

Section 4 - Supporting Information



TIP Development Timeline.....	121
2027-2038 Program Spike Projects by Funding Source	123
Additional Funding (RRX, HSIP, TSMO).....	124
Reading FFY 2027-2030 Fiscal Constraint Table	129
Community Demographic Assessment Summary	130
Air Quality Conformity	131
Air Quality Resolution for the Reading MPO	134
Reading Metropolitan Planning Organization Self Certification of the Transportation Process	136
Memorandum of Understanding Procedures for FFY 27-30 TIP Revisions	139

**Reading Area Transportation Study
FFY 2027 - 2030
Transportation Improvement Program**

Reading MPO
FFY 2027-2030 Transportation Improvement Program (TIP)
Development Timeline
(Updated Through May 21, 2026)

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

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

PENNDOT RECOMMENDED**RATS FFY 2027-2038 Program Spike Funding****NHPP Spike Projects**

None

STP Spike Projects

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

FFY 2027 \$11,717,324

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

FFY 2028 \$25,000,000

FFY 2029 \$25,000,000

FFY 2030 \$25,000,000

FFY 2031 \$25,000,000

FFY 2032 \$30,000,000

FFY 2033 \$35,000,000

FFY 2034 \$35,000,000

FFY 2035-2038 \$45,238,924

State Spike Projects

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

FFY 2028 \$15,000,000

FFY 2029 \$15,000,000

FFY 2030 \$15,000,000

FFY 2031 \$16,309,731

2027 Rail-Highway Crossing Program

Dist	Planning Partner	County	Project	Title	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031 Tot	2032 Tot	2033 Tot	2034 Tot	2035-38 Tot	Total
1	Erie	Erie	113215	Bayfront Parkway RRX	0	0	0	500,000	0	0	0	0	0	500,000
1	SVTS	Mercer	106281	Bessemer & Lake Erie RR Corridor	0	0	0	0	0	600,000	400,000	0	0	1,000,000
1	Northwest	Venango	118221	Oil City Corridor WNYPA	450,000	0	0	0	0	0	0	0	0	450,000
1	Erie	Erie	114480	Norfolk Southern Erie County Circuity Upgrade	450,000	700,000	700,000	1,050,000	1,100,000	0	0	0	0	4,000,000
1	Northwest	Crawford	106162	West Pleasant Rd RR Crossing	0	0	0	0	0	0	318,500	0	0	318,500
1	Northwest	Crawford	113316	Shaw's Landing RRX	0	0	0	0	0	0	375,000	0	0	375,000
1	Northwest	Crawford	123781	WNYPA RR Crossing Upgrades	290,000	301,312	400,000	0	0	0	0	0	0	991,312
2	Centre	Centre	113880	Struble Rd RR Warn Device	12,680	0	0	0	0	0	0	0	0	12,680
2	North Central	Chesterfield	114049	McGees Mills RR Device Upgrade	32,000	0	0	0	0	0	0	0	0	32,000
2	SEDA-COG	Millin	117782	Walnut St RR Device Install	157,000	183,000	0	0	0	0	0	0	0	340,000
2	SEDA-COG	Millin	119464	Delaware Ave RR Warning Device	70,000	296,000	0	0	0	0	0	0	0	366,000
2	Centre	Centre	121373	West Maple & Reed Street RR Upgrade	100,000	340,000	349,000	0	0	0	0	0	0	789,000
2	North Central	Elk	121215	St. Marys RR Crossing	0	0	0	0	0	0	0	171,000	0	171,000
2	Centre	Centre	121370	Lemont Corridor RR Warning Devices	0	0	0	0	0	0	1,000,000	1,000,000	1,000,000	3,000,000
3	WATS	Lycorning	116259	LYRR RRX Loyalsock Ave and Commerce Park Drv	351,800	340,000	0	0	0	0	0	0	0	691,800
3	SEDA-COG	Columbia	116278	North Shore RRX Columbia and Monroe Counties	707,741	1,200,000	1,900,000	300,000	200,000	0	0	0	0	4,307,741
4	Scranton/W-B	Lackawanna	106131	SR 3014 Dalton Street Railroad Lights / Gates	0	0	0	0	0	0	0	0	84,688	84,688
4	Scranton/W-B	Lackawanna	106134	SR 3017 Main Street Railroad Lights / Gates	0	0	0	0	0	0	0	0	51,750	51,750
4	Scranton/W-B	Luzerne	106127	SR 2027 McAlpine Street over Mill Creek	0	0	0	0	0	0	0	0	86,250	86,250
4	Scranton/W-B	Lackawanna	118217	City of Scranton Corridor Crossing	0	0	275,000	500,000	570,000	951,261	0	0	0	2,296,261
4	Scranton/W-B	Luzerne	103190	CP Pittston / Dupont Corridor	200,000	200,000	0	0	0	0	0	0	0	400,000
4	Scranton/W-B	Luzerne	111134	C and H Corridor	736,341	0	0	0	0	0	0	0	0	736,341
4	Northern Tier	Susquehanna	118218	Susq County NYSW Corridor Crossing	0	0	0	360,000	0	0	0	0	0	360,000
4	Scranton/W-B	Luzerne	118219	Jaycee Drive RR Crossing	0	0	67,500	0	0	0	0	0	0	67,500
4	Scranton/W-B	Luzerne	118280	LORA Corridor 2	759,411	0	0	0	0	0	0	0	0	759,411
5	Lehigh Valley	Lehigh	102898	Rupperville Road	0	0	502,542	0	0	0	0	0	0	502,542
5	Lehigh Valley	Lehigh	102979	Adelbert Street-Kleintown RRX	0	0	624,730	0	0	0	0	0	0	624,730
5	Lehigh Valley	Northampton	102885	Bedbrym Court Safety	0	0	0	0	0	0	0	1,160,000	0	1,160,000
5	Lehigh Valley	Lehigh	102870	Penn Ave-Alburtis RRX	0	0	0	282,000	0	0	0	0	0	282,000
5	Lehigh Valley	Northampton	102869	SR 512 (Beth Bath Pike) NS RRX	0	0	250,000	250,000	0	0	0	0	0	500,000
5	Reading	Berks	117973	Walnuttown Road Crossing	0	454,000	0	0	0	0	0	0	0	454,000
5	Reading	Berks	117975	Manataway Drive Crossing	0	380,000	0	0	0	0	0	0	0	380,000
6	DVRPC	Delaware	103217	Main St, 6th St & CSX Crossing Improvement	0	0	0	0	369,000	0	0	0	0	369,000
6	DVRPC	Bucks	118190	Fairview Rd RR Xing	0	300,000	150,000	0	0	0	0	0	0	450,000
6	DVRPC	Chester	118180	Woodland Ave. Xing	0	0	400,000	0	0	0	0	0	0	400,000
6	DVRPC	Chester	118186	Kimble Road Xing	0	0	0	0	305,000	0	0	0	0	305,000
6	DVRPC	Chester	118188	ML Pleasant Rd Xing	0	0	0	100,000	215,000	0	0	0	0	315,000
6	DVRPC	Delaware	113326	Highland Ave. Railroad Preemption	0	0	200,000	0	0	0	0	0	0	200,000
6	DVRPC	Montgomery	118187	Central Ave. Xing	425,000	0	0	0	0	0	0	0	0	425,000
8	York	York	120103	Stonewood Road RRX	268,118	181,968	0	0	0	0	0	0	0	450,086
9	S. Alleghenies	Somerset	106281	Windber Borough 15th St Grade Crossing	0	0	0	0	0	0	0	0	200,000	200,000
9	S. Alleghenies	Somerset	106282	Somerset Ave Grade Crossing	0	0	0	0	0	0	0	0	400,000	400,000
9	S. Alleghenies	Somerset	103035	CSX Grade Xing Improvement	0	0	0	0	0	0	0	600,000	1,400,000	2,000,000
9	S. Alleghenies	Somerset	106283	Mount Davis Road Grade Crossing	0	0	0	0	0	0	0	0	500,000	500,000

2027 Rail-Highway Crossing Program

Dist	Planning Partner	County	Project	Title	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031 Tot	2032 Tot	2033 Tot	2034 Tot	2035-38 Tot	Total
9	Altoona	Blair	106320	EVRR Claysburg Line Corridor South	0	0	0	350,000	850,000	600,000	0	0	0	1,800,000
9	Altoona	Blair	121386	PA 453 14th Street Corridor - NBE	0	0	0	400,000	600,000	1,000,000	0	0	0	2,000,000
9	Altoona	Blair	121388	Blair County EVRR Corridor	0	0	0	0	0	0	1,000,000	2,000,000	0	3,000,000
9	Altoona	Blair	123150	US 22 NS Crossing	0	0	500,000	250,000	0	0	0	0	0	750,000
9	Johnstown	Cambria	121384	SR 271 Clinton Street Crossing	0	0	0	600,000	0	0	0	0	0	600,000
10	SPC	Butler	105574	Zellenople Railroad Corridor	0	0	392,500	392,500	0	0	0	0	0	785,000
10	North Central	Jefferson	105576	Rikers Road Crossing	0	0	0	225,000	0	0	0	0	0	225,000
10	North Central	Jefferson	109387	South Park Street Crossing	0	0	0	200,000	0	0	0	0	0	200,000
10	North Central	Jefferson	110767	Mitchell Avenue Crossing	0	0	0	200,000	0	0	0	0	0	200,000
10	North Central	Jefferson	105583	Big Run Railroad Corridor	0	0	0	0	0	0	0	0	530,450	530,450
10	SPC	Butler	110766	Maple Avenue Crossing	0	0	0	0	200,000	0	0	0	0	200,000
10	SPC	Butler	110768	Evans City Corridor Crossings	0	0	0	0	0	500,000	0	0	0	500,000
10	SPC	Butler	109385	Slippery Rock Group Crossings	0	0	0	0	0	0	0	550,000	0	550,000
10	SPC	Indiana	105582	Olson Road Crossing	0	0	0	0	0	0	0	0	300,000	300,000
11	SPC	Allegheny	121379	URR Penn Ave Ext Crossing	0	0	0	161,500	0	0	0	0	0	161,500
11	SPC	Allegheny	121378	W&LE Corridor	0	0	825,390	0	0	0	0	0	0	825,390
11	SPC	Beaver	121380	BPRR Corridor	1,000,000	600,000	0	0	0	400,000	2,000,000	0	0	4,000,000
11	SPC	Beaver	121091	YSRR - Constitution Blvd	481,730	0	0	0	0	0	0	0	0	481,730
11	SPC	Beaver	106078	NS RR Crossings in Darlington and Big Beaver	0	0	0	200,000	400,000	0	0	0	0	600,000
12	SPC	Washington	106063	Elco Corridor	0	0	0	0	500,000	0	0	0	0	500,000
12	SPC	Westmoreland	103190	Vine Street Grade Xing	0	0	0	0	250,000	0	0	0	0	250,000
12	SPC	Washington	103187	Besco St. Grade Crossing	0	0	0	0	250,000	0	0	0	0	250,000
12	SPC	Westmoreland	113267	New Kensington Corridor	534,007	720,000	0	0	0	0	0	0	0	1,254,007
12	SPC	Washington	114584	Charleoi Corridor RRX	0	0	0	0	0	800,000	0	0	0	800,000
12	SPC	Washington	118280	West Brownsville RRX Corridor	0	0	0	0	0	1,000,000	0	0	0	1,000,000
99	STWD Items	Central Office	114537	Norfolk Southern Statewide LED Upgrades	196,393	235,000	364,915	800,000	901,951	706,400	0	0	0	3,204,659
99	STWD Items	Central Office	114543	Norfolk Southern Statewide Circuity Upgrade	0	0	0	0	0	0	1,524,791	135,963	0	1,660,754
99	STWD Items	Central Office	98255	RRX Reserve	1,779	5,448	29,695	63,000	473,049	626,339	565,709	1,567,037	24,203,862	27,535,918
Total					7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	28,737,000	86,209,000
Highlighted rows indicate new RRX projects														

2027-28 HSIP Set Aside Selected Projects

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

2027-28 HSIP Set Aside Selected Projects

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

2027-28 HSIP Set Aside Selected Projects

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

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

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

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

Reading MPO
FFY 2027 - 2030 Transportation Improvement Program Development

Financial Constraint Tables

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

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

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

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

COMMUNITY DEMOGRAPHIC ASSESSMENT

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

The basic principles to be addressed are:

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

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

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

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

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

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

The assessment found no disproportionately high or adverse effects on any population or income concentrations but did recommend careful consideration of these potential issues in future program updates. A copy of the FFY 2027-2030 Community Demographic Assessment can be found on the Berks County Planning Commission website at: <https://www.berkspa.gov/departments/planning-commission/transportation-reading-mpo/plans-and-programs/community-demographic-analysis>.

AIR QUALITY CONFORMITY

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

1997 and 2008 8-hour Ozone NAAQS

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

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

2015 8-hour Ozone NAAQS

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

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

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

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

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

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

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

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

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

ANALYSIS RESULTS

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

Emission Tests

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

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

Analysis Years

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

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

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

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

Regionally Significant Highway Projects

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

Analysis Results

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

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

CONFORMITY DETERMINATION

Financial Constraint

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

Public Participation

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

Conformity Statement

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

The RATS MPO TIP and LRTP are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the RATS MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system. The Air Quality Conformity Report can be found at: <https://www.berkspa.gov/departments/planning-commission/transportation-reading-mpo/plans-and-programs/air-quality-conformity-analysis>

AIR QUALITY RESOLUTION FOR THE READING MPO

Conformity of the FFY 2027–2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan 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,

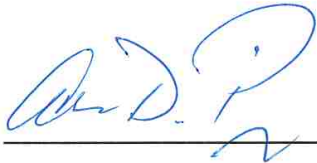
WHEREAS the final conformity rule (and subsequent amendments) requires that the Reading Area Transportation Study Coordinating Committee determine that the transportation plans and programs conform to the CAAA requirements by meeting the criteria described in the final guidelines.

NOW, THEREFORE BE IT RESOLVED THAT the Reading Area Transportation Study Coordinating Committee has found that the FFY 2027-2030 Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan (LRTP) contribute to the achievement and maintenance of the ambient air quality standards; and,

NOW, THEREFORE BE IT FURTHER RESOLVED THAT the Reading Area Transportation Study Coordinating Committee finds that the FFY 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan are consistent with the Final Conformity Rule issued on November 24, 1993 and subsequent amendments.

I hereby certify that this Resolution was adopted by the Reading Area Transportation Study Coordinating Committee on **May 21, 2026**.

ATTEST:



Alan D. Piper

Reading MPO Secretary



Christopher Kufro, P.E.

Reading MPO Chairperson

**READING AREA TRANSPORTATION STUDY COORDINATING COMMITTEE
(READING MPO)**

**SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING and PROGRAMMING PROCESS**

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning and programming process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning and Programming Regulations require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d) and 40 CFR part 93), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program(TIP), Long Range Transportation Plan and planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.324(h) of the Planning Regulations and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas has been met; and

WHEREAS, 23 U.S.C 150, 23 CFR Part 450, and 49 CFR part 613 require MPO's to establish and use a performance-based approach to transportation decision making. The Reading MPO continues to work with its partners to plan for the integration of performance measures and targets into the development of the Long Range Transportation Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, the Fixing America's Surface Transportation Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism. The Reading MPO will work with its partners to consider these new factors in the planning process; and,

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21, and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met; and

WHEREAS, the Demographic Analysis and Potential Impacts of Transportation Projects on Community address regional priorities. The MPO will continue to develop demographic maps to better understand the community's transportation needs and potential impacts of projects on the Long Range Transportation Plan and TIP. This effort also helps to inform the public participation efforts and ensure all members of the community can participate in the transportation planning process; and,

WHEREAS, the requirements of 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment have been met; and

WHEREAS, the requirements of 23 CFR and 49 CFR and Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law 117-58) regarding the involvement of disadvantaged or minority business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of 23 CFR Section 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended), Section 504 of the Rehabilitation Act of 1973 (29 USC 794), and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, the provisions of the Older Americans Act, as amended (42 USC 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance have been met; and

WHEREAS, the provisions of Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender have been met; and

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation; and,

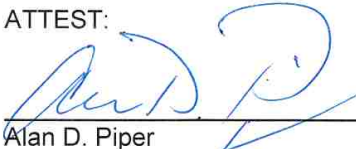
WHEREAS, the Reading MPO recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of Berks County.

NOW, THEREFORE, BE IT RESOLVED, the Reading Area Transportation Study Coordinating Committee, the Metropolitan Planning Organization for the Reading metropolitan area (Berks County), certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs, including the FFY 2027-2030 TIP and FFY 2027-2050 Long Range Transportation Plan;

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the Pennsylvania Department of Transportation for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning and Programming.

I HEREBY CERTIFY that the foregoing resolution was adopted, in accordance with the By-Laws, by the Reading Area Transportation Study Coordinating Committee (Reading MPO) at a meeting duly called and held on the 21st day of May, 2026, and that said resolution is now in full force and effect.

ATTEST:



Alan D. Piper
Reading MPO Secretary

By: 

Chris Kufro
Reading MPO Chairman

MEMORANDUM OF UNDERSTANDING (MOU)

Reading Metropolitan Planning Organization (MPO)

Procedures for FFY 2027 – 2030 Transportation Improvement Program (TIP)

and 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 2027-2030 Transportation Improvement Program (TIP).

The TIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The TIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute.

For more information on the development of the TIP, see *Pennsylvania's 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance*. These documents were both released on May 29, 2025 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2027 Guidance Documents.

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 of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-aside, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), and Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

TIP Administration

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

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

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

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

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

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

TIP Revisions

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

An **Amendment** is a revision to the TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - **\$3 million for TMA MPOs with most recent US Census Urbanized Areas (UZA) population $\geq$ 200,000 but $<$ 1,000,000; (Applies to Reading MPO)**
 - \$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.
 - *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

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

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

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

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established for an Amendment.
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.

- Adds a project back on to the TIP only for the following purposes:
 - Advance Construct conversion.
 - To process a right-of-way or damage claim.
 - To capture project close-out costs.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the thresholds for an Amendment;
- Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year;
- 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.
- *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section below.*

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 Pennsylvania's Statewide Procedures for 2027-2030 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions.** If the MPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2028, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

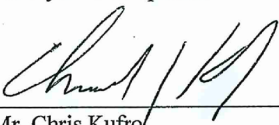
We, the undersigned, hereby agree to the above procedures and principles:



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

6/1/2026

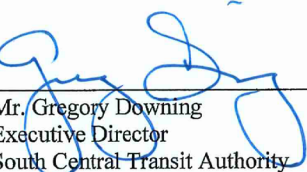
Date



Mr. Chris Kufro
Chairman
Reading Metropolitan Planning Organization

5-21-2026

Date



Mr. Gregory Downing
Executive Director
South Central Transit Authority

5-26-26

Date

READING AREA TRANSPORTATION STUDY 2026
Reading Area Transportation Study Coordinating Committee

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

Reading Area Transportation Study Technical Committee

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

* Denotes Board Alternate

Berks County Planning Commission Staff for this Report

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