP	\$0	\$2,900	\$1,509	\$0	\$0	\$0
Construction	185	\$0	\$725	\$377	\$0	\$0	\$0
	Federal:	\$0	\$2900	\$1509	\$0	\$0	\$0
	State:	\$0	\$725	\$377	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$3,625	\$1,886	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$5,511					

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: Rehdersburg Road over Trib Mill Creek

Municipality: Tulpehocken (TWP)

State Route: 419

Estimated Construction Bid Date: 4/1/2026

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BRIP	\$100	\$300	\$12	\$0	\$0	\$0
Final Design	581	\$25	\$75	\$3	\$0	\$0	\$0
Utility	BRIP	\$10	\$30	\$1	\$0	\$0	\$0
Utility	581	\$3	\$8	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$10	\$50	\$22	\$0	\$0	\$0
Right of Way	581	\$3	\$13	\$6	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$100	\$900	\$93	\$0
Construction	581	\$0	\$0	\$25	\$225	\$23	\$0
	Federal:	\$120	\$380	\$135	\$900	\$93	\$0
	State:	\$31	\$96	\$34	\$225	\$23	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$151	\$476	\$169	\$1,125	\$116	\$0
Total FFY 2025-2036 Cost		\$2,037					

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Reading MPO TIP - Highway & Bridge Projects

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: Bethel (TWP)

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 Rehabilitation or Replacement of State Route 501 (Lancaster Avenue) over Swatara Creek in Bethel Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BRIP	\$100	\$147	\$0	\$0	\$0	\$0
Final Design	185	\$25	\$37	\$0	\$0	\$0	\$0
Utility	BRIP	\$0	\$30	\$12	\$0	\$0	\$0
Utility	185	\$0	\$8	\$3	\$0	\$0	\$0
Right of Way	BRIP	\$62	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$100	\$900	\$61	\$0	\$0
Construction	185	\$0	\$25	\$225	\$15	\$0	\$0
Federal:		\$162	\$277	\$912	\$61	\$0	\$0
State:		\$40	\$70	\$228	\$15	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Total FFY 2025-2036 Cost		\$202	\$347	\$1,140	\$76	\$0	\$0
		\$1,765					

PennDOT Project Id: 110017

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: Alleghenyville Road (SR 3024) over I-176

Municipality: Robeson (TWP)

State Route: 3024

Estimated Construction Bid Date: 2/27/2025

Actual Construction Bid Date:

Location: Alleghenyville Road (SR 3024) over I-176
Robeson Township
Berks County

Project Description: This project involves the replacement of the bridge on State Route 3024 (Alleghenyville Road) over Interstate 176 in Robeson Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	BOF	\$10	\$0	\$0	\$0	\$0	\$0
Utility	185	\$3	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$3,000	\$2,204	\$0	\$0	\$0	\$0
Construction	185	\$750	\$551	\$0	\$0	\$0	\$0
Federal:		\$3010	\$2204	\$0	\$0	\$0	\$0
State:		\$753	\$551	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2025	2026	2027	2028	2029 - 2032	2033 - 2036
Total FFY 2025-2036 Cost		\$3,763	\$2,755	\$0	\$0	\$0	\$0
		\$6,518					

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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: 7/24/2025

Actual Construction Bid Date:

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

Project Description: Upgrade of 13 signalized intersections to be more traffic responsive to improve traffic flow between Pineland Road and River Bridge Road on SR 422 also known as Ben Franklin Highway in Amity and Exeter Townships, Berks County.

Air Quality Description: Upgrade of 13 signalized intersections to be more traffic responsive to improve traffic flow between Pineland Road and River Bridge Road on SR 422 also known as Ben Franklin Highway in Amity and Exeter Townships, Berks County.

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	CAQ	\$185	\$0	\$0	\$0	\$0	\$0
Utility	581	\$46	\$0	\$0	\$0	\$0	\$0
Construction	CAQ	\$2,300	\$1,000	\$1,438	\$0	\$0	\$0
Construction	CRP	\$0	\$413	\$413	\$0	\$0	\$0
Construction	CRPU	\$0	\$0	\$761	\$0	\$0	\$0
Construction	581	\$575	\$353	\$653	\$0	\$0	\$0
Federal:		\$2485	\$1413	\$2612	\$0	\$0	\$0
State:		\$621	\$353	\$653	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,106	\$1,766	\$3,265	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$8,137					

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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	STP	\$107	\$0	\$0	\$0	\$0	\$0
Utility	185	\$27	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$1,000	\$867	\$0	\$0	\$0
Construction	185	\$0	\$250	\$217	\$0	\$0	\$0
Federal:		\$107	\$1000	\$867	\$0	\$0	\$0
State:		\$27	\$250	\$217	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$134	\$1,250	\$1,084	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$2,468					

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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: Bridge Rehabilitation

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 (State Route 7103) over Angelica Creek in Cumru Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	BOF	\$0	\$0	\$100	\$250	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$6	\$16	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$19	\$47	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$185	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$12	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$35	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$10	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Utility	183	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$23	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$4	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$2,000	\$460
Federal:		\$0	\$0	\$100	\$250	\$2218	\$460
State:		\$0	\$0	\$19	\$47	\$41	\$0
Local/Other:		\$0	\$0	\$6	\$16	\$14	\$0
Period Totals:		\$0	\$0	\$125	\$313	\$2,273	\$460
Total FFY 2025-2036 Cost		\$3,171					

PennDOT Project Id: 110089

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: Rock Hollow Bridge

Municipality: Robeson (TWP)

State Route: 7233

Estimated Construction Bid Date: 4/1/2027

Actual Construction Bid Date:

Location: Rock Hollow Road
Robeson Township
Berks County

Project Description: Bridge Rehabilitation/ Replacement of municipal owned Rock Hollow Road Bridge over Hay Creek in Robeson Township, Berks County

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	BOF	\$175	\$289	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$328	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$58	\$0
Right of Way	BOF	\$0	\$0	\$109	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$2,319	\$0
Federal:		\$175	\$289	\$437	\$0	\$2377	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$175	\$289	\$437	\$0	\$2,377	\$0
Total FFY 2025-2036 Cost		\$3,278					

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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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$31					

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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$31					

Date: 2/27/2024
3:09:30PM

Reading MPO TIP - Highway & Bridge Projects

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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$31					

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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$31					

Date: 2/27/2024
3:09:30PM

Reading MPO TIP - Highway & Bridge Projects

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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$31					

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: 8/27/2026

Actual Construction Bid Date:

Location: State Route 12 (Pricetwon Road) from Antietam Road (SR 2029) to Mount Laurel Road (SR 1004) in Alsace Township, Berks County.

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 in Alsace Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	CAQ	\$50	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$280	\$0	\$0	\$0	\$0	\$0
Utility	581	\$82	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$0	\$1,300	\$1,352	\$0	\$0	\$0
	Federal:	\$330	\$1300	\$1352	\$0	\$0	\$0
	State:	\$82	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$412	\$1,300	\$1,352	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$3,064					

Date: 2/27/2024
3:09:30PM

Reading MPO TIP - Highway & Bridge Projects

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: 2/26/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$31					

PennDOT Project Id: 113325

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

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

Improvement Type: Transportation Study

Title: Hamburg Traffic Study

Municipality: Hamburg (BORO)

State Route: 4028

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

Project Description: This project will involve selected recommendations from an ongoing Comprehensive Transportation Study on State Street (SR 4028) and Fourth Street (SR 4035) within the Borough of Hamburg in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	STU	\$0	\$0	\$0	\$0	\$0	\$1,305
Construction	581	\$0	\$0	\$0	\$0	\$0	\$326
Preliminary Engineering	STU	\$185	\$55	\$0	\$0	\$0	\$0
Final Design	STU	\$0	\$0	\$76	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$19	\$0	\$0	\$0
	Federal:	\$185	\$55	\$76	\$0	\$0	\$1305
	State:	\$0	\$0	\$19	\$0	\$0	\$326
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$185	\$55	\$95	\$0	\$0	\$1,631
Total FFY 2025-2036 Cost		\$1,966					

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Reading MPO TIP - Highway & Bridge Projects

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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~~

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	581	\$0	\$0	\$0	\$550	\$125	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$550	\$125	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$550	\$125	\$0
Total FFY 2025-2036 Cost		\$675					

PennDOT Project Id: 114378

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 #9

Municipality: Ruscombmanor (TWP)

State Route: 662

Estimated Construction Bid Date: 8/24/2023

Actual Construction Bid Date: 8/24/2023

Location: Various Sites - subject to change based upon ongoing bridge inspections
Various Municipalities - Albany Twp., Tulpehocken Twp.
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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	185	\$50	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$50					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114386

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: Route 419 Culvert Replacement

Municipality: Tulpehocken (TWP)

State Route: 419

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

Project Description: Box Culvert replacement on Rehrersburg Road (State Route 419) over tributary to Mill Creek in Tulpehocken Township, Berks County on district wide contract.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	185	\$0	\$0	\$0	\$17	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$17	\$12	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$0	\$17	\$12	\$0
	Total FFY 2025-2036 Cost	\$29					

PennDOT Project Id: 114392

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: Berks Box Culvert Bundle #2

Municipality: Bally (BORO)

State Route: 100

Estimated Construction Bid Date: 4/1/2027

Actual Construction Bid Date:

Location: Various Locations, Berks County

Project Description: This project involves the rehabilitation / replacement of box culverts at various locations in Berks County. The bridges included in the bundle are subject to change.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	185	\$0	\$0	\$400	\$966	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$2,149	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$464	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$400	\$966	\$2613	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$400	\$966	\$2,613	\$0
	Total FFY 2025-2036 Cost	\$3,979					

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Reading MPO TIP - Highway & Bridge Projects

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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 I

State Route: 422

Estimated Construction Bid Date: 7/15/2027

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. Also included are preventative maintenance activities on US 422 Bridges over Brentwood Drive, Schuylkill River east of Lancaster Avenue and the bridge over Schuylkill River east of Interstate 176.

PE phase was completed under MPMS #72814.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	NHPP	\$5,768	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$1,442	\$0	\$0	\$0	\$0	\$0
Construction	OTH-F	\$0	\$0	\$15,000	\$15,000	\$45,000	\$0
Construction	STP	\$0	\$0	\$0	\$34,000	\$140,000	\$71,239
Construction	STU	\$0	\$0	\$0	\$0	\$6,000	\$0
Construction	581	\$0	\$0	\$0	\$14,000	\$48,810	\$0
Utility	NHPP	\$0	\$0	\$3,000	\$1,000	\$1,070	\$0
Utility	581	\$0	\$0	\$750	\$250	\$268	\$0
	Federal:	\$5768	\$0	\$18000	\$50000	\$192070	\$71239
	State:	\$1442	\$0	\$750	\$14250	\$49078	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$7,210	\$0	\$18,750	\$64,250	\$241,148	\$71,239
Total FFY 2025-2036 Cost		\$402,597					

PennDOT Project Id: 114459

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Hereford (TWP)

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

Title: Huffs Church Rd over Br Perkiomen Creek

State Route: 1022

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 1022 (Huffs Church Road)
over Branch of Perkiomen Creek

Project Description: Box Culvert rehabilitation/replacement State Route 1022 (Huffs Church Road) over branch of Perkiomen Creek to be included with district wide box culvert bundle package.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$0	\$0	\$0	\$0	\$14	\$0
Right of Way	185	\$0	\$0	\$0	\$23	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$23	\$14	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$0	\$23	\$14	\$0
Total FFY 2025-2036 Cost		\$37					

Date: 2/27/2024
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Reading MPO TIP - Highway & Bridge Projects

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: 7/24/2025

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BRIP	\$2,350	\$534	\$0	\$0	\$0	\$0
	Federal:	\$2350	\$534	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,350	\$534	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$2,884					

PennDOT Project Id: 114489

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: RATS Bridge Preservation #11

Municipality: Centre (TWP)

State Route: 4020

Estimated Construction Bid Date: 5/11/2028

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	185	\$361	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$2,000	\$3,628	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$361	\$0	\$0	\$2000	\$3628	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$361	\$0	\$0	\$2,000	\$3,628	\$0
Total FFY 2025-2036 Cost		\$5,989					

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PennDOT Project Id: 115991

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: Centennial Road Dual Pipe Replacement

Municipality: Longswamp (TWP)

State Route: 1025

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Centennial Road (SR 1025) over trib to Little Lehigh Creek
Longswamp Township
Berks County

Project Description: Bridge replacement or rehabilitation of dual pipes that carries Centennial Road (State Route 1025) over the tributary to Little Lehigh Creek in Longswamp Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$0	\$0	\$0	\$0	\$9	\$0
Right of Way	185	\$0	\$0	\$0	\$17	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$17	\$9	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$0	\$17	\$9	\$0
	Total FFY 2025-2036 Cost	\$26					

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: 10/9/2025

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.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Utility	185	\$15	\$16	\$0	\$0	\$0	\$0
Construction	185	\$0	\$300	\$800	\$1,022	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$15	\$316	\$800	\$1022	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$15	\$316	\$800	\$1,022	\$0	\$0
	Total FFY 2025-2036 Cost	\$2,153					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 116907

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: 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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 2025-2036 Cost		\$600					

PennDOT Project Id: 117603

New To Planned TIP: Y

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

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

Municipality: Wyomissing (BORO)

State Route: 3023

Estimated Construction Bid Date: 12/3/2026

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	HSIP	\$1,571	\$0	\$0	\$0	\$0	\$0
Utility	HSIP	\$0	\$0	\$109	\$0	\$0	\$0
Right of Way	HSIP	\$309	\$0	\$0	\$0	\$0	\$0
Construction	CAQ	\$0	\$0	\$0	\$0	\$1,000	\$0
Construction	CRP	\$0	\$0	\$0	\$0	\$400	\$0
Construction	CRPU	\$0	\$0	\$0	\$0	\$700	\$0
Construction	HSIP	\$0	\$0	\$0	\$2,100	\$5,634	\$0
	Federal:	\$1880	\$0	\$109	\$2100	\$7734	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,880	\$0	\$109	\$2,100	\$7,734	\$0
Total FFY 2025-2036 Cost		\$11,823					

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PennDOT Project Id: 117620

New To Planned TIP:

Air Quality Status: Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

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

Municipality: Wyomissing (BORO)

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 the conversion of State Hill Road (State Route 3023) intersection with Penn Avenue (Business 422) into a roundabout 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	CAQ	\$0	\$0	\$437	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$109	\$0	\$0	\$0
Utility	CAQ	\$0	\$0	\$100	\$300	\$256	\$0
Right of Way	CAQ	\$0	\$0	\$400	\$911	\$0	\$0
Right of Way	581	\$0	\$0	\$100	\$228	\$0	\$0
Construction	CAQ	\$0	\$0	\$0	\$0	\$5,101	\$0
	Federal:	\$0	\$0	\$937	\$1211	\$5357	\$0
	State:	\$0	\$0	\$209	\$228	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$1,146	\$1,439	\$5,357	\$0
	Total FFY 2025-2036 Cost	\$7,942					

PennDOT Project Id: 117622

New To Planned TIP:

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 - 2025

Municipality: Richmond (TWP)

State Route: 222

Estimated Construction Bid Date: 3/13/2025

Actual Construction Bid Date:

Location: Various state routes in various municipalities in Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	STP	\$400	\$0	\$400	\$0	\$800	\$0
	Federal:	\$400	\$0	\$400	\$0	\$800	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$400	\$0	\$400	\$0	\$800	\$0
	Total FFY 2025-2036 Cost	\$1,600					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117721

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: -

Improvement Type: Restoration

Title: SR 183 (Bernville Road) Lane Drop Hourglass Fix

Municipality: Bern (TWP)

State Route: 183

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Bern Township, Berks County

Project Description: This project involves the widening of SR 183 (Bernville Road) to eliminate the narrow section between the US 222 and West Leesport Road in Bern Township, Berks County.

Air Quality Description: Adding capacity

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Study	STU	\$773	\$0	\$0	\$0	\$0	\$0
	Federal:	\$773	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$773	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$773					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BRIP	\$0	\$175	\$122	\$0	\$0	\$0
Final Design	185	\$0	\$44	\$31	\$0	\$0	\$0
Utility	BRIP	\$0	\$0	\$0	\$0	\$19	\$0
Utility	185	\$0	\$0	\$0	\$0	\$5	\$0
Right of Way	BRIP	\$0	\$42	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$11	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$0	\$1,093	\$0
Construction	581	\$0	\$0	\$0	\$0	\$273	\$0
	Federal:	\$0	\$217	\$122	\$0	\$1112	\$0
	State:	\$0	\$55	\$31	\$0	\$278	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$272	\$153	\$0	\$1,390	\$0
Total FFY 2025-2036 Cost		\$1,815					

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Reading MPO TIP - Highway & Bridge Projects

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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: 4/1/2028

Actual Construction Bid Date:

Location: SR 4005 over Meck Creek
Bethel Township
Berks County

Project Description: This project involves the rehabilitation or 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	BOF	\$0	\$0	\$350	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$87	\$0	\$0	\$0
Right of Way	BOF	\$0	\$0	\$52	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$13	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$400	\$680	\$0
Construction	185	\$0	\$0	\$0	\$100	\$170	\$0
Utility	BOF	\$0	\$0	\$0	\$18	\$0	\$0
Utility	185	\$0	\$0	\$0	\$5	\$0	\$0
Federal:		\$0	\$0	\$402	\$418	\$680	\$0
State:		\$0	\$0	\$100	\$105	\$170	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$502	\$523	\$850	\$0
Total FFY 2025-2036 Cost		\$1,875					

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

Municipality: Greenwich (TWP)

State Route: 4028 Tributary

Estimated Construction Bid Date: 4/1/2029

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 rehabilitation or replacement of the bridge carrying State Route 4028 (old Route 22) over the Maiden Creek triibutary in Greenwich Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Preliminary Engineering	STP	\$209	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$52	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$0	\$255	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$64	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	185	\$0	\$21	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$0	\$1,623	\$0
Construction	185	\$0	\$0	\$0	\$0	\$406	\$0
Federal:		\$209	\$255	\$0	\$0	\$1623	\$0
State:		\$52	\$85	\$0	\$0	\$418	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$261	\$340	\$0	\$0	\$2,041	\$0
Total FFY 2025-2036 Cost		\$3,643					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 120983 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 2025)
 Municipality: Leesport (BORO) State Route: 61

Estimated Construction Bid Date: 10/1/2025

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	HSIP	\$780	\$0	\$400	\$0	\$800	\$0
	Federal:	\$780	\$0	\$400	\$0	\$800	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$780	\$0	\$400	\$0	\$800	\$0
	Total FFY 2025-2036 Cost	\$1,980					

PennDOT Project Id: 120988 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 Guiderail Upgrades
 Municipality: Douglass (TWP) State Route: 2065

Estimated Construction Bid Date: 4/1/2025

Actual Construction Bid Date:

Location: Various Locations
Berks County

Project Description: This is funding set aside to address BPN-4 Guide Rail Upgrades at Various Locations, in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
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
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
	Total FFY 2025-2036 Cost	\$600					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 120991 New To Planned TIP: Y Air Quality Status: Exempt from Regional Conformity Analysis
 Project Administrator: PennDOT Air Quality Exempt Reason: S6 - Safety improvement program
 Improvement Type: Video Cameras Title: RATS ITS Camera Gaps
 Municipality: Bethel (TWP) State Route: 78

Estimated Construction Bid Date: 4/1/2025

Actual Construction Bid Date:

Location: Various locations.
Berks County

Project Description: This project involves the installation of closed circuit television cameras at the following four locations: on I-78 at Exit 13, on US 222 between Mohns Hill Road and Business US 222, on US 422 east of the Business US 422 split, and the US 222 and Business US 222 interchange in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Final Design	STP	\$13	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$158	\$0	\$0	\$0	\$0	\$0
	Federal:	\$171	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$171	\$0	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$171					

PennDOT Project Id: 120995 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: 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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	BOF	\$0	\$0	\$600	\$1,800	\$4,100	\$1,695
	Federal:	\$0	\$0	\$600	\$1800	\$4100	\$1695
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$0	\$0	\$600	\$1,800	\$4,100	\$1,695
	Total FFY 2025-2036 Cost	\$8,195					

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Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 121039

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 Microsurfacing

Municipality: Cumru (TWP)

State Route: 3222

Estimated Construction Bid Date: 4/1/2025

Actual Construction Bid Date:

Location: Various locations
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	581	\$5,081	\$4,877	\$3,403	\$5,461	\$9,637	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$5081	\$4877	\$3403	\$5461	\$9637	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$5,081	\$4,877	\$3,403	\$5,461	\$9,637	\$0
	Total FFY 2025-2036 Cost	\$28,459					

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Reading MPO TIP - Highway & Bridge Projects

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Fund Category Appendix

Fund Category	Fund Category Description	Fund Category	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	PIB	State Infrastructure Bank - 100% state
ACT3	Act 3 Public Transportation Grant	PL	Planning
ACT4A	Act 4A Supplemental Operating Grant	PRIV	Private Party
ACT83	Transit Bond	PRO	Protect Program
ADCMS	Advanced Digital Construction Management Systems	PRTCT	Promoting Resilient Operations for Transformative
ADMUO	Administration Use Only - Do Not Use	PTAF	Act 26 PA Transportation Assist Fund
AIP	FAA Airport Improvement Program	RAISE	Rebuild American Infra. Sustainability Equity
APD	Appalachia Development	RCP	Reconnecting Communities
APL	Appalachia Local Access	REC	Recreational Trails
BDP	Bridge Discretionary Program	RES	Funds Restoration
BGENT	FAA Block Grant Entitlement	RFAP	Rail Freight Assistance Program
BIP	Bridge Investment Program	RRX	Highway Safety
BND	Bridge Bonding	RURAL	Rural Surface Transportation Grant Program
BOF	Bridge Off System	SBY	Scenic Byways
BRIP	Bridge Investment Program	SECT9	FTA Federal Formula - Section 9
BUILD	BUILD Discretionary Grants	SIB	State Infrastructure Bank
CAQ	Congestion Mitigation/Air Quality	SPOPR	Supplemental Operating Assistance
CARES	Coronavirus Aid, Relief, and Economic Security	SPR	State Planning/Research
CB	Capital Budget Nonhighway	SRTSF	Federal Safe Routes to Schools
CFI	Charging - Fueling Infrastructure Program	SR2S	State Safe Route to School
COVID	COVID Relief	SSE	Supportive Services Enterprise
CPF	Community Project Funding	SS4A	Safe Streets for All
CRP	Carbon Reduction Program	STE	Surface Transportation Enhancement
CRPU	Carbon Reduction Program Urban	STN	STP - Nonurbanized
DAR	Defense Access Roads	STP	Surface Transportation Prog-Flexible
DBE	Disadvantages Business Enterprise	STR	Surface Transportation Rural
D4R	Discretionary Interstate Maintenance	STU	Surface Transportation Urban
EB	Equity Bonus	SXF	Special Federal Funds (Demo)
ECONR	Economic Recovery	TAP	Transportation Alternatives (TAP) Flexible
FAABG	FAA Block Grant	TAU	Tap > 200,000 Population
FAAD	FAA Discretionary	TCS	Transpo & Community System Pres.
FAI	Interstate Construction	TIGER	Trans Investment Generating Economic Recovery
FB	Ferry Boat/Ferry Terminal Facilities	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FFL	Federal Flood	TPK	Turnpike
FHA	Public Lands Highways	TTE	Transit Transportation Enhancements
FLAP	Federal Lands Access Program	073	Green Light-Go
FLH	Forest Highways	137	Municipal Bridge Improvements and Bundling
FRA	Federal Railroad Administration	138	Rural Commercial Routes
FRB	Ferry Boat	140	Intelligent Transportation System
FTAD	FTA Discretionary Funds	144	302-87-3 Transportation Assistance
GEN	PA General Fund	160	Community Transport.-Equip Grant
HCB	Historic Covered Bridge	163	Community Transport.- Equip Grant
HPR	Highway Planning/Research	164	PTAF
HRRR	High Risk Rural Roads	175	FTA- Capital Improvements
HSIP	Highway Safety Improvement Program	179	Local Bridge Construction (Act 26 Counties)
HVRU	Vulnerable Road User Safety	183	Local Bridge Construction
H4L	Highway for Life - 10% Limiting Amount	184	Restoration - Hwy Transfer
INFRA	INFRA Discretionary Award	185	State Bridge Construction
ITS	Intelligent Transportation System	20005b	TOD Planning Pilot Program
IVB	Innovative Bridge	208	FTA- Discretionary Capital
LOC	Local Government Funds	244	ARLE Projects
LRFA	Local Rail Freight Assistance	278	Safety Admin
MBP3	Major Bridge P3 Initiative	338	PT - 1513 Mass Transit Operating
MEGA	National Infrastructure Project Assistance program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
MSFF	Marcellus Shale Fee Fund	340	PT - 1517 Capital Improvement
NEVI	National Electric Vehicle Infrastructure F/S	341	PT - 1516 Progrms of Statewide Signif
NFP	National HWY Freight Program	342	Transit Administration and Oversight
NHPP	National Highway Performance Program	361	FTA- Capital Improvements
OJT	On the Job Training Supportive Services	383	DGS Delegated Facilities projects
OTH	Other Local Government Agencies	403	Act 89 - Aviation Grants
OTH-F	Other Federal Govt Agencies	404	Act 89 - Rail Freight Grants
OTH-S	Other Pa State Government Agencies	405	Act 89 - Passenger Rail Grants

HBFWATIP

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.

For a complete list of statewide Interstate projects click [here](#). (need to add a link to the Statewide Interstate project narratives that will be available on the web page but not in our TIP document)

Statewide Programs

For a list of other Statewide programs administered by PennDOT, click [here](#) (need to add a link to the other Statewide project listing / narratives that will be available on the web page but not in our TIP document)

Berks

PennDOT Project Id: 72807 **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:** I-78 Shrtlesville to Hamb - Resurface
Municipality: Upper Bern (TWP) **State Route:** 78
Estimated Construction Bid Date: 7/25/2024
Actual Construction Bid Date:
Location: I-78 Shartlesville to Hamburg
Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail and glare screen, and bridge preservation activities, along with other miscellaneous construction items.

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

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$9,201	\$0	\$0	\$0	\$0	\$0
	Federal:	\$9201	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$9,201	\$0	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$9,201					

PennDOT Project Id: 120146 **New To Planned TIP:** Y **Air Quality Status:** AQ Conformity Does Not Apply
Project Administrator: PennDOT
Improvement Type: Concrete Rehabilitation **Title:** District Wide Interstate Concrete Patching
Municipality: Upper Bern (TWP) **State Route:** 78
Estimated Construction Bid Date: 7/1/2024
Actual Construction Bid Date:
Location: Various Locations on I-78, I-176, I-80, and I-180 Berks, Northampton, and Monroe Counties
Project Description: This project involves the isolated concrete patching of failed slabs on Interstate 78 in Berks and Northampton Counties, Interstate 176 in Berks County, and Interstate 80 and 380 Monroe County.
Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$4,741	\$0	\$0	\$0	\$0	\$0
	Federal:	\$4741	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$4,741	\$0	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$4,741					

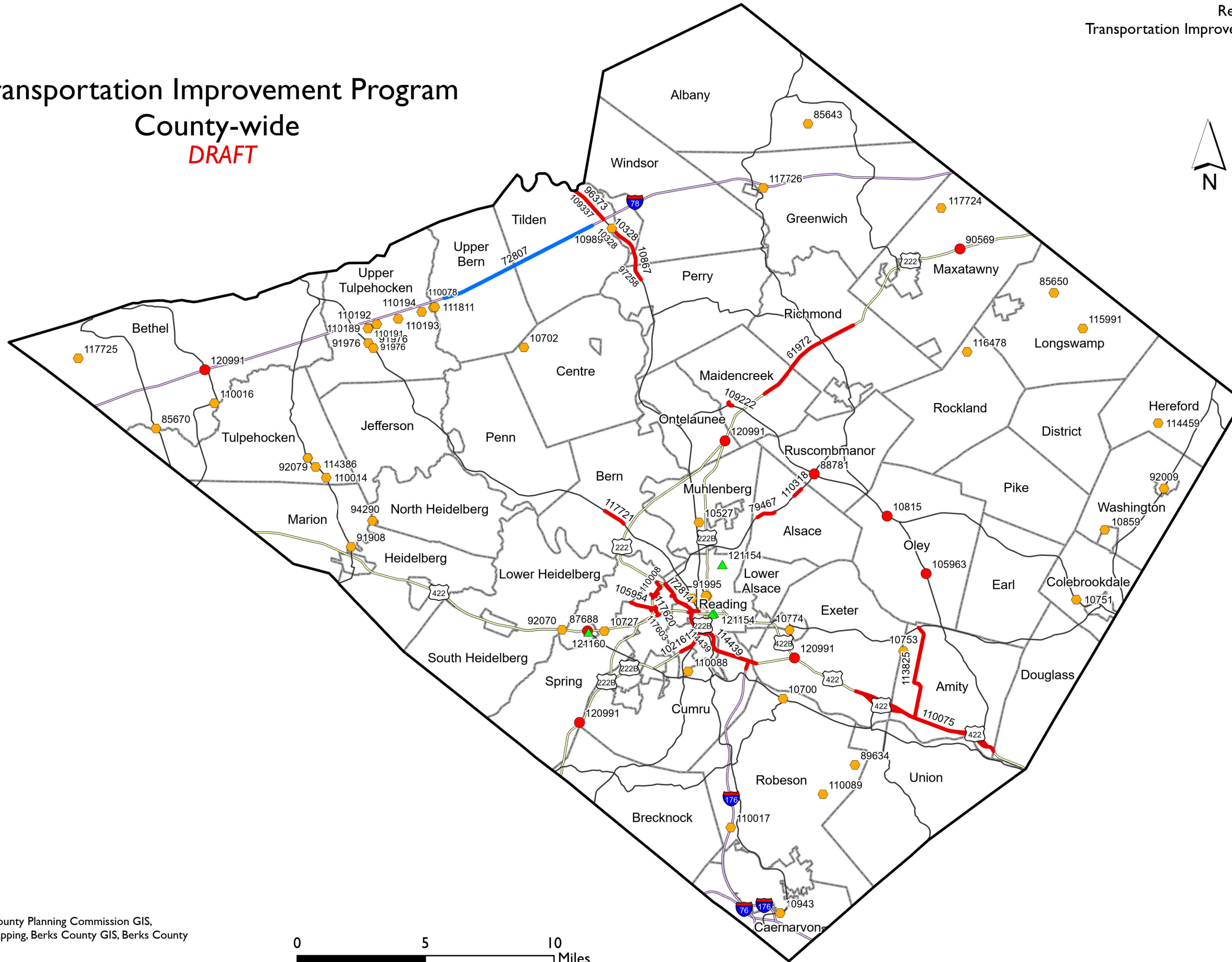
Fund Category Appendix

Fund Category	Fund Category Description	Fund Category	Fund Category Description
Code		Code	
ACT13	Local at risk bridges - Marcellus Legacy Fund	PIB	State Infrastructure Bank - 100% state
ACT3	Act 3 Public Transportation Grant	PL	Planning
ACT4A	Act 4A Supplemental Operating Grant	PRIV	Private Party
ACT83	Transit Bond	PRO	Protect Program
ADCMS	Advanced Digital Construction Management Systems	PRTCT	Promoting Resilient Operations for Transformative
ADMUO	Administration Use Only - Do Not Use	PTAF	Act 26 PA Transportation Assist Fund
AIP	FAA Airport Improvement Program	RAISE	Rebuild American Infra. Sustainability Equity
APD	Appalachia Development	RCP	Reconnecting Communities
APL	Appalachia Local Access	REC	Recreational Trails
BDP	Bridge Discretionary Program	RES	Funds Restoration
BGENT	FAA Block Grant Entitlement	RFAP	Rail Freight Assistance Program
BIP	Bridge Investment Program	RXX	Highway Safety
BND	Bridge Bonding	RURAL	Rural Surface Transportation Grant Program
BOF	Bridge Off System	SBY	Scenic Byways
BRIP	Bridge Investment Program	SECT9	FTA Federal Formula - Section 9
BUILD	BUILD Discretionary Grants	SIB	State Infrastructure Bank
CAQ	Congestion Mitigation/Air Quality	SPOPR	Supplemental Operating Assistance
CARES	Coronavirus Aid, Relief, and Economic Security	SPR	State Planning/Research
CB	Capital Budget Nonhighway	SRTSF	Federal Safe Routes to Schools
CFI	Charging - Fueling Infrastructure Program	SR2S	State Safe Route to School
COVID	COVID Relief	SSE	Supportive Services Enterprise
CPF	Community Project Funding	SS4A	Safe Streets for All
CRP	Carbon Reduction Program	STE	Surface Transportation Enhancement
CRPU	Carbon Reduction Program Urban	STN	STP - Nonurbanized
DAR	Defense Access Roads	STP	Surface Transportation Prog-Flexible
DBE	Disadvantages Business Enterprise	STR	Surface Transportation Rural
D4R	Discretionary Interstate Maintenance	STU	Surface Transportation Urban
EB	Equity Bonus	SXF	Special Federal Funds (Demo)
ECONR	Economic Recovery	TAP	Transportation Alternatives (TAP) Flexible
FAABG	FAA Block Grant	TAU	Tap > 200,000 Population
FAAD	FAA Discretionary	TCS	Transpo & Community System Pres.
FAI	Interstate Construction	TIGER	Trans Investment Generating Economic Recovery
FB	Ferry Boat/Ferry Terminal Facilities	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FFL	Federal Flood	TPK	Turnpike
FHA	Public Lands Highways	TTE	Transit Transportation Enhancements
FLAP	Federal Lands Access Program	073	Green Light-Go
FLH	Forest Highways	137	Municipal Bridge Improvements and Bundling
FRA	Federal Railroad Administration	138	Rural Commercial Routes
FRB	Ferry Boat	140	Intelligent Transportation System
FTAD	FTA Discretionary Funds	144	302-87-3 Transportation Assistance
GEN	PA General Fund	160	Community Transport.-Equip Grant
HCB	Historic Covered Bridge	163	Community Transport.- Equip Grant
HPR	Highway Planning/Research	164	PTAF
HRRR	High Risk Rural Roads	175	FTA- Capital Improvements
HSIP	Highway Safety Improvement Program	179	Local Bridge Construction (Act 26 Counties)
HVRU	Vulnerable Road User Safety	183	Local Bridge Construction
H4L	Highway for Life - 10% Limiting Amount	184	Restoration - Hwy Transfer
INFRA	INFRA Discretionary Award	185	State Bridge Construction
ITS	Intelligent Transportation System	20005b	TOD Planning Pilot Program
IVB	Innovative Bridge	208	FTA- Discretionary Capital
LOC	Local Government Funds	244	ARLE Projects
LRFA	Local Rail Freight Assistance	278	Safety Admin
MBP3	Major Bridge P3 Initiative	338	PT - 1513 Mass Transit Operating
MEGA	National Infrastructure Project Assistance program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
MSFF	Marcellus Shale Fee Fund	340	PT - 1517 Capital Improvement
NEVI	National Electric Vehicle Infrastructure F/S	341	PT - 1516 Progrms of Statewide Signif
NFP	National HWY Freight Program	342	Transit Administration and Oversight
NHPP	National Highway Performance Program	361	FTA- Capital Improvements
OJT	On the Job Training Supportive Services	383	DGS Delegated Facilities projects
OTH	Other Local Government Agencies	403	Act 89 - Aviation Grants
OTH-F	Other Federal Govt Agencies	404	Act 89 - Rail Freight Grants
OTH-S	Other Pa State Government Agencies	405	Act 89 - Passenger Rail Grants

HBFHWATYP



Transportation Improvement Program County-wide *DRAFT*



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

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

BAB 2/24

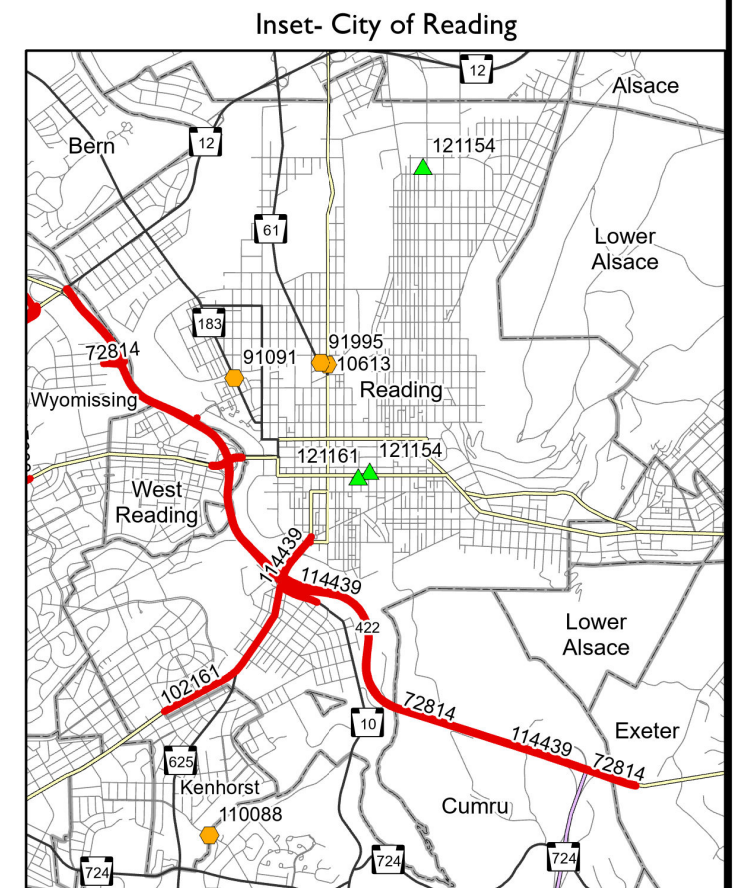
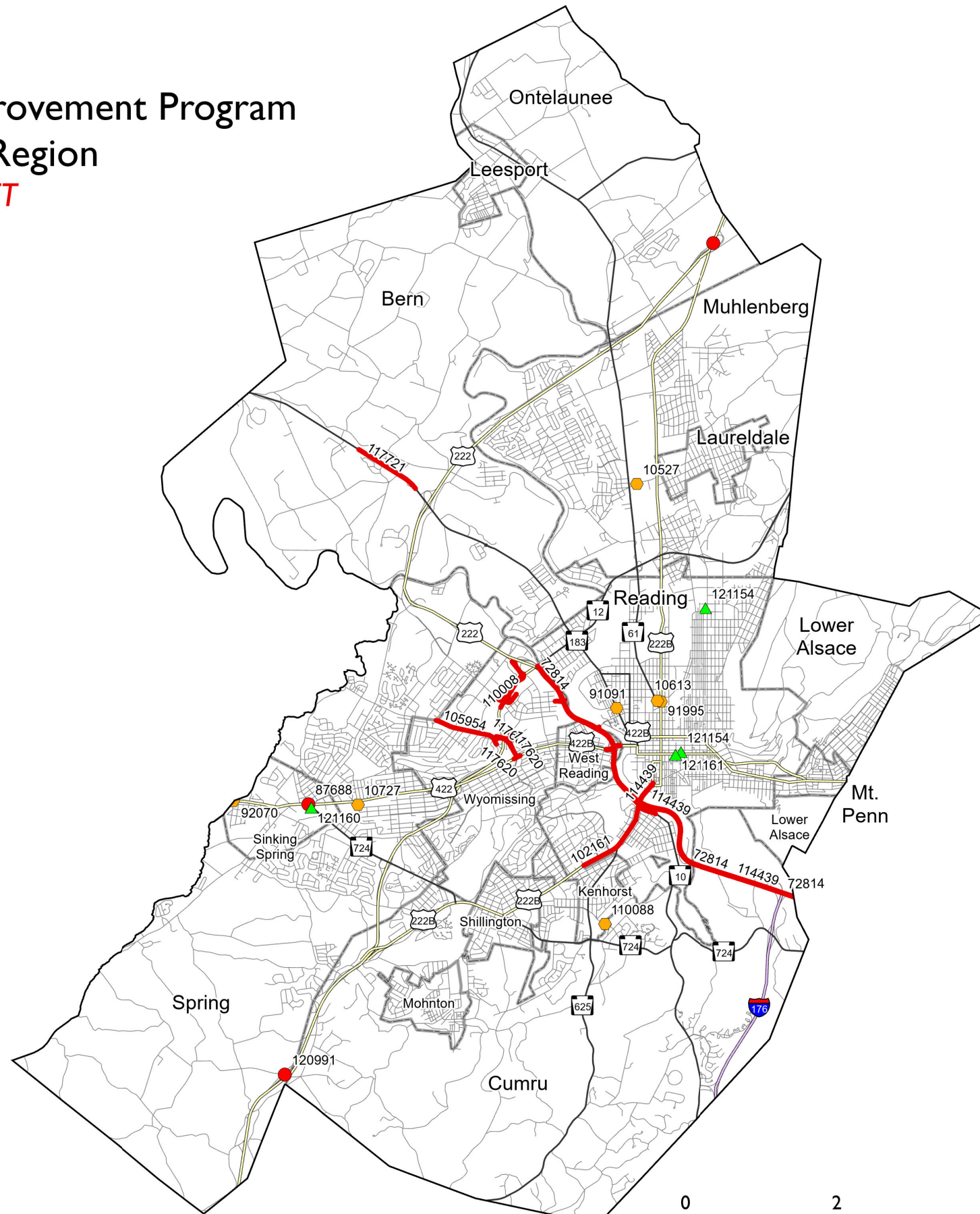
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Transportation Improvement Program Metro Region DRAFT

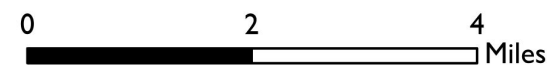
Project Type

- 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

BAB 2/24



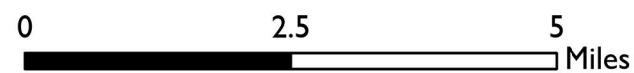
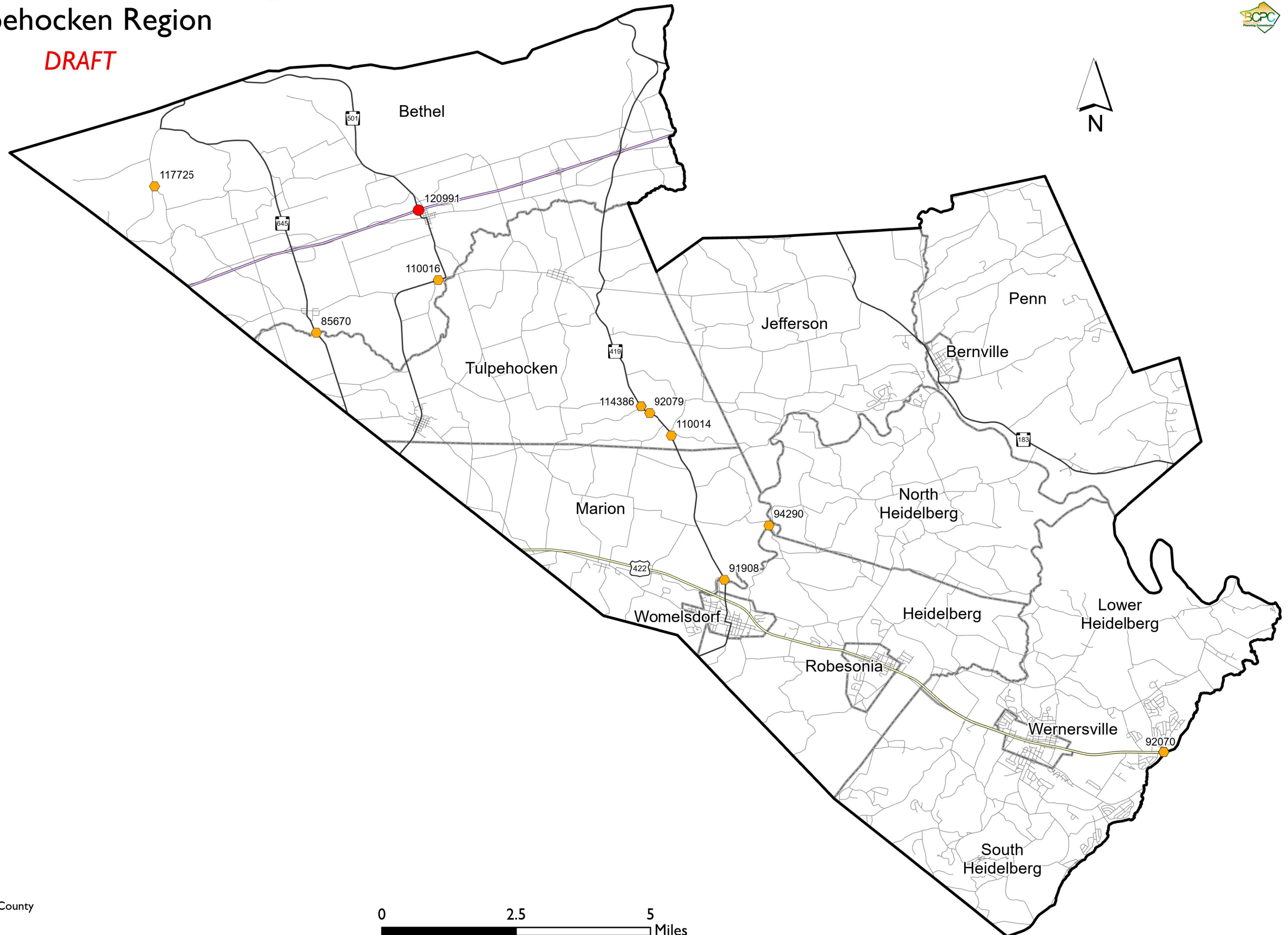
Transportation Improvement Program Tulpehocken Region

DRAFT



Project Type

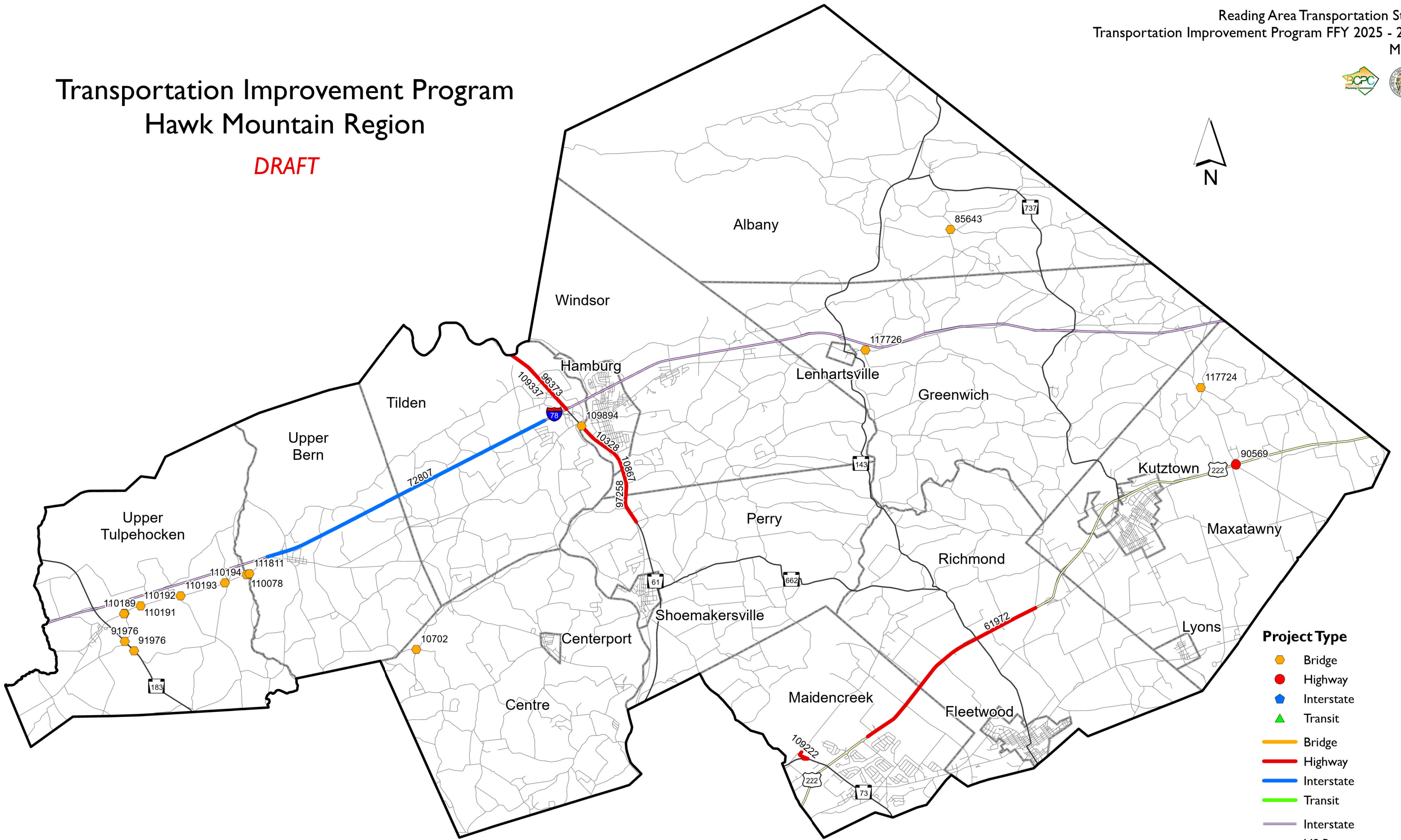
- Bridge
- Highway
- ◆ Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Transit
- Interstate
- US Route
- State Route
- Roads
- Municipal Boundaries





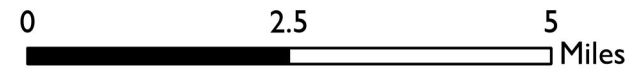
Transportation Improvement Program Hawk Mountain Region

DRAFT



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

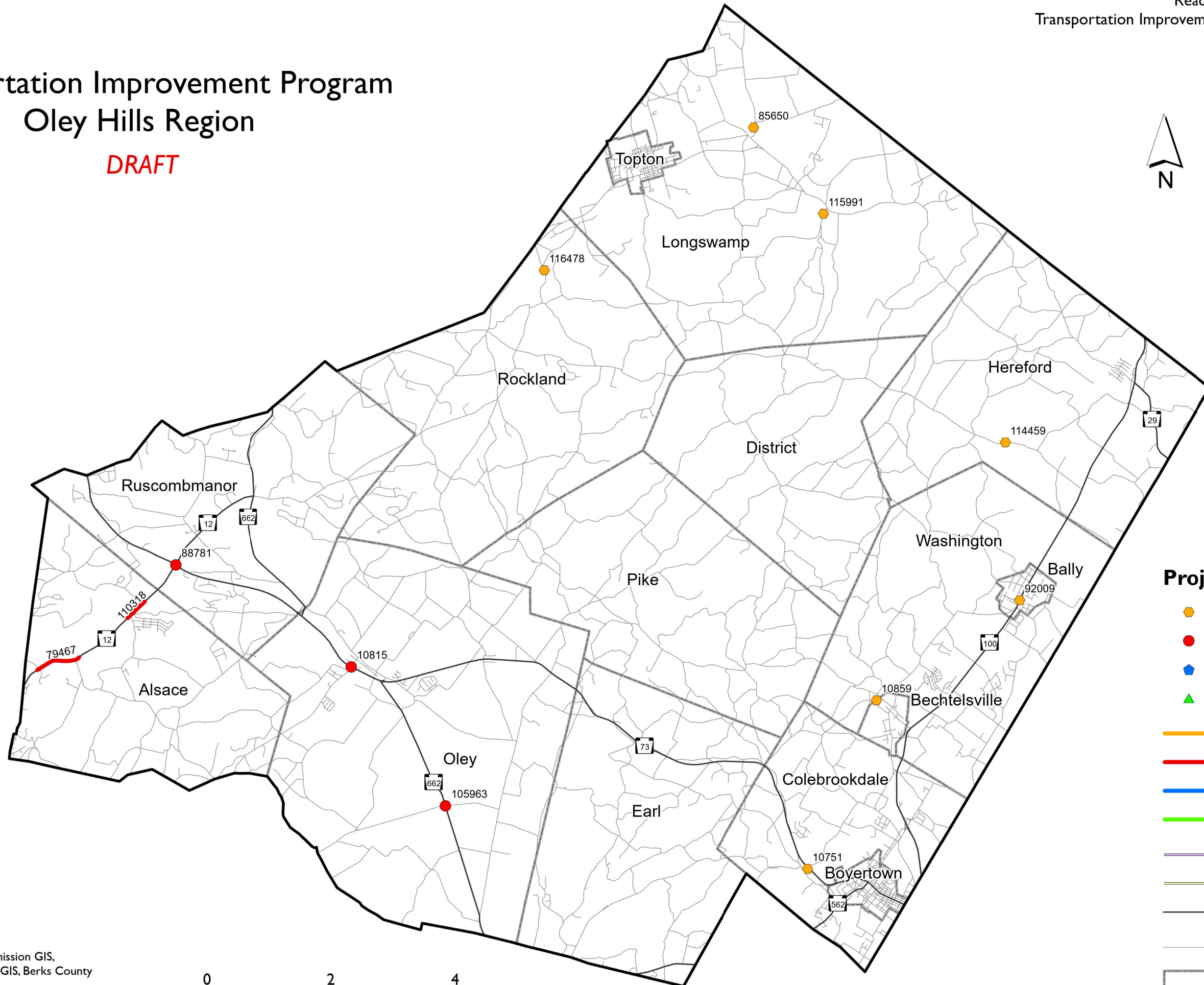
Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT





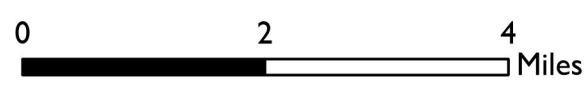
Transportation Improvement Program Oley Hills Region

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Project Type

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

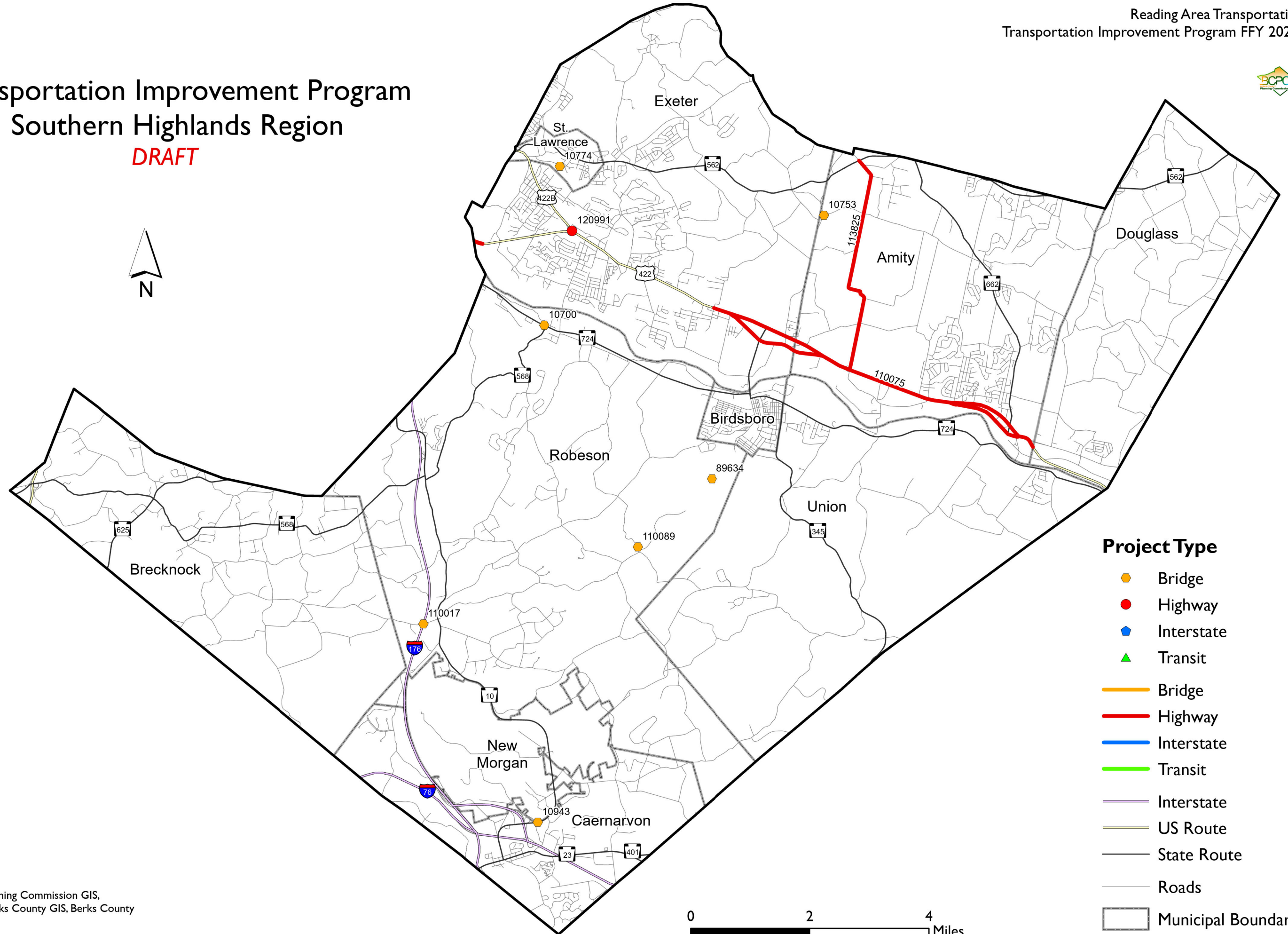


Source: Berks County Planning Commission GIS,
 Berks County Mapping, Berks County GIS, Berks County
 DES, PennDOT



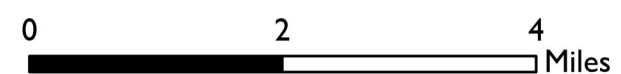
Transportation Improvement Program Southern Highlands Region

DRAFT



Project Type

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



Section 3— Transit Projects



Transit Financial Plan	123
To be included in final plan	
South Central Transit Authority Transit Performance Measures	131
Explanation of Project Descriptions, Maps, Codes and Abbreviations	134
Transit Project Narratives.....	135

SOUTH CENTRAL TRANSIT AUTHORITY**FFY 2025-2028 TRANSIT TIP UPDATE****TRANSIT PERFORMANCE MEASURES NARRATIVE DOCUMENTATION**

January 2024

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 2023 update was adopted by its Board in July 2023, by the Lancaster MPO in September 2023 and by the Reading MPO in September 2023. 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:

- Rolling Stock – Percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB) (age only)
- Facilities – Percentage of facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- 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), effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS).

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 CY 2024 Performance Targets were adopted by the SCTA Board and the Berks and Lancaster MPO's in January 2024.

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 2025-2028 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 2025-2028 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 2025-2028 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 with a value of \$1,408,018. 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 2025-2028 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 109 through 119 show the location of the projects included in the FFY 2025–2028 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.

Date: 2/6/2024 2:08:22PM

Reading MPO TIP - Transit Projects

Page 1 of 7

Berks Area Regional Transportation Authority

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

10% of 5307 allocation for ADA Transportation Services

Narrative:

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$390	\$390	\$390	\$390	\$0	\$0
338	\$94	\$94	\$94	\$94	\$0	\$0
LOC	\$3	\$3	\$3	\$3	\$0	\$0
Federal:	\$390	\$390	\$390	\$390	\$0	\$0
State:	\$94	\$94	\$94	\$94	\$0	\$0
Local/Other:	\$3	\$3	\$3	\$3	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$487	\$487	\$487	\$487	\$0	\$0
Total FY 2025-2036 Cost	\$1,948					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
338	\$12,689	\$12,689	\$12,689	\$12,689	\$0	\$0
LOC	\$508	\$534	\$561	\$589	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$12689	\$12689	\$12689	\$12689	\$0	\$0
Local/Other:	\$508	\$534	\$561	\$589	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$13,197	\$13,223	\$13,250	\$13,278	\$0	\$0
Total FY 2025-2036 Cost	\$52,948					

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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$800	\$800	\$800	\$800	\$0	\$0
338	\$194	\$194	\$194	\$194	\$0	\$0
LOC	\$6	\$6	\$6	\$6	\$0	\$0
Federal:	\$800	\$800	\$800	\$800	\$0	\$0
State:	\$194	\$194	\$194	\$194	\$0	\$0
Local/Other:	\$6	\$6	\$6	\$6	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$0
Total FY 2025-2036 Cost	\$4,000					

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Reading MPO TIP - Transit Projects

Page 2 of 7

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$219	\$0	\$0	\$0	\$0	\$0
339	\$53	\$0	\$0	\$0	\$0	\$0
LOC	\$2	\$0	\$0	\$0	\$0	\$0
Federal:	\$219	\$0	\$0	\$0	\$0	\$0
State:	\$53	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$2	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$274	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$274					

PennDOT Project Id: 121150

Title: Replace Farebox System

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M5 - Purch op. eq. for vehcls (eg. radio, frbx, lifts)

Narrative: Replace fareboxes on fixed route buses and support equipment that have exceeded useful life

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$320	\$720	\$0	\$0	\$0	\$0
339	\$77	\$174	\$0	\$0	\$0	\$0
LOC	\$3	\$6	\$0	\$0	\$0	\$0
Federal:	\$320	\$720	\$0	\$0	\$0	\$0
State:	\$77	\$174	\$0	\$0	\$0	\$0
Local/Other:	\$3	\$6	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$400	\$900	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$1,300					

PennDOT Project Id: 121151

Title: Passenger Amen Imprv Prg

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M7 - Const. small passenger shelters & info kiosks

Narrative: Purchase and install (10) bus shelters and upgrade passenger information system and signage at BTC.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$200	\$0	\$0	\$0	\$0	\$0
339	\$48	\$0	\$0	\$0	\$0	\$0
LOC	\$2	\$0	\$0	\$0	\$0	\$0
Federal:	\$200	\$0	\$0	\$0	\$0	\$0
State:	\$48	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$2	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$250	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$250					

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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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$120	\$80	\$0	\$64	\$0	\$0
339	\$29	\$19	\$0	\$15	\$0	\$0
LOC	\$1	\$1	\$0	\$1	\$0	\$0
Federal:	\$120	\$80	\$0	\$64	\$0	\$0
State:	\$29	\$19	\$0	\$15	\$0	\$0
Local/Other:	\$1	\$1	\$0	\$1	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$150	\$100	\$0	\$80	\$0	\$0
Total FY 2025-2036 Cost	\$330					

PennDOT Project Id: 121153

Title: Replace Air Compressor

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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

Narrative: Replace outdated Air Compressor

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$80	\$0	\$0	\$0	\$0	\$0
339	\$19	\$0	\$0	\$0	\$0	\$0
LOC	\$1	\$0	\$0	\$0	\$0	\$0
Federal:	\$80	\$0	\$0	\$0	\$0	\$0
State:	\$19	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$1	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$100	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$100					

PennDOT Project Id: 121154

Title: Solar Panel Installation

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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

Narrative: Fund the construction for the installation of solar panels at the Operations Center and BTC.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$580	\$0	\$0	\$0	\$0	\$0
339	\$140	\$0	\$0	\$0	\$0	\$0
LOC	\$5	\$0	\$0	\$0	\$0	\$0
Federal:	\$580	\$0	\$0	\$0	\$0	\$0
State:	\$140	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$5	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$725	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$725					

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Reading MPO TIP - Transit Projects

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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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$232	\$64	\$114	\$100	\$0	\$0
339	\$56	\$15	\$27	\$24	\$0	\$0
LOC	\$2	\$1	\$1	\$1	\$0	\$0
Federal:	\$232	\$64	\$114	\$100	\$0	\$0
State:	\$56	\$15	\$27	\$24	\$0	\$0
Local/Other:	\$2	\$1	\$1	\$1	\$0	\$0
Period Totals	\$290	\$80	\$142	\$125	\$0	\$0
Total FY 2025-2036 Cost	\$637					

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 rplemnt or mnr expan.

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$255	\$1,823	\$2,687	\$0	\$0	\$0
5339	\$419	\$419	\$419	\$0	\$0	\$0
339	\$163	\$542	\$751	\$0	\$0	\$0
LOC	\$5	\$18	\$25	\$0	\$0	\$0
Federal:	\$674	\$2,242	\$3,106	\$0	\$0	\$0
State:	\$163	\$542	\$751	\$0	\$0	\$0
Local/Other:	\$5	\$18	\$25	\$0	\$0	\$0
Period Totals	\$842	\$2,802	\$3,882	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$7,526					

PennDOT Project Id: 121157

Title: Purchase Paratransit Vans

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
CAQ	\$0	\$0	\$0	\$900	\$0	\$0
5307	\$1,680	\$882	\$605	\$3,173	\$0	\$0
5339	\$0	\$0	\$0	\$419	\$0	\$0
339	\$406	\$213	\$146	\$1,087	\$0	\$0
LOC	\$14	\$7	\$5	\$36	\$0	\$0
Federal:	\$1,680	\$882	\$605	\$4,492	\$0	\$0
State:	\$406	\$213	\$146	\$1,087	\$0	\$0
Local/Other:	\$14	\$7	\$5	\$36	\$0	\$0
Period Totals	\$2,100	\$1,102	\$756	\$5,615	\$0	\$0
Total FY 2025-2036 Cost	\$9,573					

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Reading MPO TIP - Transit Projects

PennDOT Project Id: 121158

Title: Cap. Imprv 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

Narrative: Upgrade & replace hardware, software and communications/ security equipment

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$0	\$117	\$161	\$120	\$0	\$0
339	\$0	\$28	\$39	\$29	\$0	\$0
LOC	\$0	\$1	\$1	\$1	\$0	\$0
Federal:	\$0	\$117	\$161	\$120	\$0	\$0
State:	\$0	\$28	\$39	\$29	\$0	\$0
Local/Other:	\$0	\$1	\$1	\$1	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$146	\$201	\$150	\$0	\$0
Total FY 2025-2036 Cost	\$497					

PennDOT Project Id: 121159

Title: Revenue Vehicle Replace

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: Provide partial funding to replace four (4) 2015 Fixed Route Electric Hybrid Buses w/2027 electric hybrid buses.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
CAQ	\$0	\$0	\$450	\$0	\$0	\$0
339	\$0	\$0	\$109	\$0	\$0	\$0
LOC	\$0	\$0	\$4	\$0	\$0	\$0
Federal:	\$0	\$0	\$450	\$0	\$0	\$0
State:	\$0	\$0	\$109	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$4	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$563	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$563					

PennDOT Project Id: 121160

Title: Boss Mobility Hub

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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

Narrative: Implimentation of a Mobility Hub in Sinking Spring

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$0	\$0	\$120	\$0	\$0	\$0
339	\$0	\$0	\$29	\$0	\$0	\$0
LOC	\$0	\$0	\$1	\$0	\$0	\$0
Federal:	\$0	\$0	\$120	\$0	\$0	\$0
State:	\$0	\$0	\$29	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$1	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$150	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$150					

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Reading MPO TIP - Transit Projects

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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	2025	2026	2027	2028	2029 - 2032	2033 - 2036
339	\$0	\$0	\$0	\$480	\$0	\$0
LOC	\$0	\$0	\$0	\$20	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$480	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$20	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$500	\$0	\$0
Total FY 2025-2036 Cost	\$500					

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

Narrative: Update on the TDP 10 Year Plan

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$0	\$0	\$0	\$229	\$0	\$0
339	\$0	\$0	\$0	\$55	\$0	\$0
LOC	\$0	\$0	\$0	\$2	\$0	\$0
Federal:	\$0	\$0	\$0	\$229	\$0	\$0
State:	\$0	\$0	\$0	\$55	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$2	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$286	\$0	\$0
Total FY 2025-2036 Cost	\$286					

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	PIB	State Infrastructure Bank - 100% state
ACT3	Act 3 Public Transportation Grant	PL	Planning
ACT4A	Act 4A Supplemental Operating Grant	PRIV	Private Party
ACT83	Transit Bond	PRO	Protect Program
ADCMS	Advanced Digital Construction Management Systems	PRTCT	Promoting Resilient Operations for Transformative
ADMUO	Administration Use Only - Do Not Use	PTAF	Act 26 PA Transportation Assist Fund
AIP	FAA Airport Improvement Program	RAISE	Rebuild American Infra. Sustainability Equity
APD	Appalachia Development	RCP	Reconnecting Communities
APL	Appalachia Local Access	REC	Recreational Trails
BDP	Bridge Discretionary Program	RES	Funds Restoration
BGENT	FAA Block Grant Entitlement	RFAP	Rail Freight Assistance Program
BIP	Bridge Investment Program	RRX	Highway Safety
BND	Bridge Bonding	RURAL	Rural Surface Transportation Grant Program
BOF	Bridge Off System	SBY	Scenic Byways
BRIP	Bridge Investment Program	SECT9	FTA Federal Formula - Section 9
BUILD	BUILD Discretionary Grants	SIB	State Infrastructure Bank
CAQ	Congestion Mitigation/Air Quality	SPOPR	Supplemental Operating Assistance
CARES	Coronavirus Aid, Relief, and Economic Security	SPR	State Planning/Research
CB	Capital Budget Nonhighway	SRTSF	Federal Safe Routes to Schools
CFI	Charging - Fueling Infrastructure Program	SR2S	State Safe Route to School
COVID	COVID Relief	SSE	Supportive Services Enterprise
CPF	Community Project Funding	SS4A	Safe Streets for All
CRP	Carbon Reduction Program	STE	Surface Transportation Enhancement
CRPU	Carbon Reduction Program Urban	STN	STP - Nonurbanized
DAR	Defense Access Roads	STP	Surface Transportation Prog-Flexible
DBE	Disadvantages Business Enterprise	STR	Surface Transportation Rural
D4R	Discretionary Interstate Maintenance	STU	Surface Transportation Urban
EB	Equity Bonus	SXF	Special Federal Funds (Demo)
ECONR	Economic Recovery	TAP	Transportation Alternatives (TAP) Flexible
FAABG	FAA Block Grant	TAU	Tap > 200,000 Population
FAAD	FAA Discretionary	TCS	Transpo & Community System Pres.
FAI	Interstate Construction	TIGER	Trans Investment Generating Economic Recovery
FB	Ferry Boat/Ferry Terminal Facilities	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FFL	Federal Flood	TPK	Turnpike
FHA	Public Lands Highways	TTE	Transit Transportation Enhancements
FLAP	Federal Lands Access Program	073	Green Light-Go
FLH	Forest Highways	137	Municipal Bridge Improvements and Bundling
FRA	Federal Railroad Administration	138	Rural Commercial Routes
FRB	Ferry Boat	140	Intelligent Transportation System
FTAD	FTA Discretionary Funds	144	302-87-3 Transportation Assistance
GEN	PA General Fund	160	Community Transport.-Equip Grant
HCB	Historic Covered Bridge	163	Community Transport.- Equip Grant
HPR	Highway Planning/Research	164	PTAF
HRRR	High Risk Rural Roads	175	FTA- Capital Improvements
HSIP	Highway Safety Improvement Program	179	Local Bridge Construction (Act 26 Counties)
HVRU	Vulnerable Road User Safety	183	Local Bridge Construction
H4L	Highway for Life - 10% Limiting Amount	184	Restoration - Hwy Transfer
INFRA	INFRA Discretionary Award	185	State Bridge Construction
ITS	Intelligent Transportation System	20005b	TOD Planning Pilot Program
IVB	Innovative Bridge	208	FTA- Discretionary Capital
LOC	Local Government Funds	244	ARLE Projects
LRFA	Local Rail Freight Assistance	278	Safety Admin
MBP3	Major Bridge P3 Initiative	338	PT - 1513 Mass Transit Operating
MEGA	National Infrastructure Project Assistance program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
MSFF	Marcellus Shale Fee Fund	340	PT - 1517 Capital Improvement
NEVI	National Electric Vehicle Infrastructure F/S	341	PT - 1516 Progrms of Statewide Signif
NFP	National HWY Freight Program	342	Transit Administration and Oversight
NHPP	National Highway Performance Program	361	FTA- Capital Improvements
OJT	On the Job Training Supportive Services	383	DGS Delegated Facilities projects
OTH	Other Local Government Agencies	403	Act 89 - Aviation Grants
OTH-F	Other Federal Govt Agencies	404	Act 89 - Rail Freight Grants
OTH-S	Other Pa State Government Agencies	405	Act 89 - Passenger Rail Grants

Appendix A

Procedures for TIP Development, Prioritization and Administrative Actions

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April 19, 2023

PENNSYLVANIA'S 2025 TRANSPORTATION PROGRAM GENERAL AND PROCEDURAL GUIDANCE

2025 Transportation Program General and Procedural Guidance

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2025 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2025-2028 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2023-2026 STIP Federal Planning Finding](#), these regulations guide the development process of the 2025 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the [Fixing America's Surface Transportation](#) (FAST) Act and [Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law](#) (IIJA/BIL). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. 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)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Freight Movement Plan (FMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

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This document will oversee the development process of the 2025 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

BACKGROUND AND REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania's MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2025 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2025-2036

FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
← TYP →											
← TAMP →											

2025 Transportation Program General and Procedural Guidance

Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional L RTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, L RTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of

General and Procedural Guidance

limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the [2023 Transportation Performance Report \(TPR\)](#) by the STC on February 22, 2023, was the official start of the 2025 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2025 Program. The 2025 TYP update public comment period took place from March 1 through April 30, 2023. During this comment period, the public was encouraged to take an online [transportation survey](#) to share their transportation priorities and concerns and attend an [Online Public Meeting](#) held April 12, 2023, where the findings of the 2023 TPR were presented and the public was given the opportunity to ask questions.

The public comment period unofficially began with a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show. The 'pop-up' events concluded with the PA State Association of Township Supervisors (PSATS) Conference at the end of the public comment period. An informational banner and rack cards were used as promotional tools.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2025 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

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STC's [How It Works](#) describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites. These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. A tagline is a translated sentence in one or more languages to inform members of the public how to request a translated version of the document. The provision of taglines aligns with USDOT guidance on providing meaningful access to LEP persons. A copy of translated language taglines for inclusion in documents available for public comment is available in the [Title VI folder](#) on SharePoint.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

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Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principal points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

As recipients of Federal funds, MPOs and RPOs must also follow Title VI data collection and analysis requirements as provided for in [49 CFR 21.9](#) and [28 CFR 42.406](#). FHWA is awaiting further guidance regarding the DOT Title VI Order ([DOT 1000.12C](#)) and how the requirements for Title VI data collection will be implemented.

Americans With Disabilities Act (ADA)

PennDOT subrecipients are required to designate a responsible employee and adopt [ADA/Section 504](#) complaint procedures in accordance with [49 CFR 27.13](#). Each subrecipient must satisfy the requirements of [49 CFR 27.15](#). A designated ADA contact person or coordinator should be identified on MPO/RPO websites and public notices including TIP and LRTP public comment and public meeting announcements. MPOs/RPOs shall include an ADA accommodation statement and procedures for submitting ADA accommodation requests or complaints as part of their planning documents.

Justice40

Justice40 was established by [Executive Order 14008](#) and is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from covered programs flow to disadvantaged communities. On August 18, 2022, the White House announced USDOT's official Justice40 covered programs list, which includes both discretionary grant programs and Formula funds. Within FHWA/FTA, the identified Justice40 Formula programs include but are not limited to the following:

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- [Carbon Reduction Program \(CRP\)](#)
- [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#)
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#)
- [PROTECT Formula Program](#)
- [Transportation Alternatives Set-Aside \(TASA\)](#)
- [Buses and Bus Facilities Formula Program](#)

Additional implementation guidance from USDOT is anticipated soon. More information can be found on the [USDOT's Justice40 Initiative](#) website. A [listing of Discretionary and Formula programs](#) identified as Justice40 is also available.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2025 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **An example** of a self-certification resolution can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

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Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2025 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2025 Program from a previous program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

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PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Engineering Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

PennDOT Connects

Overarching guidance for PennDOT's project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

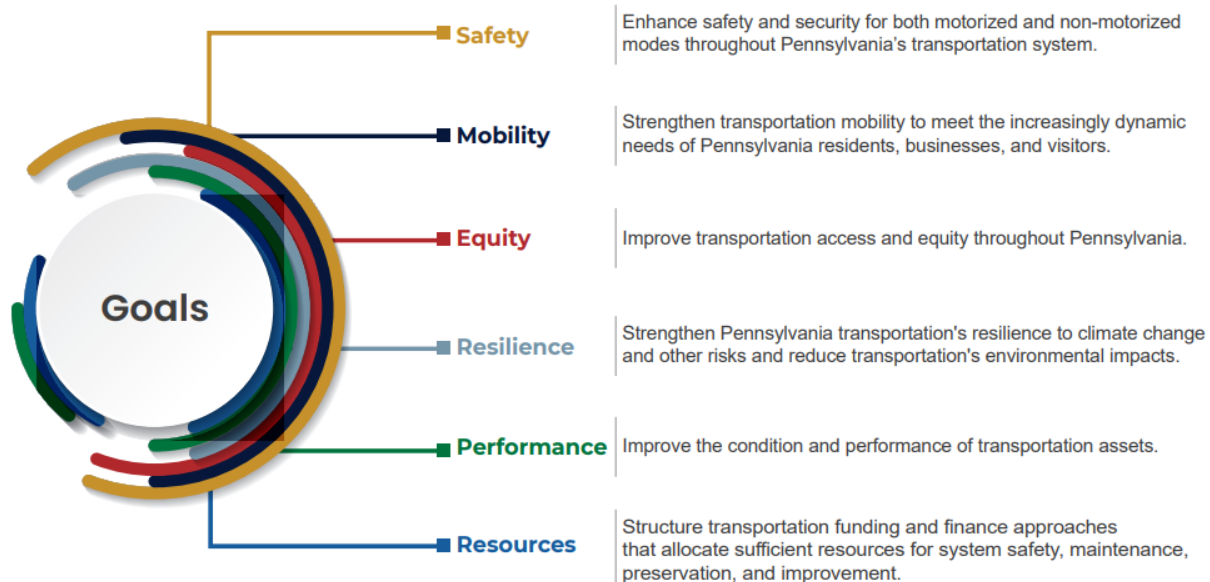
The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. "Cultural resources" is a term that is typically used synonymously with the term "historic properties", which are defined in the [National Historic](#)

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[Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation's implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania's communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania's [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

Long Range Transportation Plans

The 2045 PA Long Range Transportation Plan (LRTP), [Publication 394](#) and [394A](#), is Pennsylvania's current LRTP of record and the 2045 Freight Movement Plan (FMP), Publication [791](#) and [791A](#), is Pennsylvania's current FHWA approved freight movement plan. These policy plans were developed with the cooperation and input from dozens of state agencies, regional and local transportation agencies, and stakeholders. The 2045 PA Long Range Transportation Plan sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania's statewide LRTP has been updated for 2045. The statewide Freight Movement Plan has also been updated for 2045 to meet the most recent [federal requirements](#) from the IIJA/BIL and to keep the plan policies for Pennsylvania's freight movement relevant and up to date. Updates to the statewide FMP will occur every four years.



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Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance support to MPOs/RPOs in the development of their regional LRTPs in the form of its [Regional Long-Range Transportation Plan Guidance](#) PUB 575. In 2020, PennDOT also created a new resource for LRTP plan making and freight planning. [Freight Planning Guidance](#) PUB 790 in response to the growing emphasis and importance of freight movement. PUB 790 serves as a planning resource that outlines the planning process and specialized considerations for the development of independent Freight Plans, or for the integration of freight as a part/component of regional LRTPs.

Regional LRTPs are to be consistent with the goals laid out in the statewide LRTP. Responsive LRTPs are based on extensive public and stakeholder involvement and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, local comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA/BIL. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.

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The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

MPOs/RPOs can recommend new ideas for items to be added to the TPM Resource Toolbox to support the application of performance measures in the TIP and LRTP planning process.

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

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- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, most MPOs/RPOs have adopted PennDOT's statewide targets. MPOs/RPOs that do not adopt the statewide targets must coordinate with PennDOT on their revised targets and methodology. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

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The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [2045 Freight Movement Plan](#) (FMP), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the six goal areas of the 2045 LRTP strategic directions, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the [National Roadway Safety Strategy](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

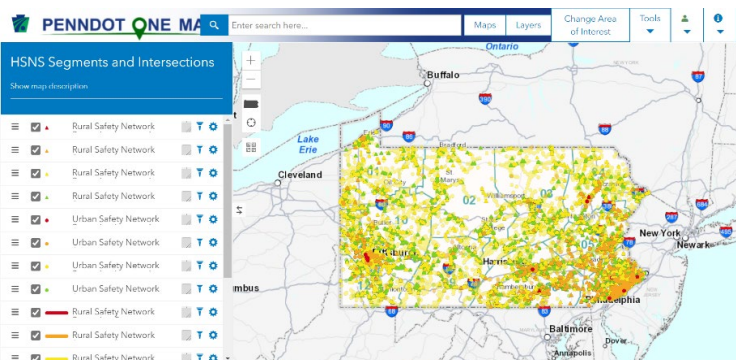
In addition to tracking the PM1 targets, [special rules](#) have been established and sustained under the IJA/BIL for the HSIP program. These special rules, addressing vulnerable road users (VRU), high risk rural roads (HRRR), and older drivers and pedestrians, include obligation and reporting requirements triggered by identified crash data trends. These requirements are designed to promote a comprehensive approach towards safety planning, aligning with new focuses on active transportation, the Safe Systems Approach, and evolving national performance-based standards. Reaching targets and

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achieving safety goals requires incorporating safety into all aspects of project planning and funding sources.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads while working towards achieving the PM1 safety targets as part of a comprehensive approach towards safety. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT District, BOO, and CPDM, and must be consistent with the strategies from the Pennsylvania SHSP. HSIP funding is 6% of Pennsylvania's total allocation and projects funded by HSIP are not the only projects that have an impact on reducing fatalities and serious injuries. Conducting a safety assessment of during the planning stage of projects could result in increased safety benefit, earlier identification of potential HSIP projects, and allow for consideration and incorporation of safety measures on all projects regardless of funding source.

All projects utilizing HSIP funds shall be evaluated based on a Highway Safety Manual (HSM) analysis that includes a Benefit Cost Analysis, CMFs for systemic improvements, improvements on high-risk rural roads, Vulnerable Road Users (VRUs), administrative needs, and deliverability. A data-driven safety analysis in the form of an HSM analysis which includes BCA is required to complete PennDOT's HSIP Application Process. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. Selecting projects with the highest excess value returns on investment have the greatest opportunity for improving safety. HSIP projects shall have a at least a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries. It is important to select projects with realistic delivery timelines to ensure Pennsylvania can accommodate HSIP obligation requirements and maximize the usage of available funding and return on safety investments.



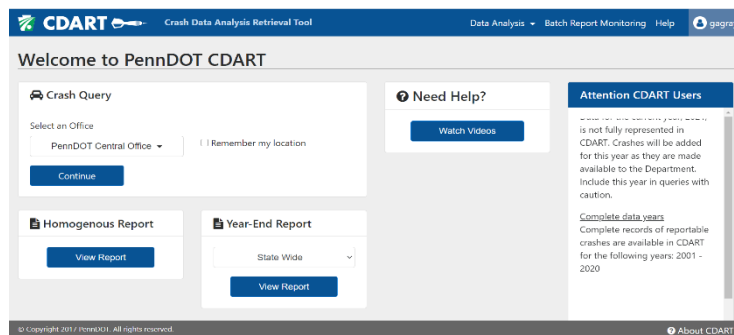
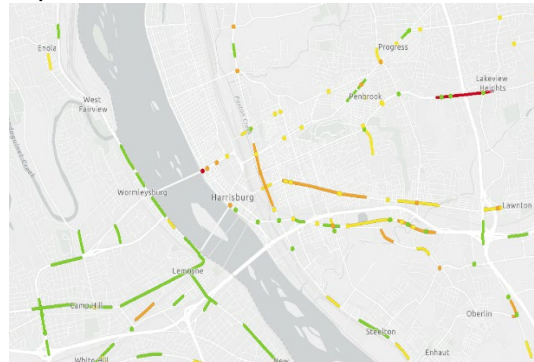
The process for selecting spot location safety projects for inclusion in the TIP should begin with Highway Safety Network Screening (HSNS) Evaluation that the Department has performed on all counties. Selecting locations with an annual excess crash cost or frequency greater than zero from this network 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](#), [PCIT](#), and [CDART](#) crash databases to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. 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 in the HSNS. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes

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(excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. The yearly excess crash costs are calculated utilizing the excess crash frequencies for Fatal & Injury (F&I) crashes and Property Damage Only (PDO) crashes and then weighting those excess crashes with the costs of F&I crashes and PDO crashes. The excess crash costs allow for the evaluation of the severity of crashes. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

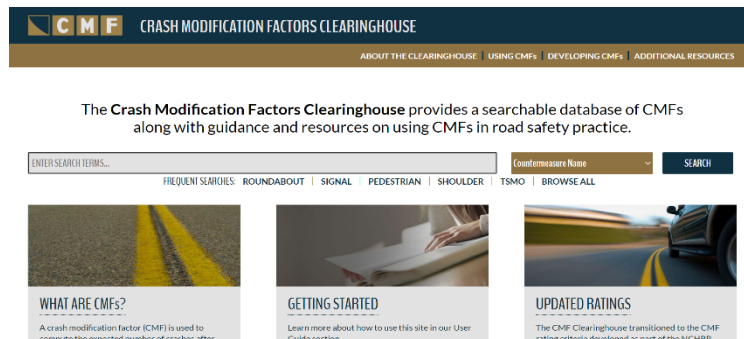
Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.



Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)



Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset.

MPOs/RPOs should use this information to assess the complexity of the project needed. For example, can a situation involving roadway

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departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivering projects that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets and avoiding penalties for the target metrics, VRUs, and HRRRs.

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – Highway Safety Program Guide](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)
- [FHWA Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance](#)
- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

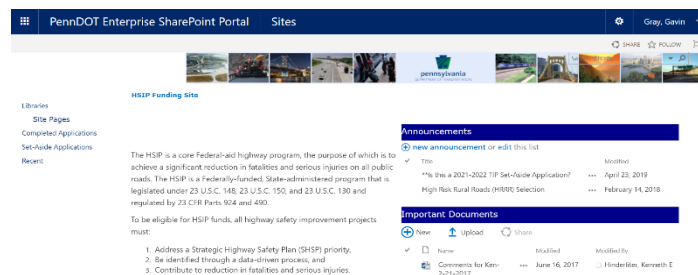
More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

The [HSIP Project Application Site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise



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where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. Project cost amendments must be approved in the HSIP Project Application site before an eSTIP will be approved by FHWA. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside at least \$50 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document. Should Pennsylvania trigger one or more HSIP special rules, HSIP funds may need to be diverted to HRRR or VRU projects to accommodate funding obligation requirements.

Due to the importance and priority placed upon Safety and efforts to enhance safety-funded project delivery, additional efforts will be made to optimize the obligation of HSIP funding on eligible projects. Current fiscal year HSIP Funding remaining in regional line items and not assigned to projects by April 15th of the fiscal year will be moved to the state-wide line item for redistribution to other projects that are ready to move forward, require additional funding or to advance funding to process advance construct conversions. Regional and set-aside funded projects will be regularly reviewed to ensure funding is on target to obligate in the year programmed funding is assigned. In cases where programmed funding and expected obligations do not line up, TIP adjustments will need to take place to ensure funding is obligated within the program year.

Pavement and Bridge Asset Management

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 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. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines

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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 lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#).

PennDOT's asset management systems forecast condition and investment needs by asset class and work type 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, per [23 CFR 515.9 \(d\)\(1\)](#). 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 ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

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, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and 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.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure

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condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within an LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should 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 will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2025 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those that have the capability may produce their own outputs. The PAMS and BAMS outputs for the 2025 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions
- projected future conditions
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. The 2022 TAMP expands the pavement and bridge inventory to include non-NHS pavements and bridges. Future updates will consider additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT AMD will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to achieve a program based on LLCC. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized

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to help achieve minimum required pavement and bridge condition thresholds. This will be based on coordination between PennDOT BOO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

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 will be used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Strengthening transportation mobility is another goal area of the 2045 LRTP. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOO and CPDM

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will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional progress toward meeting the statewide targets. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

Transportation Systems Management and Operations

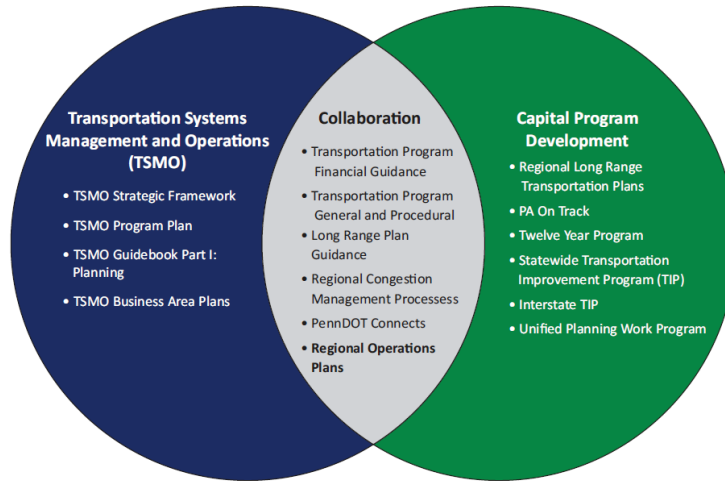
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational- strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. **TSMO strategies must first be considered before the implementation of a capacity-adding project.** TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met, both during the construction phase and after completion of the project.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. PennDOT data shows 95% of congestion in Pennsylvania is non-recurring. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

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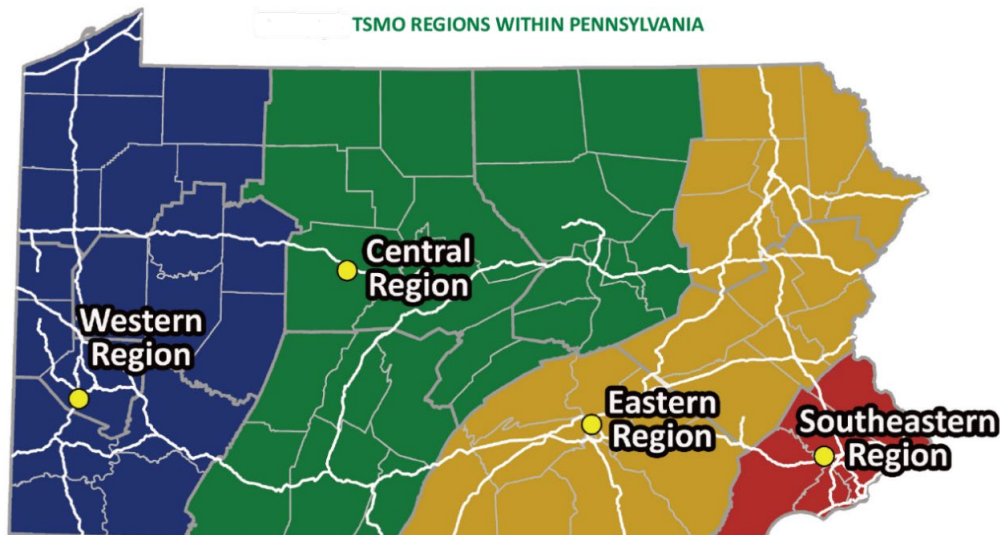
TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects. Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania’s four TSMO regions to better align the planning of operations with PennDOT’s four Regional Traffic Management Centers (RTMC).

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The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA/BIL to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#).

IIJA/BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [2045 Freight Movement Plan](#)

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PUB 791 must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the 2045 FMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the 2045 FMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the 2045 FMP will be updated concurrently.

Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. The CRP provides five years of funding, of which 65% is distributed to urbanized areas by population.

The eligible projects for CRP funding include those that support the reduction of transportation emissions as highlighted in the [CRP Implementation Guidance](#). These include a variety of traffic operations, transit, active transportation, energy efficiency, alternative fuels, and engine retrofit projects. The CRP eligibility is very similar but not identical to the CMAQ program. Projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

PennDOT is required to develop a Carbon Reduction Strategy (CRS) in coordination with the MPOs/RPOs by November 15, 2023. The CRS will emphasize priority project types for CRP funding, evaluate methods and procedures for project selection, and assess ways to address equity considerations. The plan will be updated at least every four years.

A Carbon Reduction Work Group has been established to meet the federal consultation requirements and to guide development of the CRS and project selection process. It is expected that the selection process will draw from the current procedures used for the CMAQ program that include coordination between MPOs/RPOs, Districts and other PennDOT Departments (e.g. TSMO, Transit, etc.), the consideration of multiple criteria including cost-effectiveness and equity, and documentation of the decision-making process.

PROTECT Resiliency Program

Section 11405 of the IIJA/BIL established the PROTECT Formula Program. The purpose of this program is to provide funds for resilience improvements through formula funding distributed to States and through future competitive grants to local, regional, or state agencies via the PROTECT Discretionary Grant Program. Additional information is available in FHWA's [PROTECT Formula Program Guidance](#).

IIJA/BIL requires that at least 2 percent of PROTECT apportioned funds are utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

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The projects and activities eligible for PROTECT funding are described in detail in the program guidance. There are four main types of eligible activities and projects: (1) planning activities, (2) resilience improvement projects, (3) community resilience and evaluation route projects, and (4) at-risk coastal infrastructure projects. PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

PennDOT is currently evaluating methods and procedures for project selection through a Resilience Work Group. Tools and data including PennDOT's flood risk mapping are being updated to support project identification and selection activities. In addition, PennDOT is developing a Resiliency Improvement Plan, as encouraged but not required by IJJA/BIL, to identify and prioritize projects for PROTECT funding. The plan will highlight past and current resiliency initiatives including updates to the Design Manual, assess needed planning activities and research moving forward, evaluate methods to prioritize existing TIP projects for resilience funding, and assess ways to identify new resiliency projects and activities in future fiscal years in coordination with MPOs/RPOs and Districts.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5/10}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.

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- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

MPOs/RPOs and District Offices work with PennDOT CPDM to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process. PennDOT has worked with MPOs/RPOs to develop ROPs which identify TSMO strategies, and implementation of these strategies is often eligible for funding through the CMAQ program. It is recommended to give priority to implementation of TSMO strategies identified on a ROP.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects). The Reading MPO has also documented and adopted a formal process for CMAQ project selection that is more streamlined and consistent with their funding allocation.

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas that have not formally documented and adopted a process, a simplified evaluation, selection, and eligibility determination process such as the one outlined below can be used to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration. These coordination meetings may include additional agencies or departments as needed. For example, TSMO staff from BOO can be included to assist with project selection and coordination with ROPs.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint. Note: this template has been updated since the last biennial TIP to reflect new cost-effectiveness criteria derived from FHWA analyses.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA’s [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.

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- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection, and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. MPMS also includes a field for the Air Quality Impact Description (AQID), which can be used to clarify project details that relate to the application of CMAQ funds or new funding sources aimed at reducing emissions such as CRP. This may be needed for larger projects that have multiple funding sources and where the full project description does not adequately address the role of these funds. The AQID field can be used to clarify project details that affect whether a project is air quality “Significant” or exempt for transportation conformity. PennDOT, and FHWA, and FTA review CMAQ project eligibility during the draft TIP Review period. CPDM may begin obligating CMAQ funds once FHWA and FTA approve the STIP.

CPDM submits an annual [CMAQ report](#) to FHWA that captures all CMAQ funds obligations and de-obligations that occurred during the previous FFY. The report is due by March 1 and is submitted through the [FHWA CMAQ Tracking System](#). A final report will be made available to the public through the [FHWA CMAQ Public Access System](#).

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs. MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

The PHED and Non-SOV performance measure targets and associated tracking are conducted jointly by all MPOs and DOTs that cover an urbanized area with a population greater than 200,000 that includes a nonattainment or maintenance area. These MPOs include those that cover the Reading, Allentown, Harrisburg, York, Lancaster, Pittsburgh and Philadelphia urbanized areas. The emissions performance measure target is calculated at the state-level by PennDOT and by those MPOs that cover an urbanized area greater than 1 million population.

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MPOs serving an urbanized area population over 1 million and those that have a nonattainment or maintenance area that overlaps with a TMA boundary must develop a CMAQ Performance Plan. These MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period in the CMAQ Performance Plan and its biennial updates. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, based on the 2010 Census, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [IIJA/BIL – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)
- [Applicability Determination for CMAQ Measures](#)

Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies. MPOs/RPOs preparing CMPs are encouraged to utilize strategies from the ROP for their region when developing their CMP.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.

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Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

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

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

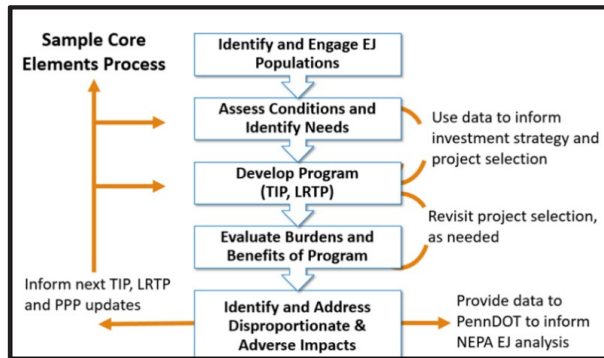
As part of the 2023 TIP Environmental Justice After Action Review (AAR), it was determined by the EJ Committee to continue with the process approach for the 2025 TIP update as outlined from the last program. As a continuation of the statewide analysis approach started with the 2021 TIP and 2023 TIP, the Department in conjunction with Michael Baker International will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2025 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint in Spring/Summer 2023. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide. The EJ analysis should start in the beginning of the program development to show a more holistic understanding of impacts on the MPO/RPO TIP network through the process.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid,

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minimize or mitigate these impacts. It is important to note that determinations of disproportionately high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis.



Transit

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

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

A [list](#) of Pennsylvania’s Tier I and II transit agencies is found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

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

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

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2025 Program Financial Guidance](#) document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those

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that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g., betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

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Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

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Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include

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PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.

2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder](#) in SharePoint, including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.
6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and

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FHWA's [Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2025 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.

7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
 - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
 - f. Board adoption and approval of the TIP and/or LRTP
 - g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current

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Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA/BIL further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community

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context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Formula Program

The IIJA/BIL provides states with \$7.5 billion to help make [EV charging](#) more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the \$2.5 [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania will receive \$171.5 million in dedicated formula funding over the first five years of the [NEVI Formula Program](#).

The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Once a state's AFC network is "fully built out" according to FHWA criteria — NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

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PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's bi-monthly Planning Partners calls, Planning Partner Fall and Spring Summits and NEVI webinars hosted by either FHWA or PennDOT.

The [Pennsylvania NEVI State Plan](#) is an evolving document updated annually. **PennDOT's NEVI Plan**

Priorities include:

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2025, 2026, 2027, 2028) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO

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PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2025 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportation.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

2025 Transportation Program General and Procedural Guidance

TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2025 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	EJ Analysis and Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	Memorandum of Understanding TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

2025 Transportation Program General and Procedural Guidance

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2025 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2024 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2025 FFY on October 1, 2024.

PROGRAM ADMINISTRATION

After adoption, the 2025 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2025 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2025 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2025 Program.

The modification procedures that were approved for the 2023 Program will be used as a starting point for the development of procedures for the 2025 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase

2025 Transportation Program General and Procedural Guidance

- identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule

CY 2023 Activity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
STC releases Transportation Performance Report		2/22										
STC-TYP public comment period			3/1	4/30								
STC online public forum				4/12								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call				4/19								
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2025 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs for the 2025 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Validation of PennDOT Connects PIF forms conducted for new 2025 TIP projects												
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting												
Draft Interstate and Statewide Projects announced												
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

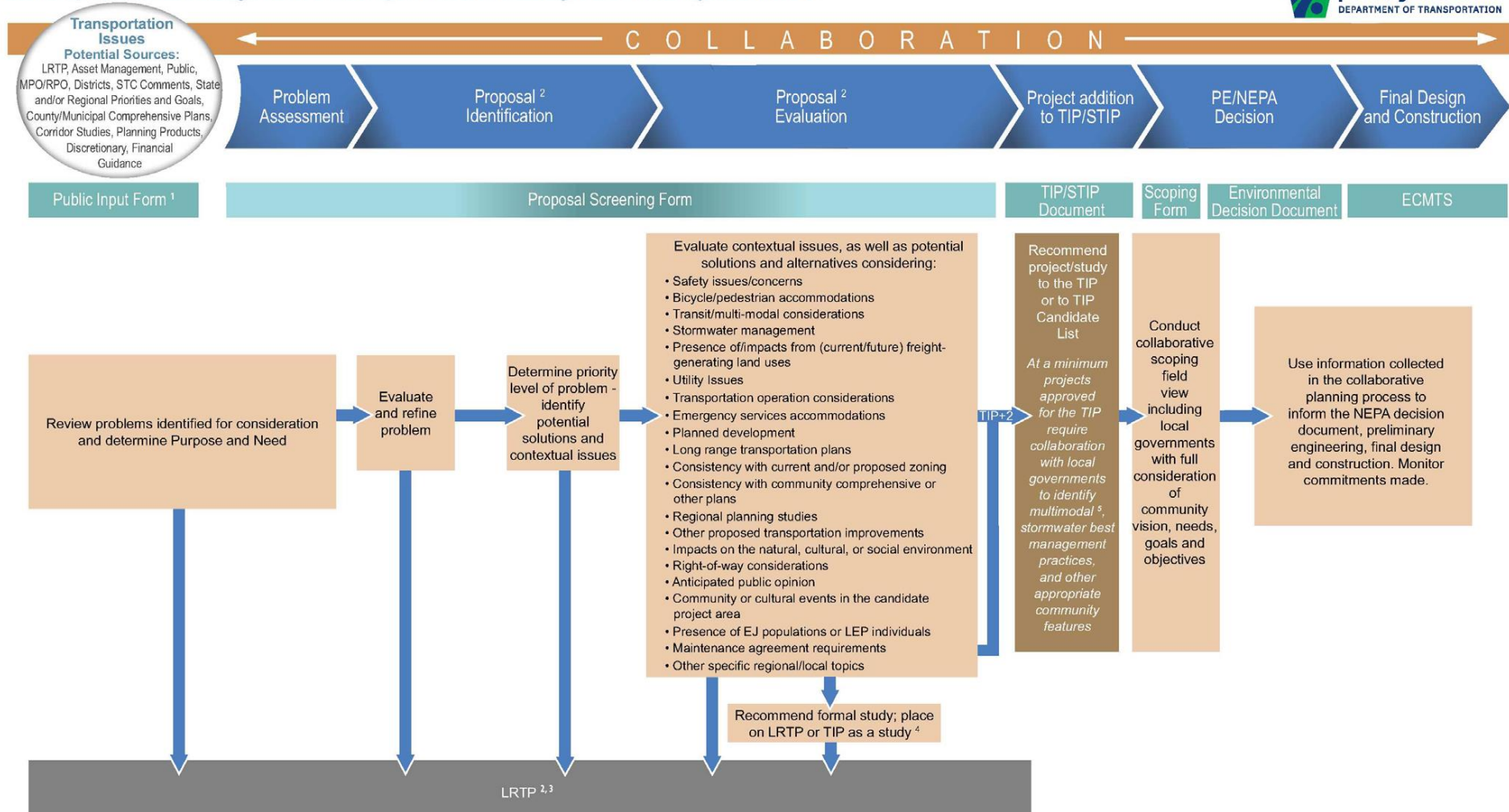
Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule (Continued)

CY 2024 Activity	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs (Continued from CY 2023)	█	█										
PennDOT CPDM completes initial review of the preliminary draft TIPs	█	█										
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program	█	█										
PennDOT CPDM to hold draft program review discussions	█	█										
Interagency air quality consultation		█	█									
Central Office notifies FHWA Draft TIPs are ready for eligibility review		█	█									
MPOs, RPOs and PennDOT conduct air quality conformity analysis			█	█	█							
STIP Executive Summary Development			█	█	█							
TIP Public Comment Periods				█	█	6/17						
STIP Public Comment Period (15 day)						6/18-7/3						
CPDM to review STIP public comments						█	█					
MPOs/RPOs adopt regional TIPs					█	█	█					
MPOs/RPOs submit regional TIPs to PennDOT CPDM							7/15					
PennDOT CPDM reviews TIP submissions for STIP submittal							█	█				
STC approves TYP								█	█			
PennDOT submits STIP to FHWA/FTA on behalf of Governor								█	█			
FHWA/FTA reviews and approves air quality conformity documents and STIP								█	█			
2025 Program Begins										10/1		

Appendix 2 – PennDOT Design Manual 1A (Process Chart)

Transportation Program Development and Project Delivery Process



Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

	Information Items <small>Green highlighted items require documentation be submitted.</small>	MPO/RPO to Provide Response Others Check to Indicate Response Verified			
		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
	8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>
Documentation of Transit Asset Management (TAM) Plan		Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____ [\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
13. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	14. MPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/ Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:				

2025 - 2028 Transportation Program Development Checklist

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 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
BRIP									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Total	\$0	\$0	\$0	\$0	

**Reading MPO
FFY 2025-2028 Transportation Improvement Program (TIP)
Development Time Line**

March, 2023	Reading MPO actively markets participation in State Transportation Commission on-line survey and public meeting via email, web page, FaceBbook, and announcement at Imagine Berks Regional Meetings
April, 2023	PennDOT releases FFY 2025-2028 Financial Guidance
April, 2023	PennDOT releases General and Procedural Guidance
May, 2023	Reading MPO solicits municipalities for project recommendations (9 new recommendations received)
July, 2023	Reading MPO reviews Berks County responses to STC Survey (109)
October/ November, 2023	MPO staff meets 6 times with PennDOT to review existing (FFY 2023) TIP, update carry-over projects scope of work and costs, and review new candidate projects and coordination with SCTA regarding Transit project listing (October 10th, 17th, 23rd, and 31st, November 3rd, November 7). Required CMAQ Project Selection coordination meeting held October 31 st .
December, 2023	Reading MPO reviews and endorses Draft FFY 2025-2028 TIP project listing and submits to PennDOT
January, 2024	MPO staff meets and reviews draft project listing with PennDOT Central oOffice
January, 2024/ February, 2024	Additional coordination between MPO staff and PennDOT to refine project listing narratives. Draft 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 2/28.
March, 2024 (Projected)	ICG coordination process concluded. Air Quality Conformity Report received from consultant staff. Reading MPO approves final project listing and authorizes Draft FFY 2025-2028 TIP for release for public comment and review

March 24, 2024 (Projected)	Advertisement places in Sunday Reading Eagle regarding Public Comment Period and opportunities to comment
March/April, 2024 (Projected)	Public Review and Comment period extends from March 24, 2024 through April 23, 2024 and includes 2 Ppublic Mmeetings (hybrid – April 8, 2024, in-person – April 11, 2024)
May, 2024 (Projected)	Reading MPO to meet on May 16, 2024 to review comments on Draft TIP, approve responses to those comments and adopt the TIP and related Air Quality Conformity Analysis and Environmental Justice Summary and forward to PennDOT
August, 2024 (Projected)	State Transportation Commission to review and approve regional TIPs incorporated into a State Transportation Improvement Program (STIP) and submit to USDOT (FHWA/FTA)
September, 2024 (Projected)	USDOT to review and approve STIP
October 1, 2024 (Projected)	STIP and regional TIPs become effective



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

March 18, 2019

Dear Planning Partners:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established Performance-Based Planning and Programming (PBPP) requirements as part of Transportation Performance Management rules. Title 23 Part 450 of the Code of Federal Regulations (23 CFR 450) Subpart C requires the State Department of Transportation, Metropolitan Planning Organizations (MPO) and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data,
- the selection of performance targets,
- the reporting of performance targets,
- the reporting of performance to be used in tracking critical outcomes for the region of the MPO, and
- the collection of data for the State asset management plan for the National Highway System (NHS).

Federal regulations provided flexibility for establishing these written provisions. The provisions may be included as part of the metropolitan planning agreements or documented in some other form as cooperatively determined by the State DOT, MPOs and operators of public transportation. Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) expect that there will be documentation demonstrating that the written provisions were cooperatively developed, such as a document signed by the State DOT, MPOs and operators of public transportation; an action by the agency boards adopting the written provisions; or some other equivalent action such as a Memorandum of Understanding or a Memorandum of Agreement.

At the discretion of the State DOT, MPOs and operators of public transportation, one agreement may be developed for each of the performance measure areas (or group of performance measures) or one agreement may be developed covering all of the performance measure areas.

Pennsylvania chose to handle joint-written agreements for the FTA's Transit Asset Management Final Rule [81 FR 48890] as a separate document between the Pennsylvania Department of Transportation (PennDOT), MPOs and operators of public transportation. These agreements are all in place and will remain separate and will not be updated by this request.

PBPP
Page 2
March 18, 2019

PennDOT, in cooperation with MPOs and Rural Planning Organizations (RPO), developed the enclosed written provisions as part of the FFY 2019-2022 State Transportation Improvement Program update process for:

- PM1 measures – the safety performance measures
- PM2 measures – the National Highway System (NHS) pavements, bridges carrying the NHS, and pavements on the Interstate measures
- PM3 measures – the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Pennsylvania chose to handle joint-written procedures for the safety PM1 initially as a separate document, which were in place by May 27, 2018. The enclosed will replace the previously separate document for PM1.

To ensure compliance with 23 CFR 450.314, please respond to this letter before May 20, 2019, by signing the enclosed acknowledgement form indicating your region has adopted these written provisions.

If any region would like to provide additional information, please provide a copy of an appendix with your response.

Should you have any questions, please contact Kristin Mulkerin, Transportation Planning Manager, at 717.783.2430 or email kmulkerin@pa.gov.

Sincerely,



James D. Ritzman, P.E.
Deputy Secretary for Planning

Enclosures

Pennsylvania Performance Based Planning and Programming
Written Provisions Acknowledgement

Per 23 CFR 450.314

The **Reading MPO**
Metropolitan/Rural Planning Organization

Acknowledges the attached Pennsylvania Performance Based Planning and Programming written provisions were cooperatively developed and agreed-upon between PennDOT and the Pennsylvania Metropolitan/Rural Planning Organizations.

Alan D. Piper
Authorized MPO/RPO Spokesperson

5/16/19
Date

SUBMIT

Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and Pennsylvania's Metropolitan Planning Organizations (MPO) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPO) 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. Title 23 Part 490 of the Code of Federal Regulations ([23 CFR 490](#)) outlines the national performance goals for the Federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

The regulations require the United States Department of Transportation (DOT)/Federal Highway Administration (FHWA) to establish final rules on performance measures. The final rules address the seven areas in the legislation, identifying the following as performance measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

Performance Based Planning and Programming

Pennsylvania has long utilized a comprehensive planning and programming process, with a focus on collaboration between PennDOT, FHWA, and Planning Partners (MPOs/RPOs) at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP).

PBPP requirements are outlined in Title 23 Part 450 of the Code of Federal Regulations ([23 CFR 450](#)). Subparts B & C requires the State Department of Transportation, MPO and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data
- the selection of performance targets
- the reporting of performance targets

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- the reporting of performance to be used in tracking critical outcomes for the region of the MPO
- the collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT in cooperation with MPOs/RPOs developed this document to serve as Pennsylvania's jointly-written provisions for PBPP roles and responsibilities per 23 CFR 450.314(h) for:

- PM1 measures – the safety performance measures
- PM2 measures – the NHS pavements, bridges carrying the NHS, and pavements on the Interstate measures
- PM3 measures – the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

PennDOT Executives, Center for Program Development and Management (CPDM), and Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD, Engineering Districts and MPOs/RPOs will coordinate to ensure the Statewide Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Program (STIP), regional Transportation Improvement Programs (TIP) and regional LRTPs are developed and amended to meet the PBPP requirements of the planning rule and the performance measure rules.

This coordination will occur when setting targets to ensure consistency to the maximum extent possible. Each MPO/RPO will need to establish targets by either adoption of the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets.

PennDOT CPDM in coordination with BOMO will include a description of the individual performance measures and targets for those measures in Statewide LRTPs moving forward. Each MPO/RPO will also include individual performance measures and targets for those measures in their regional LRTPs moving forward. In addition to including the performance measures and targets in the Statewide and Regional LRTPs, PennDOT CPDM, BOMO, Engineering Districts and each MPO/RPOs are also required to include a system performance report. That report provides an evaluation of system performance with respect to the performance targets. PennDOT CPDM and BOMO in coordination with Engineering Districts will include progress achieved by MPOs/RPOs in meeting the MPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2); 23 CFR 450.324(f)(4)]. For MPOs/RPOs that voluntarily elect to develop multiple scenarios when developing the regional LRTP, the MPO/RPO must conduct an analysis as part of the systems performance report on how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets [23 CFR 450.324(f)(4)(ii)].

PennDOT and the MPOs/RPOs will include a description on progress towards each of the performance measures and targets as plans are updated. The progress explanation should

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include the information that is available at the time of the plan adoption, such as information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of LRTPs, PennDOT and MPOs/RPOs must continue to include a system performance report. These reports must describe the progress of the MPO/RPOs in meeting the performance targets in comparison with system performance recorded in previous years.

Safety Performance Measures

The FHWA final 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 final rules were the first in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act.

The HSIP Final Rule updates the HSIP regulation under [23 CFR Part 924](#) to be consistent with MAP-21 and the FAST Act while clarifying existing program requirements. The Safety PM Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations (CFR) to implement the performance management requirements in 23 U.S.C. 150.

The Safety PM Final Rule, also referred to as PM1 Final Rule, establishes safety performance measure requirements for carrying out the HSIP and to assessing fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures used in determining five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Target Setting:

Pennsylvania's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. The SHSP contains Pennsylvania's statewide goals for fatalities and serious injuries. The SHSP has been developed and will be updated in conjunction with stakeholders including federal, state, local and private sector agencies including Pennsylvania's MPOs/RPOs.

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Pennsylvania established a Safety Planning workgroup with representation from PennDOT CPDM, BOMO, Engineering Districts, the MPOs/RPOs and FHWA. The group includes technical safety and planning professionals that meet regularly to discuss relative topics such as the SHSP and performance measures. PennDOT and the MPOs/RPOs will continue to utilize this workgroup to coordinate the State's safety target setting. Information discussed as part of this workgroup will be shared at Statewide Planning Partner Meetings and conference calls.

PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting Safety Planning Workgroup calls. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for ensuring there is adequate MPO/RPO representation on the Safety Planning Workgroup. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT BOMO will submit the state safety targets as part of the annual Pennsylvania Highway Safety Plan submitted to NHTSA. The state targets for the number of fatalities, number of serious injury and rate of fatalities need to be identical to those submitted to FHWA. PennDOT will include state safety targets for all five of the safety performance measures as part of the annual Pennsylvania Highway Safety Improvement Program (HSIP) report submitted to FHWA.

PennDOT CPDM will share the annual submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM within 180 days of PennDOT establishing targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology, including VMT used to develop their targets to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

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 crash database. The VMT are derived from the Highway Performance Monitoring System (HPMS).

PennDOT BOMO will review the State's crash and fatality data and evaluate it for overall trends. PennDOT BOMO will compare these trends to what can be observed at the national level.

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PennDOT BOMO will assess the state and national trends to determine how they relate to the SHSP Goals and the National Toward Zero Death initiative.

PennDOT BOMO will provide CPDM statewide data to share with the MPOs/RPOs to assist them in deciding whether they are going to support the State's targets or adopt their own.

MPOs/RPOs should utilize their specific data from the Pennsylvania Crash Information Tool to further assist in their decision-making process as to whether they are going to support the State's targets or adopt their own.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include safety performance measures and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

PennDOT BOMO will include information on safety targets and progress towards meeting targets as part of annual Safety submissions to NHTSA and FHWA. FHWA will utilize data from a base line period for assessing significant progress. Four of the five measures will need to be met or significantly improve. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its safety targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual safety performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including safety performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

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In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual safety performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the TIP.

Pavement/Bridge Performance Measures

The FHWA final rule for the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017.

This final rule was the second in a series of three related rulemakings that together establishes a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act.

The final rule established performance measures for all State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate System, pavements on the NHS (excluding the Interstate System), bridges carrying the NHS which include on and off ramps connected to the NHS. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of

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performance targets as established in a State's Transportation Asset Management Plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures, collectively referred to as the PM2 measures include:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges by deck area classified in Good condition
- % of NHS bridges by deck area classified in Poor condition

Target setting:

Pennsylvania established a TAMP Steering Committee with representation from PennDOT's Executive staff, Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, Highway Safety and Traffic Operations Division, FHWA, the Pennsylvania Turnpike Commission (PTC) and MPOs/RPOs. The workgroups purpose is to manage and coordinate the development, submission, and implementation of the TAMP, and the pavement and bridge condition performance measures.

PennDOT CPDM, BOMO, Engineering Districts and the MPOs/RPOs will continue to utilize the committee to coordinate the State's pavement and bridge target setting. Information discussed as part of the committee will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT BOMO in coordination with CPDM will be responsible for scheduling and conducting TAMP Steering committee meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the committee. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report.

PennDOT will report the targets as part of FHWA required Performance Reporting.

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PennDOT CPDM will share the reporting submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT BOMO will collect and perform the analysis of the data for the pavement and bridge performance measures.

Pavement

Determining pavement condition requires rigorous data collection. In the past, all PennDOT data was collected for each roadway segment, which is approximately one-half-mile in length. Federal rulemaking 23 U.S.C. 119 now requires that all distress component information be collected for one-tenth-mile increments. PennDOT and its partners have adjusted their pavement data collection to meet FHWA standards. Data collection at the tenth-mile increment level began in 2017 for cracking, rutting, and faulting and will be used for this submission of the TAMP.

Pavement performance measures required for FHWA reporting include the following four distress components:

- International Roughness Index (IRI) – Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile
- Cracking – Measures the percentage of pavement surface that is cracked
- Rutting – Measures the depth of ruts (surface depression) in bituminous pavement in inches
- Faulting – Quantifies the difference in elevation across transverse concrete pavement joints in inches

These distress measurements translate to good, fair, or poor condition scores. The table below summarizes the pavement condition metrics for IRI, cracking percent, rutting, and faulting.

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Rating (one-tenth-mile)	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage (%)	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

IRI and cracking apply to both bituminous and concrete pavements, while rutting is exclusively for bituminous pavement and faulting is exclusively for concrete pavement. Each one-tenth-mile pavement section is considered in good condition if all three of its distress components are rated as good, and in poor condition if two or more of its three distress components are rated as poor.

23 CFR part 490.315(a), Subpart C, requires that no more than 5 percent of a state’s NHS Interstate lane-miles be in poor pavement condition. If the threshold is not met, restrictions are placed on PennDOT’s federal funding—specifically, NHPP and Surface Transportation Program (STP) funds. FHWA has not established a minimum condition for NHS non-Interstate roadways but requires the State DOT to establish performance targets.

23 CFR 490.313(b)(4)(i) requires that the total mainline lane-miles of missing, invalid, or unresolved sections for the Interstate System and non-Interstate NHS shall be limited to no more than five percent of the total lane miles. A section is missing if any one of the data requirements specified in 23 CFR 490.309 and 23 CFR 490.311(c) are not met or if that reported section does not provide sufficient data to determine its overall condition.

PennDOT BOMO and Engineering Districts will utilize its pavement asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania’s pavements.

PennDOT’s pavement condition targets will be consistent with its 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.

Bridge

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA’s performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS.

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A

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rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good, fair, or poor condition score rating.

The table below summarizes the FHWA scoring system for bridge condition metrics for deck, superstructure, substructure, and culvert components.

Rating	Good	Fair	Poor
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is rated as poor.

23 CFR 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area are in poor condition.

PennDOT BOMO and Engineering Districts will utilize its bridge asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania's bridges.

PennDOT's bridge condition targets will be consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.

Reporting on progress towards target achievement:

PennDOT and the MPOs/RPOs will include pavement and bridge performance measures and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its pavement and bridge targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

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In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual pavement and bridge performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including pavement and bridge performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual pavement and bridge performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the TIP.

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System Performance Measures

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017, and became effective on May 20, 2017.

This final rule was the third in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These system performance measures are collectively referred to as the PM3 measures.

The PM3 performance measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent of Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

Target setting:

In Pennsylvania, PennDOT CPDM in coordination with BOMO will take the lead and coordinate with MPO/RPO representatives as well as other necessary stakeholders, such as other State DOTs in urbanized areas, to utilize existing workgroups or organize a group to collaborate on the system performance measures and targets. This group will evaluate baseline performance measures tools, trends, and methodologies. Information discussed as part of these group(s) will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT CPDM and BOMO will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting group meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the group(s). All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

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PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report. PennDOT CPDM in coordination with BOMO will coordinate any adjustments to the targets with the MPOs/RPOs.

The targets for the traffic congestion measures [23 CFR 490.707(a) and (b)] reported by PennDOT and MPOs for an urbanized area must be identical [23 CFR 490.105(f)(5)]. If a multistate MPO is required to establish targets for the traffic congestion measures, all applicable MPOs and State DOTs must establish only one 2-year target and one 4-year target for the entire urbanized area for each traffic congestion measure. The MPOs and State DOTs will collectively develop and implement a mutually agreed upon coordination process so that both MPOs and State DOTs meet their respective target establishment and reporting deadlines.

PennDOT will report the targets as part of FHWA required Performance Reporting.

PennDOT CPDM will share the reporting submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO (as appropriate) on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT CPDM and BOMO have worked to identify and evaluate the data and tools used to produce the baseline performance measures. The University of Maryland CATT Lab RITIS software platform is used to generate all the measures derived from the NPMRDS travel time data source. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively. Future revisions and modifications to these tools may impact the reported performance measures and established targets.

Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT CPDM and BOMO will continue to identify and evaluate the data and tools necessary for the performance measures and establishing targets.

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PennDOT CPDM and BOMO will take the lead along with required MPOs to track and evaluate data and targets.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include system performance measure and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its system performance targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

In accordance with 23 U.S.C. 149(l), each MPO serving a Transportation Management Area (TMA) with a population over 1 million representing nonattainment and maintenance areas must develop a CMAQ Performance Plan, updated biennially, to report baseline condition/performance, targets, projects that will contribute to the targets, and the progress toward achievement of targets for the CMAQ traffic congestion and on-road mobile source emissions measures. Likewise, 23 CFR 490.105(f)(5)(iii) requires these MPOs must establish both 2-year and 4-year targets for the metropolitan planning area. MPOs that must develop a CMAQ performance plan will ensure they are developed and submitted timely to PennDOT, so they can be included in required FHWA reporting completed by PennDOT.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual system performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including system performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual system performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs,

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MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the TIP.

Reading MPO CMAQ Project Selection Process (Adopted 5/20/2021)

Introduction

The Congestion Mitigation and Air Quality (CMAQ) Funding Program was created under the federal Intermodal Surface Transportation Equity Act (ISTEA, 1991) and reauthorized under the Transportation Equity Act for the 21st Century (TEA-21, 1998); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005); the Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012); the Fixing Americas Surface Transportation Act (FAST Act, 2015); and the Infrastructure Investment and Jobs Act (IIJA) of 2021.

The purpose of the CMAQ Program is to fund transportation projects/programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM₁₀ and PM_{2.5}).

According to the latest guidance (Nov 2013) from the Air Quality and Transportation Conformity Team in FHWA's Office of National Environment, in cooperation with the FTA's Office of Planning and Environment, the CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion – in other words, reducing pollution and adverse environmental effects of transportation projects and transportation system inefficiencies. The CMAQ program provides funding for a broad array of tools to accomplish these goals while ensuring compliance with the transportation conformity provisions of the Clean Air Act Amendments of 1990.

This guidance document states that MPO's, State DOT's, and transit agencies "should develop CMAQ project selection processes in accordance with the metropolitan and/or statewide planning process under 23 U.S.C. 134 and 135." The project selection process should be transparent, in writing, and publicly available. State DOT's and MPO's should develop an appropriate project list of CMAQ programming priorities that will have the greatest impact on air quality.

Historically, the Reading Area Transportation Study (RATS) has championed three air quality target areas in previous TIP's:

- Vehicle Miles Traveled (VMT) Reduction: Susquehanna Regional Transportation Partnership (SRTP) and the CommutePA (formerly the Commuter Services of Pennsylvania) program – advocating for non-SOV transportation alternatives for commuters.
- Cleaner Engines: BARTA Fleet Replacement – in the 2021-2024 TIP, RATS approved \$900,000 per year for two years to assist with the purchase of eleven (11) new replacement vehicles in the BARTA fleet. With significant financial constraints due to increasing inflationary effects, there were no CMAQ funds available to be flexed within the 2023-2026 TIP. This current 2025-2028 TIP reintroduces funds in 2027 (\$450,000) and 2028 (\$900,000) to again assist with vehicle replacements within the BARTA fleet.
- Traffic Operations / Congestion Mitigation: Addressing off-road improvements that promote cleaner air and/or congestion reductions such as Freeway Service Patrol expansion, additional operator(s) in the Traffic Management Center, and traveler information improvements as recommended in the recently published 2020 Regional Operations Plans.

Any additional CMAQ funds available would then be applied to those TIP projects that were reviewed and deemed eligible for CMAQ funding.

Project Selection Process

The Reading MPO wishes to commit to specific on-going CMAQ-eligible programs and prioritize those efforts for CMAQ funding. During the development of future Transportation Improvement Programs (TIPs), RATS may designate (a) specific on-going program(s) as (a) CMAQ funding priority(ies) and allocate CMAQ funding for that program for any period chosen by the MPO, with the caveat that funding may be redirected during the TIP update process as project needs and available resources dictate.

5. Prior to the beginning of a TIP update cycle (generally in the late winter/early spring of the year prior to a new TIP taking effect) District and MPO staff will meet to discuss projects proposed for inclusion in the CMAQ Project Selection Process.
6. Once the TIP Update Cycle begins, and after the total of all on-going program commitments is deducted from the RATS CMAQ funding allocation, any remaining CMAQ funds will be allocated to CMAQ-eligible projects based on the following subjective criteria:
 - A. Does it meet the CMAQ Program requirements (NOx and/or VOC emission reduction, congestion reduction, NO capacity-increasing projects)?
 - B. Have the emission reduction benefits been quantified?
7. After MPO staff completes an initial screening through the subjective criteria to ensure CMAQ eligibility, the CMAQ Evaluation Table Template – cooperatively created and endorsed by both PennDOT and the FHWA – will be used to Objectively screen projects.
8. A second coordination meeting between District and MPO staff will be held where each project will be recorded in the attached Excel spreadsheet and fields completed accordingly. Note that since the Reading MPO does not actively solicit candidate CMAQ projects through a competitive process, this spreadsheet is used to further document the decision-making process and not necessarily to rank projects against each other.
9. Upon completion of the spreadsheet and concurrence by District 5-0 staff, the results will be forwarded to PennDOT Center for Program Development and Management (CPDM) staff.
10. Once CPDM staff approve, draft projects will be programmed on our Transportation Improvement Program (TIP). This entire process will be conducted publicly during MPO Technical and Coordinating Committee meetings.

Outside of the TIP update cycle, should additional CMAQ funds become available, these funds may be allocated to currently programmed CMAQ-eligible projects and/or new candidate projects. Project selection will take place using the same process. This entire process will be conducted publicly during MPO Technical and Coordinating Committee meetings.

Candidate CMAQ Projects for Evaluation and Selection

MPO:

Meeting Date:

[Between MPO and District Staff To Review Candidate Projects]

Weight Sum = 100%

County	Project Description		CMAQ Eligible Activity	Applicable Criteria Pollutant(s)	Project Selection Factors (0=lowest, 100=highest rank) ; Weights must sum to 100%								Average Project Rank Score (0-100)	Selected for CMAQ Funding
	MPMS#	Detailed Project Description			30%	10%	20%	10%	10%	10%	10%			
					FHWA Cost Effectiveness	Cost Effectiveness Override Value - Required for "Other" Projects	Consistency with L RTP	Corridor Congestion & Priority	Nonattainment or Maintenance for Ozone and PM2.5	Project Readiness and Sponsor Capacity	Benefits EJ Population	Other Factors		
				#N/A	#N/A	N/A			#N/A				#N/A	
Berks	117620	SR 2023 State Hill Road #2 (Install roundabout at signalized intersection with SR 3422-Penn Ave.)	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	79467	SR 12 Elizabeth Avenue (Install roundabout at unsignalized intersection with SR 2016-Elizabeth Ave.)	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	110318	SR 12 Alsace Manor (Install two-way center-left-turn lane on SR 12 terminating at dedicated left-turn lanes at both SR 2029-Antietam Rd. and SR 1004-MT. Laurel Rd.)	Intersection Improvements	Ozone	53	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	61	Yes
Berks	10815	SR 73 / Friedensburg Rd. (Install left-turn lanes at signalized intersection on SR. 73 and SR 2023-Friedensburg Rd.)	Intersection Improvements	Ozone	53	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	56	Yes
Berks	90569	SR 222 / Long Lane (Install roundabout at signalized intersection of U.S. 222 and SR 1024-Long Lane)	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	110075	SR 422 Ben Franklin Congested Corridor (Traffic Signal Coordination and Optimization at 13 Intersections along 5.7 mile Arterial corridor)	Other	Ozone	N/A	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	40	Yes

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.

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;
 - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 1,000,000$;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 200,000$ but $< 1,000,000$;
 - \$2 million for the remaining areas;
 - \$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 above.
- 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 above thresholds;
- 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 Date

Deputy Secretary for Planning

Pennsylvania Department of Transportation

Mr. Chris Kufro Date

Chairman

Reading Metropolitan Planning Organization

_____ Mr. Gregory Downing

Date

Executive Director

South Central Transit Authority

Appendix B

Financial Guidance

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April 19, 2023

***PENNSYLVANIA 2025
TRANSPORTATION PROGRAM
FINANCIAL GUIDANCE***

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INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial Guidance must be based on:

- A cooperative effort
- A long-term strategic viewpoint
- A Commonwealth perspective
- Existing and readily available data
- Statewide and regional needs-based decision-making
- Responsiveness to near-term issues and priorities
- Coordination with other agencies and initiatives.

2025 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on April 4, 2023, with the following recommendations:

- Existing formulas with updated data are retained from the 2023 Financial Guidance.
- A new formula has been introduced for Carbon Reduction Program funding based upon highway and vehicle registration data.
- The PROTECT program will be administered as a statewide program for the first two years of the 2025 Program. The Financial Guidance Work Group will develop a distribution formula for the remaining years and subsequent programs.
- 2020 Census data has been incorporated into the CMAQ distribution and the urban specific portions of the Surface Transportation Block Grant, Carbon Reduction and Transportation Alternatives Set-Aside Programs.

- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.
- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.
- Anticipated available federal highway, bridge and transit funds will reflect Infrastructure Investment and Jobs Act (IIJA) authorized amounts for the first two years then remain flat for the remaining ten years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$50 million. An analysis on regional vs statewide project delivery will be completed for the 2027 Financial Guidance update.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2025 Transportation Program Financial Guidance and Pennsylvania 2025 Transportation Program General and Procedural Guidance* on April 19, 2023.

FUNDING

Pennsylvania's 2025 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Appropriation 581 funding for highway capital projects
- State Appropriations 185 (state owned) and 183 (locally owned) funding for bridge capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each MPO and RPO and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP):**

- The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized.
- Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
- An average of \$8.6 million per year will be reserved for State and Local Bridge Inspection.
- Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 4.
- **Surface Transportation Block Grant Program (STP, STN, STR):**
 - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
 - An average of \$18.1 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- o Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU):**

- o Funding is allocated to each MPO with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.
- o The sub-allocation formula is currently based on the 2020 Federal Census.

- **Off System Bridges (BOF):**

- o Funding for minor collector and local functional class bridges will utilize the following formula:

2025 through 2036
Deck Area All Bridges (100%)

- o Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- o Funding for off-system bridges comes from legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.

- **Bridge Formula Investment Program (BRIP):**

- o Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to MPOs, RPOs and the Interstate Program based upon the share of these factors:

2025 through 2036	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**
 - \$50 million in funding for this program will be reserved statewide for various safety initiatives.
 - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address systemic safety projects.
 - The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**
 - \$25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
 - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.

- **National Highway Freight Program (NFP):**
 - Funding for this program will be allocated to the Interstate Management Program.

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
 - The IJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000 (TAU).
 - The remaining funds sub-allocated by population and the 41% available to any area of the state (TAP) are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.

- **Railway-Highway Crossings, Section 130 (RRX):**
 - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
 - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher-cost projects.

- **Carbon Reduction Program (CRP, CRPU):**
 - \$10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
 - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
 - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2025 through 2036
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**

- Funds will be held in a statewide line item for years 2025 and 2026.
- While funds will initially remain in the statewide line item for years 2027-2036, a formula will ultimately be developed to distribute these funds for those years. MPOs and RPOs are encouraged to begin planning their strategy for how future PROTECT formula funding will be utilized most effectively.

- **Highway (Capital) Funding (State):**

- Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
- \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
- An average of \$34.6 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
- Remaining state highway funds will be distributed based upon the regional share of these factors:

2025 through 2036
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (State):**

- Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF):**
 - This funding is earmarked for specific projects that were authorized by federal legislation.
- **Appalachian Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC).
- **National Electric Vehicle Infrastructure Formula Program (EV):**
 - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.
- **All Discretionary Federal Funding:**
 - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure for Rebuilding America (INFRA)
 - Bridge Investment Program (BIP)
 - National Infrastructure Project Assistance (MEGA)
 - Rural Surface Transportation Grants (RURAL)
 - Discretionary Portions of NEVI, PROTECT, etc.
- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The

decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.
- **Local and Private Funding:**
 - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2023 allocations via the Bipartisan Infrastructure Law (BIL).

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 6 through 8. Federal funding is based on most recent BIL authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following

Vehicle Sales Tax, Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTF.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

Act 44, as amended, authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
 1. The operating assistance received in the prior fiscal year plus funding growth.
 2. Funding growth over the prior year is distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles
 - d. Revenue vehicle hours

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. This program also provides for free transit for seniors on any fixed route service. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, Motor Vehicle Sales Tax, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.
- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013, since the creation of Act 89 and capital funding was included as part of Section 1514 – Asset Improvement.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.
- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at

3.33% of the state funding. **NOTE:** No funding has been available for this program since it has not been appropriated by the legislature.

- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program**). Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

FFY 2025-2028 Transportation Improvement Program

2025 Financial Guidance Highway and Bridge Funds (\$000)

Federal Funds	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)*	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Surface Transportation Block Grant Program (STP)*	593,580	605,452	605,452	605,452	2,409,936
Highway Safety Improvement Program (HSIP)*	131,471	134,241	134,241	134,241	534,194
Congestion Mitigation and Air Quality (CMAQ)*	118,415	120,784	120,784	120,784	480,766
National Highway Freight Program*	59,177	60,360	60,360	60,360	240,258
Railway-Highway Safety Crossings (RRX)	7,030	7,030	7,030	7,030	28,121
Carbon Reduction Program (CRP)	54,008	55,088	55,088	55,088	219,271
PROTECT Formula Program (PRTCT)	61,411	62,639	62,639	62,639	249,327
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,598,607	2,643,512	2,643,512	2,643,512	10,529,143

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Subtotal -- State Funds	898,000	952,000	1,010,000	1,064,000	3,924,000
Grand Total	3,496,607	3,595,512	3,653,512	3,707,512	14,453,143

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2025	2026	2027	2028	Total
NHPP Apportionment	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Enhanced Interstate Management	350,947	400,947	450,947	488,177	1,691,018
Remaining	869,190	843,593	793,593	756,363	3,262,740
20% Statewide Reserve	173,838	168,719	158,719	151,273	652,548
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	369,352	348,874	308,874	279,090	1,306,189

Surface Transportation Block Grant Program	2025	2026	2027	2028	Total
STP Apportionment	593,580	605,452	605,452	605,452	2,409,936
Less Transportation Alternatives (10%)	49,319	50,305	50,305	50,305	200,234
Less STP-Urban Mandatory Distribution	186,456	190,185	190,185	190,185	757,011
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,082	3,159	3,238	3,319	12,797
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>241,401</i>	<i>248,480</i>	<i>248,401</i>	<i>248,320</i>	<i>986,602</i>
Less Spike (20% of Remaining STP)	48,280	49,696	49,680	49,664	197,320
STP Funds to Distribute	193,121	198,784	198,721	198,656	789,282

Highway Safety Improvement Program	2025	2026	2027	2028	Total
HSIP Apportionment	131,471	134,241	134,241	134,241	534,194
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	69,471	72,241	72,241	72,241	286,194

Congestion Mitigation and Air Quality	2025	2026	2027	2028	Total
CMAQ Apportionment	118,415	120,784	120,784	120,784	480,766
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	95,160	97,528	97,528	97,528	387,745

National Highway Freight Program	2025	2026	2027	2028	Total
Interstate Program	59,177	60,360	60,360	60,360	240,258

Transportation Alternatives	2025	2026	2027	2028	Total
Transportation Alternatives Apportionment	49,319	50,305	50,305	50,305	200,234
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,393	17,755	17,755	17,755	70,659
TAP Funds -- Statewide Competitive Program	29,935	30,558	30,558	30,558	121,610

Railway-Highway Safety Crossings	2025	2026	2027	2028	Total
Statewide Program	7,030	7,030	7,030	7,030	28,121

Bridge Formula Program	2025	2026	2027	2028	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2025	2026	2027	2028	Total
Carbon Reduction Apportionment	54,008	55,088	55,088	55,088	219,271
Carbon Reduction Urban Set-Aside > 200K	21,866	22,304	22,304	22,304	88,777
Carbon Reduction Urban Set-Aside 50-200K	1,879	1,916	1,916	1,916	7,628
Carbon Reduction 5,000 to 50,000 to Distribute	3,094	3,156	3,156	3,156	12,562
Carbon Reduction < 5,000 to Distribute	8,266	8,431	8,431	8,431	33,559
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	8,903	9,281	9,281	9,281	36,745

PROTECT Formula Program	2025	2026	2027	2028	Total
PROTECT Formula Program	61,411	62,639	62,639	62,639	249,327

**Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Total State Funds (for Discretionary Calculation)	898,000	952,000	1,010,000	1,064,000	3,924,000
Mandatory 15% Discretionary (Highway Funds)	134,700	142,800	151,500	159,600	588,600

State Highway (Capital)	2025	2026	2027	2028	Total
Highway (Capital) After Discretionary Set-Aside	446,300	492,200	546,500	592,400	2,077,400
Less Environmental Resource Agencies	770	790	809	830	3,199
Less State Bridge Inspection	29,963	30,787	31,605	32,478	124,833
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	387,167	432,223	485,686	530,692	1,835,768

State Bridge	2025	2026	2027	2028	Total
State Bridge Funds to Distribute	317,000	317,000	312,000	312,000	1,258,000

Total Distributed/Statewide Reserve	2025	2026	2027	2028	Total
Total Distributed/Statewide Reserve	3,337,315	3,433,884	3,490,983	3,544,024	13,806,207

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	107,329	28,888	53,799	43,249	19,059	22,967	0	0	41,992	8,583	92,009	2,573	10,790	0	44,294	475,531
SPC	86,142	41,280	59,543	55,426	34,692	12,800	0	0	23,280	3,747	40,174	2,421	4,711	0	57,134	421,351
Harrisburg	20,791	8,881	14,053	12,090	7,087	3,697	0	0	5,434	1,054	11,300	617	1,325	0	12,702	99,033
Scranton/WB	14,877	7,425	10,620	9,829	5,503	3,858	0	0	0	788	8,442	499	1,127	0	9,059	72,026
Lehigh Valley	17,230	7,001	12,422	8,570	5,585	5,054	0	0	6,844	1,268	13,596	572	1,594	0	8,494	88,232
NEPA	7,455	8,156	10,581	5,210	5,458	3,118	0	0	537	0	0	1,501	0	0	5,724	47,741
SEDA-COG	17,536	10,984	15,596	15,477	10,864	2,257	0	0	0	0	0	1,544	0	0	14,098	88,358
Altoona	2,647	2,443	2,802	3,005	2,328	1,252	0	0	0	0	0	382	201	0	2,647	17,707
Johnstown	5,936	2,620	4,604	3,730	2,140	1,085	0	0	1,329	0	0	453	166	0	3,242	25,304
Centre County	4,158	2,209	3,462	2,224	1,375	1,075	0	0	0	0	0	471	226	0	2,124	17,325
Williamsport	5,054	3,519	4,589	4,509	3,201	1,042	0	0	0	0	0	452	149	0	4,054	26,569
Erie	4,655	3,890	6,012	3,776	2,732	2,029	0	0	0	0	0	776	507	0	3,222	27,599
Lancaster	13,475	8,862	12,889	8,941	6,808	3,563	0	0	5,505	847	9,083	477	1,065	0	8,479	79,996
York	5,425	6,255	10,075	4,018	3,499	2,829	0	0	4,544	512	5,492	432	797	0	3,798	47,677
Reading	13,538	5,377	9,815	7,000	4,083	3,200	0	0	4,269	593	6,360	398	746	0	7,418	62,799
Lebanon	2,115	1,979	3,149	1,547	1,396	1,324	0	0	1,426	0	0	430	204	0	1,361	14,931
Mercer	1,621	3,225	4,175	2,713	2,604	1,121	0	0	0	0	0	467	0	0	2,483	18,408
Adams	3,257	1,971	3,592	1,266	1,387	999	0	0	0	0	0	385	0	0	1,409	14,266
Franklin	1,770	2,778	3,927	1,685	1,754	1,271	0	0	0	0	0	526	135	0	1,562	15,408
Total Urban	335,010	157,746	245,707	194,265	121,556	74,543	0	0	95,160	17,393	186,456	15,377	23,745	0	193,304	1,660,262
Northwest	8,341	8,725	13,111	7,560	6,751	1,641	0	0	0	0	0	1,220	0	0	7,610	54,959
N. Central	8,004	8,299	11,872	6,655	6,395	1,540	0	0	0	0	0	1,171	0	0	6,633	50,569
N. Tier	9,906	8,955	14,359	9,708	8,208	1,417	0	0	0	0	0	1,198	0	0	8,992	62,743
S. Alleghenies	8,090	7,597	11,046	8,845	7,226	1,543	0	0	0	0	0	1,046	0	0	8,213	53,606
Wayne County	0	1,798	2,673	1,077	1,267	789	0	0	0	0	0	250	0	0	1,005	8,858
Total Rural	34,342	35,374	53,060	33,845	29,846	6,928	0	0	0	0	0	4,886	0	0	32,452	230,734
Interstate Program	668,325	0	72,760	73,250	0	0	59,177	0	0	0	0	0	0	0	74,615	948,126
Statewide Program	0	0	0	0	0	0	0	7,030	0	29,935	0	10,000	0	61,411	0	108,375
Statewide Reserve	173,838	0	134,700	0	0	50,000	0	0	0	0	0	0	0	0	0	358,538
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	1,211,515	193,121	521,867	317,000	151,402	131,471	59,177	7,030	95,160	47,327	186,456	30,263	23,745	61,411	300,371	3,337,315

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRP)	Total
DVRPC	101,378	29,735	60,086	43,248	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	480,983
SPC	81,367	42,491	67,028	55,407	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	427,387
Harrisburg	19,638	9,142	15,759	12,087	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	100,404
Scranton/WB	14,052	7,643	11,883	9,828	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	73,042
Lehigh Valley	16,275	7,207	13,952	8,567	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,712
NEPA	7,042	8,396	11,956	5,205	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,092
SEDA-COG	16,564	11,307	17,472	15,475	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,691
Altoona	2,500	2,515	3,142	3,005	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,015
Johnstown	5,607	2,697	5,148	3,730	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,927	2,274	3,899	2,223	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,635
Williamsport	4,774	3,622	5,146	4,508	3,201	1,064	0	0	0	0	0	463	152	0	4,054	26,985
Erie	4,397	4,004	6,716	3,776	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,249
Lancaster	12,728	9,122	14,481	8,938	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,594
York	5,124	6,439	11,288	4,017	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,130
Reading	12,788	5,535	10,974	6,999	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,748
Lebanon	1,998	2,037	3,519	1,546	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,325
Mercer	1,531	3,319	4,668	2,713	2,604	1,146	0	0	0	0	0	478	0	0	2,483	18,942
Adams	3,076	2,029	4,067	1,264	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,646
Franklin	1,672	2,860	4,402	1,684	1,754	1,301	0	0	0	0	0	540	138	0	1,562	15,913
Total Urban	316,436	162,372	275,585	194,221	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,686,158
Northwest	7,879	8,981	14,727	7,557	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	56,441
N. Central	7,560	8,542	13,389	6,650	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	51,953
N. Tier	9,357	9,218	16,146	9,704	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	64,306
S. Alleghenies	7,642	7,820	12,453	8,841	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	54,851
Wayne County	0	1,851	2,997	1,076	1,267	800	0	0	0	0	0	257	0	0	1,005	9,253
Total Rural	32,438	36,412	59,712	33,829	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	236,804
Interstate Program	718,325	0	81,227	73,250	0	0	60,360	0	0	0	0	0	0	0	74,615	1,007,777
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	168,719	0	142,800	0	0	50,000	0	0	0	0	0	0	0	0	0	361,519
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	1,235,917	198,784	575,023	317,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,433,884

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	89,755	29,725	67,545	42,562	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	476,123
SPC	72,037	42,477	75,917	54,439	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	425,965
Harrisburg	17,386	9,139	17,784	11,885	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,972
Scranton/WB	12,441	7,640	13,383	9,668	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,768
Lehigh Valley	14,409	7,204	15,768	8,418	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,511
NEPA	6,234	8,393	13,588	5,099	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,808
SEDA-COG	14,665	11,303	19,699	15,221	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,761
Altoona	2,213	2,514	3,544	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,081
Johnstown	4,964	2,696	5,792	3,670	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,607
Centre County	3,477	2,273	4,418	2,183	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,662
Williamsport	4,227	3,621	5,808	4,433	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,023
Erie	3,892	4,003	7,551	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,519
Lancaster	11,269	9,119	16,370	8,781	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,865
York	4,536	6,437	12,729	3,947	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,910
Reading	11,322	5,533	12,349	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,542
Lebanon	1,769	2,037	3,958	1,522	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,509
Mercer	1,356	3,318	5,253	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,307
Adams	2,724	2,028	4,630	1,235	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,826
Franklin	1,480	2,859	4,965	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,254
Total Urban	280,155	162,321	311,052	190,941	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,682,012
Northwest	6,976	8,978	16,645	7,423	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	57,318
N. Central	6,694	8,540	15,192	6,523	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	52,758
N. Tier	8,284	9,215	18,267	9,532	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	65,179
S. Alleghenies	6,766	7,817	14,124	8,681	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	55,484
Wayne County	0	1,850	3,382	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,618
Total Rural	28,719	36,400	67,610	33,215	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	240,357
Interstate Program	768,325	0	91,274	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,066,669
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	158,719	0	151,500	0	0	50,000	0	0	0	0	0	0	0	0	0	360,219
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	1,235,917	198,721	637,186	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,490,983

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,825	42,561	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,737
SPC	65,091	42,463	83,394	54,420	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,462
Harrisburg	15,710	9,136	19,488	11,883	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,994
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,827
Lehigh Valley	13,019	7,202	17,297	8,415	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,644
NEPA	5,633	8,390	14,960	5,094	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,572
SEDA-COG	13,251	11,299	21,573	15,219	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,215
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,205
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,761
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,170
Erie	3,517	4,002	8,254	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,960	8,778	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,362
York	4,099	6,435	13,941	3,945	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,682
Reading	10,230	5,531	13,507	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,605
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,104	1,233	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,035
Franklin	1,338	2,858	5,440	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,584
Total Urban	253,140	162,267	340,896	190,897	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,744
Northwest	6,303	8,975	18,258	7,420	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,253
N. Central	6,048	8,537	16,708	6,518	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,621
N. Tier	7,485	9,212	20,052	9,528	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,158
S. Alleghenies	6,113	7,815	15,530	8,677	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,230
Wayne County	0	1,850	3,706	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,941
Total Rural	25,950	36,388	74,254	33,198	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,203
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2025-2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	379,561	118,064	255,255	171,620	76,238	94,554	0	0	171,102	34,867	373,555	10,576	43,808	0	177,175	1,906,375
SPC	304,638	168,711	285,882	219,691	138,767	52,673	0	0	94,859	15,224	163,105	9,952	19,128	0	228,534	1,701,165
Harrisburg	73,525	36,298	67,084	47,945	28,349	15,172	0	0	22,142	4,282	45,880	2,537	5,380	0	50,808	399,403
Scranton/WB	52,611	30,346	50,530	38,992	22,012	15,836	0	0	0	3,199	34,276	2,049	4,577	0	36,235	290,662
Lehigh Valley	60,933	28,615	59,439	33,970	22,340	20,761	0	0	27,888	5,152	55,199	2,351	6,473	0	33,977	357,099
NEPA	26,365	33,335	51,085	20,607	21,834	12,783	0	0	2,189	0	0	6,118	0	0	22,897	197,213
SEDA-COG	62,015	44,893	74,341	61,392	43,457	9,240	0	0	0	0	0	6,292	0	0	56,393	358,024
Altoona	9,359	9,986	13,372	11,921	9,311	5,097	0	0	0	0	0	1,559	816	0	10,588	72,008
Johnstown	20,991	10,710	21,879	14,798	8,559	4,408	0	0	5,414	0	0	1,847	674	0	12,967	102,248
Centre County	14,704	9,028	16,633	8,812	5,501	4,370	0	0	0	0	0	1,922	917	0	8,497	70,383
Williamsport	17,874	14,381	21,909	17,882	12,803	4,234	0	0	0	0	0	1,841	607	0	16,216	107,747
Erie	16,461	15,899	28,533	14,983	10,926	8,301	0	0	0	0	0	3,162	2,059	0	12,889	113,213
Lancaster	47,653	36,221	61,700	35,439	27,234	14,619	0	0	22,431	3,442	36,876	1,961	4,325	0	33,918	325,818
York	19,184	25,566	48,033	15,927	13,996	11,596	0	0	18,515	2,081	22,297	1,776	3,236	0	15,192	197,399
Reading	47,878	21,977	46,645	27,771	16,334	13,124	0	0	17,396	2,410	25,823	1,636	3,028	0	29,671	253,693
Lebanon	7,479	8,089	14,953	6,136	5,585	5,394	0	0	5,811	0	0	1,753	827	0	5,445	61,472
Mercer	5,732	13,179	19,840	10,764	10,417	4,557	0	0	0	0	0	1,902	0	0	9,932	76,325
Adams	11,518	8,055	17,393	4,997	5,548	4,056	0	0	0	0	0	1,571	0	0	5,634	58,773
Franklin	6,260	11,355	18,734	6,677	7,016	5,175	0	0	0	0	0	2,146	549	0	6,248	64,159
Total Urban	1,184,741	644,707	1,173,240	770,324	486,225	305,951	0	0	387,745	70,659	757,011	62,951	96,405	0	773,216	6,713,176
Northwest	29,499	35,659	62,741	29,959	27,002	6,699	0	0	0	0	0	4,974	0	0	30,438	226,971
N. Central	28,306	33,917	57,160	26,346	25,579	6,284	0	0	0	0	0	4,774	0	0	26,533	208,900
N. Tier	35,032	36,600	68,823	38,472	32,833	5,777	0	0	0	0	0	4,883	0	0	35,968	258,386
S. Alleghenies	28,611	31,049	53,154	35,043	28,904	6,295	0	0	0	0	0	4,264	0	0	32,851	220,170
Wayne County	0	7,349	12,757	4,267	5,066	3,189	0	0	0	0	0	1,021	0	0	4,020	37,670
Total Rural	121,449	144,575	254,635	134,087	119,384	28,243	0	0	0	0	0	19,915	0	0	129,810	952,097
Interstate Program	2,960,530	0	344,993	290,688	0	0	240,258	0	0	0	0	0	0	0	298,459	4,134,928
Statewide Program	0	0	0	0	0	0	0	28,121	0	121,610	0	40,000	0	249,327	0	439,058
Statewide Reserve	652,548	0	588,600	0	0	200,000	0	0	0	0	0	0	0	0	0	1,441,148
RBR Regional Share	0	0	62,900	62,900	0	0	0	0	0	0	0	0	0	0	0	125,800
GRAND TOTAL	4,919,267	789,282	2,424,368	1,258,000	605,609	534,194	240,258	28,121	387,745	192,269	757,011	122,866	96,405	249,327	1,201,485	13,806,207

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,824	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,736
SPC	65,091	42,463	83,384	54,410	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,442
Harrisburg	15,710	9,136	19,487	11,881	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,991
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,826
Lehigh Valley	13,019	7,202	17,295	8,413	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,641
NEPA	5,633	8,390	14,958	5,091	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,566
SEDA-COG	13,251	11,299	21,572	15,218	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,213
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,204
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,760
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,169
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,958	8,777	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,359
York	4,099	6,435	13,940	3,944	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,680
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,604
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,103	1,232	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,033
Franklin	1,338	2,858	5,439	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,583
Total Urban	253,140	162,267	340,873	190,873	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,697
Northwest	6,303	8,975	18,257	7,418	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,250
N. Central	6,048	8,537	16,705	6,515	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,616
N. Tier	7,485	9,212	20,050	9,526	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,154
S. Alleghenies	6,113	7,815	15,528	8,674	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,226
Wayne County	0	1,850	3,706	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,940
Total Rural	25,950	36,388	74,245	33,190	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,186
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRP)	Total
DVRPC	81,100	29,716	73,823	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,735
SPC	65,091	42,463	83,364	54,390	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,402
Harrisburg	15,710	9,136	19,484	11,879	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,986
Scranton/WB	11,241	7,638	14,643	9,666	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,824
Lehigh Valley	13,019	7,202	17,292	8,410	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,635
NEPA	5,633	8,390	14,953	5,086	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,556
SEDA-COG	13,251	11,299	21,570	15,215	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,208
Altoona	2,000	2,513	3,883	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,852	2,180	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,757
Williamsport	3,819	3,620	6,364	4,431	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,168
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,955	8,773	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,352
York	4,099	6,435	13,939	3,943	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,677
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,603
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,101	1,230	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,029
Franklin	1,338	2,858	5,439	1,653	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,582
Total Urban	253,140	162,267	340,827	190,828	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,606
Northwest	6,303	8,975	18,253	7,415	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,244
N. Central	6,048	8,537	16,700	6,511	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,606
N. Tier	7,485	9,212	20,046	9,521	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,146
S. Alleghenies	6,113	7,815	15,523	8,670	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,217
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,228	33,173	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,152
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRP)	Total
DVRPC	81,100	29,716	73,823	42,559	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,733
SPC	65,091	42,463	83,346	54,373	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,367
Harrisburg	15,710	9,136	19,482	11,877	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,982
Scranton/WB	11,241	7,638	14,642	9,665	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,822
Lehigh Valley	13,019	7,202	17,289	8,408	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,630
NEPA	5,633	8,390	14,948	5,082	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,547
SEDA-COG	13,251	11,299	21,568	15,214	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,204
Altoona	2,000	2,513	3,882	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,334	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,851	2,178	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,755
Williamsport	3,819	3,620	6,363	4,430	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,166
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,952	8,771	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,347
York	4,099	6,435	13,937	3,942	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,675
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,602
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,099	1,228	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,025
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,581
Total Urban	253,140	162,267	340,787	190,788	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,526
Northwest	6,303	8,975	18,251	7,412	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,238
N. Central	6,048	8,537	16,696	6,506	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,597
N. Tier	7,485	9,212	20,042	9,518	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,138
S. Alleghenies	6,113	7,815	15,520	8,666	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,209
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,213	33,158	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,122
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,822	42,558	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,731
SPC	65,091	42,463	83,325	54,351	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,325
Harrisburg	15,710	9,136	19,479	11,874	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,976
Scranton/WB	11,241	7,638	14,641	9,664	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,820
Lehigh Valley	13,019	7,202	17,286	8,404	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,623
NEPA	5,633	8,390	14,943	5,076	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,536
SEDA-COG	13,251	11,299	21,566	15,211	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,200
Altoona	2,000	2,513	3,882	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,202
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,850	2,177	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,752
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,165
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,949	8,767	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,340
York	4,099	6,435	13,936	3,940	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,671
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,601
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,097	1,226	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,021
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,580
Total Urban	253,140	162,267	340,738	190,738	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,427
Northwest	6,303	8,975	18,247	7,408	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,231
N. Central	6,048	8,537	16,691	6,501	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,587
N. Tier	7,485	9,212	20,037	9,513	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,130
S. Alleghenies	6,113	7,815	15,515	8,662	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,200
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,938
Total Rural	25,950	36,388	74,195	33,140	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,085
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2029-2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,292	170,237	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,935
SPC	260,364	169,853	333,419	217,523	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,705,536
Harrisburg	62,839	36,544	77,932	47,510	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,935
Scranton/WB	44,965	30,552	58,570	38,661	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,291
Lehigh Valley	52,077	28,808	69,163	33,636	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,530
NEPA	22,533	33,561	59,801	20,335	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,207
SEDA-COG	53,002	45,197	86,275	60,858	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,825
Altoona	7,999	10,053	15,530	11,816	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,812
Johnstown	17,941	10,782	25,338	14,675	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,676
Centre County	12,567	9,089	19,407	8,716	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	71,024
Williamsport	15,276	14,479	25,454	17,722	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,668
Erie	14,068	16,007	33,015	14,861	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,379
Lancaster	40,728	36,466	71,814	35,088	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,397
York	16,396	25,739	55,752	15,769	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,703
Reading	40,920	22,126	54,022	27,538	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,410
Lebanon	6,392	8,144	17,308	6,085	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,827
Mercer	4,899	13,268	22,979	10,673	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,665
Adams	9,844	8,109	20,400	4,915	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,108
Franklin	5,350	11,432	21,754	6,610	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,327
Total Urban	1,012,561	649,070	1,363,225	763,227	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,738,256
Northwest	25,212	35,900	73,008	29,653	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,963
N. Central	24,193	34,147	66,792	26,034	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,406
N. Tier	29,941	36,848	80,175	38,078	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,568
S. Alleghenies	24,453	31,259	62,086	34,672	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,852
Wayne County	0	7,399	14,820	4,223	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,756
Total Rural	103,798	145,553	296,880	132,660	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,545
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	63,735	63,735	0	0	0	0	0	0	0	0	0	0	0	127,470
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,821	42,557	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,730
SPC	65,091	42,463	83,313	54,339	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,301
Harrisburg	15,710	9,136	19,478	11,872	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,973
Scranton/WB	11,241	7,638	14,640	9,663	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,819
Lehigh Valley	13,019	7,202	17,284	8,403	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,620
NEPA	5,633	8,390	14,940	5,073	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,530
SEDA-COG	13,251	11,299	21,564	15,210	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,197
Altoona	2,000	2,513	3,881	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,201
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,849	2,176	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,751
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,164
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,947	8,765	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,336
York	4,099	6,435	13,935	3,939	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,670
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,600
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,096	1,225	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,019
Franklin	1,338	2,858	5,437	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,579
Total Urban	253,140	162,267	340,710	190,711	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,373
Northwest	6,303	8,975	18,245	7,407	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,227
N. Central	6,048	8,537	16,688	6,498	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,581
N. Tier	7,485	9,212	20,035	9,511	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,125
S. Alleghenies	6,113	7,815	15,512	8,659	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,195
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,937
Total Rural	25,950	36,388	74,185	33,129	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,065
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,820	42,556	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,728
SPC	65,091	42,463	83,291	54,317	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,257
Harrisburg	15,710	9,136	19,475	11,870	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,968
Scranton/WB	11,241	7,638	14,639	9,662	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,817
Lehigh Valley	13,019	7,202	17,281	8,399	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,613
NEPA	5,633	8,390	14,934	5,067	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,519
SEDA-COG	13,251	11,299	21,562	15,207	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,192
Altoona	2,000	2,513	3,881	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,200
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,848	2,175	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,748
Williamsport	3,819	3,620	6,361	4,428	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,162
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,943	8,761	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,328
York	4,099	6,435	13,933	3,938	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,666
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,599
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,094	1,222	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,014
Franklin	1,338	2,858	5,436	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,578
Total Urban	253,140	162,267	340,659	190,660	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,270
Northwest	6,303	8,975	18,242	7,403	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,220
N. Central	6,048	8,537	16,683	6,493	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,570
N. Tier	7,485	9,212	20,030	9,506	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,115
S. Alleghenies	6,113	7,815	15,508	8,654	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,185
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,936
Total Rural	25,950	36,388	74,166	33,111	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,027
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRP)	Total
DVRPC	81,100	29,716	73,819	42,555	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,726
SPC	65,091	42,463	83,272	54,298	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,219
Harrisburg	15,710	9,136	19,472	11,867	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,963
Scranton/WB	11,241	7,638	14,638	9,661	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,815
Lehigh Valley	13,019	7,202	17,278	8,396	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,607
NEPA	5,633	8,390	14,929	5,063	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,509
SEDA-COG	13,251	11,299	21,560	15,205	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,188
Altoona	2,000	2,513	3,880	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,199
Johnstown	4,485	2,695	6,333	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,847	2,174	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,746
Williamsport	3,819	3,620	6,360	4,427	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,160
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,940	8,758	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,322
York	4,099	6,435	13,932	3,936	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,664
Reading	10,230	5,531	13,503	6,882	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,598
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,664
Adams	2,461	2,027	5,092	1,220	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,010
Franklin	1,338	2,858	5,436	1,650	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,576
Total Urban	253,140	162,267	340,616	190,616	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,183
Northwest	6,303	8,975	18,239	7,400	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,214
N. Central	6,048	8,537	16,678	6,488	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,561
N. Tier	7,485	9,212	20,026	9,502	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,108
S. Alleghenies	6,113	7,815	15,503	8,650	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,177
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,935
Total Rural	25,950	36,388	74,149	33,094	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,995
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,195	16,195	0	0	0	0	0	0	0	0	0	0	0	32,390
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,818	42,554	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,724
SPC	65,091	42,463	83,249	54,275	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,173
Harrisburg	15,710	9,136	19,470	11,864	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,957
Scranton/WB	11,241	7,638	14,637	9,660	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,812
Lehigh Valley	13,019	7,202	17,275	8,393	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,600
NEPA	5,633	8,390	14,923	5,057	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,498
SEDA-COG	13,251	11,299	21,557	15,203	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,183
Altoona	2,000	2,513	3,880	2,951	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,198
Johnstown	4,485	2,695	6,333	3,667	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,142	2,272	4,845	2,173	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,743
Williamsport	3,819	3,620	6,359	4,426	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,158
Erie	3,517	4,002	8,253	3,714	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,936	8,755	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,315
York	4,099	6,435	13,930	3,934	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,660
Reading	10,230	5,531	13,502	6,881	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,596
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,705
Mercer	1,225	3,317	5,743	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,663
Adams	2,461	2,027	5,089	1,218	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,006
Franklin	1,338	2,858	5,435	1,649	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,575
Total Urban	253,140	162,267	340,563	190,563	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,077
Northwest	6,303	8,975	18,235	7,396	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,207
N. Central	6,048	8,537	16,672	6,483	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,550
N. Tier	7,485	9,212	20,022	9,498	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,098
S. Alleghenies	6,113	7,815	15,498	8,645	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,167
Wayne County	0	1,850	3,702	1,053	1,267	800	0	0	0	0	0	257	0	0	1,005	9,934
Total Rural	25,950	36,388	74,130	33,075	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,955
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,268	16,268	0	0	0	0	0	0	0	0	0	0	0	32,535
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2033-2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,278	170,223	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,908
SPC	260,364	169,853	333,126	217,230	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,704,950
Harrisburg	62,839	36,544	77,895	47,473	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,861
Scranton/WB	44,965	30,552	58,556	38,646	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,262
Lehigh Valley	52,077	28,808	69,118	33,591	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,441
NEPA	22,533	33,561	59,726	20,260	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,056
SEDA-COG	53,002	45,197	86,243	60,826	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,760
Altoona	7,999	10,053	15,523	11,809	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,798
Johnstown	17,941	10,782	25,334	14,671	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,668
Centre County	12,567	9,089	19,389	8,698	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	70,989
Williamsport	15,276	14,479	25,441	17,709	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,643
Erie	14,068	16,007	33,013	14,859	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,374
Lancaster	40,728	36,466	71,765	35,039	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,301
York	16,396	25,739	55,731	15,747	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,660
Reading	40,920	22,126	54,013	27,529	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,393
Lebanon	6,392	8,144	17,306	6,083	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,824
Mercer	4,899	13,268	22,975	10,670	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,657
Adams	9,844	8,109	20,371	4,885	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,049
Franklin	5,350	11,432	21,745	6,601	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,308
Total Urban	1,012,561	649,070	1,362,548	762,551	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,736,903
Northwest	25,212	35,900	72,961	29,606	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,868
N. Central	24,193	34,147	66,721	25,962	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,263
N. Tier	29,941	36,848	80,114	38,017	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,446
S. Alleghenies	24,453	31,259	62,022	34,608	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,724
Wayne County	0	7,399	14,813	4,216	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,742
Total Rural	103,798	145,553	296,629	132,409	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,042
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	64,663	64,663	0	0	0	0	0	0	0	0	0	0	0	129,325
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3 – Rapid Bridge Replacement Program – MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	917.32	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	2,789.84
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	19,870.50	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	60,432.07
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	2,511.65	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	7,638.68
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	980.14	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	2,980.89
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	3,011.40	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	9,158.54
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	5,099.07	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	15,507.78
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	2,185.49	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	6,646.71
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	473.52	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	1,440.12
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	266.24	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	809.71
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	1,210.73	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	3,682.18
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	838.16	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	2,549.10
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	149.51	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	454.71
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	3,270.42	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	9,946.32
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	1,466.71	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	4,460.68
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	585.48	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	1,780.62
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	119.02	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	361.98
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	257.95	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	784.52
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	2,016.69	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	6,133.36
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	641.37	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	1,950.60
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	3,203.35	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	9,742.32
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	4,861.74	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	14,785.99
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	4,137.12	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	12,582.20
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	4,350.41	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	13,230.90
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	476.00	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	1,447.66
Total (No IM)	874,635.9	100.00%	15,640.00	15,700.00	15,750.00	15,810.00	62,900.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	16,195.00	16,267.50	191,297.50

Rapid Bridge Replacement Program – MPO/RPO Share (\$000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	917.32	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	2,789.84
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	19,870.50	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	60,432.07
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	2,511.65	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	7,638.68
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	980.14	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	2,980.89
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	3,011.40	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	9,158.54
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	5,099.07	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	15,507.78
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	2,185.49	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	6,646.71
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	473.52	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	1,440.12
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	266.24	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	809.71
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	1,210.73	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	3,682.18
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	838.16	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	2,549.10
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	149.51	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	454.71
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	3,270.42	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	9,946.32
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	1,466.71	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	4,460.68
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	585.48	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	1,780.62
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	119.02	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	361.98
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	257.95	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	784.52
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	2,016.69	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	6,133.36
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	641.37	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	1,950.60
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	3,203.35	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	9,742.32
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	4,861.74	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	14,785.99
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	4,137.12	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	12,582.20
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	4,350.41	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	13,230.90
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	476.00	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	1,447.66
Total (No IM)	874,635.9	100.00%	15,640.00	15,700.00	15,750.00	15,810.00	62,900.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	16,195.00	16,267.50	191,297.50

FFY 2025-2028 Transportation Improvement Program

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	456.18	457.93	459.39	461.14	1,834.64	462.09	463.91	465.51	467.48	468.58	470.62	472.37	474.48	5,579.68
SPC	276,302.9	31.59%	9,881.55	9,919.45	9,951.05	9,988.95	39,741.00	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	10,232.20	10,278.01	120,864.13
Harrisburg	34,925.0	3.99%	1,249.04	1,253.83	1,257.82	1,262.62	5,023.31	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	1,293.36	1,299.15	15,277.36
Scranton/WB	13,629.0	1.56%	487.42	489.29	490.85	492.72	1,960.28	493.73	495.68	497.39	499.50	500.67	502.85	504.72	506.98	5,961.78
Lehigh Valley	41,874.0	4.79%	1,497.56	1,503.30	1,508.09	1,513.84	6,022.79	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	1,550.70	1,557.64	18,317.09
NEPA	70,903.5	8.11%	2,535.75	2,545.48	2,553.59	2,563.32	10,198.14	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	2,625.74	2,637.49	31,015.56
SEDA-COG	30,389.6	3.47%	1,086.84	1,091.01	1,094.48	1,098.65	4,370.98	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	1,125.40	1,130.44	13,293.43
Altoona	6,584.4	0.75%	235.48	236.38	237.14	238.04	947.04	238.53	239.47	240.30	241.32	241.88	242.93	243.84	244.93	2,880.24
Johnstown	3,702.1	0.42%	132.40	132.91	133.33	133.84	532.48	134.11	134.64	135.11	135.68	136.00	136.59	137.10	137.71	1,619.42
Centre County	16,835.4	1.92%	602.09	604.40	606.33	608.64	2,421.46	609.89	612.29	614.41	617.01	618.45	621.15	623.46	626.25	7,364.37
Williamsport	11,654.8	1.33%	416.82	418.41	419.75	421.35	1,676.32	422.21	423.88	425.34	427.14	428.14	430.01	431.61	433.54	5,098.20
Erie	2,079.0	0.24%	74.35	74.64	74.88	75.16	299.03	75.31	75.61	75.87	76.19	76.37	76.71	76.99	77.34	909.42
Lancaster	45,475.8	5.20%	1,626.37	1,632.61	1,637.81	1,644.05	6,540.84	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	1,684.08	1,691.62	19,892.64
York	20,394.8	2.33%	729.39	732.19	734.52	737.32	2,933.41	738.83	741.75	744.31	747.46	749.21	752.47	755.27	758.65	8,921.37
Reading	8,141.2	0.93%	291.16	292.27	293.21	294.32	1,170.96	294.93	296.09	297.11	298.37	299.07	300.37	301.49	302.84	3,561.23
Lebanon	1,655.0	0.19%	59.19	59.42	59.60	59.83	238.04	59.95	60.19	60.40	60.65	60.80	61.06	61.29	61.56	723.95
Mercer	3,586.9	0.41%	128.28	128.77	129.18	129.67	515.91	129.94	130.45	130.90	131.46	131.77	132.34	132.83	133.43	1,569.03
Adams	28,042.5	3.21%	1,002.90	1,006.74	1,009.95	1,013.80	4,033.39	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	1,038.49	1,043.13	12,266.73
Franklin	8,918.4	1.02%	318.95	320.18	321.20	322.42	1,282.74	323.08	324.36	325.48	326.86	327.62	329.05	330.27	331.75	3,901.21
Northwest	44,543.1	5.09%	1,593.02	1,599.13	1,604.22	1,610.33	6,406.69	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	1,649.54	1,656.93	19,484.64
N. Central	67,603.4	7.73%	2,417.73	2,427.01	2,434.74	2,444.01	9,723.48	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	2,503.53	2,514.73	29,571.99
N. Tier	57,527.4	6.58%	2,057.38	2,065.27	2,071.85	2,079.74	8,274.24	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	2,130.39	2,139.92	25,164.41
S. Alleghenies	60,493.3	6.92%	2,163.45	2,171.75	2,178.67	2,186.97	8,700.83	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	2,240.22	2,250.25	26,461.79
Wayne	6,618.9	0.76%	236.71	237.62	238.38	239.29	952.00	239.78	240.73	241.56	242.58	243.15	244.21	245.11	246.21	2,895.33
Total (No IM)	874,635.9	100.00%	31,280.00	31,400.00	31,500.00	31,620.00	125,800.00	31,685.00	31,810.00	31,920.00	32,055.00	32,130.00	32,270.00	32,390.00	32,535.00	382,595.00

Appendix 4: Asset Management Factor

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania’s Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region’s dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys (STAMPP Program):
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys

- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility

- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON- Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Bridges

- Condition Surveys
 - Bridge inspections have been performed through progressive Federal minimum standards since 1971
 - Bridges are inspected every 2 years or less, depending on condition

- Condition Survey Field Manual
 - Publication 100A

- Treatment / Dollar needs
 - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
 - For each bridge, the treatment and cost are determined.
 - Total cost of treatments = Dollar Needs
 - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix B.1 Financial Guidance Distribution Formula Summary

Category	2025 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
1/4 Pavement AMF*		
Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program		
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
1/4 Non-NHS Truck VMT		
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$50 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula based on 2020 census	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
Carbon Reduction	1/3 Vehicle Miles Travelled	
	1/3 Lane Miles	
	1/3 Vehicle Registrations	
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census	
PROTECT	Statewide 2025, 2026, Distributed regionally thereafter. Formula TBD	

* Asset Management Factor

	OPERATOR	Improvement	Assistance	Shared Ride @	Total	
URBAN	SEPTA	416,220	849,850	15,100	1,281,170	
	Upper Merion	0	19	0	19	
	PAAC	135,540	280,383	12,500	428,423	
	AMTRAN -- Blair	0	4,130	0	4,130	
	BCTA -- Beaver	0	5,077	648	5,725	
	CAT -- Dauphin	0	12,143	1,380	13,523	
	CATA -- Centre	0	9,979	293	10,272	
	CCTA -- Cambria	0	9,025	921	9,946	
	COLTS -- Lackawanna	0	8,985	1,984	10,969	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610	
	EMTA -- Erie	0	13,041	1,216	14,257	
	FACT -- Fayette	0	1,808	577	2,385	
	HPT -- Hazleton	0	2,672	0	2,672	
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789	
	LCTA -- Luzerne	0	8,139	694	8,833	
	Martz	0	13	0	13	
	LT -- Lebanon	0	2,710	604	3,314	
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936	
	MCTA -- Monroe	0	2,682	1,372	4,054	
	Pottstown -- Montgomery	0	1,790	0	1,790	
	SCTA -- South Central	0	22,766	4,612	27,378	
	SVSS -- Shenango Valley	0	1,088	963	2,051	
	WCTA -- Washington	0	2,005	2,215	4,220	
	WBT -- Williamsport	0	5,856	0	5,856	
	WCTA -- Westmoreland	0	5,250	1,657	6,907	
	Urban Total	551,760	1,287,418	56,064	1,895,242	
	RURAL	ATA	0	7,532	411	7,943
		BTA -- Butler	0	1,332	0	1,332
		Carbon	0	323	506	829
		CATA -- Crawford	0	2,050	785	2,835
		EMTA -- Endless Mtns.	0	1,591	1,291	2,882
		ICTA -- Indiana	0	2,312	417	2,729
		Mid-County -- Armstrong	0	755	315	1,070
Mt. Carmel		0	426	0	426	
NCATA -- New Castle		0	5,782	0	5,782	
STS -- Schuylkill		0	2,127	1,032	3,159	
TAWC -- Warren		0	958	513	1,471	
Rural Total		0	25,188	5,270	30,458	
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420	
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	664	664	
	CLARION COUNTY	0	0	470	470	
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012	
	FOREST COUNTY	0	0	358	358	
	GREENE COUNTY	0	0	379	379	
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159	
	K-CAB (Columbia Co.)	0	0	0	0	
	KRAPP'S (Chester Co.)	0	0	2,715	2,715	
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430	
	PERRY COUNTY	0	0	0	0	
	PIKE COUNTY	0	0	470	470	
	SOMERSET COUNTY	0	0	249	249	
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	859	859	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
WAYNE COUNTY	0	0	1,162	1,162		
Shared-Ride Total	0	0	22,306	22,306		
Other Agencies	Bucks County Transport	0	752	0	752	
	Chester County TMA	0	1,163	0	1,163	
	Philadelphia Unemployment Project	0	367	0	367	
	Philly Phlash	0	918	0	918	
	ACTA	0	668	0	668	
	Heritage Health Foundation	0	1,121	0	1,121	
	Other Agency Total	0	4,989	0	4,989	
PennDOT Discretion	31,570	0	0	31,570		
Other Unallocated (Urban/Rural)	47,980	32,940	0	80,920		
GRAND TOTAL	631,310	1,350,535	83,640	2,065,485		

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

	OPERATOR	Improvement	Assistance	Shared Ride @	Total	
URBAN	SEPTA	424,100	849,850	15,100	1,289,050	
	Upper Merion	0	19	0	19	
	PAAC	138,110	280,383	12,500	430,993	
	AMTRAN -- Blair	0	4,130	0	4,130	
	BCTA -- Beaver	0	5,077	648	5,725	
	CAT -- Dauphin	0	12,143	1,380	13,523	
	CATA -- Centre	0	9,979	293	10,272	
	CCTA -- Cambria	0	9,025	921	9,946	
	COLTS -- Lackawanna	0	8,985	1,984	10,969	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610	
	EMTA -- Erie	0	13,041	1,216	14,257	
	FACT -- Fayette	0	1,808	577	2,385	
	HPT -- Hazleton	0	2,672	0	2,672	
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789	
	LCTA -- Luzerne	0	8,139	694	8,833	
	Martz	0	13	0	13	
	LT -- Lebanon	0	2,710	604	3,314	
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936	
	MCTA -- Monroe	0	2,682	1,372	4,054	
	Pottstown -- Montgomery	0	1,790	0	1,790	
	SCTA -- South Central	0	22,766	4,612	27,378	
	SVSS -- Shenango Valley	0	1,088	963	2,051	
	WCTA -- Washington	0	2,005	2,215	4,220	
	WBT -- Williamsport	0	5,856	0	5,856	
	WCTA -- Westmoreland	0	5,250	1,657	6,907	
	Urban Total	562,210	1,287,418	56,064	1,905,692	
	RURAL	ATA	0	7,532	411	7,943
		BTA -- Butler	0	1,332	0	1,332
		Carbon	0	323	506	829
		CATA -- Crawford	0	2,050	785	2,835
		EMTA -- Endless Mtns.	0	1,591	1,291	2,882
		ICTA -- Indiana	0	2,312	417	2,729
		Mid-County -- Armstrong	0	755	315	1,070
Mt. Carmel		0	426	0	426	
NCATA -- New Castle		0	5,782	0	5,782	
STS -- Schuylkill		0	2,127	1,032	3,159	
TAWC -- Warren		0	958	513	1,471	
Rural Total		0	25,188	5,270	30,458	
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420	
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	664	664	
	CLARION COUNTY	0	0	470	470	
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012	
	FOREST COUNTY	0	0	358	358	
	GREENE COUNTY	0	0	379	379	
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159	
	K-CAB (Columbia Co.)	0	0	0	0	
	KRAPF'S (Chester Co.)	0	0	2,715	2,715	
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430	
	PERRY COUNTY	0	0	0	0	
	PIKE COUNTY	0	0	470	470	
	SOMERSET COUNTY	0	0	249	249	
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	859	859	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
WAYNE COUNTY	0	0	1,162	1,162		
Shared-Ride Total	0	0	22,306	22,306		
Other Agencies	Bucks County Transport	0	752	0	752	
	Chester County TMA	0	1,163	0	1,163	
	Philadelphia Unemployment Project	0	367	0	367	
	Philly Phlash	0	918	0	918	
	ACTA	0	668	0	668	
	Heritage Health Foundation	0	1,121	0	1,121	
	Other Agency Total	0	4,989	0	4,989	
PennDOT Discretion	32,160	0	0	32,160		
Other Unallocated (Urban/Rural)	48,890	66,703	0	115,593		
GRAND TOTAL	643,260	1,384,298	83,640	2,111,198		

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Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

	OPERATOR	Improvement	Assistance	Shared Ride @	Total
URBAN	SEPTA	431,910	849,850	15,100	1,296,860
	Upper Merion	0	19	0	19
	PAAC	140,650	280,383	12,500	433,533
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	572,560	1,287,418	56,064	1,916,042
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	32,760	0	0	32,760
	Other Unallocated (Urban/Rural)	49,790	101,311	0	151,101
	GRAND TOTAL	655,110	1,418,906	83,640	2,157,656

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Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and Pwd Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

FFY 2025-2028 Transportation Improvement Program

	OPERATOR	Improvement	Assistance	Shared Ride @	Total
URBAN	SEPTA	442,420	849,850	15,100	1,307,370
	Upper Merion	0	19	0	19
	PAAC	144,070	280,383	12,500	436,953
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Marz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	586,490	1,287,418	56,064	1,929,972
	RURAL	ATA	0	7,532	411
BTA -- Butler		0	1,332	0	1,332
Carbon		0	323	506	829
CATA -- Crawford		0	2,050	785	2,835
EMTA -- Endless Mtns.		0	1,591	1,291	2,882
ICTA -- Indiana		0	2,312	417	2,729
Mid-County -- Armstrong		0	755	315	1,070
Mt. Carmel		0	426	0	426
NCATA -- New Castle		0	5,782	0	5,782
STS -- Schuylkill		0	2,127	1,032	3,159
TAWC -- Warren		0	958	513	1,471
Rural Total		0	25,188	5,270	30,458
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	1,162	1,162	
Shared-Ride Total	0	0	22,306	22,306	
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
Other Agency Total	0	4,989	0	4,989	
	PennDOT Discretion	33,550	0	0	33,550
	Other Unallocated (Urban/Rural)	51,000	136,783	0	187,783
	GRAND TOTAL	671,040	1,454,378	83,640	2,209,058

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

FFY 2025-2028 Transportation Improvement Program

	OPERATION	Improvement	Assistance	Shared Ride @	Total
URBAN	SEPTA	1,714,650	3,399,400	60,400	5,174,450
	Upper Merion	0	76	0	76
	PAAC	558,370	1,121,532	50,000	1,729,902
	AMTRAN -- Blair	0	16,520	0	16,520
	BCTA -- Beaver	0	20,308	2,592	22,900
	CAT -- Dauphin	0	48,572	5,520	54,092
	CATA -- Centre	0	39,916	1,172	41,088
	CCTA -- Cambria	0	36,100	3,684	39,784
	COLTS -- Lackawanna	0	35,940	7,936	43,876
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	39,640	22,800	62,440
	EMTA -- Erie	0	52,164	4,864	57,028
	FACT -- Fayette	0	7,232	2,308	9,540
	HPT -- Hazleton	0	10,688	0	10,688
	LANTA -- Lehigh-Northampton	0	96,644	14,512	111,156
	LCTA -- Luzerne	0	32,556	2,776	35,332
	Martz	0	52	0	52
	LT -- Lebanon	0	10,840	2,416	13,256
	MMVTA -- Mid Mon Valley	0	15,744	0	15,744
	MCTA -- Monroe	0	10,728	5,488	16,216
	Pottstown -- Montgomery	0	7,160	0	7,160
	SCTA -- South Central	0	91,064	18,448	109,512
	SVSS -- Shenango Valley	0	4,352	3,852	8,204
	WCTA -- Washington	0	8,020	8,860	16,880
	WBT -- Williamsport	0	23,424	0	23,424
	WCTA -- Westmoreland	0	21,000	6,628	27,628
	Urban Total	2,273,020	5,149,672	224,256	7,646,948
	RURAL	ATA	0	30,128	1,644
BTA -- Butler		0	5,328	0	5,328
Carbon		0	1,292	2,024	3,316
CATA -- Crawford		0	8,200	3,140	11,340
EMTA -- Endless Mtns.		0	6,364	5,164	11,528
ICTA -- Indiana		0	9,248	1,668	10,916
Mid-County -- Armstrong		0	3,020	1,260	4,280
Mt. Carmel		0	1,704	0	1,704
NCATA -- New Castle		0	23,128	0	23,128
STS -- Schuylkill		0	8,508	4,128	12,636
TAWC -- Warren		0	3,832	2,052	5,884
Rural Total		0	100,752	21,080	121,832
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,656	4,656
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,656	2,656
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lycoming)	0	0	4,204	4,204
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,436	3,436
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
WAYNE COUNTY	0	0	4,648	4,648	
Shared-Ride Total	0	0	89,224	89,224	
Other Agencies	Bucks County Transport	0	3,008	0	3,008
	Chester County TMA	0	4,652	0	4,652
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	4,484	0	4,484
Other Agency Total	0	19,956	0	19,956	
	PennDOT Discretion	130,040	0	0	130,040
	Other Unallocated (Urban/Rural)	197,660	337,737	0	535,397
	GRAND TOTAL	2,600,720	5,608,117	334,560	8,543,397

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and Pwd Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Federal Transit Funding 2025-2028 (\$000)

Federal Transit Urban Area	FFY 2025						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

⁴ Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Federal Transit Funding 2025-2026 (\$000)

Federal Transit Urban Area	FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.⁴ Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Federal Transit Funding 2025-2028 (\$000)

Federal Transit Urban Area	FFY 2027						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

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¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

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³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

⁴ Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Federal Transit Funding 2025-2028 (\$000)

Federal Transit Urban Area	FFY 2028						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.⁴ Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.



**Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)**

Federal Transit Urban Area	Total FFY 2025 - FFY 2028						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	41,138	0	3,708	0	0	3,445	48,290
Altoona*	6,931	0	0	0	0	0	6,931
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	24,688	0	0	0	0	0	24,688
Harrisburg*	28,538	0	2,655	0	0	2,294	33,487
Hanover*	5,248	0	0	0	0	0	5,248
Hazleton*	4,700	0	0	0	0	0	4,700
Johnstown*	9,946	86	0	0	0	0	10,032
Lancaster*	25,713	0	2,459	0	0	2,108	30,280
Lebanon*	6,067	0	0	0	0	0	6,067
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	553,599	758,021	21,030	0	0	33,803	1,366,453
Pittsburgh**	182,300	139,505	10,857	0	0	13,039	345,701
Pottstown ¹	7,556	0	0	0	0	0	7,556
Reading*	19,503	0	1,567	0	0	1,675	22,744
Scranton/Wilkes-Barre*	26,295	0	2,469	0	0	2,237	31,001
Sharon ³	0	0	392	0	0	0	392
State College*	22,368	0	0	0	0	0	22,368
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	9,260	0	0	0	0	0	9,260
York*	17,386	0	1,399	0	0	1,509	20,295
Large Urban	34,340	23,869	0	0	0	0	58,209
Small Urban	8,748	0	12,585	0	0	7,487	28,820
Large or Small Urban	0	71,986	0	0	0	16,000	87,986
Non Urbanized	0	0	14,332	109,563	0	0	123,895
Intercity Bus	0	0	0	19,335	0	0	19,335
Appalachian Counties	0	0	0	0	25,711	0	25,711
TOTALS	1,034,323	993,467	73,454	128,898	25,711	83,596	2,339,449

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

⁴ Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

FFY 2025-2028 Transportation Improvement Program

Appendix 8 2025-2028 Federal and State Transit Funding by Region (\$000)

Region	2025			2026			2027			2028			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	343,502	1,299,193	1,642,695	343,502	1,307,073	1,650,575	343,502	1,314,883	1,658,385	343,502	1,325,393	1,668,895	1,374,009	5,246,542	6,620,551
SPC	86,425	465,554	551,979	86,425	468,124	554,549	86,425	470,664	557,089	86,425	474,084	560,509	345,701	1,878,426	2,224,127
Harrisburg	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	33,487	54,092	87,579
Scranton/WB	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	35,701	89,948	125,649
Lehigh Valley	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	48,290	111,156	159,446
NEPA	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	34,048	34,048
SEDA-COG	0	856	856	0	856	856	0	856	856	0	856	856	0	3,424	3,424
Altoona	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	6,931	21,176	28,107
Johnstown	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	10,032	39,784	49,816
Centre County	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	22,368	43,744	66,112
Williamsport	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	9,260	27,628	36,888
Erie	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	24,688	57,028	81,716
Lancaster	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	30,280	0	30,280
York	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	25,543	0	25,543
Reading	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	22,744	0	22,744
Lebanon	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	6,067	13,256	19,323
Mercer	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	392	8,204	8,596
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	498,873	1,890,619	2,389,492	498,873	1,901,069	2,399,942	498,873	1,911,419	2,410,292	498,873	1,925,349	2,424,222	1,995,493	7,628,456	9,623,949
Northwest	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	20,536	20,536
N. Central	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	31,772	31,772
N. Tier	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	14,964	14,964
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	4,648	4,648
Total Rural	0	0	19,388	0	19,388	19,388	0	19,388	19,388	0	19,388	19,388	0	77,552	77,552
Unallocated	85,989	112,490	198,479	85,989	147,753	233,742	85,989	183,861	269,850	85,989	221,333	307,322	343,956	665,437	1,009,393
Multiple -- SCTA*	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	109,512	109,512
Multiple -- CPTA*	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	62,440	62,440
Grand Total	584,862	2,046,097	2,650,347	584,862	2,111,198	2,696,060	584,862	2,157,656	2,742,518	584,862	2,209,058	2,793,921	2,339,449	8,543,397	10,882,846

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs

* Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDA-COG, Harrisburg, Franklin and York MPOs

PENNDOT RECOMMENDED

RATS FFY 2025-2036 Program Spike Funding

NHPP Spike Projects

None

STP Spike Projects

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

FFY 2026 \$11,717,324 (advanced one year)

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

FFY 2028 \$34,000,000

FFY 2029 \$35,000,000

FFY 2030 \$35,000,000

FFY 2031 \$35,000,000

FFY 2032 \$35,000,000

FFY 2033-2036 \$71,238,924

State Spike Projects

MPMS# 61972 US222 Widening Construction (Project Total - \$2,929,331)

FFY 2028 \$2,929,331

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

FFY 2028 \$14,000,000 (advanced one year)

FFY 2030 \$28,000,000

FFY 2031-34 \$19,309,731

Appendix C

Air Quality Conformity Documentation and Resolution

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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) 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 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 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).

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 $65 \mu\text{g}/\text{m}^3$ (62 FR 38652) to $35 \mu\text{g}/\text{m}^3$ and retained the 1997 annual $\text{PM}_{2.5}$ NAAQS of $15 \mu\text{g}/\text{m}^3$. An area is in nonattainment of the 2006 24-hour $\text{PM}_{2.5}$ NAAQS if the 98th percentile of the annual 24-hour concentrations, averaged over three years, is greater than $35 \mu\text{g}/\text{m}^3$. Berks County was designated as attainment under the 2006 24-hour $\text{PM}_{2.5}$ NAAQS, effective December 14, 2009 (74 FR 58688). A redesignation request and maintenance plan applicable to the 1997 annual $\text{PM}_{2.5}$ NAAQS was approved by EPA and effective December 22, 2014 (79 FR 76251). The maintenance plan includes 2017 and 2025 $\text{PM}_{2.5}$ and NO_x mobile 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 $\text{PM}_{2.5}$ 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 $\text{PM}_{2.5}$ NAAQS.

2012 Annual $\text{PM}_{2.5}$ Standard and Subsequent Actions

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

On February 7, 2024, the U.S. Environmental Protection Agency (EPA) announced a final rule to revise once again the annual $\text{PM}_{2.5}$ NAAQS by strengthening the standard from $12 \mu\text{g}/\text{m}^3$ to $9 \mu\text{g}/\text{m}^3$. Based on current monitoring data Berks County still meets this more stringent standard and will not be required to perform emission analysis for this pollutant.

AIR QUALITY RESOLUTION FOR THE READING MPO

Conformity of the FFY 2025–2028 Transportation Improvement Program (TIP) in Accordance with the Clean Air Act Amendments of 1990

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

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

WHEREAS the Reading Metropolitan Planning Organization area was designated under the 2008 eight-hour ozone standard as a marginal non-attainment area by EPA with an effective date of July 20, 2012; and,

WHEREAS effective April 5, 2005, the Reading Metropolitan Planning Organization area has been designated under the 1997 Fine Particulate Matter (PM_{2.5}) annual standard as a non-attainment area by EPA; and,

WHEREAS effective December 22, 2014 the Reading Metropolitan Planning Organization area was redesignated as an attainment area under the 1997 annual PM_{2.5} NAAQS with an approved Maintenance State Implementation Plan that includes motor vehicle emission budgets; and,

WHEREAS effective October 24, 2016 the EPA finalized the option that revokes the 1997 primary annual PM_{2.5} NAAQS in areas that have been designated attainment or maintenance of that NAAQS removing the transportation conformity requirements for this NAAQS; and,

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

WHEREAS the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans and programs and projects; and,

WHEREAS the EPA amended the Final Conformity Rule various times between 1996 and present; and,

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

Appendix D

MPO Organizational Structure and Self-Certification Resolution

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To be included in final plan

READING AREA TRANSPORTATION STUDY
ORGANIZATIONAL STRUCTURE

May, 2022

Transportation Planning Process

The Metropolitan Planning Organization (MPO) for Berks County is the Reading Area Transportation Study (RATS). It was created in 1964 through a legal agreement between the City of Reading, Berks County and the Pennsylvania Department of Highways (now the Pennsylvania Department of Transportation). The study was founded in response to the Federal-Aid Highway Act of 1962 that stated, in part, that any urban area with a population of more than fifty thousand people must maintain a continuing, comprehensive and cooperative (“3C”) transportation planning process consistent with the comprehensively planned development of the urbanized area in order to be eligible to receive Federal funding for transportation projects. RATS satisfies this planning requirement and assures Berks County the continued eligibility to receive state and federal funding for highway and transit system capital improvements and operations.

As originally configured, an area was delineated as the Reading urban area in accordance with the U.S. Bureau of Census boundaries for the Reading urbanized area and the identified area became the subject of continuous transportation planning which has proceeded from 1964 to date. In 1992, in response to both the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments (CAAA) of 1990, the study area was expanded to cover all of Berks County. This encompasses 72 municipalities within an area of 864 square miles and has a 2020 Census population of 428,849. As of this writing, the U.S. Census Bureau has yet to release updated 2020 data on the population of the Reading urbanized area. On July 8, 2002, the Reading MPO was officially designated as a Transportation Management Area (TMA). This special designation applies to MPOs with an urbanized area of greater than 200,000. Additional planning regulations apply to these areas.

RATS is composed of two committees – the Coordinating Committee and the Technical Committee. The Technical Committee reviews items brought before the group and recommends actions to the Coordinating Committee. The Coordinating Committee is the policy body that formally adopts items reviewed by the Technical Committee. The role of the MPO is to promote transportation plans, programs, projects and policies that are consistent with current federal transportation planning legislation and the Clean Air Act. The “Infrastructure Investment and Jobs Act (IIJA)”, also known as the “Bipartisan Infrastructure Law” is the current planning legislation. The transportation planning staff of the Berks County Planning Commission serves as the technical staff to RATS.

RATS recognizes the interconnection between transportation and land use issues. The Berks County Planning Commission works closely with local governments throughout Berks County on land use planning issues. However, under Pennsylvania law, implementation of land use policies is the responsibility of local governments. As such, RATS has no authority over local land use planning or zoning.

Coordinating Committee

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated MPO for Berks County. The Committee is composed of the following ten members:

Member	Organization Represented
Ms. Kristin Mulkerin	PENNDOT – Central Office
Mr. Michael Rebert	PENNDOT – District 5-0
Mr. Kevin Barnhardt	South Central Transit Authority
Mr. Raymond Blydenburgh	Reading Regional Airport Authority

Mr. Michael Rivera	Board of County Commissioners*
Mr. Thomas McKeon	Berks County Planning Commission
Ms. Donna Reed	City of Reading
Mr. Brian Hoffa (Sinking Spring)	Boroughs*
Mr. Samuel Kalbach (Cumru Twp.)	1st Class Townships*
Currently Vacant	2nd Class Townships*

* Appointed by Board of County Commissioners

The Chairman of the Committee is elected annually and votes only in the event of a tie. The staff of the Berks County Planning Commission serves as the staff and Secretary to the Coordinating Committee and performs transportation planning activities as defined through annual work programs developed in cooperation with Federal, state, and local priorities.

Technical Committee

A Technical Committee assists the Coordinating Committee in its activities. This committee is responsible for providing a technical review of data, plans, and programs at the direction of the Coordinating Committee and for forwarding recommendations for actions by the Coordinating Committee. The Technical Committee is composed of the following eight members:

Member	Organization Represented
Mr. David Alas	PENNDOT – Central Office
Mr. David Rostron	PENNDOT – District 5-0
Mr. Alan Piper	Berks County Planning Commission
Mr. Michael Golembiewski	Berks County Planning Commission
Mr. Timothy Krall	City of Reading
Mr. Kyle Zeiber	City of Reading
Mr. Jeff Glisson	South Central Transit Authority
Currently Vacant	Reading Regional Airport Authority

The Long Range Transportation Plan for Berks County

To be considered for inclusion in the Transportation Improvement Program, projects must first be included in an approved Long Range Transportation Plan (LRTP). RATS adopted the FY 2019-2040 Long Range Transportation Plan in July 2018. The LRTP discusses socioeconomic trends affecting travel, the current state of the county transportation network and characterizes transportation needs and multimodal transportation strategies to address these needs. The plan must be reviewed and updated every four years. A new plan is scheduled for adoption in 2022. The RATS LRTP must be consistent with federal guidelines and the Pennsylvania statewide LRTP.

This plan uses performance-based and data-driven planning to support more effective and structured project selection and programming decisions. The plan outlines the region's long-range transportation vision and

identifies the projects that are necessary through the year 2040 in order to attain that vision. Most importantly, federal funding cannot be allocated to transportation projects unless they are included within this plan. The projects must be fiscally constrained, meaning that RATS cannot plan to spend more money than it reasonably expects to receive.

The primary focus of this plan is not only maintaining the existing infrastructure, but also making proactive investments to make it safer and work better for Berks County residents - with emphasis on making better use of existing transportation facilities, while seeking to improve safety and reduce traffic congestion, energy consumption, and motor vehicle emissions. Due to its size and topography, Berks County has countless transportation assets – ranging from thousands of miles of roads, nearly 1,000 bridges, hundreds of miles of rail track to fleets of buses. Much of the County transportation network is nearing or has already reached the end of its designed life span and has deteriorated over time. The amount of financial resources we have to preserve every bridge and road is small in comparison to need. This plan leverages expected revenues to best address the needs of maintaining the transportation system through proper asset management and the implementation of low-cost operational improvements where feasible.

RATS has considered all locally available modes of transportation in compiling this plan, including the existing and future highway system, railroads, air travel, public transit, bicycle and pedestrian travel, and methods for improving intermodal connections for freight. Elements of the plan include an inventory of the County's transportation system and a discussion of current and future problems that will need to be addressed. The plan has five fundamental goals:

Maintenance: Maintain and improve the transportation system and services we enjoy today where financially feasible.

Safety: Keep travelers safe and secure, no matter the mode of transportation.

Economic Development: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets, and support regional economic development and tourism opportunities.

Improved Connections and Choices: Give travelers a variety of well-designed transportation choices that are in good condition.

Environmental Sustainability: Enhance the performance of the County transportation system in environmentally sustainable ways that increases resiliency to both climate change and vulnerability to natural disaster.

Clean Air Act Amendments

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. An air quality analysis is performed on this Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) in order to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration (FHWA) and the Environmental Protection Agency (EPA) require that the implementation of projects in the TIP and the LRTP do not result in mobile source emissions greater than the current emission budget assigned for Berks County in the State Implementation Plan (SIP).

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).

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.

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.

AGENCY ROLES AND RESPONSIBILITIES

The Reading Area Transportation Study Coordinating Committee, as the MPO, has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Members of the Coordinating Committee are expected to represent the concerns of the respective group that they represent. Several other agencies also play key roles in the transportation planning process, as discussed below.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PENNDOT)

The MPO works cooperatively with PENNDOT in carrying out all of its transportation planning and air quality planning activities. PENNDOT representatives serve on the Coordinating Committee. PENNDOT is also responsible for other activities that affect the metropolitan planning process. They are charged with the development of a statewide long range plan, which will reflect the Long Range Transportation Plan developed by the Coordinating Committee. They also develop a Statewide Transportation Improvement Program that must include the appropriate sections of the TIP developed by the MPO for Berks County. As such, PENNDOT participates actively in the development of the local TIP.

The State has the lead responsibility in developing asset management strategies for highways and bridges (including the Interstate system) – providing meaningful, timely and accurate bridge, pavement and roadway management, design, standards, strategies, inventory and conditions. The State is also responsible for the development of a Highway Safety Improvement Program to identify and address high crash locations. These systems help identify transportation needs. PENNDOT also serves as the primary intermediary between the MPO and federal transportation agencies (Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration).

BERKS COUNTY PLANNING COMMISSION

The Berks County Planning Commission (BCPC) provides the staff to the Coordinating Committee. The BCPC is responsible for the development of the County's Comprehensive Plan, its long range guide to land use. The BCPC staff is responsible for the maintenance and operation of the County's transportation demand model and, since 1998, the performance of air quality conformity analyses using this model.

The BCPC is represented on the Coordinating Committee.

SOUTH CENTRAL TRANSIT AUTHORITY

The South Central Transit Authority (SCTA) is the only provider of public transportation in Berks County providing these services as BARTA. It is responsible for both its capital and service needs within its service area. They are the principal source of identifying transit projects for inclusion in the transit portion of the Transportation Improvement Program and Long Range Transportation Plan. They also carry out many of the transit planning activities.

SCTA is represented on the Coordinating Committee.

PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION

The Pennsylvania Department of Environmental Protection has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans. This agency relies on the MPO as the lead planning agency for highway-related control measures for air quality in the metropolitan area. The MPO also provides transportation data used in emissions inventories and identifies and analyzes potential air quality strategies. The DEP must approve the Air Quality Conformity Analysis prepared in conjunction with both the region's Transportation Improvement Program and the Long Range Transportation Plan.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA) and
FEDERAL TRANSIT ADMINISTRATION (FTA)**

The Federal Highway and Transit Administrations have the ultimate jurisdiction in determining compliance with the Federal regulations and in distribution of funding to either PENNDOT or eligible recipients of transit funds. Non-compliance with the regulations can result in the loss of funding. The Federal Highway and Transit Administrations are not directly represented on the Coordinating Committee as voting members but do serve in an ex-officio capacity.

Appendix E

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**READING AREA TRANSPORTATION STUDY
PUBLIC PARTICIPATION PLAN UPDATE**

ADOPTED SEPTEMBER 21, 2023

**READING AREA TRANSPORTATION STUDY
C/o**

Berks County Planning Commission

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Web: <https://www.countyofberks.com/departments/planning-commission>

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Section 1: Introduction

1.1 Introduction to the *Public Participation Plan*

The Reading Area Transportation Study (RATS) is the designated Metropolitan Planning Organization (MPO) for all of Berks County and is responsible for regional transportation planning activities. RATS communicates with interested parties to ensure effective and innovative transportation planning that is representative of and responsive to the needs of the entire region. To achieve this goal, RATS provides the public with an active role in the development of transportation plans, programs, and projects, beginning in the early stages of and throughout the planning processes.

This *Public Participation Plan* (PPP) provides a framework to ensure that the RATS transportation planning process includes a proactive participation process and complies with federal participation plan requirements. This PPP identifies current and previous outreach efforts and outlines steps to be taken to improve.

1.2 Background

Public participation processes involve the timely notification of information to the public to provide input early in and throughout the planning and programming processes. RATS provides interested parties with opportunities to comment on those processes, including this *Public Participation Plan*. The *Public Participation Plan* ensures that the public involvement activities of RATS transportation planning processes comply with the proactive public involvement requirements of Title 23, Code of Federal Regulations (CFR). The requirements for public involvement are set forth primarily in 23 CFR Section 450.316(a)(1)(2)(3) and (b) which addresses elements of the metropolitan planning process. The requirements pertaining to the *Long Range Transportation Plan* (LRTP) (23 CFR 450.322) also include provisions addressing public outreach [450.322(f)(7), 450.322(g), 450.322(i), and 450.322(j)]. The process that addresses public involvement in the *Transportation Improvement Program* (TIP) (CFR 450.32) is described in Section 450.316(a). Additionally, regulations require an opportunity for at least one public meeting in air quality nonattainment Transportation Management Areas (TMA's) should be addressed through the PPP described in 450.316(a). A TMA is designated by the Federal Highway Administration (FHWA) as an urbanized area with a population greater than 200,000 as determined by the most recent Decennial Census.

The PPP details strategies and procedures RATS will use to achieve its long-standing commitment to participation in regional transportation planning efforts. The PPP applies to transportation planning activities for which participation by interested parties is a required component, and outlines RATS transportation planning activities that comply

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with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other applicable standards for collecting and addressing public comments.

1.3 Federal Certification Review Recommendations

Pursuant to 23 United States Code (USC) Section 134(k) and 49 USC 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning in Transportation Management Areas (TMA's) every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. The latest Certification Review conducted for RATS occurred in November 2020, with the final report of that Review released on March 3, 2021. The review did not make any formal recommendations for improvements to this PPP. There were several subject areas within the Limited English Proficiency (LEP) Plan where the MPO was encouraged to make improvements. Those areas will be addressed within that LEP Plan but are noted here for consistency.

1. The Review Team finds that RATS did not address the recommendations using the specific techniques identified in the 2017 report; however, the Team finds that the MPO addressed the intent of most of the recommendations. Specifically, the Review Team finds the MPO has made certain documents available to the region's largest LEP population in its native language; and, provided notices to that language group concerning the availability of language assistive services in its native language as a foreword to the document. Nonetheless, the Review Team finds that based on demographic data provided in the LEP Plan, the region has other LEP language groups that need to be made aware of the language assistive services the MPO provides. Accordingly, the Team encourages the MPO to add language Tag Lines for its current "front piece", relevant to its linguistic population, for inclusion in vital documents. Examples of language Tag Lines can be found in Pennsylvania's 2021 Transportation Program General and Procedural Guidance document.
2. The Review Team found that the recommendation concerning the website, although addressed in the MPOs LEP Plan, is not readily observable on the website. The Team found that the reason that changes have not been made to the website as indicated is that the website is not within the MPOs direct authority and control to address. During the virtual review discussion, the MPO revealed that the website is administered and maintained by Berks County. As a result, RATS is unable to unilaterally alter the website:
3. To improve the overall process, the Review Team encourages RATS to revisit the language in the LEP Plan, and anywhere else that it appears, concerning the availability of translation of the website. This information should be revised to accurately reflect how the MPO communicates information contained on its website to LEP language groups.

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1.4 RATS Contact Information

For more information on this *Public Participation Plan* or on RATS regional transportation planning activities, please contact us through the Berks County Planning Commission using the information shown on the front cover of the document.

Section 2: Public Participation Goals:

2.1 Overview

RATS recognizes the obligation to provide adequate information to persons regarding transportation plans and programs. It also seeks out and encourages participation in the development of these plans and programs as well as any substantial amendments to them. Therefore, RATS will ensure that adequate information is provided to individuals and groups to evaluate various proposals. RATS will also provide forums to obtain views on transportation planning and project related issues.

RATS recognizes that persons affected by public action should have a voice in policy formulation. Although the various transportation planning and programming activities are designed to have long term beneficial effects on the community, these activities may also have an adverse impact on some individuals. Therefore, it is important that everybody knows what is being planned and is given every opportunity to present their views.

RATS recognizes the need to consult and coordinate with appropriate public and private agencies such as federal and state departments, local municipalities, county departments, and private organizations. It will also confer with social service agencies regarding the needs of their clients including the elderly, persons with disabilities, low income, and those of minority and/or Limited English Proficient groups.

To comply with the various requirements, RATS sets forth these Public Participation Goals, including:

- Ensure that interested parties in Berks County have an active and ongoing role in the regional transportation planning process
 - Guarantee an established and dependable process with open meetings and public access to technical data and non-technical information
 - Increase the level of understanding of the transportation planning process in the region and identify how interested parties can become more involved
 - Provide interested parties with multiple opportunities for meaningful involvement in the regional transportation planning process
 - Identify, seek out and engage minority populations, low-income populations, Limited English Proficient populations, persons with disabilities, and all groups and organizations listed in Section 4.1 as Interested Parties
 - Employ effective techniques for outreach and communication
-

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- Serve as a guide to RATS / BCPC staff for outreach and participation activities and efforts for transportation and other planning activities
- Document what we learn from interested parties in a format for consideration and use by the MPO Board ('the Board'), Berks County Planning Commission (BCPC), BCPC staff, and others to improve our outreach and participation efforts.

Section 3: Outreach Techniques and Strategies

3.1 Overview

RATS uses a wide range of communication mechanisms and community engagement techniques to provide for meaningful participation from interested parties, including:

- Communication by mail, phone, fax, email, or person-to-person contact
- BCPC's website containing documents, meeting schedules, agendas and minutes, transportation-related announcements, and educational tools
- Input at public meetings, public hearings, and workshops that are held at convenient and accessible locations and times
- Partnering with community, civic, and business groups to produce forums and input sessions when requested
- Distribution of planning documents, brochures, fact sheets, and maps documenting planning efforts
- Distribution of public notices and press releases
- Internet and direct mailed surveys
- Using the BCPC's *eFlash* electronic notifications of important events
- Using the BCPC's Facebook page
- Exploring the creation of a separate RATS Facebook page, along with other social media
- Visualization techniques to help board members and the public understand potential outcomes of transportation plans and/or programs
- Consultation with agencies and officials responsible for planning activities within the county that are affected by transportation
- Ensuring that vital documents are translated into Spanish and made available digitally and in print
- Including notices on all documents and on the website that certain translated documents are available, and other translations are available on request
- Incorporating virtual public outreach and input

3.2 Contact Lists

RATS staff continually develops and maintains databases of stakeholders, media and interested organizations and parties. These lists are updated regularly to reflect current information. Contact lists expand throughout the transportation planning process as

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people, organizations and agencies become involved and offer their opinions or just want more information. To establish new contacts, RATS uses a range of strategies, such as:

- Mailing list registration is available at all public meetings / hearings
- Mailing list registration is available via the BCPC website or email
- Announcements of public meetings, public hearings, workshops, and other project-specific opportunities made available online, through news releases, email notification, targeted mailings, social media (Facebook), or announced at public meetings
- Working with existing stakeholders to suggest potential participants or encourage participation
- Working with professional, civic and community organizations to provide representatives, suggest participants, and encourage participation
- Making special efforts to engage social service providers who work with transportation-challenged clients

3.3 Visualization Techniques

RATS uses a wide range of accessible information resources to help participants understand different proposals, impacts and possible outcomes related to regional transportation programs and plans. Visualization techniques used to illustrate these concepts may include, but are not limited to, one or more of the following materials and practices:

- Printed small and large scale maps
- Aerial photographs, alone or with GIS mapping overlays
- Photographs, sketches, artist renderings, images, diagrams, charts, and other graphics
- Printed maps that allow comparison of proposals
- Scenario planning discussions
- Online maps
- Virtual public engagement that includes visual aids and voice descriptions
- Internet web based content that is:
 - Easy to read (sans serif fonts)
 - Does not require extensive page scrolling or multiple 'click-throughs'
 - No advertising
 - Documents available for download in standard software formats, i.e., Adobe .PDF, Microsoft products

3.4 Virtual Public Involvement

The COVID-19 Pandemic forced public meetings to go from in-person gatherings to virtual environments for many months. RATS staff adapted to these challenges and continues to improve where possible. Since all online processes are controlled by

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County of Berks Information Services Department policies and procedures, RATS staff uses the following products and techniques:

- Microsoft Teams Live, Facebook Live, and YouTube for live meeting broadcasts
- Incorporation of screen-shared agendas, attachments, documents, and presentations
- Ensuring the public is aware that meetings are recorded for transcription purposes
- Allowing for Public Comment at the beginning and end of all meetings
- Posting agendas and meeting links on the Berks County, Planning Commission, and RATS websites at least seven (7) days prior to the meeting
- Posting all meeting materials at least 48 hours prior to the meeting

Section 4: Consultation with Interested Parties

4.1 Overview

Federal guidance originally from SAFETEA-LU legislation dictates that:

“The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process”. [§ 450.316(a) Interested parties, participation and consultation]

4.2 Consultation with Tribes and Federal Land Management Agencies

MPO’s must consult with federally recognized Tribes and Nations to provide opportunities for review and comment on key planning documents. PennDOT maintains their Tribal Consultation Guide which describes which Tribes and Nations have interests throughout the Commonwealth, specifies which are to be included in review activities and how they are to be addressed. Many Tribes and Nations accept electronic submissions however there are still some who require hardcopies of all draft documents.

Regulations also require coordination with Federal Land Management agencies in the development of the TIP and LRTP. There are two (2) federal lands in Berks County: Hopewell Furnace National Historic Park, administered by the National Park Service, and Blue Marsh Lake, administered by the U.S. Army Corps of Engineers.

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4.3 Consultation in Developing this *Public Participation Plan*

The Reading Area Transportation Study develops all plans and programs in consultation with the interested parties defined above. To develop this *Public Participation Plan*, RATS first assembled a draft list of participation strategies and ideas based on a review of the existing Public Involvement Process Resolution, past experiences, and guidance from federal transportation planning legislation. All activities undertaken during the Public Comment Period are documented in the Appendix.

Section 5: Title VI and Environmental Justice

5.1 Overview

RATS *Environmental Justice Summary* serves as a guide for RATS to use to identify concentrations of Title VI and Environmental Justice populations, including minorities and low-income populations. This Summary is updated with every TIP and LRTP update; at a minimum of every two (2) years. The foundation for these efforts is stated in Title VI of the Civil Rights Act of 1964:

“No person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program receiving Federal financial assistance.” --Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000)

The President’s 1994 Executive Order on Environmental Justice states:

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” --Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994

As concentrations of these groups are located, RATS will work with agencies and organizations that encompass these groups to ensure they are aware of draft Plans and Programs and have opportunities to provide input.

5.2 Target Outreach Areas

RATS uses its data collection and analysis capabilities within the *Environmental Justice Summary* process to support participation efforts and help ensure meaningful access to its public participation opportunities. RATS uses the *Environmental Justice Summary* to analyze the relationship between the region’s populations and its regional investments, plans and programs.

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Geographic analysis assists RATS to identify environmental justice communities and target outreach to these areas as necessary. Using the Environmental Justice Summary, RATS will specifically:

- Identify the locations of environmental justice communities throughout Berks County
- Where possible, host public meetings in accessible locations and times within these communities, and
- Identify one or more organizations that serve these communities and proactively share information with the organizations to disseminate throughout their respective networks and communication channels.

Additionally, staff will work with PennDOT officials to help guide their public outreach efforts when project-specific meetings are being planned. RATS will develop and maintain an updated listing of accessible locations that may be used for public meetings in environmental justice communities.

Section 6: Limited English Proficiency (LEP)

6.1 Overview

“Limited English Proficient” or “LEP” persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write, or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons who are multi-lingual, in that they speak one or more other languages in addition to being proficient in English, are not considered to be Limited English Proficient.

6.2 LEP Assessment

As a recipient of federal financial assistance, RATS has an obligation to reduce language barriers that can preclude meaningful access to RATS’ programs, information and services by LEP individuals. An integral part of this effort is the completion of a “Limited English Proficiency Self-Assessment” or LEP Assessment, which is designed to balance four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or service.
2. The frequency with which LEP individuals encounter the program and/or activities.
3. The nature and importance of the program, activity or service provided to people’s lives, and
4. The resources available to the federal financial recipient and costs.

This assessment along with detailed reviews of the latest Census data examines the most prevalent non-English speaking populations and their geographic dispersion

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throughout Berks County. That analysis is detailed in a separate Limited English Proficiency (LEP) Plan that accompanies this PPP. Presently, under LEP guidelines, translation of ‘vital documents’ is provided in Spanish only. However, the front piece of all RATS documents will include language taglines in over 30 different languages stating that assistance will be provided in those languages on request.

6.3 Meaningful Access for LEP Individuals

RATS will take reasonable steps to ensure that LEP persons have meaningful access to key transportation planning decisions and have opportunities to become involved in the regional transportation planning processes. RATS will use one or more of the following tools to reasonably accommodate LEP individuals:

- Provide on request, with seven (7) days advanced notice (based on document size and complexity), translated copies of materials in Spanish as well as other languages if requested. RATS, through the County of Berks, has an active contract with a firm that provides translation services.
- Provide on request, with seven (7) days advanced notice, oral interpretation services for public meetings. RATS, through the County of Berks, has an active contract with a firm that provides interpretation services.
- To actively engage LEP persons, meeting announcements, press releases and public notices will be distributed to organizations that target these groups in appropriate languages.
- RATS will provide notices to local minority media outlets and community service organizations regarding the availability of language translation services. Those outlets and organizations currently include the Daniel Torres Hispanic Center, WFMZ-Spanish Edition (television), Rumba 92.3 (WRAW) FM (radio), WXAC 91.3 FM Albright College (radio), and Palo (monthly subscription print magazine).
- RATS’ vital documents will include statements in Spanish, the most common non-English language identified by Census data, that translations are available free on request. RATS, through the County of Berks, has an active contract with a firm that provides translation services.
- The Berks County website, which hosts content for RATS, will continue to provide language translation software. That software provides translation between English and Spanish, as well as translation between multiple other languages. RATS will continually make efforts to develop points of contact with representatives of non-English speaking communities.
- RATS will make available vital documents and Executive Summaries, where appropriate, in Spanish.
- RATS will include notices on all documents and on the website that certain translated documents are available, and other translations are available on request.
- BCPC staff will undergo periodic training in products and procedures provided through Berks County contracts to be used to communicate with individuals needing language assistance.

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6.4 'Vital' Documents

RATS considers vital documents to be those that convey critical information to the public or are required by law or federal regulation. Based on this definition, the MPO will consider vital documents to include, but not limited to, the following:

- Title VI Policy*
- Title VI Complaint Procedures*
- Title VI Complaint Forms*
- Annual Meeting Schedule*
- Notices for special Public Meetings*

Additionally, the following documents will be either condensed into 'Executive Summary' formats and will have those Executive summaries translated into Spanish, or will be translated in their entirety (based on document size and complexity):

- Long Range Transportation Plan*
- Transportation Improvement Program*
- Environmental Justice Summary*
- Public Participation Plan*
- Limited English Proficiency Plan*

These documents will be made available in print and online. Vital documents will be made available in alternative languages and formats, if requested. Other documents may also be made available in alternative languages and formats, if requested.

Section 7: Americans with Disabilities Act (ADA)

7.1 Overview

To ensure compliance with the Americans with Disabilities Act (ADA), RATS' Public Meeting Notices and comment opportunities provide multiple input methods. Public meetings and hearings are always held at ADA-accessible locations on established public transportation routes. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of RATS, or has complaints that a program, service, or activity of RATS is not accessible to persons with disabilities should call the ADA Point of Contact at (610) 478-6300 x6304, email planning@countyofberks.com, or visit our website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo/reading-area-transportation-study-2023-meeting-schedule>

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7.2 Meaningful Access for Persons with Disabilities

RATS staff coordinates with local disability advocacy groups to ensure information is readily available to all. RATS may use one or more of the following tools to reasonably accommodate people with disabilities:

- Provide on request, with advanced notice, copies of materials in larger, sans-serif type
- Provide on request, with reasonable advanced notice (based on document size and complexity), Braille or raised-print notices and materials
- Provide on request, with advance notice, sign language interpreters
- Record materials to audio/visual media
- Verbalize information provided through visual presentations or written materials
- On request, structure seating to provide visibility for participants who lip-read or cannot adequately hear deliberations
- When necessary, mount microphones at wheelchair height
- When necessary, provide hand-held microphones to participants
- Ensure that persons who speak during virtual meetings can be heard
- Provide on request, with reasonable advanced notice, Closed Captioning services for virtual public meetings

7.3 Web Access for Persons with Disabilities

The County of Berks instituted web content for departments of county government. The County uses the same web content administration software provided by the County Commissioners Association of Pennsylvania (CCAP). One of the many reasons behind that decision included the accessibility options within the software. Those options, along with countywide website design standards, include:

- Minimal use of images
- Those images that exist must have an “ALT-TEXT” option
- Image maps must have a text equivalent
- A ‘text-only’ web page browser option that removes all images
- No ‘roll-overs’
- Use of easily readable Sans-Serif fonts
- Pages and content designed for the least number of click-throughs
- Pages designed to minimize scrolling
- Documents designed for download are created in standard software packages i.e., Microsoft products and Adobe PDF; and

7.4 Notifications and Services

Representatives of the disabled have been included on our mailing lists and were forwarded surveys (Section 4.2) to garner their input. At all in-person meetings hosted

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by RATS, accommodations will be made for wheelchair access and, with four (4) days advanced notice, American Sign Language interpretation services. Documents in Braille or large print type and audio recordings can be made available with appropriate notice, depending on the size and complexity of the document. The availability of these services is detailed in Public Notices. Any questions, concerns, requests for accommodations or complaints should be made to the ADA Point of Contact listed in Section 7.1.

Section 8: Public Participation in Meetings

8.1 Overview

RATS welcomes comments and ideas related to regional issues from interested parties from the Berks County area as well as adjacent counties/MPO's as applicable. There are many opportunities and levels of involvement for persons related to the regional planning process, and for those who wish to address the Board directly. Except for those meetings that are appropriate Executive Sessions, all meetings of the Reading Area Transportation Study Technical and Coordinating committees are open to interested parties and include opportunities to comment on both agenda and non-agenda items.

8.2 Public Comments at Board Meetings

All those in attendance will be asked to sign-in at the meeting location or, if virtual, to announce their presence for the record. Those wishing to comment will be asked to indicate those wishes at their signature or in the Chat feature. Individuals may be requested to limit the length of their comments, and individuals may also be requested not to duplicate like or similar comments of others preceding them.

Proceedings of meetings of the Boards are made available as meeting minutes or meeting summaries, which are posted on the Berks County Planning Commission's website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>, and also for review at the Berks County Planning Commission's offices. Please call the BCPC at 610-478-6300 for more information.

8.3 RATS Committees

RATS has several committees that meet on an as-needed basis in which citizens, advocates, private sector representatives and others can obtain the same information given to the representatives of the professional planning and transportation agencies involved in RATS activities. Committee meetings give interested parties an opportunity to learn the pertinent facts surrounding an issue. All committee meetings are advertised and open to the public.

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Section 9: Public Notices

9.1 Overview

To ensure that the public has ample opportunity to take part in the regional planning process, RATS is committed to providing timely notification, complete information, and full public access to key decisions. This section describes the procedures that RATS will use for all public notices.

9.2 Public Notice Requirements

RATS uses public notices to announce the following types of events and participation opportunities:

- The Boards' annual meeting schedules – advertised annually through the Berks County Commissioners and on the RATS website
- Special, rescheduled, or cancelled Board meetings – advertised according to PA Sunshine Law requirements
- Comment Periods – advertised at least 30 days prior to the date the Board is scheduled to take formal action on any major decisions (45 days for the PPP, see Section 10); and
- Meetings related to Comment Periods – advertised at least seven (7) days in advance (see Section 10.2).

Public Notices for these events and participation opportunities will be:

- Advertised in the form of paid legal advertisements. One paid advertisement will be placed in a newspaper of general circulation in the region (*Reading Eagle*) and, if available, one in a newspaper with circulation targeted to minority communities
- Public notices for special public meetings or major forums may be advertised in the form of paid display advertisements
- Distributed to other media outlets or organizations that serve targeted outreach groups identified in this document
- Posted on the agency's web pages at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo;>
- Sent electronically through the BCPC's eFlash electronic mail system
- Posted on the BCPC's Facebook page
- Sent to libraries with a request for posting
- Sent to SCTA/BARTA (transit provider) with a request for posting

Public Notices will provide the following information (where applicable):

- Type or name of meeting/participation event/activity/public comment period
- Subject of meeting/participation event/activity/public comment period
- The date, time, and location of meeting/participation event/activity
- The web link for a virtual meeting

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-
- Start and end dates for public comment periods
 - Contact information (Address, Telephone Number, E-mail address and/or website)
 - ADA Point of Contact information
 - Brief summary of the proposed action, plan, program or amendment
 - Where to obtain copies of the plan or materials
 - How to provide formal public comments
 - If formal action on a major decision will be taken by the Board, the date, time and location of the meeting where that action will be taken
 - Offer to provide accommodations for people with Limited English Proficiency; and
 - Offer to provide accommodations for people with disabilities; and
 - Directions on how to file complaints under Title VI and other nondiscrimination statutes

Section 10: Public Review and Comment Periods at Key Decision Points

10.1 Overview

RATS values the efforts stakeholders and the public make to participate in the regional planning process. RATS will provide at least 30 days for public review and comment before taking formal action on any major decisions (45 days for PPP). This *Public Participation Plan* defines a major decision as the official adoption of:

- the *Regional Long Range Transportation Plan* (LRTP)
- the *Transportation Improvement Program* (TIP)
- *Air Quality Conformity Determination*
- *Public Participation Plan* (PPP)
- A Major Amendment to the regional plan or TIP

10.2 Public Comment and Review Period Requirements

RATS will inform the public and interested parties of Public Comment Periods, using the Public Notice procedures described above, at least 30 days prior to the date scheduled for Board adoption or major amendment of a Regional LRTP, TIP, *Air Quality Conformity Determination*, or major amendment (45 days for PPP).

Documents and information on which public comments are being sought will be made available to stakeholders, other interested parties, and the public at locations throughout the County. These locations include BARTA offices, BCPC offices, PennDOT District 5-0 offices, and the BCPC website <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>. Information on where and how to access public comment documents will be included in the Public Notice.

Prior to formal action by the Board on the adoption of a regional LRTP, TIP, *Air Quality*

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Conformity Determination, Public Participation Plan, or major amendment, at least one public meeting will be held for the purpose of providing information to and obtaining comment from the public. The public meeting may be held as part of a regular meeting of the Board or held as a separate public meeting. Public Notice for this meeting can be combined with the Public Notice issued for the related Public Comment Period described in Section 10.2.

10.3 Additional Public Review and Comment Periods

If the draft regional LRTP, TIP, *Air Quality Conformity Determination*, or major amendment differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the initial public involvement effort, an additional 15-day Public Comment period will be offered.

If the draft *Public Participation Plan* changes appreciably during the review and comment period, an additional 30-day public review and comment period is provided prior to the Board taking formal action.

Additional Public Review and Comment periods will be conducted in accordance with procedures for regular Public Review and Comment periods listed in Section 11.2.

10.4 The Regional *Long Range Transportation Plan* (LRTP)

The regional LRTP is a long range (20+ years) strategy and capital improvement program developed to guide the effective investment of public funds in multi-modal transportation facilities in the context of the regional vision. The regional plan provides the context from which the region's *Transportation Improvement Program* (TIP), a short-range capital improvement program for implementing transportation projects, is drawn. The LRTP is updated every four years in consultation with interested parties.

RATS' early and ongoing public participation process in developing the LRTP will follow these steps:

- Step 1: Public Participation Surveys, through the internet and targeted mailing, will be used to gather initial input (when update cycles correspond, this can occur in concert with the TIP update). When available, staff will also use input gathered as part of any of PennDOT's public input processes
- Step 2: At the same time, Public Officials Surveys sent to local officials and the legislative delegation, will be used to gather governmental input.
- Step 3: Initial input, including at least one (1) Public Meeting/Workshop, will be compiled, and used in the design of the next phase of outreach and participation, such as workshops and other public meetings. This Public Meeting/Workshop may be held in conjunction with a regularly scheduled RATS MPO Technical or Coordinating Committee meeting.

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- Step 4: Ongoing input will be used to develop draft regional plan materials in consultation with interested parties.
- Step 5: Draft regional plan materials will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day public comment period. Draft materials will be made available during the 30-day public comment period on the BCPC website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>, BCPC's offices, BARTA's offices, and PennDOT District 5-0's offices, and local libraries. Information on where and how to access public comment documents will be included in the Public Notice with Information to be included that details how to access documents electronically or in printed form. Vital draft regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*. During this stage, two (2) Public Meetings will be held. These generally include one during the day in a hybrid format that includes both in-person and electronic access in a downtown Reading location, and a second meeting held in the evening in a rural location that is generally in-person only. Staff strives to accommodate requests for presentations at other meetings.
- Step 6: All comments received will be considered and the response to comments will be documented and provided to the Board prior to taking action on the draft regional plan materials
- Step 7: The Board takes formal action on the regional plan
- Step 8: A Public Participation Report for the regional plan will be developed. The Report will document all comments received and the response to comments and will also document all public participation and outreach activities. This Report may take the form of a Chapter or Appendix in the L RTP
- Step 9: Adopted final regional plan materials will be made available on the BCPC website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>, BCPC's offices, BARTA's offices, PennDOT District 5-0's offices. Vital regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*. Information will be included that details how to access documents electronically or in printed form.

10.5 The *Transportation Improvement Program* (TIP)

The regional *Transportation Improvement Program* (TIP) identifies the region's highest priority transportation projects, develops a multi-year program of implementation, and identifies available federal and non-federal funding sources for the identified projects. The TIP covers a four-year period of investment and is updated every two years through

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- Step 3: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the proposed major amendment
- Step 4: The Board takes action on the major amendment
- Step 5: After federal and state approval of the requested changes, RATS will update the appropriate TIP or regional LRTP documents on the BCPC website. Updated documents will also be available at the BCPC offices, BARTA offices, and PennDOT District 5-0 offices.

10.7 Air Quality Conformity Determination Report

The *Air Quality Conformity Determination* report is a companion document to the regional LRTP and to the TIP. The *Air Quality Conformity Determination* report documents the process used by RATS for making the transportation-related conformity determination for the regional LRTP and TIP for ground-level ozone and fine particulate matter (PM_{2.5}). The Conformity Determination is required by the federal Clean Air Act. RATS conformity finding is based on criteria and procedures in EPA's Transportation Conformity Rule (40 CFR Part 93) and satisfies all applicable conformity requirements. The *Air Quality Conformity Determination* report is developed as part of the regional LRTP or TIP update, in which case public participation and public comment procedures for the regional LRTP or TIP update will be followed as described in Sections 10.4 and 10.5, respectively. The *Air Quality Conformity Determination* report is also updated as required by certain amendments to the TIP or regional LRTP, in which case public participation and comment procedures for major amendments to the regional LRTP or TIP will be followed as described in Section 10.6.

10.8 The Public Participation Plan

This *Public Participation Plan* describes the various objectives, strategies, and tools to engage the public and encourage participation in the development of transportation plans and programs. RATS will periodically update the *Public Participation Plan*. This may be due to new official planning regulations and procedures, or after any public or Board evaluations of the Plan's effectiveness.

RATS' public participation and public comment process for updating the *Public Participation Plan* will follow these steps:

- Step 1: Revisions to the *Public Participation Plan* are developed in consultation with interested parties before the draft document is submitted for the public review and comment process
- Step 2: The draft *Public Participation Plan* will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 45-day Public Comment Period described in Section 10.2. The draft *Public Participation Plan* will be made available during the 45-day public comment period on the BCPC website at <https://www.countyofberks.com/departments/planning->

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[commission/transportation-reading-mpo](https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo), at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. Information on where and how to access public comment documents will be included in the public notice. The draft *Public Participation Plan* will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*

- Step 3: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the draft *Public Participation Plan*
- Step 4: The Board acts on the draft *Public Participation Plan*
- Step 5: A *Public Participation Plan* will be produced and made available on the BCPC website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. The *Public Participation Plan* will be made available in and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*.

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Section 11: Access to Information

11.1 Overview

RATS will provide reasonable access to public information, including technical information and meeting notices:

- In electronically accessible formats on the BCPC website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>;
- Links to the website will be provided on the BCPC Facebook page
- Links will also be advertised digitally through the BCPC eFlash service
- In print at the Berks County Planning Commission office in the Berks County Services Center, 633 Court St., 14th Floor, Reading, PA 19601; and
- BARTA's offices located at 1700 N. 11th St., Reading, PA 19604; and
- at PennDOT District 5-0 offices located at 1002 Hamilton St, Allentown, PA 18101.

11.2 Response to Special Request

To facilitate public involvement while also using limited staff resources efficiently, RATS will make information available to interested parties on a regular basis through the various processes and activities outlined in this *Public Participation Plan*.

When RATS receives special requests to perform an analysis that is not considered as part of the planning process, or other special data or information, the agency will

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determine the reasonableness of the request. Parameters for determining the reasonableness (as used in this document) will evolve around the preparation time and costs to respond, as well as the relevancy to the transportation planning process and the agency mission. RATS will determine reasonableness of and respond to all requests on an individual basis.

Section 12: Evaluation of *Public Participation Plan* and Public Meetings

- The Board will review and revise the *Public Participation Plan* and processes based on input from the public, interested parties, and the Document Review Network in terms of their effectiveness in providing full and open access to all.
- Public Meetings, Public Hearings and special workshops scheduled for the public and interested parties will include a means of providing feedback on the effectiveness of the process of communication and meeting format.
- The *Public Participation Plan* will be reviewed at a minimum every two years, in the year prior to a TIP update, to ensure effectiveness and completeness.

Section 13: Applicability

This *Public Participation Plan* and any subsequent amendments shall be effective immediately upon the adoption by the Reading Area Transportation Study Coordinating Committee (the Board). This *Public Participation Plan* replaces any previously adopted Public Involvement Process resolutions.

Section 14: Future Efforts

14.1 Overview

RATS recognizes the need to continuously enhance our outreach efforts and periodically update this Public Participation Process. The following activities will take place to fulfill these goals:

- Further identify and consult with interested parties (ongoing)
- Continue to seek out EJ/LEP organizations, resources, and points of contact in the various communities (ongoing)
- Review and evaluate the effectiveness of the *Public Participation Plan* (every two years in year prior to updating TIP)
- Continue to review and, if necessary, update Limited English Proficiency Assessment every two years consistent with the *Public Participation Plan* evaluation
- Conduct review of ADA accessibility features of meeting spaces and the website (annually)
- Continue working with disability advocates to continuously make online materials easier to access using electronic methods.

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- Consider the formation of a Public Participation Panel or Subcommittee, with appointment opportunities extended to the public and interested parties (on adoption of this Process).

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a cooperative effort of local, state and federal agencies including participation by the general public and consultation with interested parties. Transportation projects included on the TIP are to be consistent with the regional LRTP. The entire range of projects included in the TIP must conform to federal air quality standards.

RATS early and ongoing public participation process in developing the TIP will follow these steps:

- Step 1: Public Participation Surveys, through the internet and targeted mailing, will be used to gather initial input. When update cycles correspond, this can occur in concert with the regional LRTP update and /or any PennDOT public input processes
- Step 2: At the same time, Public Officials Surveys sent to local officials and the legislative delegation, will be used to gather governmental input
- Step 3: Initial input will be compiled and used in the design of the next phase of outreach and participation, such as workshops and other public meetings
- Step 4: Ongoing input will be used to develop draft TIP materials in consultation with interested parties
- Step 5: Draft TIP materials will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day public comment period. Draft materials will be made available during the 30-day public comment period on the BCPC website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>, BCPC's offices, BARTA's offices, PennDOT District 5-0's offices, and local libraries. Information on where and how to access public comment documents will be included in the Public Notice with information included that details how to access documents electronically or in printed form. Vital draft regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*. Information will be included that details how to access documents electronically or in printed form. During this stage, two (2) Public Meetings will be held. These generally include one during the day in a hybrid format that includes both in-person and electronic access in a downtown Reading location, and a second meeting held in the evening in a rural location that is generally in-person only. Staff strives to accommodate requests for presentations at other meetings.
- Step 6: All comments received will be considered and the response to comments will be documented and provided to the Board prior to taking action on the draft TIP materials
- Step 7: The Board takes formal action on the TIP
- Step 8: A Public Participation Report for the TIP will be developed. The Report will document all comments received and the response to comments, and will also document all public participation and outreach activities
- Step 9: Adopted final regional plan materials will be made available on the

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BCPC website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>, BCPC's offices, BARTA's offices, and PennDOT District 5-0's offices. Vital regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*. Information will be included that details how to access documents electronically or in printed form.

10.6 Major Amendments to the Regional LRTP or TIP

Once a TIP or LRTP has been developed and approved the program is subject to revisions as the budgeted transportation program experiences changes in project scheduling and estimated costs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects where the total cost is programmed in the current approved TIP. RATS must modify the TIP or regional LRTP to adjust to the changing cost and schedule if a planning partner or the Commonwealth would like to continue to advance the project.

The definition of a major amendment varies by the type and/or cost of program to be amended. Definitions and procedures for regional LRTP and TIP major amendments are included in the respective regional LRTP and TIP documents and are available on the BCPC's website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo>. **If a proposed revision to the TIP or regional LRTP adds a project, deletes a project, or impacts the schedule or scope of work to an air quality significant project, RATS will review the proposal and determine if a new *Air Quality Conformity Determination* is required prior to formal approval of the change. If the revision requires that a new *Air Quality Conformity Determination* is necessary, an amendment to the regional LRTP shall also be developed.**

RATS' public participation and comment for major amendments to the regional LRTP or TIP will follow these steps:

- Step 1: RATS will inform the public and interested parties of the comment period for the proposed major amendment using the Public Notice procedures described in Section 10.2, at least 30 days prior to the date scheduled for Board action on the proposed major amendment
- Step 2: Proposed major amendment information will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day Public Comment Period described in Section 10.2. Proposed major amendment information will be made available during the 30-day public comment period on the BCPC website, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. Information on where and how to access public comment documents will be included in the public notice

READING METROPOLITAN PLANNING ORGANIZATION TITLE VI NOTICE TO THE PUBLIC

The Reading Metropolitan Planning Organization (Reading MPO) hereby gives notice that it is the policy of the Reading MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the Reading MPO.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI has a right to file a formal complaint with the Reading MPO. Any such complaint must be in writing and filed with the Reading MPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A Title VI Discrimination Complaint Form can be obtained from the Reading MPO by:

- Dialing 610-478-6300
- Online by clicking here
- In Person at the Berks County Planning Commission, 633 COURT STREET 14TH FLOOR, READING PA 19601
- Language assistance is available by calling 610-478-6300

Overall responsibility for this policy is assigned to:

READING AREA TRANSPORTATION STUDY

C/O BERKS COUNTY PLANNING COMMISSION

MICHAEL D GOLEMBIEWSKI, TITLE VI COMPLIANCE OFFICER

633 COURT STREET 14TH FLOOR

READING PA 19601

PHONE: 610-478-6300 Ext. 6304

FAX: 610-478-6316

EMAIL: mgolembiewski@countyofberks.com

The person named above is appointed as the Title VI Compliance Officer is responsible for the implementation the MPO's Title VI Program. Individuals with questions ^{and} or requiring additional information relating to this policy or the implementation of the MPO's Title VI Program should contact the Title VI Compliance Officer.

**ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DE READING
AVISO AL PÚBLICO DEL TÍTULO VI**

La Organización de Planificación Metropolitana de Reading (Reading MPO) notifica por la presente que es política de Reading MPO asegurar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, E.O. 12898, y estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI requiere que ninguna persona en los Estados Unidos sea excluida de la participación, se le nieguen los beneficios o sea objeto de discriminación por motivos de raza, color u origen nacional en ningún programa o actividad administrada por la Reading MPO.

Cualquier persona que crea que ha sido agraviada por una práctica discriminatoria en virtud del Título VI tiene derecho a presentar una queja formal ante la Reading MPO. Cualquier queja de este tipo debe presentarse por escrito ante el Coordinador del Título VI de la Reading MPO dentro de los ciento ochenta (180) días posteriores a la fecha del supuesto hecho discriminatorio. Puede obtener un Formulario de queja por discriminación del Título VI en Reading MPO:

- Llamando al 610-478-6300
- En línea, haciendo clic aquí
- Personalmente, en la Comisión de planificación del condado de Berks, 633 COURT STREET 14TH FLOOR, READING PA 19601
- Hay asistencia lingüística disponible llamando al 610-478-6300

La responsabilidad general de llevar adelante a esta política está asignada a:

ESTUDIO DE TRANSPORTE EN EL ÁREA DE READING
A TRAVÉS DE LA COMISIÓN DE PLANIFICACIÓN DEL CONDADO DE BERKS
MICHAEL D. GOLEMBIEWSKI, TITLE VI COMPLIANCE OFFICER
633 COURT STREET 14TH FLOOR
READING PA 19601
TELÉFONO: 610-478-6300 Ext. 6304
FAX: 610-478-6316
CORREO ELECTRÓNICO: mgolembiewski@countyofberks.com

La persona mencionada anteriormente es nombrada Oficial de Cumplimiento del Título VI y es responsable de la implementación del Programa del Título VI de la MPO. Las personas que tengan preguntas o requieran información adicional relacionada con esta política o la implementación del Programa del Título VI de la MPO deben comunicarse con el Oficial de Cumplimiento del Título VI.

Environmental Justice Summary

The preparation of an Environmental Justice Summary is required by Executive Order 12898 of 1994 and 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.

The basic principles addressed are:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income 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 minority and low-income populations.

In support of that, a separate document, the *FFY 2025-2028 Environmental Justice Summary*, was prepared. It identifies concentrations of minority and low-income populations throughout Berks County. It then identifies the number, percentage, and location of Total Reportable Crashes and associated Suspected Serious Injuries and Fatalities, People Using Nonmotorized Modes Involved in Crashes and associated Suspected Serious Injuries and Fatalities, Horse and Buggy Crashes, People on Bicycles Involved in Crashes and associated Suspected Serious Injuries and Fatalities, Pedestrians Involved in Crashes and associated Suspected Serious Injuries and Fatalities, Bridge and Federal Aid Segment Mile Conditions, Transit Service, and Types of Projects and Distribution included in the FFY 2025-2028 Transportation Improvement Program and evaluates those criteria against locations of minority and low-income populations.

The report found no disproportionately high or adverse effects but did recommend careful consideration of these issues in future program updates. A copy of the *Draft FFY 2025-2028 Environmental Justice Summary* can be found on the Berks County Planning Commission website at: www.berkspa.gov/planning.

Reading Area Transportation Study

January, 2024

Coordinating Committee

PennDOT District 5-0	Mr. Chris Kufro, Acting District Executive (Chairman) Ms. Jennifer Ruth, Planning & Program Manager*
PennDOT Central Office	Mr. Mark Tobin, Division Chief, Center for Program Development and Management. Mr. James Mosca, Transportation Planning Manager*
Berks County Commissioners	Mr. Michael Rivera, Commissioner
Berks County Planning Commission	Mr. Thomas McKeon, Board Member (Vice Chairman) Mr. Alan Piper, Transportation Planner III (MPO Secretary)*
City of Reading	Ms. Donna Reed, Council Member Mr. O. Chris Miller, Council Member*
Berks County Boroughs	Mr. Brian Hoffa, Borough Council Member (Sinking Spring Borough)
Berks County 1 st Class Townships	Ms. Lisha Rowe, Township Commissioner (Cumru Township)
Berks County 2 nd Class Townships	Mr. Michael Kocher, Township Supervisor (Spring Township)
South Central Transit Authority / Berks Area Regional Transportation Authority	Mr. Greg Downing, Executive Director Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning
Reading Regional Airport Authority	Mr. Dante Santoni, Jr., Board Member

Technical Committee

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

* denotes alternate