Section 3—
Transit Projects

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

March 2024

In accordance with FTA Circular 9030.1E, the following is provided as documentation by the South Central Transit Authority (SCTA) that SCTA have the financial capacity to carry out the operating and capital projects included in the Reading MPO FFY 2025-2028 Transit Improvement Program to support its Reading Operation.

A. Background

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

SCTA is the designated recipient of the federal Section 5307 and 5339 funds apportioned to the Lancaster, PA and Reading, PA Urbanized Areas. Since the funds are apportioned to the individual Urbanized Areas, the Federal Transit Administration (FTA) requires SCTA to submit separate grant applications requesting approval of the proposed projects funded with the Lancaster apportionment of 5307 and 5339 funds and for the proposed projects funded with the Reading apportionment of 5307 and 5339 funds. Funds from one urbanized area cannot be used on a project in the other urbanized area. As a result, the proposed FFY 2025-2028 TIP only includes the proposed projects funded with the projected Berks apportionment of 5307 and 5339 funds over the next four years.

The proposed FFY 2025-2028 TIP also programs Operating Assistance provided by PennDOT under Act 89 to fund the operation of public transportation service in Berks County. SCTA receives the Operating Assistance and the funds programmed in the TIP reflects the amount apportioned to the Berks County service based on an agreement between PennDOT, SCTA and the MPO.

Based on its role and responsibilities described above, SCTA provides the following documentation that itself and the Reading Operation have the financial capacity to carry out the projects included in the FFY 2025-2028 TIP.

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B. **Historical Trends**

The historical trends for the Reading Operation are outlined in the attached fiscal year summary for the year ending June 30, 2023. This summary shows operating and financial statistics for the past six fiscal years, FY 2018 through FY 2023.

Overall, operating expenses from FY 2018 ($16,551,755) to FY 2023 ($17,758,211) increased by 7.2%. Operating Expenses between FY 2018 and FY 2023 remained relatively stable even with the impact of COVID.

SCTA/BARTA experienced a different pattern with operating revenue. Total revenues decreased from $17,673,474 in FY 2018 to $16,896,079 in FY 2023. Total revenue increased from $16,648,680 in FY 2021 to $17,699,359 in FY 2022. This overall increase in operating revenue is attributed to the receipt of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds. A decrease in operating revenue during FY 2023 is due to the Additional CARES and CRRSAA funds ending and a slowly rebounding ridership. The impact of COVID is still evident in the Operating Revenues between FY 2018 and FY 2023. As ridership continues to rebound, we are seeing the Operating Revenues increasing.

The Hours of Service of Fixed Route Service operated in FY 2022 and FY 2023 remained relatively stable at 137,111 hours and 136,115 hours respectfully. The decrease in Hours of Service in FY 2023 is attributed to the shortage of skilled drivers available to cover service.

C. **Current Condition**

During FY 2023, the most recently completed fiscal year for which comparative information is available, SCTA's cost per hour for its Reading operation was $88.37. This is an increase over the $87.57 reported in FY 2022. The increase is not surprising. SCTA experienced increased Operating Expenses in operating the scheduled fixed route bus service, and there are still basic operating costs that are incurred to maintain even during reduced levels of service.

During the six fiscal years being reported, Shared Ride ridership in FY 2018 was at 235,764. By FY 2021, Shared Ride ridership had decreased by 44.8% to 130,138 passengers due to COVID. Shared ride ridership increased to 145,825 passengers in FY 2022 and 153,077 passengers in FY 2023. The FY 2021 ridership reflects the full impact of COVID with a minimum number of trips to Senior Centers, Adult Day Care Centers and Sheltered Workshops due to very limited openings, limited trips for shopping and personal services due to conditions and closures and a focus on medical trips only.

Fixed route services experienced a decrease of 5.1 percent in ridership from FY 2018 to FY 2019. With the impact of COVID beginning in March 2020, fixed route ridership decreased 15.1% from FY2019 to 2,338,948 passengers in FY 2020. The FY 2021 ridership with the full impact of COVID totaled 1,796,609 passengers, which is a decrease of 23.2% from FY 2020.

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For FY 2022, SCTA Increased ridership 3.4% to 1,857,301 and in FY 2023 increased 12% to 2,081,069 passengers.

D. **Financial Projections**

SCTA's five-year operating projections for fixed route and ADA funded services include financial projections through FY 2028 for its Reading operation. Shared ride costs are not shown in the attached projections as they are fully funded by the participating programs/agencies and fares.

From FY 2022 through FY 2028, SCTA is projecting a 37% increase in Operating Costs. During this period, SCTA is projecting Operating Costs will increase from $12,117,000 in FY 2022 to $16,807,000 in FY 2028.

SCTA is projecting BARTA will operate 139,232 hours of service in FY 2024. There is a projected Service increase of 1000 hours in FY2025. No increase in service hours projected for FY 2026, FY 2027 and FY 2028. During this five-year period, the total projected increase in service hours is 1,000. These additional hours of service are projected to address identified service needs with service delivery options recommended in a 2023 Transit Development Plan Update. Work will begin from the TDP Update in the fall of 2024.

The five-year projections assume the base fixed route fare will not increase in FY 2024, FY 2025 and FY 2026. The base fare is projected increase to $2.00 in FY 2027. From FY 2024 through FY 2028, SCTA is projecting a 17% increase in Operating Revenues. SCTA is projecting Operating Revenue will increase from $2,048,000 in FY 2024 to $2,399,000 in FY 2028.

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

The passage of Act 89 by the Commonwealth of Pennsylvania in late 2013 contributed to an increase in State operating assistance. For FY 2025-28, PennDOT is projecting SCTA will receive $22,766,000 in State operating assistance. State operating assistance is projected to remain flat from FY 2025 through FY 2028 based on SCTA's consideration of potential long-term funding issues and the financial guidance provided by PennDOT for the preparation of the TIP.

Act 89 calls for a 15% local match requirement of the amount of PennDOT operating assistance provided. At the time of the passage of Act 89, if the local match funds currently provided were less than the 15% requirement a 5% increase in the local subsidy is required in each succeeding fiscal year until the 15% local match requirement is met. In FY 2025, Berks County will provide a subsidy of $517,264. This amount is less than the 15% local match requirement based on a state operating subsidy of $22,766,000. As a result, based

SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT
March 2024

on the annual 5% increase, the local subsidy provided will increase to $598,798 in FY 2028.

SCTA has sufficient operating reserves available to support its Berks operation. The available reserves will be used to fund costs incurred in FY 2025 through FY 2028 exceeding Revenue, State Operating Assistance and Local Operating Assistance. The use of the reserves ensures that the Surplus/Deficit at the end of the fiscal year is $0.

E. **Capital Program**

SCTA's capital program for its Reading operation for FFY 2023 includes funding for the purchase of one (1) replacement bus for its fixed route service. The purchase of eleven (11) replacement vehicles for SCTA's Reading Shared Ride Vehicle fleet; upgrades to the Reading Operations Center and the BARTA Transportation Center; replace maintenance shop and office equipment; a Transit Development Plan Update; advancing elements of SCTA's Public Transportation Safety Plan; an investment in IT, communications and security equipment; and replace bus shelters and bus stop signs.

In order to maintain SCTA in a State-of-Good-Repair we are proposing to advance the following projects over the next four years for our Reading locations. Reflected in the FFY 2025-2028 TIP we will focus on replacing fixed route and shared ride vehicles that have reached the end of their useful service life; upgrading and rehabilitating the BARTA Transportation Center. As well as updating the 11th Street Operations Center and the Park-'n-Transit Parking Garage. We are purchasing replacement bus shelters and service vehicles; purchase and installation of solar panels; preventive maintenance and ADA services; and purchasing the support equipment needed for the operation and maintenance of its vehicles and facilities, i.e. communications equipment, new fareboxes, maintenance equipment, IT equipment and office equipment/furniture.

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

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

The projects included in the FFY 2025-2028 TIP are based on SCTA's Transit Asset Management Plan and will ensure SCTA meets its annual performance targets.

F. **Financial Capability**

A reduced level of service was operated between March 30, 2020 and October 19, 2020. Operator layoffs occurred based on reduced levels of service which reduced operating

SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT
March 2024

expenses. No fares were collected between March 23, 2020 and August 10, 2020. In the initial months of COVID, there was a 70% decline in ridership.

The ability to successfully navigate the financial challenges of the last few years and to provide a firm foundation for moving forward over the next five years is due to a number of factors outlined below. The CARES Act, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSSAA) and the American Rescue Plan Act (ARPA) provided funds to SCTA/Reading to fund operating expenses. These funds contributed to maintaining the financial viability of the system as the Authority incurred additional costs related to addressing safety and mitigation of COVID-19 for its employees and customers.

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

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

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

BARTA ridership continues to remain below pre-COVID levels and is projected to increase 2% to 5% over the next five years. SCTA is projecting BARTA will carry 2,185,122 passengers by the end of FY 2024 with a projected increase to 2,365,247 passengers by the end of FY 2028. Ridership in FY 2019 before COVID totaled 2,756,040 passengers. SCTA is committed to encouraging the growth in ridership by operating safe, secure and timely service; SCTA implemented GoMobile, a contactless mobile fare payment option, in January 2021; and offering new service options and opportunities through the implementation of recommendations from its upcoming Transit Development Plan Update.

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

SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT
March 2024

CERTIFICATION

In accordance with FTA Circular 9030.1E and based on the Fiscal Year Summaries, the FY 2023-24 Reading Financial Projections and updated operating and capital needs as outlined in this Financial Capacity Assessment. SCTA certifies it has the financial capacity to provide the services planned over the next five years and to advance the capital program included in the FFY 2025-28 Transit Improvement Program in support of its Reading operation dba Berks Area Regional Transportation Authority operation.

Greg Downing, Executive Director
South Central Transit Authority
March 7, 2024

BERKS AREA REGIONAL TRANSIT AUTHORITY

FISCAL YEAR SUMMARIES

	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	% Change FY 22 to FY 23
Operating Days	358	358	358	356	359	359	0.0%
Passengers Carried	3,133,130	2,994,558	2,537,881	1,926,747	2,003,126	2,234,146	11.5%
		-4.4%	-15.3%	-24.1%	4.0%	11.5%	
Fixed Route							
Farepaying	2,198,929	2,046,970	1,434,068	1,166,756	1,362,473	1,571,523	15.3%
Senior Citizens	459,677	453,786	398,214	313,268	392,571	409,159	4.2%
Transfer	210,627	220,772	148,995	68,160	53,170	57,627	8.4%
Other	34,553	34,512	357,671	248,425	49,087	42,760	-12.9%
Fixed Route Passengers	2,903,786	2,756,040	2,338,943	1,796,609	1,857,301	2,081,069	12.0%
		-5.1%	-15.1%	-23.2%	3.4%	12.0%	
Shared Ride							
Senior Citizens	92,269	100,429	72,692	47,508	55,804	62,265	11.6%
DHS - MATP	80,042	87,334	83,790	63,770	62,735	64,126	2.2%
BH / DS / EI	25,028	21,678	14,405	323	1,890	4,097	116.8%
ADA Services	17,574	18,241	16,822	12,904	14,512	13,040	-10.1%
Office of Aging	2,333	955	149	0	0	0	-
Other Agencies	12,098	9,881	11,080	5,633	10,884	9,549	-12.3%
Shared Ride Passengers	229,344	238,518	198,938	130,138	145,825	153,077	5.0%
		4.0%	-16.6%	-34.6%	12.1%	5.0%	
Operating Revenues	$ 10,112,489	$ 9,419,573	$ 7,536,890	$ 4,851,943	$ 6,154,346	$ 7,034,537	14.3%
Operating Grants	$ 7,560,985	$ 8,285,645	$ 9,408,800	$ 11,796,737	$ 11,545,013	$ 9,861,542	-14.6%
Total Revenues	$ 17,673,474	$ 17,705,218	$ 16,945,690	$ 16,648,680	$ 17,699,359	$ 16,896,079	-4.5%
Operating Expenses	$ 16,551,755	$ 16,547,405	$ 16,907,922	$ 17,011,279	$ 17,370,205	$ 17,758,211	2.2%
Shared Ride Surplus (Deficit)	$ 1,121,719	$ 1,157,813	$ 37,768	$ (362,599)	$ 329,154	$ (862,132)	-361.9%
Cost Recovery	61.10%	56.92%	44.58%	28.52%	35.43%	39.61%	11.8%

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 73 through 83 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: 10/4/2024 2:10:18PM

Reading MPO TIP - Transit Projects

Berks Area Regional Transportation Authority

PennDOT Project Id: 121141

Title: ADA Services

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Narrative: 10% of 5307 allocation for ADA Transportation Services

Project Costs(In Thousands)

Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	$390	$390	$390	$390	$0	$0
State:	$94	$94	$94	$94	$0	$0
Local/Other:	$3	$3	$3	$3	$0	$0
Period Totals	$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

Narrative: Non-federal Funding

Project Costs(In Thousands)

Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	$0	$0	$0	$0	$0	$0
State:	$12689	$12689	$12689	$12689	$0	$0
Local/Other:	$508	$534	$561	$589	$0	$0
Period Totals	$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

Narrative: 80% federal funding to support eligible Preventive Maintenance expenses

Project Costs(In Thousands)

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

PennDOT Project Id: 121148

Title: Cap. Imprv Prgr IT Equip

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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
Federal:	$219	$0	$0	$0	$0	$0
State:	$53	$0	$0	$0	$0	$0
Local/Other:	$2	$0	$0	$0	$0	$0
Period Totals	$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

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**
Federal:	$320	$720	$0	$0	$0	$0
State:	$77	$174	$0	$0	$0	$0
Local/Other:	$3	$6	$0	$0	$0	$0
Period Totals	$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

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**
Federal:	$200	$0	$0	$0	$0	$0
State:	$48	$0	$0	$0	$0	$0
Local/Other:	$2	$0	$0	$0	$0	$0
Period Totals	$250	$0	$0	$0	$0	$0
Total FY 2025-2036 Cost	**$250**					

PennDOT Project Id: 121152

Title: Non-Revenue Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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**
Federal:	$120	$80	$0	$64	$0	$0
State:	$29	$19	$0	$15	$0	$0
Local/Other:	$1	$1	$0	$1	$0	$0
Period Totals	$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

Narrative: Replace outdated Air Compressor

Project Costs(In Thousands)						
Fund	**2025**	**2026**	**2027**	**2028**	**2029 - 2032**	**2033 - 2036**
Federal:	$80	$0	$0	$0	$0	$0
State:	$19	$0	$0	$0	$0	$0
Local/Other:	$1	$0	$0	$0	$0	$0
Period Totals	$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

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**
Federal:	$580	$0	$0	$0	$0	$0
State:	$140	$0	$0	$0	$0	$0
Local/Other:	$5	$0	$0	$0	$0	$0
Period Totals	$725	$0	$0	$0	$0	$0
Total FY 2025-2036 Cost	**$725**					

PennDOT Project Id: 121155

Title: Cap Imprv Prg Shop Equip

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Narrative: Upgrade & replace Maintenance Shop exceeding useful life, i.e. two 2016 Ventracs, 2011 Jack Stands, two Floor Sweepers, two Floor Scrubbers and portable lifts, Replace 2010 Bobcat

Project Costs(In Thousands)						
Fund	**2025**	**2026**	**2027**	**2028**	**2029 - 2032**	**2033 - 2036**
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

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 buses, 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**
Federal:	$674	$2242	$3106	$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

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**
Federal:	$1680	$882	$605	$4492	$0	$0
State:	$406	$213	$146	$1087	$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**					

PennDOT Project Id: 121158

Title: Cap. Imprv IT Equip

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

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

Project Costs(In Thousands)						
Fund	**2025**	**2026**	**2027**	**2028**	**2029 - 2032**	**2033 - 2036**
Federal:	$0	$117	$161	$120	$0	$0
State:	$0	$28	$39	$29	$0	$0
Local/Other:	$0	$1	$1	$1	$0	$0
Period Totals	$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

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**
Federal:	$0	$0	$450	$0	$0	$0
State:	$0	$0	$109	$0	$0	$0
Local/Other:	$0	$0	$4	$0	$0	$0
Period Totals	$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

Narrative: Implimentation of a Mobility Hub in Sinking Spring

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

PennDOT Project Id: 121161

Title: Franklin St. Station Upgr

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Narrative: Update Roof and stone repair at FSS.

Project Costs(In Thousands)						
Fund	**2025**	**2026**	**2027**	**2028**	**2029 - 2032**	**2033 - 2036**
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$0	$480	$0	$0
Local/Other:	$0	$0	$0	$20	$0	$0
Period Totals	$0	$0	$0	$500	$0	$0
Total FY 2025-2036 Cost	**$500**					

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Reading MPO TIP - Transit Projects

PennDOT Project Id: 121162

Title: Transit Dev. Plan Update

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Narrative: Update on the TDP 10 Year Plan

Project Costs(In Thousands)

Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	$0	$0	$0	$229	$0	$0
State:	$0	$0	$0	$55	$0	$0
Local/Other:	$0	$0	$0	$2	$0	$0
Period Totals	$0	$0	$0	$286	$0	$0
Total FY 2025-2036 Cost	**$286**					

PTTIP

Fund Category Appendix

Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond
ADCMS	Advanced Digital Construction Management Systems
ADMUO	Administration Use Only - Do Not Use
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BIP	Bridge Investment Program
BND	Bridge Bonding
BOF	Bridge Off System
BRIP	Bridge Investment Program
BUILD	BUILD Discretionary Grants
CAQ	Congestion Mitigation/Air Quality
CARES	Coronavirus Aid, Relief, and Economic Security
CB	Capital Budget Nonhighway
CFI	Charging - Fueling Infrastructure Program
COVID	COVID Relief
CPF	Community Project Funding
CRP	Carbon Reduction Program
CRPU	Carbon Reduction Program Urban
DAR	Defense Access Roads
DBE	Disadvantages Business Enterprise
D4R	Discretionary Interstate Maintenance
EB	Equity Bonus
ECONR	Economic Recovery
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLAP	Federal Lands Access Program
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
HVRU	Vulnerable Road User Safety
H4L	Highway for Life - 10% Limiting Amount
INFRA	INFRA Discretionary Award
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MBP3	Major Bridge P3 Initiative
MEGA	National Infrastructure Project Assistance program
MSFF	Marcellus Shale Fee Fund
NEVI	National Electric Vehicle Instrastructure F/S
NFP	National HWY Freight Program
NHPP	National Highway Performance Program
OJT	On the Job Training Supportive Services
OTH	Other Local Government Agencies
OTH-F	Other Federal Govt Agencies
OTH-S	Other Pa State Government Agencies

Fund Category Code	Fund Category Description
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PRO	Protect Program
PRTCT	Promoting Resilient Operations for Transformative
PTAF	Act 26 PA Transportation Assist Fund
RAISE	Rebuild American Infra. Sustainability Equity
RCP	Reconnecting Communities
REC	Recreational Trails
RES	Funds Restoration
RFAP	Rail Freight Assistance Program
RRX	Highway Safety
RURAL	Rural Surface Transportation Grant Program
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
SRTSF	Federal Safe Routes to Schools
SR2S	State Safe Route to School
SSE	Supportive Services Enterprise
SS4A	Safe Streets for All
STE	Surface Transportation Enhancement
STN	STP - Nonurbanized
STP	Surface Transportation Prog-Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TAU	Tap > 200,000 Population
TCS	Transpo & Community System Pres.
TIGER	Trans Investment Generating Economic Recovery
TIGGR	Transit Investment for Greenhouse Gas and Energy R
TPK	Turnpike
TTE	Transit Transportation Enhancements
073	Green Light-Go
137	Municipal Bridge Improvements and Bundling
138	Rural Commercial Routes
140	Intelligent Transportation System
144	302-87-3 Transportation Assistance
160	Community Transport.-Equip Grant
163	Community Transport.- Equip Grant
164	PTAF
175	FTA- Capital Improvements
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Hwy Transfer
185	State Bridge Construction
20005b	TOD Planning Pilot Program
208	FTA- Discretionary Capital
244	ARLE Projects
278	Safety Admin
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asst Imprvmnt / Capitl Budg
340	PT - 1517 Capital Improvement
341	PT - 1516 Progrms of Statewide Signif
342	Transit Administration and Oversight
361	FTA- Capital Improvements
383	DGS Delegated Facilities projects
403	Act 89 - Aviation Grants
404	Act 89 - Rail Freight Grants
405	Act 89 - Passenger Rail Grants