

Section 3— Transit Projects



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

June 2022

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 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 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, 2021. This summary shows operating and financial statistics for the past six fiscal years, FY 2016 through FY 2021.

Overall, operating expenses from FY 2016 (\$15,866,215) to FY 2021 (\$17,011,279) increased by 7.2%. The significant increase in Operating Expenses that occurred in FY 2018 is due to the operation of additional service. Operating Expenses between FY 2018 and FY 2021 remained relatively stable as expenses ranged between \$16,547,405 and \$17,011,279. The stability of Operating Expenses occurred in FY 2020 and FY 2021 even with the impact of COVID.

SCTA/BARTA experienced a different pattern with operating revenue. Total revenues decreased from \$15,718,085 in FY 2016 to \$15,336,220 in FY 2017. Total revenue increased from FY 2017 to \$17,673,474 in FY 2018 and \$17,705,218 in FY 2019. This overall increase in operating revenue is attributed to a significant increase in operating revenue during this time period as a result of two shared ride service fare increases. After FY 2019, revenue decreased to \$16,945,690 in FY 2020 and to \$16,648,680 in FY 2021. The decrease in revenue is attributed to COVID and the decrease in ridership. The impact of COVID is evident in the significant decrease in Operating Revenues between FY 2020 and FY 2021. The significant increase in Operating Grants over this same period, which helped support Total Revenues, reflects the receipt of Coronavirus Aid, Relief, and Economic Security Act funds (CARES) and Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds.

During this six-year period, Total Revenues exceeded Operating Expenses by \$1,749,181. This favorable result is due to the approval of two shared ride service fare increases during this period and the receipt of the CARES and CRRSAA funds.

The Hours of Service of Fixed Route Service operated in FY 2016 and FY 2017 remained relatively stable at 122,517 hours and 122,269 hours respectfully. In FY 2018, the Hours of Service operated increased to 129,297 and the Hours of Service operated in FY 2019 totaled 130,398. The increase in Hours of Service in FY 2018 is attributed to the additional service added to Route 1 and Route 3. The Hours of Service remained relatively unchanged from FY 2019 in FY 2020 at 130,013 hours. Hours of Service increased to 132,292 in FY 2021.

C. Current Condition

During FY 2021, the most recently completed fiscal year for which comparative information is available, SCTA's cost per hour for its Reading operation was \$92.24. This is an increase over the \$78.54 reported in FY 2019. The increase is not surprising. SCTA experienced increased Operating Expenses in operating the scheduled fixed route bus service during COVID and there are still basic operating costs that are incurred to maintain even a reduced level of service. The \$92.24 cost per hour includes both the fixed route service and the shared ride service.

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During the six fiscal years being reported, Shared Ride ridership peaked at 248,047 passengers in FY 2016. By FY 2019, Shared Ride ridership had decreased by 3.8% to 238,518 passengers. Shared ride ridership decreased to 198,938 passengers in FY 2020 and 130,138 passengers in FY 2021. The FY 2020 ridership reflects the partial impact of COVID beginning in March 2020. 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.

For the first nine months of FY 2022, shared ride ridership has increased 11.8% compared to the first nine months of FY 2021; 105,865 passengers in FY 2022 and 94,650 passengers in FY 2021. However, shared ride ridership at the end of FY 2022 is still expected to be significantly below pre-COVID levels.

In FY 2016, 2017 and 2018, fixed route ridership remained relatively stable at approximately 2.9 million passengers cared. 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 to 2,338,943 passengers. The FY 2021 ridership with the full impact of COVID totaled 1,822,068 passengers.

For FY 2022, SCTA projects expenses of \$17,485,810 with revenue of \$17,278,696 for its Reading BARTA fixed route and shared ride operations. An operating deficit of \$207,115 is anticipated for this fiscal year. This deficit is attributed to the Shared Ride operation.

D. Financial Projections

SCTA's five-year operating projections for fixed route and ADA funded services include financial projections through FY 2027 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 2027, SCTA is projecting a 33% increase in Operating Costs. During this period, SCTA is projecting Operating Costs will increase from \$12,117,000 in FY 2022 to \$16,121,000 in FY 2027.

SCTA is projecting BARTA will operate 137,232 hours of service in FY 2022. SCTA is projecting an increase of 2,000 service hours in FY 2024 and an increase of 2,000 service hours in FY 2026. There is no increase in service hours projected for FY 2023, FY 2025 and FY 2027. During this five year period, the total projected increase in service hours is 4,000. These additional hours of service are projected to address identified service needs with service delivery options recommended in a Transit Development Plan Update. Work will begin on the Update in the fall of 2022.

The five-year projections assume the base fixed route fare will increase by \$.20 to \$2.00 in FY 2026. The base fare is projected to remain at \$1.80 in FY 2023, FY 2024 and FY 2025. The base fare is projected to remain at \$2.00 in FY 2027. From FY 2022 through FY 2027,

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SCTA is projecting a 24.2% increase in Operating Revenues. SCTA is projecting Operating Revenue will increase from \$2,194,000 in FY 2022 to \$2,813,000 in FY 2027.

During this five-year period, SCTA will have the flexibility to use its 5307 federal funding for operating assistance based on the provisions of the FAST Act. SCTA is projecting it will use no federal funding for operating assistance over the next five years. SCTA is projecting it will capitalize preventive maintenance costs in FY 2024 through FY 2027 by investing \$800,000 in each fiscal year. 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 2022-23, PennDOT is projecting SCTA will receive \$12,122,581 in State operating assistance. State operating assistance is projected to remain flat based on the FY 2023 level of \$12,122,581 in FY 2024 through FY 2027 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 2023, Berks County will provide a subsidy of \$455,000. This amount is less than the 15% local match requirement based on a state operating subsidy of \$12,122,581. As a result, based on the annual 5% increase, the local subsidy provided will increase to \$553,000 in FY 2027.

SCTA has sufficient operating reserves available to support its Berks operation. The available reserves will be used to fund costs incurred in FY 2024 through FY 2027 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 2022 includes funding for the purchase of four (4) replacement buses for its fixed route service; the purchase of seven (7) 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.

The State-of-Good-Repair program SCTA is proposing to advance over the next four years for Reading as reflected in the FFY 2023-2026 TIP 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, the 11th Street Operations Center and the

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Park-n-Transit Parking Garage; 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 2023-2026 TIP does not include flexing CMAQ funds flexed to SCTA for use in its vehicle replacement program based on the past investment in the bus replacement program and available 5307 and 5339 funding. However, SCTA will need the flexing of CMAQ funds to resume in FFY 2027 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 2023-2026 TIP are based on SCTA's Transit Asset Management Plan and will ensure SCTA meets its annual performance targets.

F. Financial Capability

Two years ago when the Financial Capacity Assessment was prepared for the FFY 2021-2024 TIP Update and SCTA had been operating under COVID-19 conditions for three months, there were a number of unknowns with respect to operating costs, service levels, fare revenue, and ridership as the Authority looked to the future. A reduced level of service was operated between March 30, 2020 and October 19, 2020. Operator layoffs occurred based on reduced levels of service which reduced operating expenses. No fares were collected between March 23, 2020 and August 10, 2020. In the initial months of COVID, there was a 70% decline in ridership.

The ability to successfully navigate the financial challenges of the last two 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 a significant 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.

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The ability to use federal funds for general operating needs as provided for in the FAST Act has 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.

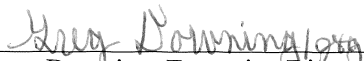
Prudent operating and financial decisions made by SCTA over the last two years and the availability of operating reserves also contributed to meeting these past challenges and preparing for the future.

BARTA ridership continues to remain below pre-COVID levels and is projected to increase 1% to 2% over the next five years. SCTA is projecting BARTA will carry 1,829,000 passengers by the end of FY 2022 with a projected increase to 2,000,000 passengers by the end of FY 2027. 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; implementing 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. The projections for federal, state and local funding based on the passage of the FAST Act and Act 89 have enabled SCTA to project the addition of 4,000 hours of service for its Reading operation over the next five years and the ability to sustain such service through this period.

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

CERTIFICATION

In accordance with FTA Circular 9030.1E and based on the Fiscal Year Summaries, the FY 2022-23 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 2023-27 Transit Improvement Program in support of its Reading operation dba Berks Area Regional Transportation Authority operation.



 Greg Downing, Executive Director
 South Central Transit Authority
 June 30, 2022

BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR SUMMARIES

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	% Change FY 20 to FY 21
Operating Days-FR	356	358	358	359	359	357	-0.6%
Operating Days-SR	251	358	358	358	358		0.0%
Passengers Carried Fixed Route	3,134,820	3,037,789	3,133,130	2,994,558	2,537,886	1,952,206	-23.1%
Farepaying	2,254,486	2,132,912	2,198,929	2,046,970	1,434,068	1,166,756	-18.6%
Senior Citizens	415,799	413,914	459,677	453,786	398,214	313,268	-21.3%
Transfer	180,259	217,822	210,627	220,772	148,995	93,619	-37.2%
Other	40,870	36,584	34,553	34,512	357,671	248,425	-30.5%
TOTAL	2,891,414	2,801,232	2,903,786	2,756,040	2,338,943	1,822,068	-22.1%
		-3.1%	3.7%	-5.1%	-15.1%		
Shared Ride							
Senior Citizens	78,088	94,600	92,269	100,429	72,692	47,508	-34.6%
DPW-MATP	85,867	72,635	80,042	87,334	83,790	63,770	-23.9%
BH/DS	15,839	33,159	25,028	21,678	14,405	323	-97.8%
ADA Services	55,381	20,770	17,574	18,241	16,822	12,904	-23.3%
Access to Jobs	0	47	158	143	214	0	-100.0%
Area Agency on Aging	2,446	4,501	2,333	955	149	0	-100.0%
Other Agencies	10,426	10,901	11,940	9,738	10,866	5,633	-48.2%
TOTAL	248,047	236,613	229,344	238,518	198,938	130,138	-34.6%
Operating Revenues	\$7,845,889	\$9,370,507	\$10,112,489	\$9,419,573	\$7,536,890	\$4,851,943	-35.6%
Operating Grants	\$7,872,196	\$5,965,713	\$7,560,985	\$8,285,645	\$9,408,800	\$11,796,737	25.4%
Total Revenues	\$15,718,085	\$15,336,220	\$17,673,474	\$17,705,218	\$16,945,690	\$16,648,680	-1.8%
Operating Expenses	\$15,866,215	\$15,393,610	\$16,551,755	\$16,547,405	\$16,907,922	\$17,011,279	0.6%
Surplus (Deficit) (Shared Ride Only)	-\$148,130	-\$57,390	\$1,121,719	\$1,157,813	\$37,768	-\$362,599	-1060.1%
Cost Recovery	49.45%	60.87%	61.10%	56.92%	44.58%	28.52%	-36.0%

READING
Financial Projections
Fixed Route Services
FY 2022-231

	Actual FY2020-21	Projected FY2021-22	Estimated FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Expenses							
Hours	132,292	137,232	137,232	139,232	139,232	141,232	141,232
Exp Factor	-	-	-	1.050	1.050	1.050	1.050
Ser Factor	0	0	0	2,000	0	2,000	0
Op Cost/Hr	90.60	88.29	93.91	98.60	103.53	108.71	114.14
Op. Costs	11,985	12,117	12,887	13,728	14,415	15,353	16,121
Revenues							
Passengers	1,822	1,829	1,847	1,884	1,922	1,960	2,000
Pass Factor	-	-	1.01	1.02	1.02	1.02	1.02
Pass/Hr	13.58	13.33	13.46	13.53	13.80	13.88	14.16
Rev/Pass	1.03	1.20	1.25	1.28	1.30	1.38	1.41
Base Fare	1.80	1.80	1.80	1.80	1.80	2.00	2.00
Revenue	1,879	2,194	2,310	2,403	2,501	2,704	2,813
FR Recovery	15.7%	18.1%	17.9%	17.5%	17.3%	17.6%	17.4%
Subsidy Required	10,106	9,923	10,577	11,325	11,914	12,649	13,308
Funding							
Fed Asset Maint.	0	0	0	800	800	800	800
Fed Optg/CARES	7,563	8,735	600	0	0	0	0
State Operating	2,141	759	9,522	10,047	10,613	11,323	11,955
Local	402	429	455	478	502	527	553
Total	10,106	9,923	10,577	11,325	11,914	12,650	13,308
Surplus/Deficit	0	0	0	0	0	0	0

SOUTH CENTRAL TRANSIT AUTHORITY**FFY 2023-2026 TRANSIT TIP UPDATE****TRANSIT PERFORMANCE MEASURES NARRATIVE DOCUMENTATION**

June 2022 Update

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 2021 update was adopted by its Board in July 2021, by the Lancaster MPO in September 2021 and by the Reading MPO in September 2021. 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 September 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 2022 Performance Targets were adopted by the SCTA Board and the Berks and Lancaster MPO's in September 2021.

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 2023-2026 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 2023-2026 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 2023-2026 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 under \$50,000. 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 2023-2026 Transportation Improvement Program are expected to assure SCTA achieves its goal of maintaining its Rolling Stock, Facilities and Equipment in a state-of-good-repair, achieve the current or higher Performance Targets in the future and address long-term operating and capital improvement needs.

Transit Projects

Project Descriptions

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

Project Maps

The maps on pages 109 through 119 show the location of the projects included in the FFY 2023–2026 Transportation Improvement Program for the Reading MPO area (Berks County). Highway, Bridge, Enhancement, Interstate Management and Transit projects are shown on six maps - Map 1, showing the entire county and Maps 2 through 6 showing each of the five planning regions of the County. Projects are referenced according to their PENNDOT “MPMS Number” and are keyed to the preceding pages.

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

Berks Area Regional Transportation Authority (BARTA)

PennDOT Project Id: 110615

Title: Bus Shelter Replacement

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative:

This project will provide for the purchase & installation of 30 bus shelters in the Reading operations area that have exceeded their useful life. Some of the current bus shelters have become worn-down and unsightly. New, visibly appealing shelters will contribute to the retention of current riders and help to attract new riders to the system.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$240	\$0	\$120	\$0	\$0	\$0
State 339:	\$58	\$0	\$29	\$0	\$0	\$0
Local/Other:	\$2	\$0	\$1	\$0	\$0	\$0
Period Totals	\$300	\$0	\$150	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$450					

PennDOT Project Id: 114357

Title: Replace Comm Equipment

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative:

Radio communications between the Reading Operations Center and buses in service is critical. Funding is programmed for this project because the equipment will have reached the end of its useful service life, and to maintain the operating safety of the system in accordance with the overall goals of the adopted Transit Agency Safety Plan.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$200	\$40	\$0	\$0	\$0	\$0
State 339:	\$48	\$10	\$0	\$0	\$0	\$0
Local:	\$2	\$0	\$0	\$0	\$0	\$0
Period Totals	\$250	\$50	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$300					

PennDOT Project Id: 114359

Title: Replace Farebox System

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative:

The Farebox System Replacement project provides for the upgrade/replacement of the fareboxes on the Reading fixed route buses and the fare collection support equipment that have exceeded their useful life. The purchase of new fareboxes will also enable SCTA to purchase fareboxes that reflect current technology.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$0	\$0	\$320	\$800	\$0	\$0
State 339:	\$0	\$0	\$77	\$194	\$0	\$0
Local:	\$0	\$0	\$3	\$6	\$0	\$0
Period Totals	\$0	\$0	\$400	\$1,000	\$0	\$0
Total FY 2023-2034 Cost	\$1,400					

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PennDOT Project Id: 114361**Title:** Preventive Maintenance**Air Quality Status:** Exempt from Regional Conformity Analysis**County:** Berks

Narrative: 80% federal funding will be used to support eligible Preventive Maintenance expenses. As provided for under federal guidelines, this project funds eligible maintenance costs incurred for maintaining vehicles, support facilities, structures and equipment.

Fund	Project Costs(In Thousands)						
	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5307:	\$800	\$800	\$800	\$800	\$0	\$0	
State 338:	\$193	\$193	\$193	\$193	\$0	\$0	
Local:	\$7	\$7	\$7	\$7	\$0	\$0	
Period Totals	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$0	
Total FY 2023-2034 Cost	\$4,000						

PennDOT Project Id: 114369**Title:** Vehicle Replacement 23**Air Quality Status:** Exempt from Regional Conformity Analysis**County:** Berks**Air Quality Exempt Reason:** M10 - Purch new buses & cars for rplcmnt or mnr expan.**Narrative:**

In accordance with the Transit Asset Management Plan targets, during this TIP period, BARTA will be replacing (1) 2015 Fixed Route Electric Hybrid Bus with a 2027 Electric Hybrid bus that has exceeded its useful life. Once a vehicle has reached the end of its useful life of 12 years and/or 500,000 miles, it becomes eligible for replacement.

Fund	Project Costs(In Thousands)						
	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5307:	\$451	\$0	\$0	\$0	\$0	\$0	
Federal 5339:	\$425	\$0	\$0	\$0	\$0	\$0	
State 339:	\$212	\$0	\$0	\$0	\$0	\$0	
Local:	\$7	\$0	\$0	\$0	\$0	\$0	
Period Totals	\$1,095	\$0	\$0	\$0	\$0	\$0	
Total FY 2023-2034 Cost	\$1,095						

PennDOT Project Id: 114370**Title:** Vehicle Replacement 24**Air Quality Status:** Exempt from Regional Conformity Analysis**County:** Berks**Air Quality Exempt Reason:** 10 - Purch new buses & cars for rplcmnt or mnr expan.

Narrative: In accordance with the Transit Asset Management Plan targets, during this TIP period, BARTA will be replacing three (3) 2015 Fixed Route Electric Hybrid Buses that have exceeded their useful lives with three (3) 2027 Electric Hybrid buses. Once the vehicles have reached the end of their useful life of 12 years and/or 500,000 miles, they become eligible for replacement.

Fund	Project Costs(In Thousands)						
	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5339:	\$0	\$425	\$0	\$0	\$0	\$0	
State 339:	\$0	\$103	\$0	\$0	\$0	\$0	
Local:	\$0	\$3	\$0	\$0	\$0	\$0	
Period Totals	\$0	\$531	\$0	\$0	\$0	\$0	
Total FY 2023-2034 Cost	\$531						

PennDOT Project Id: 114371

Title: ADA Services

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative:BARTA provides ADA paratransit service complementary to existing fixed route service. Funding amounts are fiscally constrained by the allowable amount 10% of BARTA's 5307 allocation that is permitted to be expended for these services.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5307:	\$373	\$373	\$373	\$373	\$0	\$0	
State 338:	\$90	\$90	\$90	\$90	\$0	\$0	
Local:	\$3	\$3	\$3	\$3	\$0	\$0	
Period Totals	\$466	\$466	\$466	\$466	\$0	\$0	
Total FY 2023-2034 Cost	\$1,864						

PennDOT Project Id: 114372

Title:Paratransit Van Purchases

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative: In accordance with the Transit Asset Management Plan targets, BARTA will be replacing 35 paratransit vehicles that have reached the end of their useful life and are eligible for replacement. The FTA/PennDOT useful life requirement for shared ride vehicles is 5 years.

FFY2023 Replace eleven (11) 2018 Paratransit Vans exceeding useful lives with 2023 Paratransit Vans

FFY2024 No vehicle replacements

FFY2025 Replace Sixteen (16) 2021 Paratransit Vans exceeding useful life with 2026 Paratransit Vans.

FFY2026 Replace eight (8) 2022 Paratransit Vans exceeding useful life with 2027 Paratransit Vans

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5307:	\$725	\$0	\$1,155	\$605	\$0	\$0	
State 339:	\$175	\$0	\$280	\$146	\$0	\$0	
Local:	\$6	\$0	\$9	\$5	\$0	\$0	
Period Totals	\$906	\$0	\$1,444	\$756	\$0	\$0	
Total FY 2023-2034 Cost	\$906						

PennDOT Project Id: 114373

Title:Operating Assistance

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative: BARTA's estimate for funding amounts for state and local operating assistance are based on the allocation to the Reading MPO by PennDOT.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State 338:	\$9,786	\$9,786	\$9,786	\$9,786	\$0	\$0	
Local:	\$459	\$483	\$508	\$533	\$0	\$0	
Period Totals	\$10,245	\$10,269	\$10,294	\$10,319	\$0	\$0	
Total FY 2023-2034 Cost	\$41,127						

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PennDOT Project Id: 114375**Title:** BARTA Ops Center Imp**County:**Berks**Air Quality Status:** Exempt from Regional Conformity Analysis**Air Quality Exempt Reason:** M8 - Recon. or renov. transit bldgs & structures

Narrative: This project is to complete facility improvements at the BARTA Operations Center that include but not limited to the replacement of the underground gasoline storage tank. The completion of the planned improvements will advance this facility toward the goal of being a 4 on the TERM scale and in accordance with the Transit Asset Management Plan. The last major rehabilitation of the Operations Center located at 1700 North 11th Street was completed in 2005.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$360	\$0	\$0	\$0	\$0	\$0
State 339:	\$87	\$0	\$0	\$0	\$0	\$0
Local:	\$3	\$0	\$0	\$0	\$0	\$0
Period Totals	\$450	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$450					

PennDOT Project Id: 114376**Title:** PNT Garage Imprv.**County:**Berks**Air Quality Status:** Exempt from Regional Conformity Analysis**Air Quality Exempt Reason:** M8 - Recon. or renov. transit bldgs & structures

Narrative: This project is to complete facility improvements at the Park and Transit (PNT) parking garage that include upgrades and installation of parking garage control equipment. The PNT is located on Franklin Street and was opened in 2005. The completion of the planned TIP improvements will assure this facility is a 4 on the TERM scale and in accordance with the Transit Asset Management Plan.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$200	\$0	\$0	\$0	\$0	\$0
State 339:	\$48	\$0	\$0	\$0	\$0	\$0
Local:	\$2	\$0	\$0	\$0	\$0	\$0
Period Totals	\$250	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$250					

PennDOT Project Id: 114377**Title:** BTC Rehab and Upgrade**County:**Berks**Air Quality Status:** Exempt from Regional Conformity Analysis**Air Quality Exempt Reason:** M8 - Recon. or renov. transit bldgs & structures

Narrative: BARTA will perform additional rehabilitation and upgrades to the BARTA Transportation Center (BTC). After seventeen years of operation, there are systems and components of the BTC that need to be upgraded. The planned improvements include but are not limited to the replacement of the heat curtains at the entrances to the customer waiting area, the rehabilitation of the elevator and its support systems and upgrades to the public address system, passenger information system and signage. The completion of these planned improvements will assure this facility remains at 4 on the TERM scale in accordance with the Transit Asset Management Plan.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$0	\$480	\$80	\$0	\$0	\$0
State 339:	\$0	\$116	\$19	\$0	\$0	\$0
Local:	\$0	\$4	\$1	\$0	\$0	\$0
Period Totals	\$0	\$600	\$100	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$700					

PennDOT Project Id: 114382
Title:Non-Revenue Vehicles 23
County:Berks

Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: M2 - Purchase of support vehicles

Narrative: During this TIP cycle, BARTA plans to replace one (1) 2004 supervisory vehicle that has reached the end of its useful service life and is eligible for replacement.

Project Costs(In Thousands)							
Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal 5307:	\$32	\$0	\$0	\$0	\$0	\$0
	State 339:	\$8	\$0	\$0	\$0	\$0	\$0
	Local:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals	\$40	\$0	\$0	\$0	\$0	\$0
	Total FY 2023-2034 Cost	\$40					

PennDOT Project Id: 114383
Title:Capital Improv IT Equip
County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

Narrative:During this TIP cycle, BARTA plans to upgrade/replace office/computer hardware, software (including Maintenance and Finance software), and communications/security equipment that has exceeded its useful life or is needed to support operations. The replacement cycle is based on the PennDOT Useful Life Standard.

Project Costs(In Thousands)							
Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal 5307:	\$140	\$120	\$60	\$120	\$0	\$0
	State 339:	\$34	\$29	\$14	\$29	\$0	\$0
	Local:	\$1	\$1	\$0	\$1	\$0	\$0
	Period Totals	\$175	\$150	\$74	\$150	\$0	\$0
	Total FY 2023-2034 Cost	\$549					

PennDOT Project Id: 114384
Title:Office Equip/Furniture
County:Berks

Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

Narrative: Upgrade and replace office equipment and furniture that has exceeded its useful life and to support improved office operations.

Project Costs(In Thousands)							
Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal 5307:	\$48	\$0	\$0	\$0	\$0	\$0
	State 339:	\$12	\$0	\$0	\$0	\$0	\$0
	Local:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals	\$60	\$0	\$0	\$0	\$0	\$0
	Total FY 2023-2034 Cost	\$60					

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PennDOT Project Id: 114385

Title:Capital Improv Shop Equip

County:Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative:

During this TIP cycle, BARTA plans to upgrade/replace maintenance and shop equipment that has exceeded its useful life based on the 12-year cycle of the PennDOT Useful Life Standard. The improvements include but not limited to:

FFY 2023 -- 2009 Bulk Fluid System, Floor Sweeper, Scissor Lift and Diesel Fuel Dispenser

FFY 2024 --portable lifts, wheel aligner and 2010 Bobcat

FFY 2025 -- two 2016 Ventrats, 2011 Jack Stands, two Floor Sweepers, two Floor Scrubbers and portable lifts

FFY 2026 -- Fuel Management System

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5307:	\$160	\$240	\$200	\$100	\$0	\$0	
State 339:	\$39	\$58	\$48	\$24	\$0	\$0	
Local:	\$1	\$2	\$2	\$1	\$0	\$0	
Period Totals	\$200	\$300	\$250	\$125	\$0	\$0	
Total FY 2023-2034 Cost	\$875						

PennDOT Project Id: 118026

Title:Solar Panel Installation

County:Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative: This project consists of the installation of solar panels on the Operations Center bus storage facility roof and on the roof at the BARTA Transportation Center (BTC). This project continues SCTA's focus on utilizing green infrastructure and having a positive impact on SCTA's operating budget.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5307:	\$0	\$1,491	\$580	\$0	\$0	\$0	
State 339:	\$0	\$361	\$140	\$0	\$0	\$0	
Local:	\$0	\$12	\$5	\$0	\$0	\$0	
Period Totals	\$0	\$1,864	\$725	\$0	\$0	\$0	
Total FY 2023-2034 Cost	\$2,589						

PennDOT Project Id: 118041

Title:Vehicle Replacement 25

County:Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative:In accordance with the Transit Asset Management Plan targets, this project will provide partial funding to replace one (1) 2015 Fixed Route Electric Hybrid bus that has exceeded its useful life with a 2027 hybrid electric bus. Once a vehicle has reached the end of its useful life of 12 years and/or 500,000 miles, it becomes eligible for replacement.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal 5339:	\$0	\$0	\$425	\$0	\$0	\$0	
State 339:	\$0	\$0	\$103	\$0	\$0	\$0	
Local:	\$0	\$0	\$3	\$0	\$0	\$0	
Period Totals	\$0	\$0	\$531	\$0	\$0	\$0	
Total FY 2023-2034 Cost	\$531						

PennDOT Project Id: 118042

Title: Vehicle Replacement 26

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative: In accordance with the Transit Asset Management Plan targets, this project will provide partial funding to support the replacement of four (4) fixed route buses that have exceeded their useful life: two (2) 2015 Electric Hybrid Bus with two (2) 2027 electric hybrid buses and two (2) 2016 Electric Hybrid buses with 2028 Electric Hybrid buses. Once a vehicle has reached the end of its useful life of 12 years and/or 500,000 miles, it becomes eligible for replacement.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$0	\$0	\$0	\$930	\$0	\$0
Federal 5339:	\$0	\$0	\$0	\$425	\$0	\$0
State 339:	\$0	\$0	\$0	\$328	\$0	\$0
Local:	\$0	\$0	\$0	\$11	\$0	\$0
Period Totals	\$0	\$0	\$0	\$1,694	\$0	\$0
Total FY 2023-2034 Cost	\$1,694					

PennDOT Project Id: 118061

Title: Non-Revenue Vehicles

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M2 - Purchase of support vehicles

Narrative: During this TIP cycle, BARTA plans to replace 2 vehicles that have reached the end of their useful service lives and are eligible for replacement. The vehicles that will be replaced are a 1981 tow truck and a 2014 service vehicle.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$0	\$264	\$0	\$0	\$0	\$0
State 339:	\$0	\$64	\$0	\$0	\$0	\$0
Local:	\$0	\$2	\$0	\$0	\$0	\$0
Period Totals	\$0	\$330	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$330					

PennDOT Project Id: 118062

Title: Non-revenue Vehicles 25

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M2 - Purchase of support vehicles

Narrative: During this TIP cycle, BARTA plans to replace a 2011 Ford F350 Pick-up Truck that has reached the end of its useful life and is eligible for replacement.

Fund	Project Costs(In Thousands)					
	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal 5307:	\$0	\$0	\$40	\$0	\$0	\$0
State 339:	\$0	\$0	\$10	\$0	\$0	\$0
Local:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$0	\$0	\$50	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$50					

Reading MPO TIP - Transit Projects

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	RFAP	Rail Freight Assistance Program
ACT3	Act 3 Public Transportation Grant	RRX	Highway Safety
ACT4A	Act 4A Supplemental Operating Grant	SBY	Scenic Byways
ACT83	Transit Bond	SECT9	FTA Federal Formula - Section 9
ADMUO	Administration Use Only - Do Not Use	SIB	State Infrastructure Bank
AIP	FAA Airport Improvement Program	SPOPR	Supplemental Operating Assistance
APD	Appalachia Development	SPR	State Planning/Research
APL	Appalachia Local Access	SRTSF	Federal Safe Routes to Schools
BDP	Bridge Discretionary Program	SR2S	State Safe Route to School
BGENT	FAA Block Grant Entitlement	SSE	Supportive Services Enterprise
BND	Bridge Bonding	STE	Surface Transportation Enhancement
BOF	Bridge Off System	STN	STP - Nonurbanized
BRIP	Bridge Investment Program	STP	Surface Transportation Prog-Flexible
BUILD	BUILD Discretionary Grants	STR	Surface Transportation Rural
CAQ	Congestion Mitigation/Air Quality	STU	Surface Transportation Urban
CB	Capital Budget Nonhighway	SXF	Special Federal Funds (Demo)
COVID	COVID Relief	TAP	Transportation Alternatives (TAP) Flexible
CRP	Carbon Reduction Program	TAU	Tap > 200,000 Population
CRPU	Carbon Reduction Program Urban	TCS	Transpo & Community System Pres.
DAR	Defense Access Roads	TIGER	Trans Investment Generating Economic Recovery
DBE	Disadvantages Business Enterprise	TIGGR	Transit Investment for Greenhouse Gas and Energy R
D4R	Discretionary Interstate Maintenance	TPK	Turnpike
EB	Equity Bonus	TTE	Transit Transportation Enhancements
ECONR	Economic Recovery	073	Green Light-Go
EV	EV Charging	137	Municipal Bridge Improvements and Bundling
FAABG	FAA Block Grant	138	Rural Commercial Routes
FAAD	FAA Discretionary	140	Intelligent Transportation System
FAI	Interstate Construction	144	302-87-3 Transportation Assistance
FB	Ferry Boat/Ferry Terminal Facilities	160	Community Transport.-Equip Grant
FFL	Federal Flood	163	Community Transport.- Equip Grant
FHA	Public Lands Highways	164	PTAF
FLAP	Federal Lands Access Program	175	FTA- Capital Improvements
FLH	Forest Highways	179	Local Bridge Construction (Act 26 Counties)
FRA	Federal Railroad Administration	183	Local Bridge Construction
FRB	Ferry Boat	184	Restoration - Hwy Transfer
FTAD	FTA Discretionary Funds	185	State Bridge Construction
GEN	PA General Fund	208	FTA- Discretionary Capital
HCB	Historic Covered Bridge	244	ARLE Projects
HPR	Highway Planning/Research	278	Safety Admin
HRRR	High Risk Rural Roads	338	PT - 1513 Mass Transit Operating
HSIP	Highway Safety Improvement Program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
H4L	Highway for Life - 10% Limiting Amount	340	PT - 1517 Capital Improvement
INFRA	INFRA Discretionary Award	341	PT - 1516 Progrms of Statewide Signif
ITS	Intelligent Transportation System	342	Transit Administration and Oversight
IVB	Innovative Bridge	361	FTA- Capital Improvements
LOC	Local Government Funds	383	DGS Delegated Facilities projects
LRFA	Local Rail Freight Assistance	403	Act 89 - Aviation Grants
MBP3	Major Bridge P3 Initiative	404	Act 89 - Rail Freight Grants
MSFF	Marcellus Shale Fee Fund	405	Act 89 - Passenger Rail Grants
NFP	National HWY Freight Program	406	Act 89 - Port and Waterways Grants
NHPP	National Highway Performance Program	407	Act 89 - Bicycle & Pedestrian Facilities Grants
OTH	Other Local Government Agencies	408	Act 89 - Multimodal Admin and Oversight
OTH-F	Other Federal Govt Agencies	409	ACT 89 - Roadway Maintenance
OTH-S	Other Pa State Government Agencies	411	Act 89 - Statewide Program Grants - Non HWY
PIB	State Infrastructure Bank - 100% state	471	COVID Highway & Safety Capital Projects
PL	Planning	5208	ITS
PRIV	Private Party	5303	FTA Metropolitan Planning Program
PRTCT	Promoting Resilient Operations for Transformative	5305	FTA- Helping Obtain Prosperity for Everyone(HOPE)
PTAF	Act 26 PA Transportation Assist Fund	5307	FTA Urban Area Formula Grants
RAISE	Rebuild American Infra. Sustainability Equity	5308	FTA Clean Fuels Formula Grants
REC	Recreational Trails	5309	FTA New Starts Capital Program
RES	Funds Restoration	5310	FTA Elderly & Handicapped Program