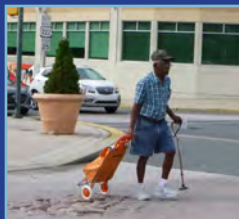




READING AREA TRANSPORTATION STUDY

FFY 2023-2026

TRANSPORTATION IMPROVEMENT PROGRAM



ADOPTED JULY 14, 2022



READING AREA TRANSPORTATION STUDY
C/O BERKS COUNTY PLANNING COMMISSION

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Section 1—Introduction



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Introduction

The Reading Area Transportation Study Coordinating Committee, the designated Metropolitan Planning Organization (MPO) for transportation in Berks County, is pleased to present the FFY 2023 – 2026 Transportation Improvement Program (TIP). The Committee has worked with its member organizations to prepare a program that it feels responds to the transportation needs of Berks County and at the same time complies with federal and state policies.

The TIP for Berks County contains 131 projects totaling \$303,243,660 for the phases to be advanced during the next four years. It includes 105 projects valued at \$241,354,231 addressing the highway system and bridges and 26 projects valued at \$61,889,429 addressing the transit system. Table 1 on page 7 presents a funding summary of the program for each of the four TIP years.

There is also a statewide Interstate Management Program that is separate from the regional TIP. This program is discussed more fully in Section 2. Three (3) projects located in Berks County with a value of \$75,801,000 are included in that program. Table 2 on page 7 presents a funding summary for the Berks County portion of the Interstate Maintenance Program.

The TIP and Federal Requirements

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

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

What this Document Includes

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

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

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

This document also contains the following appendices:

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

General Overview of the TIP

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

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

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

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

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

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

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the “best estimate” at the time of TIP development, which is six to nine months prior to

the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

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

Regional Consensus

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

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

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

How does the TIP relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of State Implementation Plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The regionally significant projects in the FFY 2023-2026 TIP are a subset of the regionally significant projects contained in the long-range transportation plan.

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

How is the TIP funded?

The major funding source for the projects in the TIP is the IIJA, administered through the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition, funds are made available by the Commonwealth of Pennsylvania to match federal funding in various ratios, and to provide 100 percent financing of selected projects. Pennsylvania took a significant step forward in funding transportation projects in 2013 with the passage of Act 89. This unprecedented comprehensive package brought much-needed additional investment to Pennsylvania's transportation systems. The County, municipalities and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought. Documentation of the funding can be found in Appendix B.

Who are the players?

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

How does a project get on the TIP?

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

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

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

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

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

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

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

Why is municipal and interest group involvement important?

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

In what ways can the public participate?

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

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

The public and other interest groups also had the opportunity to comment on the draft TIP before it was officially adopted by the MPO. The MPO conducted a minimum 30-day public comment period and held a public meeting to receive public input. Specific information regarding the public comment process used for the Draft FFY 2023 – 2026 Transportation Improvement Program can be found on page 8. The Reading MPO’s Public Participation Process and documentation of public participation efforts are included in Appendix E.

Program Summary

The Draft FFY 2023 – 2026 Transportation Improvement Program for Berks County contains 131 projects totaling \$303,243,660 for the phases to be advanced during the next four years. It includes 105 projects valued at \$241,354,231 addressing the highway system and bridges and 26 projects valued at \$61,889,429 addressing the transit system.

Table 1 summarizes the Reading MPO TIP.

Table 1 Cost Summary by Program, Reading MPO TIP					
	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Highway Program	\$60,240,274	\$60,273,447	\$59,921,867	\$60,918,643	\$241,354,231
Transit Program (BARTA)	\$15,436,222	\$15,459,683	\$15,483,345	\$15,510,179	\$61,889,429
Grand Total Cost - 4 Year Highway and Transit Program:					\$303,243,660

In addition to these, 3 projects valued at approximately \$75.8 million, representing the Berks County portion of the statewide Interstate Management Program are included for reference. Table 2 summarizes the Berks County portion of the Interstate Management Program.

	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
Berks County Portion Only	\$30,100,000	\$36,500,000	\$9,201,000	N/A	\$75,801,000

Opportunity for Review and Public Comment

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

Public Comment Period - The public comment period begins on **June 1, 2022** and will end at 5:00 P.M. on **July 1, 2022**.

Copies of the draft TIP – A copy of the draft TIP is available for review at the offices of the Berks County Planning Commission, 633 Court Street, 14th Floor, Reading, PA. The complete document will also be available for review on-line at the Berks County Planning Commission's website using the following address: **www.co.berks.pa.us/planning**.

Public Comment Meeting –The required Public Meeting to review the Draft FFY 2023- 2026 Transportation Improvement Program, Air Quality Conformity Analysis and Environmental Justice Summary will be held virtually. This meeting will be conducted live on **Tuesday, June 14, 2022 beginning at 1:00 p.m.** using Microsoft Teams. Instructions for connecting to this meeting are available at the Berks County Planning Commission's website using the following address: www.co.berks.pa.us/planning This meeting will be recorded and a link to the presentation will also be placed on our web page at the conclusion of the meeting and will be available until the close of the Public Comment Period on Friday, July 1, 2022.

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

Written Comments – Written comments can be submitted at any time through the end of the public comment period (5:00 p.m. on **July 1, 2022**). They could be sent to:

TIP Comments

Berks County Planning Commission

633 Court Street, 14th Floor

Reading, PA 19601

Comments may also be faxed to 610-478-6316 or via e-mail at: planning@countyofberks.com

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

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Financial Plan

Highway and Bridge Program

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

In prior TIP updates, PennDOT identified the need for additional resources to address the statewide Interstate highway system but no significant changes were made to the funding plan.

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

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

In November 2019, PennDOT released guidance on its proposed allocation of discretionary “spike” funding for the period FFY 2021 – 2032. \$321.2 million was allocated in the long range funding plan for use on the US 422 West Shore Bypass Reconstruction project. These long range funds will not become available until FFY 2027 and are then spread over a six year period extending through FFY 2032. Following negotiations with PennDOT, it was agreed that a portion of these funds would be authorized for use on the US 222 Widening project.

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

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

Reading Metropolitan Planning Organization (MPO) Project Evaluation and Selection Process

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

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

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

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

The NHPP accounts for 60% of the federal funding received by Pennsylvania and can only be used on a roadway network that is comprised of the Interstate highways, highways designated as part of the National Highway System (NHS), other principal arterials, and NHS connectors - which provide links between important multi-modal facilities and the NHS - and any bridges that are part of this highway network. This NHPP network, consisting of the most important highways, represents only 16% of the state-wide highway system.

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

HSIP funding must be directed to address locations on the state-wide high crash location lists as identified in the Commonwealth's Strategic Highway Safety Plan. This plan targets priority safety focus areas and strategies / actions to reduce highway fatalities. Additional HSIP funding may be used to address local high-crash locations and systematic programs such as the State's Intersection Safety Improvement Program and Roadway Departure Improvement Program.

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

PennDOT is retaining control of the National Highway Freight Program funding for use on the Interstate Highway System. Additionally, guidance has not yet been issued for the Resiliency and Carbon Reduction programs. Those funds will be retained by the State for later distribution in accordance with the new guidance.

For the FFY 2023-2026 Transportation Improvement Program, PennDOT and MPO staff cooperatively developed the program using the following methodology:

- 1) The TIP development process began in March 2021 with the MPO actively promoting the State Transportation Commission's on-line survey and public meeting. This was done through a combination of e-mail to all municipalities and the MPO mail list, posting notices and follow-ups to our webpage and Facebook as well as circulating information on the survey directly to all 2,300 Berks County employees. The results of this statewide survey are sorted and data relative to Berks County is broken out and provided to the MPO. There were 153 responses to the survey. This survey was followed by a solicitation of project recommendations from Berks County municipalities in August 2021. Municipalities were given details of the eligibility requirements for new project additions as well as a listing of all current projects included on the FFY 2021 TIP. A total of four new projects were recommended as a result.
- 2) The extent of available resources was determined based on the most recent federal and state funding estimates and the procedures used to allocate them to each planning region. Additional funding through any federal and state discretionary funding and local match requirements were added to the highway and bridge total.
- 3) The FFY 2021 -2023 TIP was reviewed and any projects that had not yet been completed were carried over to the draft FFY 2023-2026 TIP. Carry-over projects included projects or phases of projects, excluding those on the Interstate highway system, in which:
 - Federal funds were not or were not anticipated to be obligated in FFY 2021 or FFY 2022;
 - State funds were not anticipated to be encumbered in FFY 2021 or FFY 2022; and
 - Construction projects that have estimated let dates after October 1, 2022.
- 4) New projects were considered for inclusion in the FFY 2023-2026 program. New projects are primarily generated from the MPO's Long Range Transportation Plan listing of unfunded projects and through programmatic reviews. All new projects are evaluated based on their ability to address Performance Measures as discussed in the following section and consistency with other state and regional plans such as the Pennsylvania Long Range Transportation Plan, the Pennsylvania Freight Movement Plan, the Eastern Pennsylvania Regional Operations Plan, the Reading MPO's Congestion Management Process and the Reading MPO's Bicycle and Pedestrian Transportation Plan.

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

The MPO and PennDOT staff initiated meetings regarding the program update in September 2021. These meetings focused on updating the status of current projects and reviews of the bridge program as well as highway and safety projects. This work was done using assumptions for declining state funds and flat federal funding in the absence of new legislation. Four meetings occurred during this time.

In early November 2021, the IIJA was enacted which significantly changed the anticipated funding picture. PennDOT's Financial Guidance Work Group met in mid-November to evaluate and recommended directions to follow in the allocation of the anticipated new funds. Given that there would most likely be a gap between the enactment of the legislation and final guidance on the dollars to be allocated, PennDOT prepared estimates based on their interpretation of the legislation. Through the balance of November and December 2021, PennDOT and MPO staff met an additional seven times to review project priorities and to balance those existing and proposed projects with the anticipated revenues. The draft project listing was submitted to PennDOT's Central office for an initial review by December 30, 2021. The draft project listings were presented to the MPO's Technical and Coordinating Committees in January 2022. A review of the program between the MPO and PennDOT's Central office staff also occurred in January, 2022.

Additional adjustments, reflecting final federal funding allocations and updated project scope and cost data were made prior to formal approval of the draft project listing by the Reading MPO in March 2022.

- 5) The draft project listing has been analyzed for conformity with the current air quality standards. The summarized results of this analysis can be found in the Appendix C.
- 6) The plan has been reviewed through an Environmental Justice Summary to ensure that projects and programs are not disproportionately distributed with respect to minority and low-income populations. The summarized results of this analysis can be found in Appendix E.
- 7) The Draft FFY 2023-2026 Transportation Improvement Program and related documents were made available for a public review and comment period extending from June 1, 2022 through July 1, 2022. A Public meeting was advertised and will be held on June 14, 2022. Comments received were reviewed with the RATS Technical Committee and Coordinating Committees for their consideration. The Coordinating Committee reviewed all comments and the responses to those comments at their meeting on July 14, 2022.
- 8) The Coordinating Committee adopted the Long Range Transportation Plan, Transportation Improvement Program Air Quality Conformity July 14, 2022.

Transportation Performance Management

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)

- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Appendix A**. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in **Appendix B**.

Evaluating 2023-2026 TIP Performance



The Federal Fiscal Year (FFY) 2023-2026 Transportation Improvement Program (TIP) supports the goal areas established in PennDOT's current long range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT and the Reading MPO in addressing transportation priorities.

The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2022-2025 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to meeting future targets. Over the 4-year TIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT and the MPO will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background		
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.</p>		
Data Source		
<p>Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).</p>		
2022 Safety Measures and Targets (Statewide)		
Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	1,113.7
Rate of fatalities per 100 million VMT	1.157	1.205
Number of serious injuries	4445.6	4,490.8
Rate of serious injuries per 100 million VMT	4.510	4.860
Number of non-motorized fatalities & serious injuries	761.2	730.1
Methods for Developing Targets		
<p>An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP), crash data analysis and the desire to support the national initiative Toward Zero Deaths.</p>		

Progress Towards Target Achievement and Reporting:

PennDOT and the Reading MPO continue efforts to ensure the TIP and Long-Range Transportation Plan (LRTP) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT’s Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania's 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO-specific progress towards target achievement. The progress helps regional MPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

Evaluation of TIP for Target Achievement:

The following will ensure that planned projects in the TIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2023-2026 STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹

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

- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other TIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the TIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

The following HSIP-funded TIP projects, using \$10.3 million in HSIP funding and associated matching funds, often in combination with other state and federal funds, were developed in cooperation between PennDOT and the Reading MPO :

MPMS #	Project	Description and Location
114484 & 117632	RATS High Friction Surface 2023 and 2025	This project involves application of a high friction surface treatment to various identified locations within Berks County
79467	SR 12 / Elizabeth	Project involves shoulder widening, removal of a narrow bridge, installation of a hybrid roundabout at Elizabeth Avenue and a traffic signal with realignment and a southbound left turn lane on PA 12 at Skyline Drive in Alsace Township.
61972	US 222 Widening	Widening of US Route 222 from Schaeffer Road to the Kutztown Bypass in Richmond, Maiden creek and Maxatawny Townships. The highway will be widened to four lanes, a median barrier will be installed and roundabouts at Pleasant Hills Road and Richmond Road.
105963	Route 662 and Oley Turnpike Intersection	Construct a roundabout at the intersection of PA662 (Memorial Highway) and SR 2020 (Oley Turnpike Road) in Oley Township.
102162	SR 2014 Spring Street Safety Corridor	Corridor improvements to the entire length of SR 2014 (Spring Street) from Centre Avenue (SR 61) to 13th Street in the City of Reading. This project will upgrade traffic signals to provide higher visibility by adding larger signal heads, brighter illumination with LED modules, and additional signal heads over travel lanes with protected phasing where needed. Signal Coordination using new controller equipment will reduce congestion and improve safety through radio interconnection.
105954	SR 3023 State Hill Road from Colony Drive to SR 222 SB Ramps	Corridor safety improvements along State Hill Road between Colony Drive and the US 222 Southbound on-ramp in Wyomissing Borough. Improvements to be considered include, widening, access management, roundabouts at Woodland Road and at Greenwood Mall/ mall entrance, traffic signal updates and coordination.
117603 (LRTP Only)	SR 3023 State Hill Road – SR 222SB to Norfolk Southern RR	Improvements to State Hill Road (SR 3023) with the addition of a roundabout at US 222 Southbound ramps and addition of a roundabout combining the US 222 Northbound ramps with Spring Street in Wyomissing Borough

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

MPMS #	Project	Description and Location
114484 and 117622	RATS AWPM 2023 and 2025	These projects involve the installation of all weather pavement markings on various routes in various municipalities in Berks County
91658	TOC Operator - Berks	This project funds an operator working in the Traffic Operations Center in District 5-0 who monitors cameras, message boards and radio systems along I-78, I-176, US 222 and US 422 in Berks County.
94900	Freeway Service Patrol	This project funds the freeway service patrol on US 422, US 222 and PA 12 in the urban area of Berks County.
116752	Dynamic Curve Warning Signs - RATS	This project involves the installation of Dynamic Curve Warning Signs at various locations within the US 222/ US 422/ PA 12 interchange in Wyomissing Borough and at the northern end of the US 222 expressway in Ontelaunee Township to reduce crashes and improve safety
109337	61 Median Barrier - Tilden	This project will add a median barrier on PA 61 from Lowland Road to a point approximately 0.4 miles north in Tilden Township
97258	SR 61 Median Barrier – Perry /Windsor	This project will add a median barrier on PA 61 from Zion’s Church Road to 4 th Street in Perry and Windsor Townships and Hamburg Borough.
110008	222SB Auxiliary Lane - Wyomissing	This project involves the addition of an auxiliary lane to US 222 Southbound between the Berkshire Boulevard overpass and the Paper Mill Road Interchange in Wyomissing Borough to improve both safety and congestion.
110012	724 Fence Barrier	This project involves the upgrade of an existing concrete barrier and fence system to better withstand the debris and rocks that fall down the slope onto SR 724 between Valley Stream Road and Kennel Drive in Cumru Township.
102161	Lancaster Ave (US 222 Bus.) Corridor Improvements	This project involves corridor safety improvements along SR 3222 (Lancaster Ave. / US 222 Bus.) from Kenhorst Boulevard to PA 10 in the City of Reading. Study phase only in TIP. Balance in L RTP

Pavement/Bridge Performance Measures (PM2)

Background

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

Data Source

Data for the pavement and bridge measures are based on information maintained in PennDOT’s Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

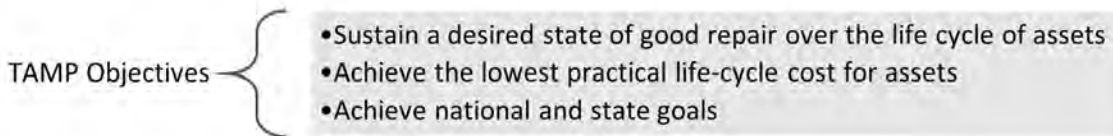
2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1st 2022

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	TBD	TBD	TBD
% of Interstate pavements in Poor condition	TBD	TBD	TBD

% of non-Interstate NHS pavements in Good condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Poor condition	TBD	TBD	TBD
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	TBD	TBD	TBD
% of NHS bridges by deck area in Poor condition	TBD	TBD	TBD
Methods for Developing Targets			
Pennsylvania’s pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA’s Pennsylvania Division. The targets will be consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. ² Targets are expected to be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.			

Progress Towards Target Achievement and Reporting:

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



PennDOT’s analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and goals established in the TAMP.

PennDOT and the MPO continue to ensure the TIP and LRTP are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. The Reading MPO’s pavement and bridge projects provided in the FY2023-2026 TIP were selected through extensive coordination with PennDOT’s Asset Management Section in accordance with the TAMP. The projects are consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

After the 2022-2025 performance targets are set, PennDOT will provide feedback on statewide and MPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

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

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

Evaluation of TIP for Target Achievement:

The following has helped to ensure that planned projects in the TIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's TIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our region's NHS roadways. PennDOT is responsible for programming projects on the Interstate system.
- Pennsylvania's investment strategy, reflected in the statewide 2023 Twelve Year Program (TYP) and 2023-2026 TIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT and the Reading MPO continue to work to meet the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT and the MPO make ongoing assessments and reevaluate data associated with its future investment decisions.
- In support of the TIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.⁴ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each TIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

Pavement projects appearing on the Reading MPO TIP and LRTP are developed in coordination with PennDOT. The Pavement Asset Management System (PAMS) is reviewed to identify candidate corridors and the required level of improvement. Projects can either be large scale capital projects funded with federal dollars and are listed in the TIP and LRTP or smaller scale pavement programs funded using state funds. Examples of these state programs include projects such as seal coating to preserve existing pavements or simple resurfacing projects through PennDOT's County maintenance allocations (M89 Program). Pavement improvements also can be accomplished as a byproduct of projects addressing operational or safety issues as their primary focus.

⁴ The 2023 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

The following pavement projects on the NHS and other major routes were developed in cooperation between PennDOT and the Reading MPO :

<i>MPMS #</i>	<i>Project</i>	<i>Description and Location</i>
89215	PA 12 West Resurface – 422 WB Ramps to SR 183	Project involves highway resurfacing of PA 12 (Warren Street Bypass) from US 422 WB ramps in Wyomissing Borough to PA 183 (Schuylkill Avenue) in the City of Reading. This project also involves driveway curb closures, guiderail and barrier upgrades, and pavement restriping to provide lengthened acceleration lanes.
96373	PA 61 Restoration – Phase 1	Project involves highway restoration of PA 61 from approximately 1700 feet south of Cabela’s Drive to the south end of the bridge over the Schuylkill River in Tilden Township.
10328	PA 61 Restoration – Phase 2A	Project involves highway restoration of PA 61 from 4 th Street to the bridge over the Schuylkill River and State Street.
10867	PA 61 Restoration – Phase 2B	Project involves highway restoration of PA 61 from Zion’s Church Road in Perry Township through Windsor Township to the 4 th Street intersection in Hamburg. The 4 th Street intersection will be reconfigured.
110007	222 Warren Street - Wyomissing	Project involves concrete patching and ultra-thin overlay of US 222 from the Spring Township line near the Reading Boulevard overpass to a point between the State Hill Road and Paper Mill Road interchanges. The project also involves similar improvements to the ramps to US 422 Penn Avenue and State Hill Road.

While not specifically included in the Reading MPO TIP, two resurfacing projects to be carried out by PennDOT are included in the current Interstate TIP. These two projects extend along I-78 from the Midway exit in Bethel Township to Shartlesville and from Shartlesville to just west of PA 61.

Bridge projects appearing on the Reading MPO TIP and LRTP are developed in coordination with PennDOT. The Bridge Asset Management System (BAMS) is reviewed to identify candidate corridors and the required level of improvement. The bridge projects programmed in this TIP will make a major improvement to the MPO’s overall bridge conditions.

The Reading MPO works closely with PennDOT to determine the most effective and efficient level of improvements to be implemented. In addition to those structures designated for major rehabilitation or replacement, the FFY 2023-2026 TIP contains four Bridge Preventative Maintenance packages, each containing several bridges, that are intended to provide repairs necessary to keep bridges currently designated as FAIR from becoming POOR. There are also two Bridge Overlay Bundles which look to extend the life of additional bridges by overlaying their decks. There are also two Box Culvert Bundles which address numerous smaller structures carrying highways over watercourses.

The following bridge projects on the NHS and other major routes were developed in cooperation between PennDOT and the Reading MPO :

<i>MPMS #</i>	<i>Project</i>	<i>Description and Location</i>
109894	SR 61 Bridge Rehabilitation	Project involves the rehabilitation of the PA 61 bridge over the Schuylkill River and SR 4028 (West State Street) in the Borough of Hamburg and Tilden Township.
92070	US 422 (Penn Avenue) over Cacoosing Creek	Project involves the rehabilitation or replacement of US 422 over the Cacoosing Creek in Sinking Spring Borough.
10613	5 th Street Bridge over NS RR	Project involves the rehabilitation or replacement of the Fifth Street (US 222-B) bridge over the Norfolk Sothern Railroad in the City of Reading.
93626	5 th Street Bridge over PA 12	Project involves the rehabilitation or replacement of the Fifth Street (US 222-B) bridge over PA 12 in Muhlenberg Township.
91995	Centre Avenue over Norfolk Southern RR	Project involves the rehabilitation or replacement of the bridge carrying Centre Avenue (SR2087) over the Norfolk Southern Railroad in the City of Reading
91091	Schuylkill Avenue Bridge SB	Project involves a bridge replacement on Schuylkill Avenue (PA 183) southbound over the Norfolk Southern Railroad in the City of Reading.
91908	North Third Street over Tulpehocken Creek	Project involves the rehabilitation or replacement of the PA 419 (North Third Street) bridge over the Tulpehocken Creek in Marion and Heidelberg Townships.

The TIP also addresses 57 more specific bridge repair or rehabilitation projects on lower order roadways and repairs to a further 15 bridges included as elements of highway improvement projects. Most significantly, the TIP contains the Final Design phase for the proposed improvements to and reconstruction of the US 422 West Shore Bypass Phase 1, to be implemented in the LRTP beginning in FFY 2027. That project alone will replace seven large bridges with over 210,000 square feet of deck area and make repairs to three more with nearly 94,000 square feet of deck area. Subsequent phases of this reconstruction project will also include additional bridge upgrades.

While not specifically included in the Reading MPO TIP, Interstate improvements carried out by PennDOT are currently repairing or replacing bridges as an element of the reconstruction of I-78 from just east of Lenhartsville to the Lehigh County line and a major rehabilitation / widening of the bridge carrying I-78 over the Schuylkill River, Industrial Drive, the Blue Mountain and Northern Railroad, and Port Clinton Avenue is under way. This project also replaced the bridge carrying PA 61 over I-78. One additional project to replace and widen the I-78 bridge over PA 143 and the Maiden creek is included in the current Interstate TIP.

System Performance Measures (PM3)

Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). The current regulations are found at [23 CFR 490 Subparts E, F, G & H](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA’s CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1st 2022

Measure	Baseline 2021	2-year Target	4-year Target
		2023	2025
Interstate Reliability (Statewide)	TBD	TBD	TBD
Non-Interstate Reliability (Statewide)	TBD	TBD	TBD
Truck Reliability Index (Statewide)	TBD	TBD	TBD
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh - TBD	TBD	TBD
	Reading	TBD	TBD
	Allentown	TBD	TBD
	Harrisburg	TBD	TBD
	York	TBD	TBD
	Lancaster	TBD	TBD

Non-SOV Travel Measure Targets

Measure	Baseline 2021	2-year Target	4-year Target
		2023	2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh - TBD	TBD	TBD

CMAQ Emission Targets

Measure	2-year Target	4-year Target
	2023	2025
VOC Emissions (Statewide)	TBD	TBD
NOx Emissions (Statewide)	TBD	TBD
PM2.5 Emissions (Statewide)	TBD	TBD
PM10 Emissions (Statewide)	TBD	TBD
CO Emissions (Statewide)	TBD	TBD

Methods for Developing Targets

The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

Progress Towards Target Achievement and Reporting:

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

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

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

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

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

The Reading MPO currently meets overall performance targets for Interstate Reliability, Non-Interstate Reliability and Truck Reliability Index. The Reading MPO is not currently subject to targets for Annual Peak Hour Excessive Delay Hours Per Capita but will be following the establishment of targets by the state later this year.

Evaluation of TIP for Target Achievement:

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

- PennDOT and the Reading MPO continue to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify TIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects..

- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT and the Reading MPO in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

The Reading MPO will receive \$15.6 million in CMAQ funding over the period FFY 2023-2026. The following projects using CMAQ funding were developed in cooperation between PennDOT and the Reading MPO using the MPO’s CMAQ project selection process found in Appendix A:

MPMS #	Project	Description and Location
86420	Berks Commuter Services	This project funds the Transportation Demand Management program in Berks County that is administered by Commuter Services of PA. By helping commuters find alternatives to driving alone such as public transit, car/van pooling, bicycles and walking, traffic congestion can be reduced and air quality and safety can be increased.
79467	SR 12 Elizabeth Avenue	Project involves shoulder widening, removal of a narrow bridge, installation of a hybrid roundabout at Elizabeth Avenue and a traffic signal with realignment and a southbound left turn lane on PA 12 at Skyline Drive in Alsace Township.
110318	SR 12 Alsace Manor	Project involves shoulder widening and the addition of a center two-way left turn lane between the non-signalized intersections of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including at the intersection with Woodside Avenue in Alsace Township
10815	SR 73 & Friedensburg Road (SR 2023)	Project involves intersection improvements to reconfigure and improve traffic flow at SR 73 (Memorial Highway) and SR 2023 (Friedensburg Road) in Oley Township.
90569	SR 222 and Long Lane (SR 1024)	Project involves the construction of a roundabout on US 222 at Long Lane (SR 1024) to improve safety and reduce congestion.
110075	SR 422 Benn Franklin Congested Corridor	Project involves the upgrade of 13 signalized intersections along US 422 (Ben Franklin Highway) between Pineland Road and River Bridge Road (SR 2077) in Exeter and Amity Townships.
117620	State Hill Road – Norfolk Southern RR to Penn Avenue	Project involves the conversion of the State Hill Road (SR 3023) intersection with Penn Avenue (SR 3422) (US 422 -B) into a roundabout to improve safety and reduce congestion in Wyomissing Borough

In addition to the above, the following projects using non-CMAQ funding were also developed in cooperation between PennDOT and the Reading MPO to reduce congestion and improve safety:

<i>MPMS #</i>	<i>Project</i>	<i>Description and Location</i>
88781	SR 12 and SR 73	Project involves the installation of left turn lanes on all four approaches and signal retiming at the intersection of PA 73 and PA 12 in Ruscombmanor Township
61972	US 222 Widening	Project involves widening US 222 to four lanes and installing a median barrier from Schaeffer Road in Maiden creek Township to the Kutztown Bypass in Richmond Township. Roundabouts will be constructed at US 222 intersections with Pleasant Hills Road and at Richmond Road.
87688	SR 422 Sinking Spring	Project involves re-alignment of intersections at US 422 (Penn Avenue) and PA 724 (Shillington Road) and SR 3055 (Mull Avenue) to reduce congestion in the Borough of Sinking Spring.
114439	West Shore Bypass – Phase 1	This project involves highway reconstruction and widening to six lanes of US 422 (West Shore Bypass) from the Buttonwood Street Bridge overpass in West Reading through the Lancaster Avenue (US 222-B) interchange in the City of Reading. This includes the reconfiguration of both the Penn Avenue / Penn Street interchange and the Lancaster Avenue interchange and the reconstruction of the Bingaman Street bridge. The project also includes the reconstruction of the US 422 bridges over the Schuylkill River and Norfolk Southern RR just west of the I-176 interchange in Cumru Township including an improved ramp connection from I-176. The project will also include preventative maintenance activities on US 422 bridges over Brentwood Drive, the Schuylkill River east of Lancaster Avenue and the Schuylkill River east of I-176. Only Right of Way acquisition costs are included in the TIP. The balance of the project, including construction is included in the LRTP with construction estimated to begin in FFY 2027.

Transit Asset Management Performance Measures**SOUTH CENTRAL TRANSIT AUTHORITY
FFY 2023-2026 TRANSIT TIP UPDATE**

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

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 Transit Safety Performance Measures

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.

Highway and Bridge Projects

Project Descriptions

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

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

Project Maps

The maps on pages 109 through 119 show the location of the projects included in the 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.

PennDOT Project Visualization

In addition to the material included in this document, PennDOT has created an internet-based mapping tool that allows interested parties to view the projects included in the draft TIP and to obtain more information about a proposed project. The following link is specific to the Reading MPO’s Draft FFY 2023-2026 TIP. Users may zoom in or out to view project locations. Clicking on the project provides a pop-up screen giving project specific information. To view this tool, click here or type / paste the following address in your browser: <https://gis.penndot.gov/onemap/?mapId=46146>

Codes and Abbreviations

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

Phase of Work

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

Funding Sources

Highway and Bridge

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

Reading MPO – Projects from FFY 2021-2024 TIP That Have Been Implemented

<u>MPMS#</u>	<u>Project Description</u>	<u>Implementation Status</u>
69335	RATS BARTA Flex	Annual
86420	Berks Commuter Services	Annual
91658	Traffic Operations Center Operator – Berks	Annual
94900	Freeway Service Patrol	Annual
92921	SR 73 / 662 Corridor Safety	Completed
114354	RATS AWPM – 2021	Completed
108948	SR 222 o/ SR 3422, SR 8028 & NSRR	Completed (PM)
112170	RATS Bridge Overlay Bundle	Completed
85668	SR 562 over Monocacy Creek	Completed
107673	RATS Bridge Preservation #6	Completed
96381	SR 2006 (Chestnut Street) Resurface	Completed
114388	RATS High Friction Surface – 2021	Completed
113325	Hamburg Traffic Study	Completed
10693	SR 4028 State Street Bridge o/ Mill Creek	Completed
113221	SR 4028 Resurface Krumsville to Lenhartsville	Completed
111502	SR 2021 Perkiomen Avenue Pedestrian Access TASA	Completed
108115	18 th WONDER Pedestrian TASA	Completed
107978	Schuylkill River Trail N Gap Imp Project TASA	Under Construction
114391	RATS Bridge Overlay Bundle #2	Under Construction
110006	RATS Bridge Preservation #7	Under Construction
110032	RATS Bridge Preservation #8	Under Construction
70274	River Road Extension	Under Construction
92414	SR 222 at SR 73 & Genesis Drive	Under Construction
110007	SR 222 Warren Street Wyomissing	Under Construction
110009	SR 222 from SR 61 to BUS 222	Under Construction
111504	Topton Pedestrian Connectivity	Under Construction
10588	SR 1017 Stumps Bridge over Kistler Creek	Under Construction
110206	SSR 2033 Gibraltar Road & Shelbourne Intersection	Under Construction
103884	Gibraltar Road Bridge	Under Construction
110082	SR 4040 Old Route 22 Tulpehocken	Under Construction
110247	Glendale Bridge	Under Construction
888781	SR 12 and SR 73	Est. Let July, 2022
89215	PA 12 West Resurface 422 Ramps to SR 183	Est. Let July, 2022
79086	SR 568 Green Hill Rd over Allegheny Creek	Est. Let August, 2022
106140	Reading NS RRX Corridor	Est. Let July, 2022
102162	SR 2014 Spring Street Corridor Improvements	Est. Let July, 2022
91932	SR 2023 Carsonia Avenue over Antietam Creek	Est. Let August, 2022

Reading MPO – Projects From FFY 2017-2021 TIP That Have Experienced Significant Delays

MPMS#	Project Description	Reason For Delay	New Est. Let Date
90569	SR 222 & Long Lane Intersection	Design / ROW Issues	March, 2023
91091	SR 183 Schuylkill Ave SB Bridge over NS RR	Cultural Resources / Railroad	December, 2022
10527	SR 2016 (Bellevue Ave) Bridge over RBMN RR	Cultural Resources / Railroad	March, 2023
102959	Peach Street Bridge	Cultural Resources / Utilities	December, 2023

Draft

Reading MPO TIP - Highway & Bridge Projects

Berks

PennDOT Project Id: 10328

Project Administrator: PENNDOT

Title: PA 61 Restoration Phase 2A

Improvement Type: Restoration

State Route: 61

Municipality: Hamburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/13/23

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

Actual Construction Bid Date:

Location: Hamburg Borough
Berks County

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

This project to be let with MPMS 109894 (SR 61 Bridge Rehabilitation).

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$4,762	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$1,500	\$0	\$0	\$0	\$0	\$0
Construction	581	\$1,566	\$0	\$0	\$0	\$0	\$0
Federal:		\$6262	\$0	\$0	\$0	\$0	\$0
State:		\$1566	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$7,828	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$7,828					

PennDOT Project Id: 10527

Project Administrator: PENNDOT

Title: Bellevue Avenue over Reading Blue Mtn & Northern

Improvement Type: Replace/Rehab

State Route: RR
2016

Municipality: Muhlenberg (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/30/23

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

Actual Construction Bid Date:

Location: SR 2016 over Reading Blue Mountain and Northern Railroad
Muhlenberg Township
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	BRIP	\$85	\$0	\$0	\$0	\$0	\$0
Utility	185	\$21	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$1,100	\$1,200	\$1,078	\$0	\$0	\$0
Construction	185	\$275	\$300	\$270	\$0	\$0	\$0
Federal:		\$1185	\$1200	\$1078	\$0	\$0	\$0
State:		\$296	\$300	\$270	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,481	\$1,500	\$1,348	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,329					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10588

Project Administrator: PENNDOT
Improvement Type: Replace/Rehab
Municipality: Albany (TWP)

Title: Stumps Bridge over Kistler Creek
State Route: 1017

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/4/21

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

Actual Construction Bid Date: 11/4/21

Location: SR 1017 over Kistler Creek
 Albany Township
 Berks County

Project Description: This project involves a bridge replacement on State Route 1017 (Creek Road) over Kistler Creek in Albany Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$30	\$0	\$0	\$0	\$0	\$0
	Federal:	\$30	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$30	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$30					

PennDOT Project Id: 10613

Project Administrator: PENNDOT
Improvement Type: Replace/Rehab
Municipality: Reading (CITY)

Title: 5th Street Bridge over NS RR
State Route: 2005

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/26

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

Actual Construction Bid Date:

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

Project Description: This project involves the Fifth Street Bridge replacement/rehabilitation over Norfolk Southern Railroad (NS RR) in the City of Reading with an anticipated detour of 2.0 miles.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STU	\$468	\$150	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$117	\$38	\$0	\$0	\$0	\$0
Final Design	BRIP	\$0	\$0	\$450	\$74	\$0	\$0
Final Design	185	\$0	\$0	\$113	\$19	\$0	\$0
Utility	NHPP	\$0	\$0	\$0	\$15	\$30	\$0
Utility	185	\$0	\$0	\$0	\$4	\$8	\$0
Right of Way	NHPP	\$0	\$0	\$37	\$50	\$0	\$0
Right of Way	185	\$0	\$0	\$9	\$13	\$0	\$0
Construction	STU	\$0	\$0	\$0	\$0	\$2,319	\$0
Construction	185	\$0	\$0	\$0	\$0	\$580	\$0
	Federal:	\$468	\$150	\$487	\$139	\$2349	\$0
	State:	\$117	\$38	\$122	\$36	\$588	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$585	\$188	\$609	\$175	\$2,937	\$0
Total FFY 2023-2034 Cost		\$4,494					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10616

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Washington (TWP)

Title: East Chestnut St over Branch of W. Swamp Creek

State Route: 2032

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/25/22

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

Actual Construction Bid Date:

Location: SR 2032 (E. Chestnut St.) over a branch of W. Swamp Creek
Washington Township
Berks County

Project Description: This project includes a bridge rehabilitation / replacement on State Route 2032 (East Chestnut Street) over a branch of West Swamp Creek in Washington Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	STP	\$32	\$0	\$0	\$0	\$0	\$0
Utility	185	\$8	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$65	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$600	\$594	\$0	\$0	\$0	\$0
Construction	185	\$150	\$148	\$0	\$0	\$0	\$0
Federal:		\$632	\$594	\$0	\$0	\$0	\$0
State:		\$223	\$148	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$855	\$742	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,597					

PennDOT Project Id: 10700

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Robeson (TWP)

Title: Main Street over Allegheny Creek

State Route: 724

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/10/25

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

Actual Construction Bid Date:

Location: Main Street (PA 724) over Allegheny Creek, Robeson Township, Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	STP	\$0	\$150	\$147	\$0	\$0	\$0
Final Design	185	\$0	\$38	\$37	\$0	\$0	\$0
Utility	STP	\$0	\$0	\$437	\$0	\$0	\$0
Utility	185	\$0	\$0	\$109	\$0	\$0	\$0
Right of Way	STP	\$0	\$20	\$5	\$0	\$0	\$0
Right of Way	185	\$0	\$5	\$1	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$1,000	\$748	\$0	\$0
Construction	185	\$0	\$0	\$250	\$187	\$0	\$0
Federal:		\$0	\$170	\$1589	\$748	\$0	\$0
State:		\$0	\$43	\$397	\$187	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$213	\$1,986	\$935	\$0	\$0
Total FFY 2023-2034 Cost		\$3,134					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10702

Project Administrator: PENNDOT
 Improvement Type: Replace/Rehab
 Municipality: Centre (TWP)

Title: Tilden Road Bridge
 State Route: 4015

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/24

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$15	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$11	\$0	\$0	\$0	\$0
Right of Way	185	\$31	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$880	\$180	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$46	\$891	\$180	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$46	\$891	\$180	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,117					

PennDOT Project Id: 10727

Project Administrator: PENNDOT
 Improvement Type: Replace/Rehab
 Municipality: Spring (TWP)

Title: Dwight Street Bridge
 State Route: 7237

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/27

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

Actual Construction Bid Date:

Location: Dwight Street Bridge
 Spring Township
 Berks County

Project Description: Bridge replacement /rehabilitation of municipal-owned Dwight Street (T-578 / State Route 7237) Bridge over Norfolk Southern Railroad (NS RR) in Spring Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$255	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$48	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$16	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$20	\$351	\$0
Final Design	183	\$0	\$0	\$0	\$4	\$66	\$0
Final Design	LOC	\$0	\$0	\$0	\$1	\$22	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$24	\$0
Utility	183	\$0	\$0	\$0	\$0	\$4	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$20	\$73	\$0
Right of Way	183	\$0	\$0	\$0	\$4	\$14	\$0
Right of Way	LOC	\$0	\$0	\$0	\$1	\$5	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$2,388	\$0
Federal:		\$0	\$255	\$0	\$40	\$2836	\$0
State:		\$0	\$48	\$0	\$8	\$84	\$0
Local/Other:		\$0	\$16	\$0	\$2	\$28	\$0
Period Totals:		\$0	\$319	\$0	\$50	\$2,948	\$0
Total FFY 2023-2034 Cost		\$3,317					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10746

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Rockland (TWP)

Title: Forgedale Rd Bridge

State Route: 1021

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/15/22

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

Actual Construction Bid Date:

Location: SR 1021 over Beiber Creek, Rockland Township, Berks County

Project Description: This project involves the bridge replacement of State Route 1021 (Forgedale Road) over Beiber Creek in Rockland Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$1,100	\$709	\$0	\$0	\$0	\$0
Construction	185	\$275	\$177	\$0	\$0	\$0	\$0
Federal:		\$1100	\$709	\$0	\$0	\$0	\$0
State:		\$275	\$177	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$1,375	\$886	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,261					

PennDOT Project Id: 10751

Project Administrator: PENNDOT

Improvement Type: Bridge Rehabilitation

Municipality: Colebrookdale (TWP)

Title: Funk Road over Trib to Ironstone Creek

State Route: 2045

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BRIP	\$0	\$200	\$139	\$0	\$0	\$0
Preliminary Engineering	185	\$0	\$50	\$35	\$0	\$0	\$0
Final Design	BRIP	\$0	\$0	\$100	\$162	\$0	\$0
Final Design	185	\$0	\$0	\$25	\$41	\$0	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$46	\$0
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	BRIP	\$0	\$0	\$0	\$45	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$11	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,159	\$0
Construction	185	\$0	\$0	\$0	\$0	\$290	\$0
Federal:		\$0	\$200	\$239	\$207	\$1205	\$0
State:		\$0	\$50	\$60	\$52	\$302	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$250	\$299	\$259	\$1,507	\$0
Total FFY 2023-2034 Cost		\$2,315					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10753

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Amity (TWP)

Estimated Construction Bid Date: 12/15/22

Actual Construction Bid Date:

Location: SR 2041 over Monocacy Creek
Amity Township
Berks County

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

Air Quality Description:

Title: Weavertown Road Bridge

State Route: 2041

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	BOF	\$0	\$9	\$0	\$0	\$0	\$0
Utility	185	\$0	\$2	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$1,325	\$1,250	\$21	\$78	\$0
Construction	185	\$0	\$331	\$313	\$5	\$19	\$0
Federal:		\$0	\$1334	\$1250	\$21	\$78	\$0
State:		\$0	\$333	\$313	\$5	\$19	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$1,667	\$1,563	\$26	\$97	\$0
Total FFY 2023-2034 Cost		\$3,353					

PennDOT Project Id: 10774

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: St Lawrence (BORO)

Estimated Construction Bid Date: 4/1/27

Actual Construction Bid Date:

Location: Parkview Road
St. Lawrence Borough
Berks County

Project Description: Bridge Replacement of State Route 7417(Parkview Road) Bridge over Antietam Creek in St. Lawrence Borough, Berks County

Air Quality Description:

Title: Parkview Road Bridge

State Route: 7417

Air Quality Status: Exempt from Regional Conformity Analysis

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

Draft

Reading MPO TIP - Highway & Bridge Projects

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$132	\$283	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$25	\$53	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$8	\$18	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$325	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$57	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$19	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$24	\$0
Utility	183	\$0	\$0	\$0	\$0	\$4	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$93	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$17	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$6	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,911	\$0
Construction	183	\$0	\$0	\$0	\$0	\$351	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$119	\$0
Federal:		\$0	\$0	\$132	\$283	\$2353	\$0
State:		\$0	\$0	\$25	\$53	\$429	\$0
Local/Other:		\$0	\$0	\$8	\$18	\$145	\$0
Period Totals:		\$0	\$0	\$165	\$354	\$2,927	\$0
Total FFY 2023-2034 Cost		\$3,446					

PennDOT Project Id: 10815

Project Administrator: PENNDOT

Improvement Type: Intersection Improvement

Municipality: Oley (TWP)

Title: SR 73 & Friedensburg Road (SR 2023)

State Route: 73

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: R1 - Intersection channelization projects

Actual Construction Bid Date:

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

Project Description: This project is for intersection improvements to reconfigure and improve traffic flow at SR 73 (Memorial Highway) and SR 2023 (Friedensburg Road) in Oley Township, Berks County.

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	CAQ	\$0	\$0	\$0	\$450	\$0	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$113	\$0	\$0
Final Design	CAQ	\$0	\$0	\$0	\$0	\$382	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$96	\$0
Utility	CAQ	\$0	\$0	\$0	\$0	\$74	\$0
Utility	581	\$0	\$0	\$0	\$0	\$18	\$0
Right of Way	CAQ	\$0	\$0	\$0	\$0	\$478	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$119	\$0
Construction	CAQ	\$0	\$0	\$0	\$0	\$3,936	\$0
Construction	581	\$0	\$0	\$0	\$0	\$984	\$0
Federal:		\$0	\$0	\$0	\$450	\$4870	\$0
State:		\$0	\$0	\$0	\$113	\$1217	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$563	\$6,087	\$0
Total FFY 2023-2034 Cost		\$6,650					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10859

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Bechtelsville (BORO)

Title: Race Street over Swamp Creek

State Route: 2032

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$26	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$26	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$26	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$26					

PennDOT Project Id: 10867

Project Administrator: PENNDOT

Improvement Type: Restoration

Municipality: Hamburg (BORO)

Title: PA 61 Restoration Phase 2B

State Route: 61

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/11/24

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	NHPP	\$41	\$0	\$0	\$0	\$0	\$0
Utility	581	\$10	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$2,000	\$2,000	\$1,876	\$0	\$0
Construction	STU	\$0	\$375	\$500	\$500	\$0	\$0
Construction	581	\$0	\$594	\$625	\$594	\$0	\$0
	Federal:	\$41	\$2375	\$2500	\$2376	\$0	\$0
	State:	\$10	\$594	\$625	\$594	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$51	\$2,969	\$3,125	\$2,970	\$0	\$0
Total FFY 2023-2034 Cost		\$9,115					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 10943

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: New Morgan (BORO)

Title: Morgantown Road over trib Conestoga Creek

State Route: 10

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/27

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

Actual Construction Bid Date:

Location: PA 10 (Quarry Road) over a tributary to Conestoga Creek
New Morgan Borough
Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 10 (Morgantown Road) over a tributary to Conestoga Creek in New Morgan Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	BRIP	\$0	\$8	\$0	\$0	\$0	\$0
Utility	185	\$0	\$2	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$700	\$293	\$0	\$0	\$0
Construction	185	\$0	\$175	\$73	\$0	\$0	\$0
Federal:		\$0	\$708	\$293	\$0	\$0	\$0
State:		\$0	\$177	\$73	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$885	\$366	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,251					

PennDOT Project Id: 56728

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Shoemakersville (BORO)

Title: Pigeon Creek Bridge

State Route: 7419

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/27

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$0	\$0	\$0	\$418
Preliminary Engineering	183	\$0	\$0	\$0	\$0	\$0	\$78
Preliminary Engineering	LOC	\$0	\$0	\$0	\$0	\$0	\$26
Federal:		\$0	\$0	\$0	\$0	\$0	\$418
State:		\$0	\$0	\$0	\$0	\$0	\$78
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$26
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$0	\$0	\$0	\$0	\$522
Total FFY 2023-2034 Cost		\$522					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 61972

Project Administrator: PennDOT

Improvement Type: Widen

Municipality: Maiden Creek (TWP)

Title: US 222 Widening

State Route: 222

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/14/24

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	STU	\$874	\$0	\$0	\$0	\$0	\$0
Utility	581	\$219	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$500	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$125	\$0	\$0	\$0	\$0	\$0
Construction	HSIP	\$0	\$3,381	\$1,217	\$2,581	\$0	\$0
Construction	NHPP	\$0	\$8,671	\$8,095	\$3,825	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$11,717	\$0
Construction	STU	\$0	\$5,393	\$4,893	\$2,768	\$4,061	\$0
Construction	581	\$0	\$3,516	\$3,247	\$1,648	\$3,945	\$0
Federal:		\$1374	\$17445	\$14205	\$9174	\$15778	\$0
State:		\$344	\$3516	\$3247	\$1648	\$3945	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,718	\$20,961	\$17,452	\$10,822	\$19,723	\$0
Total FFY 2023-2034 Cost		\$70,676					

PennDOT Project Id: 69335

Project Administrator: PennDOT

Improvement Type: Transit System Improvement

Municipality:

Title: RATS BARTA Flex

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of Highway and Bridge "flexed" CMAQ funds for the replacement of four (4) 2010 Fixed Route Electric Hybrid buses with 2022 Electric Hybrid buses.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	CAQ	\$0	\$0	\$0	\$0	\$3,150	\$3,600
Federal:		\$0	\$0	\$0	\$0	\$3150	\$3600
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$3,150	\$3,600
Total FFY 2023-2034 Cost		\$6,750					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 70274

Project Administrator: CITY OF READING

Improvement Type: New Roadway

Municipality: Reading (CITY)

Title: River Road Extension

State Route: 183

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/5/20

Actual Construction Bid Date: 11/5/20

Location: Buttonwood Street and Spring Street near Schuylkill Ave (SR 183), City of Reading, Berks County

Project Description: The proposed project consists of constructing a new roadway on the vacant parcel located between W. Windsor Street and Spring Street that is currently owned by the City of Reading School District. The new roadway will intersect W. Spring Street approximately 400 feet west of Weiser Street and connect to the existing intersection of W. Windsor Street and Lincoln Street. The new roadway will provide two-way traffic access between W. Windsor Street and W. Spring Street, along with sidewalk on both sides of the road to accommodate pedestrians and 7-foot wide shoulders for bicyclists. In addition to the new roadway, improvements will be made to the intersection of W. Windsor Street and Schuylkill Avenue. The intersection at Schuylkill Avenue will be redesigned to a four-way intersection by restricting access from Eberhart Street and Bridge Street. The existing pedestrian facilities will be upgraded at this intersection to accommodate pedestrian crossings on all four corners of the intersection. W. Spring Street/River Road from Eberhart Street to the new connector roadway will also be upgraded by reconstructing the existing roadway and installing new curb and drainage facilities on both sides of the road. In addition, new sidewalk will be installed along eastbound W. Spring Street/River Road, while a designated bike lane will be provided along westbound W. Spring Street/River Road within the project limits and local federal aid route West Windsor Street will be resurfaced between Schuylkill Avenue and Lincoln Street. Upon project completion, all pedestrian facilities within the project limits will meet current ADA standards.

The construction will be staged in phases to limit the disruption to the traveling public throughout the duration of the improvements. W. Spring Street will be detoured between the new connector road and Eberhart Street to construct the proposed improvements. Access will be maintained to all businesses and residential properties on W. Spring Street/River Road during construction.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STU	\$60	\$0	\$0	\$0	\$0	\$0
	Federal:	\$60	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$60	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$60					

PennDOT Project Id: 72814

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Wyomissing (BORO)

Title: West Shore (US 422) Reconstruction Phase 2

State Route: 422

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/31/30

Actual Construction Bid Date:

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

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

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

Air Quality Description:

Draft

Reading MPO TIP - Highway & Bridge Projects

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	NHPP	\$0	\$0	\$0	\$0	\$5,320	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$1,330	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$16,010	\$0
Utility	NHPP	\$0	\$0	\$0	\$0	\$0	\$4,966
Utility	581	\$0	\$0	\$0	\$0	\$0	\$1,241
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$36,800
Construction	581	\$0	\$0	\$0	\$0	\$0	\$24,200
Construction	LOC	\$0	\$0	\$0	\$0	\$0	\$278,248
Federal:		\$0	\$0	\$0	\$0	\$5320	\$41766
State:		\$0	\$0	\$0	\$0	\$1330	\$25441
Local/Other:		\$0	\$0	\$0	\$0	\$16010	\$278248
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$0	\$0	\$0	\$22,660	\$345,455
Total FFY 2023-2034 Cost		\$368,115					

PennDOT Project Id: 79079

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Cumru (TWP)

Title: Freemansville Road over Angelica Creek

State Route: 3003

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/15/22

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

Actual Construction Bid Date:

Location: SR 3003 over Angelica Creek
Cumru Township
Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 3003 (Freemansville Road) over Angelica Creek in Cumru Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$10	\$0	\$0	\$0	\$0	\$0
Construction	185	\$800	\$76	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$810	\$76	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$810	\$76	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$886					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 79086

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Robeson (TWP)

Title: Green Hills Road over Allegheny Creek

State Route: 568

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/11/22

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

Actual Construction Bid Date:

Location: SR 568 over Allegheny Creek, Robeson Township, Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 568 (Green Hills Road) over Allegheny Creek in Robeson Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$796	\$0	\$0	\$0	\$0	\$0
Construction	185	\$199	\$0	\$0	\$0	\$0	\$0
Federal:		\$796	\$0	\$0	\$0	\$0	\$0
State:		\$199	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$995	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$995					

PennDOT Project Id: 79467

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Alsace (TWP)

Title: SR 12 Elizabeth Avenue

State Route: 12

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 9/26/24

Actual Construction Bid Date:

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

Project Description: This project involves safety improvements along the State Route 12 corridor from Hill View Road/Elizabeth Avenue to Skyline Drive (SR 2027) in Alsace Township, Berks County.

The proposed corridor improvements include shoulder widening, utility relocation, embankment removal to improve curve sight distance, and super elevate curves. Additional proposed improvements include a hybrid roundabout at SR 12 and Hill View Road / Elizabeth Avenue, a traffic signal with realignment at Skyline Drive, and addition of a left turn lane for Route 12 west at Skyline Drive.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	STP	\$200	\$191	\$0	\$0	\$0	\$0
Right of Way	HSIP	\$895	\$0	\$0	\$0	\$0	\$0
Construction	CAQ	\$0	\$1,000	\$1,400	\$2,000	\$632	\$0
Construction	HSIP	\$0	\$0	\$1,100	\$0	\$1,200	\$0
Construction	581	\$0	\$250	\$625	\$500	\$458	\$0
Federal:		\$1095	\$1191	\$2500	\$2000	\$1832	\$0
State:		\$0	\$250	\$625	\$500	\$458	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,095	\$1,441	\$3,125	\$2,500	\$2,290	\$0
Total FFY 2023-2034 Cost		\$10,451					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 80070

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

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

Air Quality Description:

Title: RATS Br Review/Management

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

PennDOT Project Id: 82791

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

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

Air Quality Description:

Title: CMAQ Reserve Line Item

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	CAQ	\$87	\$116	\$17	\$211	\$1,628	\$12,705
	Federal:	\$87	\$116	\$17	\$211	\$1,628	\$12,705
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$87	\$116	\$17	\$211	\$1,628	\$12,705
Total FFY 2023-2034 Cost		\$14,764					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 82793

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Title: Alternative Transportation (TAP) Line Item

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	TAU	\$562	\$573	\$585	\$597	\$2,388	\$2,390
	Federal:	\$562	\$573	\$585	\$597	\$2388	\$2390
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$562	\$573	\$585	\$597	\$2,388	\$2,390
Total FFY 2023-2034 Cost		\$7,095					

PennDOT Project Id: 82795

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Title: Safety Reserve Line Item

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: S6 - Safety improvement program

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	HSIP	\$97	\$51	\$109	\$50	\$2,354	\$6,432
	Federal:	\$97	\$51	\$109	\$50	\$2354	\$6432
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$97	\$51	\$109	\$50	\$2,354	\$6,432
Total FFY 2023-2034 Cost		\$9,093					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 82796

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Title: Urban Reserve Line Item

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STU	\$219	\$121	\$123	\$181	\$1,272	\$22,311
	Federal:	\$219	\$121	\$123	\$181	\$1272	\$22311
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$219	\$121	\$123	\$181	\$1,272	\$22,311
Total FFY 2023-2034 Cost		\$24,227					

PennDOT Project Id: 83081

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Title: Delivery Consult Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$1,000	\$1,000	\$1,000	\$1,500	\$6,000	\$6,000
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1000	\$1000	\$1000	\$1500	\$6000	\$6000
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$1,000	\$1,000	\$1,500	\$6,000	\$6,000
Total FFY 2023-2034 Cost		\$16,500					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 85643

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Albany (TWP)

Estimated Construction Bid Date: 4/1/27

Actual Construction Bid Date:

Location: SR 1015 over Stoney Run, Albany Township, Berks County

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

Air Quality Description:

Title: Donat Road over Stoney Run

State Route: 1015

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$0	\$0	\$225	\$90	\$0
Final Design	185	\$0	\$0	\$0	\$56	\$23	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	BOF	\$0	\$0	\$0	\$25	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$6	\$5	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$927	\$0
Construction	185	\$0	\$0	\$0	\$0	\$232	\$0
Federal:		\$0	\$0	\$0	\$250	\$1047	\$0
State:		\$0	\$0	\$0	\$62	\$262	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$312	\$1,309	\$0
Total FFY 2023-2034 Cost		\$1,621					

PennDOT Project Id: 85648

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Albany (TWP)

Estimated Construction Bid Date: 4/11/24

Actual Construction Bid Date:

Location: SR 1018 (Stoney Run Valley Road) over Maiden Creek
Albany Township
Berks County

Project Description: This project involves the bridge replacement of State Route 1018 (Stony Run Valley Road) over Maiden Creek in Albany Township, Berks County. The structure is located approximately 0.1 miles southeast of SR 143 and 3.5 miles northwest of SR 737 (Krumsville Road). For traffic control, the project will utilize separate detour plans for cars (6.9 miles) and trucks (14.6 miles) all on state-owned roadways.

Air Quality Description:

Title: Stoney Run Valley Road over Maiden Creek

State Route: 1018

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	BOF	\$0	\$0	\$0	\$0	\$5	\$0
Utility	185	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$5	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$1	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,000	\$476
Construction	185	\$0	\$0	\$0	\$0	\$250	\$119
Federal:		\$5	\$0	\$0	\$0	\$1005	\$476
State:		\$1	\$0	\$0	\$0	\$251	\$119
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$6	\$0	\$0	\$0	\$1,256	\$595
Total FFY 2023-2034 Cost		\$1,857					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 85650

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Longswamp (TWP)

Title: Valley Road over Toad Creek

State Route: 1035

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

Project Description: This project includes the Utility and Right of Way phases for a bridge rehabilitation / replacement on State Route 1035 (Valley Road) over Toad Creek in Longswamp Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the Berks Box Culvert Bundle, MPMS #110011.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$52	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$52	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$52	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$52					

PennDOT Project Id: 85670

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Bethel (TWP)

Title: Camp Swatara Road ovr Little Swatara

State Route: 645

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/10/25

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

Actual Construction Bid Date:

Location: SR 0645 over Little Swatara Creek, Bethel Township, Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 645 (Camp Swatara Road) over Little Swatara Creek in Bethel Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$100	\$100	\$40	\$0	\$0	\$0
Final Design	185	\$25	\$25	\$10	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$22	\$0	\$0	\$0
Utility	185	\$0	\$0	\$5	\$0	\$0	\$0
Right of Way	BOF	\$0	\$35	\$29	\$0	\$0	\$0
Right of Way	185	\$0	\$9	\$7	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$410	\$500	\$800	\$0
Construction	BRIP	\$0	\$0	\$0	\$1,000	\$0	\$0
Construction	185	\$0	\$0	\$103	\$375	\$200	\$0
	Federal:	\$100	\$135	\$501	\$1500	\$800	\$0
	State:	\$25	\$34	\$125	\$375	\$200	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$125	\$169	\$626	\$1,875	\$1,000	\$0
Total FFY 2023-2034 Cost		\$3,795					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 86420

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality: Reading (CITY)

Title: Berks Commuter Services

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: A1 - Cont. ride-shrng & van-pool prom. at cur lvls

Actual Construction Bid Date:

Location: Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	CAQ	\$281	\$286	\$291	\$295	\$1,181	\$1,181
	Federal:	\$281	\$286	\$291	\$295	\$1181	\$1181
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$281	\$286	\$291	\$295	\$1,181	\$1,181
Total FFY 2023-2034 Cost		\$3,515					

PennDOT Project Id: 87688

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Sinking Spring (BORO)

Title: SR 422 in Sinking Spring

State Route: 422

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/14/24

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	NHPP	\$103	\$0	\$0	\$0	\$0	\$0
Utility	581	\$26	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$1,897	\$575	\$0	\$0	\$0	\$0
Construction	581	\$474	\$144	\$0	\$0	\$0	\$0
	Federal:	\$2000	\$575	\$0	\$0	\$0	\$0
	State:	\$500	\$144	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$2,500	\$719	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,219					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 88781

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Ruscombmanor (TWP)

Title: SR 12 and SR 73

State Route: 12

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/14/22

Air Quality Exempt Reason: R1 - Intersection channelization projects

Actual Construction Bid Date:

Location: SR 12 and SR 73
Ruscombmanor Township
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$215	\$0	\$0	\$0	\$0	\$0
	Federal:	\$215	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$215	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$215					

PennDOT Project Id: 89056

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality: Reading (CITY)

Title: Transp Alternative Project Mngmt

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$10	\$10	\$10	\$10	\$0	\$0
	Federal:	\$10	\$10	\$10	\$10	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$10	\$10	\$10	\$0	\$0
Total FFY 2023-2034 Cost		\$40					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 89215

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Reading (CITY)

Estimated Construction Bid Date: 7/28/22

Actual Construction Bid Date:

Location: PA 12 from US 422 WB Ramps to SR 183
Wyomissing Borough and the City of Reading
Berks County

Project Description: This project involves highway resurfacing of State Route 12 (Warren Street Bypass) in Berks County from US Route 422 West Bound (WB) ramps in Wyomissing Borough to State Route 183 (Schuylkill Avenue) in the City of Reading including driveway curb closures, guide rail and single face barrier upgrades, glare screen installation, pavement restriping to provide lengthened acceleration lanes and tree removal and trimming. Work includes preservation activities to Warren Street Bypass over Tulpehocken Creek and Warren Street Bypass over Reading Boulevard.

Air Quality Description:

Title: PA 12 West Resurface- 422 WB Ramps to SR 183

State Route: 12

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$58	\$0	\$0	\$0	\$0	\$0
Construction	581	\$14	\$0	\$0	\$0	\$0	\$0
Federal:		\$58	\$0	\$0	\$0	\$0	\$0
State:		\$14	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$72	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$72					

PennDOT Project Id: 89634

Project Administrator: PennDOT

Improvement Type: Bridge Removal

Municipality: Robeson (TWP)

Estimated Construction Bid Date: 4/1/29

Actual Construction Bid Date:

Location: PA 2082 over Hay Creek, Robeson Township, Berks County

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

Air Quality Description:

Title: Trap Rock Bridge Removal

State Route: 2082

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$0	\$116	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$116	\$0
Utility	183	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$30	\$0
Construction	185	\$0	\$0	\$0	\$0	\$246	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$520	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$520	\$0
Total FFY 2023-2034 Cost		\$520					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 90569

Project Administrator: PennDOT

Title: SR 222 and Long Lane Intersection Improvements

Improvement Type: Intersection Improvement

State Route: 222

Municipality: Maxatawny (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/2/23

Actual Construction Bid Date:

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

Project Description: This project involves the construction of a roundabout on US Route 222 and Long Lane (State Route 1024) to improve safety and reduce congestion in Maxatawny Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	CAQ	\$2,652	\$1,796	\$1,393	\$0	\$0	\$0
Construction	581	\$663	\$449	\$348	\$0	\$0	\$0
Federal:		\$2652	\$1796	\$1393	\$0	\$0	\$0
State:		\$663	\$449	\$348	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$3,315	\$2,245	\$1,741	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$7,301					

PennDOT Project Id: 91091

Project Administrator: PennDOT

Title: Schuylkill Ave Bridge SB

Improvement Type: Replace/Rehab

State Route: 183

Municipality: Reading (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/15/22

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$2,000	\$1,862	\$0	\$0	\$0	\$0
Construction	STU	\$1,000	\$0	\$0	\$0	\$0	\$0
Construction	581	\$750	\$465	\$0	\$0	\$0	\$0
Federal:		\$3000	\$1862	\$0	\$0	\$0	\$0
State:		\$750	\$465	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$3,750	\$2,327	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$6,077					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 91658

Project Administrator: PennDOT

Improvement Type: Traffic Control Center

Municipality: Bethel (TWP)

Title: TOC Operator-Berks

State Route: 78

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

Project Description: This project funds an operator working in the Traffic Operations Center in District 5-0. The operator monitors cameras, message boards and radio systems along I-78, I-176, US Route 222 and US Route 422 in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$125	\$75	\$125	\$75	\$400	\$500
Federal:		\$125	\$75	\$125	\$75	\$400	\$500
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$125	\$75	\$125	\$75	\$400	\$500
Total FFY 2023-2034 Cost		\$1,300					

PennDOT Project Id: 91908

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Heidelberg (TWP)

Title: North Third Street over Tulpehocken Creek

State Route: 419

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/22/25

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BRIP	\$368	\$250	\$0	\$0	\$0	\$0
Final Design	581	\$92	\$63	\$0	\$0	\$0	\$0
Utility	BRIP	\$0	\$35	\$7	\$0	\$0	\$0
Utility	581	\$0	\$9	\$2	\$0	\$0	\$0
Right of Way	BRIP	\$261	\$89	\$0	\$0	\$0	\$0
Right of Way	581	\$65	\$22	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$2,500	\$3,182	\$0	\$0
Construction	185	\$0	\$0	\$625	\$796	\$0	\$0
Federal:		\$629	\$374	\$2507	\$3182	\$0	\$0
State:		\$157	\$94	\$627	\$796	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$786	\$468	\$3,134	\$3,978	\$0	\$0
Total FFY 2023-2034 Cost		\$8,366					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 91932

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Lower Alsace (TWP)

Title: Carsonia Avenue over Antietam Creek

State Route: 2023

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/14/22

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

Actual Construction Bid Date:

Location: SR 2023-01B over Antietam Creek, Lower Alsace Township, Berks County

Project Description: This project involves bridge replacement on SR 2023-01B (Friedensburg Road) over Antietam Creek in Lower Alsace Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$50	\$50	\$10	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$10	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$50	\$50	\$10	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$110					

PennDOT Project Id: 91976

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Upper Tulpehocken (TWP)

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

State Route: 183

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/28

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$0	\$0	\$0	\$480	\$60	\$0
Preliminary Engineering	185	\$0	\$0	\$0	\$120	\$15	\$0
Final Design	STP	\$0	\$0	\$0	\$0	\$649	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$162	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	STP	\$0	\$0	\$0	\$0	\$65	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$16	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,911	\$0
Construction	185	\$0	\$0	\$0	\$0	\$478	\$0
	Federal:	\$0	\$0	\$0	\$480	\$2695	\$0
	State:	\$0	\$0	\$0	\$120	\$673	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$0	\$0	\$0	\$600	\$3,368	\$0
Total FFY 2023-2034 Cost		\$3,968					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 91995

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Reading (CITY)

Estimated Construction Bid Date: 4/13/28

Actual Construction Bid Date:

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

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

Air Quality Description:

Title: Centre Avenue over Norfolk Southern RR

State Route: 2087

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	NHPP	\$0	\$0	\$0	\$0	\$464	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$116	\$0
Utility	NHPP	\$0	\$0	\$0	\$0	\$48	\$0
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	NHPP	\$0	\$0	\$0	\$0	\$148	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$37	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$5,254	\$0
Construction	185	\$0	\$0	\$0	\$0	\$1,314	\$0
Federal:		\$0	\$0	\$0	\$0	\$5914	\$0
State:		\$0	\$0	\$0	\$0	\$1479	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$7,393	\$0
Total FFY 2023-2034 Cost		\$7,393					

PennDOT Project Id: 92009

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Bally (BORO)

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

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

Air Quality Description:

Title: SR 100 over trib to Perkiomen Creek

State Route: 100

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	185	\$0	\$0	\$0	\$8	\$9	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$8	\$21	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$8	\$21	\$0
Total FFY 2023-2034 Cost		\$29					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 92043

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Amity (TWP)

Title: Tollgate Rd over Unnamed Trib to Leaf Creek

State Route: 2057

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/15/22

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

Actual Construction Bid Date:

Location: SR 2057 (Tollgate Rd) over an unnamed Tributary to Leaf Creek
 Amity Township
 Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 2057 (Tollgate Road) over an unnamed Tributary to Leaf Creek in Amity Township, Berks County. Minor approach and roadway improvements will extend into Douglass Township.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$0	\$0	\$234	\$728	\$0
Construction	185	\$0	\$0	\$0	\$58	\$182	\$0
Federal:		\$0	\$0	\$0	\$234	\$728	\$0
State:		\$0	\$0	\$0	\$58	\$182	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$292	\$910	\$0
Total FFY 2023-2034 Cost		\$1,202					

PennDOT Project Id: 92070

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Sinking Spring (BORO)

Title: Penn Avenue over Cacoosing Creek

State Route: 422

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/26

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BRIP	\$200	\$200	\$94	\$0	\$0	\$0
Preliminary Engineering	185	\$50	\$50	\$24	\$0	\$0	\$0
Final Design	BRIP	\$0	\$0	\$699	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$175	\$0	\$0	\$0
Utility	BRIP	\$0	\$0	\$0	\$18	\$0	\$0
Utility	185	\$0	\$0	\$0	\$5	\$0	\$0
Right of Way	BRIP	\$0	\$0	\$39	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$10	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$900	\$180	\$0
Construction	185	\$0	\$0	\$0	\$225	\$45	\$0
Federal:		\$200	\$200	\$832	\$918	\$180	\$0
State:		\$50	\$50	\$209	\$230	\$45	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$250	\$250	\$1,041	\$1,148	\$225	\$0
Total FFY 2023-2034 Cost		\$2,914					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 92079

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Tulpehocken (TWP)

Estimated Construction Bid Date: 1/25/24

Actual Construction Bid Date:

Location: PA 419 over Mill Creek, Tulpehocken Township, Berks County

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

Air Quality Description:

Title: Rehrersburg Road over Mill Creek

State Route: 419

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	STP	\$0	\$0	\$0	\$50	\$220	\$0
Final Design	185	\$0	\$0	\$0	\$13	\$55	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$24	\$0
Utility	185	\$0	\$0	\$0	\$0	\$6	\$0
Right of Way	STP	\$0	\$0	\$0	\$0	\$46	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$12	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$789	\$0
Construction	185	\$0	\$0	\$0	\$0	\$197	\$0
Federal:		\$0	\$0	\$0	\$50	\$1079	\$0
State:		\$0	\$0	\$0	\$13	\$270	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$63	\$1,349	\$0
Total FFY 2023-2034 Cost		\$1,412					

PennDOT Project Id: 92414

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Maiden Creek (TWP)

Estimated Construction Bid Date: 7/25/19

Actual Construction Bid Date: 7/25/19

Location: Intersections of State Routes 222 & State Route 73
State Route 222 & Tamarack / Genesis Drive
State Route 222 & Schaeffer Road
Maidencreek Township
Berks County

Project Description: This project involves intersection improvements at the intersection of US Route 222 and State Route 73, including additional turn lanes and signal improvements to reduce overall delay through the corridor and provide pedestrian accessibility. The intersections of US Route 222 and Tamarack / Genesis Drive and US Route 222 and Schaeffer Road will each receive a multilane roundabout. Ten (10') foot shoulders are to be provided for the accommodation of non-motorized traffic including horse and buggies and bicycles. At the southern end of the project, the existing structure over Willow Creek will be replaced.

The limits of the SR 222 Section 22S project are 2,800 feet South of the intersection of SR 222 (Allentown Pike) and Snyder Road (SR 1001) to the intersection of SR 222 (Allentown Pike) and Evansville Road (T-759) in Maidencreek Township, Berks County.

Air Quality Description:

Title: SR 222_73 & Genesis Drive

State Route: 222

Air Quality Status: Significant: Included in regional conformity analysis

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	CAQ	\$25	\$0	\$0	\$0	\$0	\$0
Federal:		\$25	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$25	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$25					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 93626

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Muhlenberg (TWP)

Title: 5th St Bridge over PA Route 12

State Route: 2005

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/29

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	NHPP	\$0	\$0	\$0	\$0	\$371	\$0
Preliminary Engineering	185	\$0	\$0	\$0	\$0	\$93	\$0
Final Design	NHPP	\$0	\$0	\$0	\$0	\$239	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$60	\$0
Right of Way	NHPP	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$2	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$4,200	\$0
Construction	STU	\$0	\$0	\$0	\$0	\$11,444	\$0
Construction	185	\$0	\$0	\$0	\$0	\$3,911	\$0
Federal:		\$0	\$0	\$0	\$0	\$16264	\$0
State:		\$0	\$0	\$0	\$0	\$4066	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$20,330	\$0
Total FFY 2023-2034 Cost		\$20,330					

PennDOT Project Id: 94290

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Marion (TWP)

Title: Charming Forge over Mill Race Creek

State Route: 3037

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/5/29

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$0	\$0	\$185	\$17	\$0
Final Design	185	\$0	\$0	\$0	\$46	\$4	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$51	\$0
Utility	185	\$0	\$0	\$0	\$0	\$13	\$0
Right of Way	BOF	\$0	\$0	\$0	\$73	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$18	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$771	\$0
Construction	185	\$0	\$0	\$0	\$0	\$193	\$0
Federal:		\$0	\$0	\$0	\$258	\$839	\$0
State:		\$0	\$0	\$0	\$64	\$210	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$322	\$1,049	\$0
Total FFY 2023-2034 Cost		\$1,371					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 94900

Project Administrator: PennDOT

Improvement Type: Traffic System Management

Municipality: Wyomissing (BORO)

Title: Freeway Service Patrol

State Route: 422

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/1/18

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

Actual Construction Bid Date: 11/1/18

Location: SR 422, US 222 and PA 12

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$142	\$142	\$0	\$0	\$0	\$0
Construction	STU	\$105	\$105	\$251	\$259	\$1,116	\$1,200
Federal:		\$247	\$247	\$251	\$259	\$1116	\$1200
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$247	\$247	\$251	\$259	\$1,116	\$1,200
Total FFY 2023-2034 Cost		\$3,320					

PennDOT Project Id: 95399

Project Administrator: PennDOT

Improvement Type: Environmental Mitigation

Municipality: Kutztown (BORO)

Title: Environmental Impacts Resolution LI

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various sites within Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$50	\$50	\$50	\$50	\$200	\$200
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$50	\$50	\$50	\$50	\$200	\$200
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 96373

Project Administrator: PennDOT

Title: PA 61 Restoration Phase 1

Improvement Type: Restoration

State Route: 61

Municipality: Tilden (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/11/24

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

Actual Construction Bid Date:

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

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	NHPP	\$76	\$0	\$0	\$0	\$0	\$0
Utility	581	\$19	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$3,000	\$2,000	\$1,960	\$0	\$0
Construction	581	\$0	\$750	\$500	\$490	\$0	\$0
Federal:		\$76	\$3000	\$2000	\$1960	\$0	\$0
State:		\$19	\$750	\$500	\$490	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$95	\$3,750	\$2,500	\$2,450	\$0	\$0
Total FFY 2023-2034 Cost		\$8,795					

PennDOT Project Id: 97234

Project Administrator: PennDOT

Title: 222 Kutztown Bypass to Lehigh County Line

Improvement Type: Widen

State Route: 222

Municipality: Maxatawny (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/30

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	NHPP	\$0	\$0	\$0	\$0	\$4,526	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$0	\$1,132	\$0
Federal:		\$0	\$0	\$0	\$0	\$4526	\$0
State:		\$0	\$0	\$0	\$0	\$1132	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$5,658	\$0
Total FFY 2023-2034 Cost		\$5,658					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 97258

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality: Perry (TWP)

Title: SR 61 Med Barrier - Perry Wind

State Route: 61

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/11/24

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

Actual Construction Bid Date:

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

Project Description: This project involves the installation of a median barrier and pavement markings on State Route 61 anticipated to be from Zion's Church Road to 4th Street in conjunction with the SR 61 Restoration phase 2B (MPMS #10867) in Perry and Windsor Townships and Hamburg Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$0	\$0	\$0	\$530	\$0	\$0
	Federal:	\$0	\$0	\$0	\$530	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$530	\$0	\$0
Total FFY 2023-2034 Cost		\$530					

PennDOT Project Id: 97417

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality: Reading (CITY)

Title: Construction Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various locations in Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 97838

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Cumru (TWP)

Title: Construction Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various locations in Berks

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$50	\$50	\$50	\$50	\$200	\$200
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

PennDOT Project Id: 102161

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Reading (CITY)

Title: Lancaster (US 222 Bus) Corridor Imp

State Route: 3222

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 3222 (222 Business)

Kenhorst Boulevard to Route 10 (Schuylkill River Trail Bridge)

City of Reading

Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Study	HSIP	\$0	\$0	\$109	\$0	\$0	\$0
Preliminary Engineering	HSIP	\$0	\$0	\$0	\$300	\$263	\$0
Final Design	HSIP	\$0	\$0	\$0	\$0	\$169	\$0
Construction	HSIP	\$0	\$0	\$0	\$0	\$836	\$0
	Federal:	\$0	\$0	\$109	\$300	\$1268	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$0	\$0	\$109	\$300	\$1,268	\$0
Total FFY 2023-2034 Cost		\$1,677					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 102162

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Reading (CITY)

Title: SR 2014 (Spring St) Corridor Improvements

State Route: 2014

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/14/22

Actual Construction Bid Date:

Location: SR 2014 (Spring Street)
City of Reading
Berks County

Project Description: This project involves corridor improvements to the entire length of State Route 2014 (Spring Street) from Centre Avenue (State Route 61) to 13th Street in the City of Reading, Berks County. This project will upgrade traffic signals to provide higher visibility by adding larger signal heads, brighter illumination with LED modules, and additional signal heads over travel lanes with protected phasing where needed. Signal Coordination using new controller equipment will reduce congestion and improve safety through radio interconnection. Ten existing signals either have small heads, are dim or are poorly positioned on old supporting equipment.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	HSIP	\$10	\$0	\$0	\$0	\$0	\$0
	Federal:	\$10	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$10					

PennDOT Project Id: 102189

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality: Reading (CITY)

Title: RATS Hwy & Bridge Reserve

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Berks County

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$58	\$158	\$34	\$92	\$163	\$13,676
Construction	BRIP	\$87	\$151	\$81	\$2	\$25,083	\$26,974
Construction	NHPP	\$3	\$363	\$167	\$294	\$647	\$58
Construction	STP	\$163	\$378	\$191	\$171	\$3,150	\$20,187
Construction	185	\$93	\$88	\$29	\$142	\$2,063	\$23,224
Construction	581	\$82	\$590	\$666	\$709	\$11,124	\$4,270
	Federal:	\$311	\$1050	\$473	\$559	\$29043	\$60895
	State:	\$175	\$678	\$695	\$851	\$13187	\$27494
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$486	\$1,728	\$1,168	\$1,410	\$42,230	\$88,389
Total FFY 2023-2034 Cost		\$135,411					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 102763

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Title: RATS Traffic Review Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

PennDOT Project Id: 102959

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Kutztown (BORO)

Estimated Construction Bid Date: 8/11/22

Actual Construction Bid Date:

Location: Peach Street Bridge
SR 7410 over Sacony Creek
Kutztown Borough
Berks County

Title: Peach Street Bridge

State Route: 7410

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Description: This project involves the replacement of the county owned Peach Street Bridge (#10B) on State Route 7410 over Sacony Creek in the Borough of Kutztown, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$1,500	\$0	\$0	\$0	\$0	\$0
Construction	183	\$281	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$94	\$0	\$0	\$0	\$0	\$0
	Federal:	\$1500	\$0	\$0	\$0	\$0	\$0
	State:	\$281	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$94	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,875	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,875					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 103884

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Exeter (TWP)

Title: Gibraltar Road Bridge

State Route: 7214

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/26/22

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

Actual Construction Bid Date:

Location: Gibraltar Road T-578 bridge over Antietam Creek Exeter Township Berks County

Project Description: This project involves the superstructure rehabilitation of county owned (#45A) Gibraltar Road (T-578) Bridge over Antietam Creek in Exeter Township, Berks County. A companion project under MPMS #110206 addresses the reconfiguration of the adjacent intersection with SR 2033 (Shelbourne Road) improvements including an addition of eastbound left turn lane and new traffic signal.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$891	\$0	\$0	\$0	\$0	\$0
Construction	183	\$167	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$56	\$0	\$0	\$0	\$0	\$0
Federal:		\$891	\$0	\$0	\$0	\$0	\$0
State:		\$167	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$56	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$1,114	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,114					

PennDOT Project Id: 105954

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Wyomissing (BORO)

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

State Route: 3023

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/25/24

Actual Construction Bid Date:

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

Project Description: Corridor safety improvements along State Route 3023 (State Hill Road) between the State Route 222 southbound on-ramp and Colony Drive in Wyomissing Borough. Improvements to be considered include widening, access management, roundabout(s), traffic signal updates and coordination.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	HSIP	\$171	\$0	\$0	\$0	\$0	\$0
Final Design	HSIP	\$361	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$0	\$103	\$0	\$0	\$0	\$0
Right of Way	HSIP	\$700	\$0	\$0	\$0	\$0	\$0
Right of Way	STP	\$0	\$227	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$300	\$3,000	\$1,500	\$3,433	\$0
Construction	581	\$0	\$75	\$750	\$375	\$858	\$0
Federal:		\$1232	\$630	\$3000	\$1500	\$3433	\$0
State:		\$0	\$75	\$750	\$375	\$858	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$1,232	\$705	\$3,750	\$1,875	\$4,291	\$0
Total FFY 2023-2034 Cost		\$11,853					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 105963

Project Administrator: PennDOT

Improvement Type: Relocation/Realignment

Municipality: Oley (TWP)

Title: Route 662 and Oley Turnpike Intersection

State Route: 662

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	HSIP	\$618	\$0	\$0	\$0	\$0	\$0
Final Design	HSIP	\$0	\$0	\$350	\$415	\$0	\$0
Utility	HSIP	\$0	\$0	\$0	\$0	\$58	\$0
Right of Way	HSIP	\$0	\$0	\$250	\$296	\$0	\$0
Construction	HSIP	\$0	\$0	\$0	\$0	\$4,058	\$0
Federal:		\$618	\$0	\$600	\$711	\$4116	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$618	\$0	\$600	\$711	\$4,116	\$0
Total FFY 2023-2034 Cost		\$6,045					

PennDOT Project Id: 106140

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality: Reading (CITY)

Title: Reading NS RRX Corridor

State Route: 2006

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/28/22

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

Actual Construction Bid Date:

Location: Chestnut Street - 592-142Y, Franklin Street - 592-143F, Cherry Street - 592-144M, City of Reading, Berks County

Project Description: This project involves rail crossing signalization upgrades in the City of Reading, Berks County. The rail crossing signals to be upgraded cross Chestnut Street, Franklin Street and Cherry Street.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	RRX	\$200	\$200	\$192	\$0	\$0	\$0
Federal:		\$200	\$200	\$192	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$200	\$200	\$192	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$592					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 109222

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Maiden Creek (TWP)

Title: SR 73 and 1005 Intersection Improvement

State Route: 73

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/29

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

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	STP	\$0	\$0	\$0	\$300	\$60	\$0
Final Design	581	\$0	\$0	\$0	\$75	\$15	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$10	\$0
Utility	581	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	STP	\$0	\$0	\$0	\$0	\$93	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$23	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$984	\$0
Construction	581	\$0	\$0	\$0	\$0	\$246	\$0
Federal:		\$0	\$0	\$0	\$300	\$1147	\$0
State:		\$0	\$0	\$0	\$75	\$286	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$375	\$1,433	\$0
Total FFY 2023-2034 Cost		\$1,808					

PennDOT Project Id: 109337

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality: Tilden (TWP)

Title: 61 Med Barr - Tilden Twp

State Route: 61

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/11/24

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

Actual Construction Bid Date:

Location: SR 61 - NW of Hamburg from the Walmart entrance at Lowland Road to a point approximately 0.4 miles north , Tilden Township, Berks County

Project Description: This project will add a median barrier from the Walmart entrance at Lowland Road to a point approximately 0.4 miles north in Tilden Township, Berks County.

Installation is anticipated to be constructed with the highway 61 Restoration Phase 1 contract under MPMS #96373.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$0	\$0	\$0	\$530	\$0	\$0
Federal:		\$0	\$0	\$0	\$530	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$530	\$0	\$0
Total FFY 2023-2034 Cost		\$530					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 109894

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Hamburg (BORO)

Title: SR 61 Bridge Rehabilitation

State Route: 61

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/13/23

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$6,490	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$1,500	\$0	\$0	\$0	\$0	\$0
Construction	581	\$1,998	\$0	\$0	\$0	\$0	\$0
Federal:		\$7990	\$0	\$0	\$0	\$0	\$0
State:		\$1998	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$9,988	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$9,988					

PennDOT Project Id: 110007

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Wyomissing (BORO)

Title: 222 Warren Street Wyomissing

State Route: 222

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/17/22

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

Actual Construction Bid Date: 2/17/22

Location: Wyomissing Borough Line to Route 222 and 422 Interchange Wyomissing and Spring Township
Berks County

Project Description: This project involves concrete patching and ultra-thin overlay of US Route 222 from the Wyomissing Borough Line, near the Reading Boulevard overpass, to a point between the State Hill Road and Paper Mill Road / Crossing Drive interchanges. Project also includes similar improvements to the Penn Avenue and State Hill Road interchange ramps and preventative maintenance measures to the Penn Avenue and State Hill Road overpasses.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$575	\$0	\$0	\$0	\$0	\$0
Federal:		\$575	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$575	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$575					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110008

Project Administrator: PennDOT

Improvement Type: Widen

Municipality: Wyomissing (BORO)

Title: 222 SB Auxiliary Lane-Wyomissing "Hard Shoulder"

State Route: 222

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/23/25

Actual Construction Bid Date:

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

Project Description: This project involves the addition of an auxiliary lane along US Route 222 Southbound between Paper Mill Road and the US Routes 222 and 422 Interchanges in Wyomissing Borough, Berks County. The project begins where Berkshire Boulevard passes over US Route 222 and continues up and around the hard curve to the Paper Mill Road exit. Due to increasing capacity, noise study mitigation results to be determined. Project also includes preventative maintenance measures to the bridge spanning Crossing Drive and concrete patching and resurfacing on adjacent section of roadway.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	NHPP	\$659	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$165	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$100	\$70	\$0	\$0	\$0
Right of Way	581	\$0	\$25	\$17	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$3,300	\$9,617	\$0
Construction	STP	\$0	\$0	\$0	\$2,300	\$90	\$0
Construction	STU	\$0	\$0	\$0	\$1,000	\$3,000	\$0
Construction	581	\$0	\$0	\$0	\$1,650	\$3,177	\$0
Federal:		\$659	\$100	\$70	\$6600	\$12707	\$0
State:		\$165	\$25	\$17	\$1650	\$3177	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$824	\$125	\$87	\$8,250	\$15,884	\$0
Total FFY 2023-2034 Cost		\$25,170					

PennDOT Project Id: 110009

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Muhlenberg (TWP)

Title: 222 from 61 to BUS 222

State Route: 222

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/27/22

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

Actual Construction Bid Date: 1/27/22

Location: Route 222 from Route 61 to Business Route 222 , Muhlenberg and Ontelaunee Townships, Berks County

Project Description: This project involves the roadway resurfacing of US Route 222 from Route 61 to Business Route 222 (5th Street Highway). Work will include concrete patching and diamond grinding, and bridge preservation activities on 6 structures in Muhlenberg and Ontelaunee Townships, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$369	\$0	\$0	\$0	\$0	\$0
Federal:		\$369	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$369	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$369					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110011

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Pike (TWP)

Title: Berks Box Culvert Bundle

State Route: 1026

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 9/14/23

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

Actual Construction Bid Date:

Location: Box Culvert Bundle
 Berks County

Project Description: This project involves the replacement of box culverts at various locations in Berks County. The structures in the bundle are State Route 1026 (Long Lane) over the West Branch of Pine Creek, State Route 1035 (Valley Road) over Toad Creek and State Route 2032 (Race Street) over a Tributary to West Swamp Creek. These structures are subject to change.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$1,401	\$0	\$0	\$0	\$0	\$0
Construction	185	\$1,200	\$0	\$0	\$0	\$0	\$0
Federal:		\$1401	\$0	\$0	\$0	\$0	\$0
State:		\$1200	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,601	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,601					

PennDOT Project Id: 110012

Project Administrator: PennDOT
Improvement Type: Safety Improvement
Municipality: Cumru (TWP)

Title: 724 Fence Barrier

State Route: 724

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/16/23

Air Quality Exempt Reason: S2 - Hazard elimination program

Actual Construction Bid Date:

Location: SR 724 (Philadelphia Avenue) from Valley Stream Road to Kennel Road, Cumru Township, Berks County

Project Description: This project involves the upgrade of the existing concrete barrier and fence system to better withstand the debris and rocks that fall down the slope on SR 724 (Philadelphia Avenue) from Valley Stream Road to Kennel Road in Cumru Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$0	\$0	\$1,739	\$0
Federal:		\$0	\$0	\$0	\$0	\$1739	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$1,739	\$0
Total FFY 2023-2034 Cost		\$1,739					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110013

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

Estimated Construction Bid Date: 6/22/23

Actual Construction Bid Date:

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

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

Air Quality Description:

Title: SR 4040 (Old Route 22) Bridge Bundle

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$500	\$350	\$836	\$0	\$0	\$0
Construction	STP	\$2,500	\$2,900	\$0	\$0	\$0	\$0
Construction	185	\$750	\$813	\$209	\$0	\$0	\$0
Federal:		\$3000	\$3250	\$836	\$0	\$0	\$0
State:		\$750	\$813	\$209	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,750	\$4,063	\$1,045	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$8,858					

PennDOT Project Id: 110014

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Tulpehocken (TWP)

Estimated Construction Bid Date: 4/1/26

Actual Construction Bid Date:

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

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

Air Quality Description:

Title: Rehrrsburg Road over Trib Mill Creek

State Route: 419

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BRIP	\$494	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$124	\$0	\$0	\$0	\$0	\$0
Final Design	BRIP	\$0	\$0	\$393	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$98	\$0	\$0	\$0
Utility	BRIP	\$0	\$0	\$9	\$0	\$0	\$0
Utility	581	\$0	\$0	\$2	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$0	\$22	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$5	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$1,000	\$531	\$0
Construction	581	\$0	\$0	\$0	\$250	\$133	\$0
Federal:		\$494	\$0	\$424	\$1000	\$531	\$0
State:		\$124	\$0	\$105	\$250	\$133	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$618	\$0	\$529	\$1,250	\$664	\$0
Total FFY 2023-2034 Cost		\$3,061					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110016

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Bethel (TWP)

Title: Lancaster Ave over Swatara Creek

State Route: 501

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: SR 501 over Swatara Creek
Bethel Township
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STU	\$288	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$72	\$0	\$0	\$0	\$0	\$0
Federal:		\$288	\$0	\$0	\$0	\$0	\$0
State:		\$72	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$360	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$360					

PennDOT Project Id: 110017

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Robeson (TWP)

Title: Maple Grove Road (SR 3024) over I-176

State Route: 3024

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/28

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

Actual Construction Bid Date:

Location: SR 3024 over I-176, Robeson Township, Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$330	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$82	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$8	\$0	\$0	\$0	\$0
Utility	185	\$0	\$2	\$0	\$0	\$0	\$0
Right of Way	BOF	\$29	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$7	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$1,000	\$1,121	\$850	\$0
Construction	185	\$0	\$0	\$250	\$280	\$213	\$0
Federal:		\$359	\$8	\$1000	\$1121	\$850	\$0
State:		\$89	\$2	\$250	\$280	\$213	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$448	\$10	\$1,250	\$1,401	\$1,063	\$0
Total FFY 2023-2034 Cost		\$4,172					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110032

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Albany (TWP)

Estimated Construction Bid Date: 3/31/22

Actual Construction Bid Date: 3/31/22

Location: Various bridges in Berks County

Title: RATS Bridge Preservation #8

State Route: 143

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$225	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$225	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$225	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$225					

PennDOT Project Id: 110075

Project Administrator: PennDOT

Improvement Type: Existing Signal Improvement

Municipality: Amity (TWP)

Estimated Construction Bid Date: 4/1/29

Actual Construction Bid Date:

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

Title: SR 422 Ben Franklin Congested Corridor

State Route: 422

Air Quality Status: Significant: Included in regional conformity analysis

Project Description: Upgrade of 13 signalized intersections along Route 422, the Ben Franklin Highway, to be more traffic responsive between Pineland Road and River Bridge Road (SR 2077) in Amity and Exeter Townships, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	CAQ	\$0	\$412	\$0	\$0	\$0	\$0
Preliminary Engineering	581	\$0	\$103	\$0	\$0	\$0	\$0
Final Design	CAQ	\$0	\$0	\$140	\$35	\$0	\$0
Final Design	581	\$0	\$0	\$35	\$9	\$0	\$0
Utility	CAQ	\$0	\$0	\$0	\$180	\$0	\$0
Utility	581	\$0	\$0	\$0	\$45	\$0	\$0
Right of Way	CAQ	\$0	\$0	\$87	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$22	\$0	\$0	\$0
Construction	CAQ	\$0	\$0	\$0	\$301	\$1,500	\$0
Construction	581	\$0	\$0	\$0	\$75	\$375	\$0
	Federal:	\$0	\$412	\$227	\$516	\$1,500	\$0
	State:	\$0	\$103	\$57	\$129	\$375	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$515	\$284	\$645	\$1,875	\$0
Total FFY 2023-2034 Cost		\$3,319					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110078

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

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

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	STP	\$107	\$0	\$0	\$0	\$0	\$0
Utility	185	\$27	\$0	\$0	\$0	\$0	\$0
Construction	185	\$500	\$1,000	\$509	\$0	\$0	\$0
Federal:		\$107	\$0	\$0	\$0	\$0	\$0
State:		\$527	\$1000	\$509	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$634	\$1,000	\$509	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,143					

PennDOT Project Id: 110079

Project Administrator: PennDOT

Improvement Type: Bridge Removal

Municipality: Lenhartsville (BORO)

Title: Penn Street over Maiden Creek

State Route: 7412

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/26

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

Actual Construction Bid Date:

Location: Penn Street over Maiden Creek
Lenhartsville Borough
Berks County

Project Description: Bridge removal of municipal owned structure that carries State Route 7412 (Penn Street) over Maiden Creek in Lenhartsville Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$0	\$100	\$295	\$0
Preliminary Engineering	183	\$0	\$0	\$0	\$19	\$55	\$0
Preliminary Engineering	LOC	\$0	\$0	\$0	\$6	\$18	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$50	\$51
Final Design	183	\$0	\$0	\$0	\$0	\$9	\$10
Final Design	LOC	\$0	\$0	\$0	\$0	\$3	\$3
Utility	BOF	\$0	\$0	\$0	\$0	\$0	\$21
Utility	183	\$0	\$0	\$0	\$0	\$0	\$4
Utility	LOC	\$0	\$0	\$0	\$0	\$0	\$1
Right of Way	BOF	\$0	\$0	\$0	\$0	\$24	\$27
Right of Way	183	\$0	\$0	\$0	\$0	\$5	\$5
Right of Way	LOC	\$0	\$0	\$0	\$0	\$2	\$2
Construction	BOF	\$0	\$0	\$0	\$0	\$0	\$1,044
Construction	183	\$0	\$0	\$0	\$0	\$0	\$196
Construction	LOC	\$0	\$0	\$0	\$0	\$0	\$65
Federal:		\$0	\$0	\$0	\$100	\$369	\$1143
State:		\$0	\$0	\$0	\$19	\$69	\$215
Local/Other:		\$0	\$0	\$0	\$6	\$23	\$71
Period Totals:		\$0	\$0	\$0	\$125	\$461	\$1,429
Total FFY 2023-2034 Cost		\$2,015					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110082

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Upper Bern (TWP)

Title: SR 4040 Old Route 22 - Tulpehocken

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/31/22

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

Actual Construction Bid Date: 3/31/22

Location: Bethel Twp. Line to SR 4028, St. Michaels Road
Upper Tulpehocken, Upper Bern and Tilden Twps
Berks County

Project Description: This project involves the resurfacing and guide rail upgrades to State Route 4040 (Old Route 22) from the Bethel Township Line to State Route 4028 (St. Michaels Road) in Upper Tulpehocken, Upper Bern and Tilden Townships in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$10	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$10	\$0	\$0	\$0	\$0	\$0
Federal:		\$20	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$20	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$20					

PennDOT Project Id: 110088

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Cumru (TWP)

Title: High Boulevard Bridge

State Route: 7103

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/27

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

Actual Construction Bid Date:

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

Project Description: Bridge rehabilitation / replacement of municipal owned High Boulevard Bridge (State Route 7103) over Angelica Creek in Cumru Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$100	\$250	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$19	\$47	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$6	\$16	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$185	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$35	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$12	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$10	\$0
Utility	183	\$0	\$0	\$0	\$0	\$2	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$23	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$4	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$2,000	\$460
Federal:		\$0	\$0	\$100	\$250	\$2218	\$460
State:		\$0	\$0	\$19	\$47	\$41	\$0
Local/Other:		\$0	\$0	\$6	\$16	\$14	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$0	\$125	\$313	\$2,273	\$460
Total FFY 2023-2034 Cost		\$3,171					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110089

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Robeson (TWP)

Title: Rock Hollow Bridge

State Route: 7233

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/27

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

Actual Construction Bid Date:

Location: Rock Hollow Road
Robeson Township
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$100	\$293	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$19	\$55	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$6	\$18	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$278	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$49	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$16	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$48	\$0
Utility	183	\$0	\$0	\$0	\$0	\$9	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$3	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$93	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$16	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$5	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,911	\$0
Construction	183	\$0	\$0	\$0	\$0	\$351	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$117	\$0
Federal:		\$0	\$0	\$100	\$293	\$2330	\$0
State:		\$0	\$0	\$19	\$55	\$425	\$0
Local/Other:		\$0	\$0	\$6	\$18	\$141	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
Period Totals:		\$0	\$0	\$125	\$366	\$2,896	\$0
Total FFY 2023-2034 Cost		\$3,387					

PennDOT Project Id: 110189

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

Title: Old Rte 22 Ovr Birch Creek

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$31	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
Period Totals:		\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110191

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

Title: SR 4040 over Birch Creek

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

Location: SR 4040 over Birch Creek, Upper Tulpehock , Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

PennDOT Project Id: 110192

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

Title: SR 4040 ovr Trib Birch Crk

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

Location: SR 4040 over Trib to Birch Creek, Upper Tulpehocken, Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110193

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

Title: SR 4040 over Mollhead Creek

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

PennDOT Project Id: 110194

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Tulpehocken (TWP)

Title: SR 4040 ovr Trib Mollhead Crk

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110206

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Exeter (TWP)

Estimated Construction Bid Date: 5/26/22

Actual Construction Bid Date:

Location: Intersection of Gibraltar Road and Shelbourne Road
Exeter Township
Berks County

Project Description: This project is a companion project to MPMS #103884 - Gibraltar Road Bridge. The purpose is to improve the intersection adjacent to the bridge in order to reduce or eliminate recurring peak hour congestion. Improvements include the addition of an eastbound to northbound left turn lane and a new traffic signal at the intersection of State Route 2033 (Shelbourne Road) and Gibraltar Road, Berks County.

Air Quality Description:

Title: Gibraltar and Shelbourne Intersection

State Route: 2033

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$50	\$0	\$0	\$0	\$0	\$0
Construction	581	\$13	\$0	\$0	\$0	\$0	\$0
Federal:		\$50	\$0	\$0	\$0	\$0	\$0
State:		\$13	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$63	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$63					

PennDOT Project Id: 110318

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Alsace (TWP)

Estimated Construction Bid Date: 4/10/25

Actual Construction Bid Date:

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

Project Description: The safety project improvements along State Route 12 (Pricetown Road) include utility relocations, shoulder widening and adding a center two-way left turn lane between the non signalized intersections of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including the intersection of SR 12 and Woodside Avenue in Alsace Township, Berks County.

Air Quality Description:

Title: SR 12 Alsace Manor Int

State Route: 12

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: R1 - Intersection channelization projects

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	CAQ	\$247	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$62	\$0	\$0	\$0	\$0	\$0
Utility	CAQ	\$0	\$339	\$0	\$0	\$0	\$0
Utility	581	\$0	\$85	\$0	\$0	\$0	\$0
Right of Way	CAQ	\$200	\$212	\$0	\$0	\$0	\$0
Right of Way	581	\$50	\$53	\$0	\$0	\$0	\$0
Construction	STU	\$0	\$0	\$500	\$1,685	\$0	\$0
Construction	581	\$0	\$0	\$125	\$421	\$0	\$0
Federal:		\$447	\$551	\$500	\$1685	\$0	\$0
State:		\$112	\$138	\$125	\$421	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$559	\$689	\$625	\$2,106	\$0	\$0
Total FFY 2023-2034 Cost		\$3,979					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 111811

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Upper Bern (TWP)

Title: SR 4040 Northkill Creek UBT

State Route: 4040

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/22/23

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$31	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$31	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$31	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

PennDOT Project Id: 113221

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Greenwich (TWP)

Title: SR 4028 Resurface Krumsville Rd to Old 22

State Route: 4028

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/16/21

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

Actual Construction Bid Date: 12/16/21

Location: Old Route 22 (SR 4028) from Krumsville Road (SR 737) to the Berks/Lehigh County Line in Greenwich Township.

Project Description: This project involves the resurfacing and guide rail upgrades along State Route 4028 (Old Route 22) from Krumsville Road (SR 737) to the Berks/Lehigh County line in Greenwich Township.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$50	\$0	\$0	\$0	\$0	\$0
	Federal:	\$50	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$50	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$50					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 113821

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Lower Alsace (TWP)

Title: Antietam Rd Resurf-SR 562 to Carsonia

State Route: 2025

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$0	\$0	\$2,898	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$2898	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$0	\$0	\$0	\$0	\$2,898	\$0
Total FFY 2023-2034 Cost		\$2,898					

PennDOT Project Id: 113825

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Amity (TWP)

Title: Limekiln Road Resurface SR 562 to US 422 WB

State Route: Ramps
2025

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

Project Description: This project provides for the resurfacing of Limekiln Road, State Route 2025, from State Route 562 (Boyertown Pike) to the US 422 westbound ramps in Amity Township.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$0	\$550	\$2,039	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$550	\$2039	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$0	\$0	\$0	\$550	\$2,039	\$0
Total FFY 2023-2034 Cost		\$2,589					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 113835

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Reading (CITY)

Title: SR 3032_Warren St Bypass to Schuylkill Ave

State Route: 3032

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: SR 3032 (Lackawanna Street) from the Warren Street Bypass to SR 183/Schuylkill Avenue in the City of Reading

Project Description: This project provides for the resurfacing of Lackawanna Street (SR 3032) from the Warren Street Bypass to State Route 183 (Schuylkill Avenue) in the City of Reading.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STU	\$0	\$0	\$0	\$0	\$1,194	\$0
	Federal:	\$0	\$0	\$0	\$0	\$1194	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$0	\$1,194	\$0
Total FFY 2023-2034 Cost		\$1,194					

PennDOT Project Id: 113838

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Reading (CITY)

Title: Butler Street from the Warren St Bypass to SR 183

State Route: 3034

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: SR 3034 (Butler Street) from the Warren Street Bypass to State Route 183/Schuylkill Avenue in the City of Reading

Project Description: This project will allow for the resurfacing of Butler Street from the Warren Street Bypass to Route 183/Schuylkill Avenue in the City of Reading

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STU	\$0	\$0	\$0	\$0	\$1,194	\$0
	Federal:	\$0	\$0	\$0	\$0	\$1194	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$0	\$1,194	\$0
Total FFY 2023-2034 Cost		\$1,194					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 113841

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Sinking Spring (BORO)

Title: SR 3055 (Mull Avenue/Van Reed Road) Resurface

State Route: 3055

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: SR 3055 (Mull Avenue/Van Reed Road) from East Penn Avenue to State Hill Road in Sinking Spring Borough and Spring Township

Project Description: This project will resurface Mull Avenue/Van Reed Road from East Penn Avenue to State Hill Road in Sinking Spring Borough and Spring Township.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STU	\$0	\$0	\$0	\$0	\$0	\$2,088
	Federal:	\$0	\$0	\$0	\$0	\$0	\$2088
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$0	\$0	\$2,088
Total FFY 2023-2034 Cost		\$2,088					

PennDOT Project Id: 114108

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality: Wyomissing (BORO)

Title: SR 222 Warren Street NB Auxiliary Lane

State Route: 222

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/27

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

Actual Construction Bid Date:

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

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$0	\$0	\$0	\$0	\$6,956	\$0
Construction	581	\$0	\$0	\$0	\$0	\$1,739	\$0
	Federal:	\$0	\$0	\$0	\$0	\$6956	\$0
	State:	\$0	\$0	\$0	\$0	\$1739	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$0	\$8,695	\$0
Total FFY 2023-2034 Cost		\$8,695					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114378

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Ruscombmanor (TWP)

Title: RATS Bridge Preservation #9

State Route: 662

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/16/23

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

Actual Construction Bid Date:

Location: Various Sites - subject to change based upon ongoing bridge inspections
 Various Municipalities - Albany Twp., Tulpehocken Twp.
 Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$100	\$1,000	\$1,278	\$900	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$100	\$1000	\$1278	\$900	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$1,000	\$1,278	\$900	\$0	\$0
Total FFY 2023-2034 Cost		\$3,278					

PennDOT Project Id: 114386

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Tulpehocken (TWP)

Title: Route 419 Culvert Replacement

State Route: 419

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	185	\$0	\$0	\$0	\$17	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$17	\$12	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$17	\$12	\$0
Total FFY 2023-2034 Cost		\$29					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114391

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Exeter (TWP)

Estimated Construction Bid Date: 2/3/22

Actual Construction Bid Date: 2/3/22

Location: Various Locations - Douglass Township, Berks County

Project Description: This project involves the latex modified concrete overlay of various bridge decks in Berks County.

Air Quality Description:

Title: RATS Bridge Overlay Bundle #2

State Route: 422

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$150	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$150	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$150	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$150					

PennDOT Project Id: 114392

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Bally (BORO)

Estimated Construction Bid Date: 4/1/27

Actual Construction Bid Date:

Location: Various Locations, Berks County

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

Air Quality Description:

Title: Berks Box Culvert Bundle #2

State Route: 100

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$750	\$616	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$250	\$214	\$0
Construction	185	\$0	\$0	\$0	\$0	\$2,087	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$750	\$866	\$2301	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$750	\$866	\$2,301	\$0
Total FFY 2023-2034 Cost		\$3,917					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114407

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Greenwich (TWP)

Title: RATS High Friction Surface 2023

State Route: 737

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/16/23

Air Quality Exempt Reason: S14 - Skid treatments

Actual Construction Bid Date:

Location: Various Locations within Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	HSIP	\$480	\$0	\$400	\$0	\$800	\$0
	Federal:	\$480	\$0	\$400	\$0	\$800	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$480	\$0	\$400	\$0	\$800	\$0
Total FFY 2023-2034 Cost		\$1,680					

PennDOT Project Id: 114408

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Albany (TWP)

Title: SR 143 Over unnamed trib to Maiden Creek

State Route: 143

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: PA 143 over unnamed Tributary to Maiden Creek, Albany Township, Berks County

Project Description: This project involves the bridge replacement on PA 143 over unnamed Tributary to Maiden Creek (Kistler Creek is nearby) in Albany Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$0	\$0	\$587
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$587
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$0	\$0	\$0	\$0	\$587
Total FFY 2023-2034 Cost		\$587					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114439

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Cumru (TWP)

Title: West Shore Bypass - Phase 1

State Route: 422

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/15/27

Actual Construction Bid Date:

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

Project Description: This project involves highway reconstruction/widening of US Route 422 (the West Shore Bypass) including complete reconstruction to six lanes beginning at Buttonwood Street overpass in West Reading through the Lancaster Avenue interchange in the City of Reading. This reconstruction includes reconfiguration of the Penn Street/Penn Avenue interchange and the Lancaster Avenue interchange, reconstruction of the Bingaman Street Bridge and associated bicycle and pedestrian connections. The project also includes replacement of the Schuylkill River Bridge and 422 over Norfolk Southern Railroad bridges west of the Interstate 176 interchange, including reconstruction of the I-176 N to US 422 W on-ramp in Cumru Township, Berks County. Also included are preventative maintenance activities on US 422 Bridges over Brentwood Drive, Schuylkill River east of Lancaster Avenue and the bridge over Schuylkill River east of Interstate 176.

PE phase was completed under MPMS #72814.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	NHPP	\$0	\$0	\$0	\$0	\$5,222	\$0
Utility	581	\$0	\$0	\$0	\$0	\$1,306	\$0
Right of Way	NHPP	\$0	\$0	\$1,500	\$766	\$0	\$0
Right of Way	581	\$0	\$0	\$375	\$192	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$105,000	\$140,239
Construction	581	\$0	\$0	\$0	\$0	\$28,240	\$33,070
Federal:		\$0	\$0	\$1500	\$766	\$110222	\$140239
State:		\$0	\$0	\$375	\$192	\$29546	\$33070
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$1,875	\$958	\$139,768	\$173,309
Total FFY 2023-2034 Cost		\$315,910					

PennDOT Project Id: 114459

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Hereford (TWP)

Title: Huffs Church Rd over Br Perkiomen Creek

State Route: 1022

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$0	\$0	\$0	\$0	\$14	\$0
Right of Way	185	\$0	\$0	\$0	\$10	\$13	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$10	\$27	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$10	\$27	\$0
Total FFY 2023-2034 Cost		\$37					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114484

Project Administrator: PennDOT

Improvement Type: Reflective Pavement Markers

Municipality: Douglass (TWP)

Estimated Construction Bid Date: 4/1/23

Actual Construction Bid Date:

Location: Various state routes in various municipalities, in Berks County

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

Air Quality Description:

Title: RATS AWPM - 2023

State Route: 422

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: S11 - Pavement marking demonstration

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$400	\$0	\$0	\$0	\$0	\$0
	Federal:	\$400	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$400	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$400					

PennDOT Project Id: 114485

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Albany (TWP)

Estimated Construction Bid Date: 7/25/24

Actual Construction Bid Date:

Location: Various Sites
Various Municipalities
Berks County

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

Air Quality Description:

Title: RATS Bridge Preservation #10

State Route: 737

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$328	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$1,500	\$2,439	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$328	\$1500	\$2439	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$328	\$1,500	\$2,439	\$0
Total FFY 2023-2034 Cost		\$4,267					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 114489

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Centre (TWP)

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various bridges in Berks County

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

Air Quality Description:

Title: RATS Bridge Preservation #11

State Route: 4020

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$0	\$418	\$0
Construction	185	\$0	\$0	\$0	\$0	\$5,971	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$6389	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$0	\$0	\$0	\$6,389	\$0
Total FFY 2023-2034 Cost		\$6,389					

PennDOT Project Id: 115991

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Longswamp (TWP)

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

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

Air Quality Description:

Title: Centennial Road Dual Pipe Replacement

State Route: 1025

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$0	\$0	\$0	\$0	\$9	\$0
Right of Way	185	\$0	\$0	\$0	\$8	\$9	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$8	\$18	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2023	2024	2025	2026	2027 - 2030	2031 - 2034
		\$0	\$0	\$0	\$8	\$18	\$0
Total FFY 2023-2034 Cost		\$26					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 116478

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Rockland (TWP)

Estimated Construction Bid Date: 2/29/24

Actual Construction Bid Date:

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

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

Air Quality Description:

Title: Smoketown Road over Little Sacony Creek

State Route: 1029

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$424	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$106	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$26	\$0	\$0	\$0
Utility	185	\$0	\$0	\$7	\$0	\$0	\$0
Right of Way	BOF	\$0	\$68	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$17	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$400	\$900	\$448	\$0	\$0
Construction	185	\$0	\$100	\$225	\$112	\$0	\$0
Federal:		\$0	\$892	\$926	\$448	\$0	\$0
State:		\$0	\$223	\$232	\$112	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$1,115	\$1,158	\$560	\$0	\$0
Total FFY 2023-2034 Cost		\$2,833					

PennDOT Project Id: 116752

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Wyomissing (BORO)

Estimated Construction Bid Date: 1/12/23

Actual Construction Bid Date:

Location: US 222 Ramps at US 422 Interchange
Wyomissing Borough
Berks County

US 222 northbound ramp at Bus. US 222
Ontelaunee Township
Berks County

Project Description: This project involves the installation of Dynamic Curve Warning Signs at various locations within Berks County to reduce crashes and improve safety.

Air Quality Description:

Title: Dynamic Curve Warning Signs - RATS

State Route: 222

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: S6 - Safety improvement program

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$142	\$0	\$0	\$0	\$0
Federal:		\$0	\$142	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$142	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$142					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 116907

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various locations throughout Berks County

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

Air Quality Description:

Title: Geotech In-House Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$50	\$50	\$50	\$50	\$200	\$200
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$50	\$50	\$50	\$200	\$200
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

PennDOT Project Id: 117603

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Wyomissing (BORO)

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

Project Description: This project involves improvements to State Hill Road (SR 3023) intersections with State Route 222 southbound ramps, State Route 222 northbound ramps and Spring Street/Granite Point Drive with addition of a roundabout at State Route 222 southbound and addition of a roundabout combining the State Route 222 northbound and Spring Street intersections, in Wyomissing Borough, Berks County.

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

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

State Route: 3023

Air Quality Status: Significant: Included in regional conformity analysis

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	HSIP	\$0	\$0	\$0	\$0	\$730	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$0	\$81	\$0
Final Design	HSIP	\$0	\$0	\$0	\$0	\$1,397	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$155	\$0
Utility	HSIP	\$0	\$0	\$0	\$0	\$99	\$454
Utility	581	\$0	\$0	\$0	\$0	\$11	\$50
Right of Way	HSIP	\$0	\$0	\$0	\$0	\$104	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$12	\$0
Construction	HSIP	\$0	\$0	\$0	\$0	\$2,500	\$7,683
Construction	581	\$0	\$0	\$0	\$0	\$278	\$854
	Federal:	\$0	\$0	\$0	\$0	\$4830	\$8137
	State:	\$0	\$0	\$0	\$0	\$537	\$904
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$0	\$5,367	\$9,041
Total FFY 2023-2034 Cost		\$14,408					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117620

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Wyomissing (BORO)

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

State Route: 3023

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	CAQ	\$567	\$0	\$0	\$0	\$0	\$0
Final Design	CAQ	\$0	\$0	\$437	\$0	\$0	\$0
Utility	CAQ	\$0	\$0	\$0	\$0	\$232	\$0
Right of Way	CAQ	\$0	\$0	\$500	\$900	\$239	\$0
Construction	CAQ	\$0	\$0	\$0	\$0	\$4,058	\$0
Federal:		\$567	\$0	\$937	\$900	\$4,529	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$567	\$0	\$937	\$900	\$4,529	\$0
Total FFY 2023-2034 Cost		\$6,933					

PennDOT Project Id: 117622

Project Administrator: PennDOT

Improvement Type: Reflective Pavement Markers

Municipality: Richmond (TWP)

Title: RATS AWPM - 2025

State Route: 222

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S11 - Pavement marking demonstration

Actual Construction Bid Date:

Location: Various state routes in various municipalities in Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$400	\$0	\$800	\$0
Federal:		\$0	\$0	\$400	\$0	\$800	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$400	\$0	\$800	\$0
Total FFY 2023-2034 Cost		\$1,200					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117637

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Penn (TWP)

Title: RATS Bridge Overlay Bundle #3

State Route: 183

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various locations within Berks County

Project Description: This project involves the latex modified concrete overlay of various bridges in Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BRIP	\$247	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$62	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$1,697	\$0	\$0	\$0	\$0
Construction	185	\$0	\$424	\$0	\$0	\$0	\$0
Federal:		\$247	\$1697	\$0	\$0	\$0	\$0
State:		\$62	\$424	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$309	\$2,121	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,430					

PennDOT Project Id: 117668

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality: Ruscombmanor (TWP)

Title: BPN-4 Guide Rail Upgrade Line Item

State Route: 73

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various Locations
Berks County

Project Description: This project involves BPN-4 guide rail upgrades at various locations throughout Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$50	\$50	\$50	\$50	\$200	\$200
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$50	\$50	\$50	\$50	\$200	\$200
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$50	\$50	\$50	\$50	\$200	\$200
Total FFY 2023-2034 Cost		\$600					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117719

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Bernville (BORO)

Title: Bernville Rd Study - New Schaefferstown Rd North

State Route: 183

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Bernville Road (SR 183) from New Schaefferstown Road (SR 4016) north to I-78 in Jefferson Township and Upper Tulpehocken Townships, Berks County.

Project Description: This project involves a corridor study to determine access control and safety improvements to Bernville Road (State Route 183) from New Schaefferstown Road (State Route 4016) north to I-78 in Jefferson Township and Upper Tulpehocken Townships, Berks County.

Air Quality Description: This portion of the 183 corridor is very narrow with virtually no shoulders, poor vertical and horizontal alignment at spots, under sized bridges and an area with bank subsidence into the Little Northkill Creek about a half mile north of the new traffic light at New Schaefferstown Road (SR 4016). Based on side street volumes we may want to consider turn lanes at certain intersections but not a continuous third lane or median barrier along the entire distance at this time.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Study	581	\$155	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$155	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$155	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$155					

PennDOT Project Id: 117721

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality: Bern (TWP)

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

State Route: 183

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Bern Township, Berks County

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

Air Quality Description: Adding capacity

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$0	\$0	\$0	\$0	\$417	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$0	\$104	\$0
Final Design	STP	\$0	\$0	\$0	\$0	\$492	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$123	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$492	\$0
Utility	581	\$0	\$0	\$0	\$0	\$123	\$0
Right of Way	STP	\$0	\$0	\$0	\$0	\$1,968	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$492	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,500	\$2,047
Construction	581	\$0	\$0	\$0	\$0	\$375	\$512
	Federal:	\$0	\$0	\$0	\$0	\$4869	\$2047
	State:	\$0	\$0	\$0	\$0	\$1217	\$512
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$0	\$0	\$0	\$0	\$6,086	\$2,559
Total FFY 2023-2034 Cost		\$8,645					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117723

Project Administrator: PennDOT

Improvement Type: Slides Correction

Municipality: Greenwich (TWP)

Title: SR 737 (Krumsville Road) Slope Repair

State Route: 737

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S2 - Hazard elimination program

Actual Construction Bid Date:

Location: Greenwich Township, Berks County

Project Description: This project involves the repair of slope failures along Krumsville Road (State Route 737) between Kutztown Borough and I-78 in Greenwich Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Study	581	\$103	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$103	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$103	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$103					

PennDOT Project Id: 117724

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Maxatawny (TWP)

Title: Long Lane (SR 1024) over Mill Creek

State Route: 1024

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$382	\$0	\$0	\$0	\$0
Preliminary Engineering	581	\$0	\$95	\$0	\$0	\$0	\$0
Final Design	BRIP	\$0	\$0	\$0	\$315	\$0	\$0
Final Design	581	\$0	\$0	\$0	\$79	\$0	\$0
Utility	BRIP	\$0	\$0	\$0	\$0	\$19	\$0
Utility	581	\$0	\$0	\$0	\$0	\$5	\$0
Right of Way	BRIP	\$0	\$0	\$0	\$44	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$11	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$0	\$1,159	\$0
Construction	581	\$0	\$0	\$0	\$0	\$290	\$0
Federal:		\$0	\$382	\$0	\$359	\$1178	\$0
State:		\$0	\$95	\$0	\$90	\$295	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$477	\$0	\$449	\$1,473	\$0
Total FFY 2023-2034 Cost		\$2,399					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117725

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Bethel (TWP)

Title: SR 4005 over Meck Creek

State Route: 4005

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: SR 4005 over Meck Creek
Bethel Township
Berks County

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$170	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$0	\$42	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$135	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$34	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$18	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$5	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$556	\$0
Construction	185	\$0	\$0	\$0	\$0	\$139	\$0
Federal:		\$0	\$170	\$0	\$153	\$556	\$0
State:		\$0	\$42	\$0	\$39	\$139	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$212	\$0	\$192	\$695	\$0
Total FFY 2023-2034 Cost		\$1,099					

PennDOT Project Id: 117726

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Greenwich (TWP)

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

State Route: Tributary
4028

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Draft

Reading MPO TIP - Highway & Bridge Projects

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$0	\$300	\$209	\$0	\$0	\$0
Preliminary Engineering	185	\$0	\$75	\$52	\$0	\$0	\$0
Final Design	STP	\$0	\$0	\$0	\$0	\$278	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$60	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	STP	\$0	\$0	\$0	\$0	\$19	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$5	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,722	\$0
Construction	185	\$0	\$0	\$0	\$0	\$430	\$0
Federal:		\$0	\$300	\$209	\$0	\$2029	\$0
State:		\$0	\$75	\$52	\$0	\$497	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$375	\$261	\$0	\$2,526	\$0
Total FFY 2023-2034 Cost		\$3,162					

PennDOT Project Id: 117973

Project Administrator: PennDOT

Title: Walnuttown Road Crossing

Improvement Type: RR Warning Devices

State Route: 1011

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	RRX	\$0	\$0	\$0	\$214	\$240	\$0
Federal:		\$0	\$0	\$0	\$214	\$240	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$214	\$240	\$0
Total FFY 2023-2034 Cost		\$454					

Draft

Reading MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117975

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality: Douglass (TWP)

Title: Manatawny Drive Crossing

State Route: 2036

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	RRX	\$0	\$0	\$0	\$380	\$0	\$0
	Federal:	\$0	\$0	\$0	\$380	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$380	\$0	\$0
Total FFY 2023-2034 Cost		\$380					

Draft

Reading MPO TIP - Highway & Bridge 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 Imprvmt / 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

Interstate Management Program

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

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

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

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

Statewide Programs

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

Draft

Interstate TIP - Highway & Bridge Projects

Berks

PennDOT Project Id: 72807

Project Administrator: PennDOT

Title: I-78 Shrtlesville to Hamb - Resurface

Improvement Type: Resurface

State Route: 78

Municipality: Upper Bern (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/25/24

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

Actual Construction Bid Date:

Location: I-78 Shartlesville to Hamburg

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail and glare screen, and bridge preservation activities, along with other miscellaneous construction items.

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$0	\$9,000	\$9,201	\$0	\$0	\$0
	Federal:	\$0	\$9000	\$9201	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$0	\$9,000	\$9,201	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$18,201					

PennDOT Project Id: 85903

Project Administrator: PennDOT

Title: I-78 Midway to Shartlesville Resurface

Improvement Type: Restoration

State Route: 78

Municipality: Bethel (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/16/23

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

Actual Construction Bid Date:

Location: Midway Interchange to Shartlesville
Bethel Township
Berks County

Project Description: This project involves the milling and resurfacing of EB & WB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete patching, Type7 shoulders, all-weather pavement markers, line painting, MASH standard glare screen, and bridge preservation activities, along with other miscellaneous construction items from Midway Exit 16 to Shartlesville Exit 23.

The project is located in Berks County; Bethel Township for a construction distance of 12.22 miles.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$10,100	\$6,000	\$0	\$0	\$0	\$0
	Federal:	\$10100	\$6000	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Period Totals:	\$10,100	\$6,000	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$16,100					

Draft

Interstate TIP - Highway & Bridge Projects

PennDOT Project Id: 97274

Project Administrator: PennDOT

Title: Lenhartsville Bridge

Improvement Type: Bridge Rehabilitation

State Route: 78

Municipality: Greenwich (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/3/22

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

Actual Construction Bid Date:

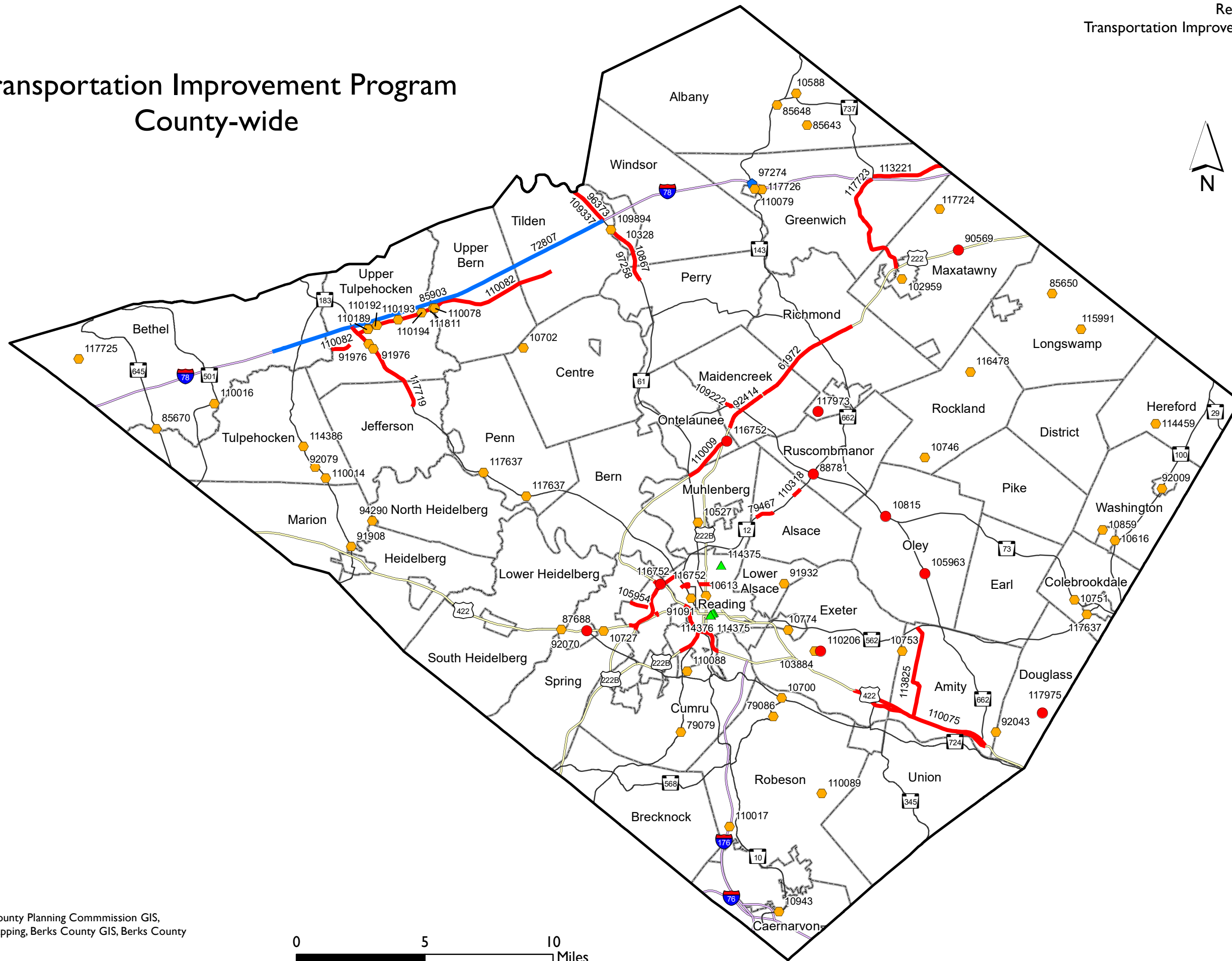
Location: I-78 Bridge over PA 143 and Maiden Creek
Lenhartsville, Greenwich Township
Berks County.

Project Description: Widening and rehabilitation of the structure carrying I-78 over PA 143 and Maiden Creek in Lenhartsville, Greenwich Township, Berks County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	MBP3	\$20,000	\$21,500	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$20000	\$21500	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$20,000	\$21,500	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$41,500					



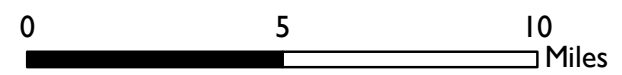
Transportation Improvement Program County-wide



Project Type

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

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

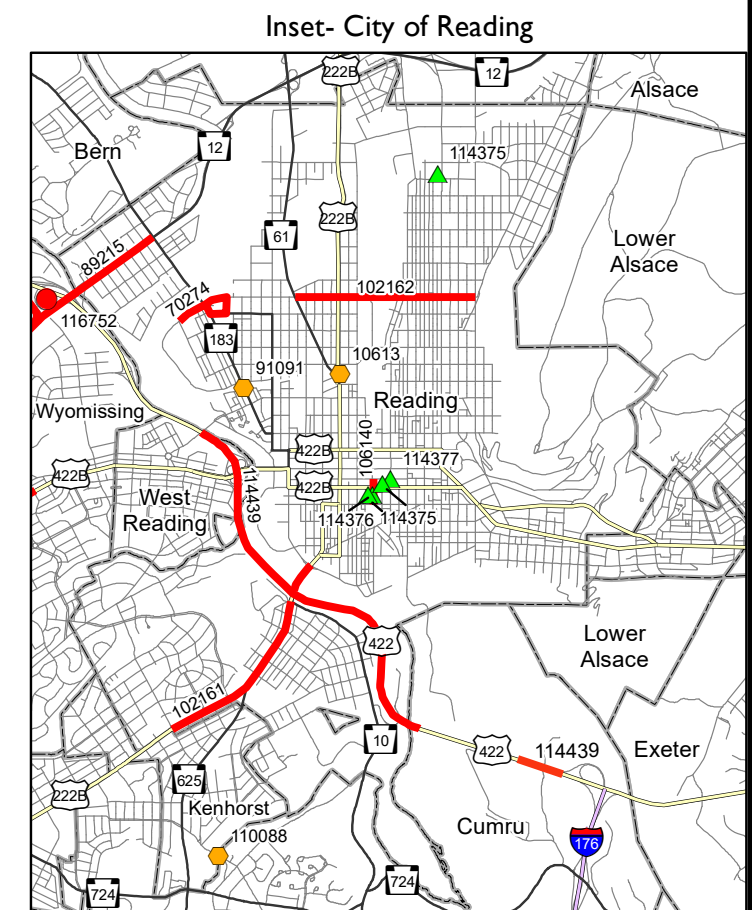
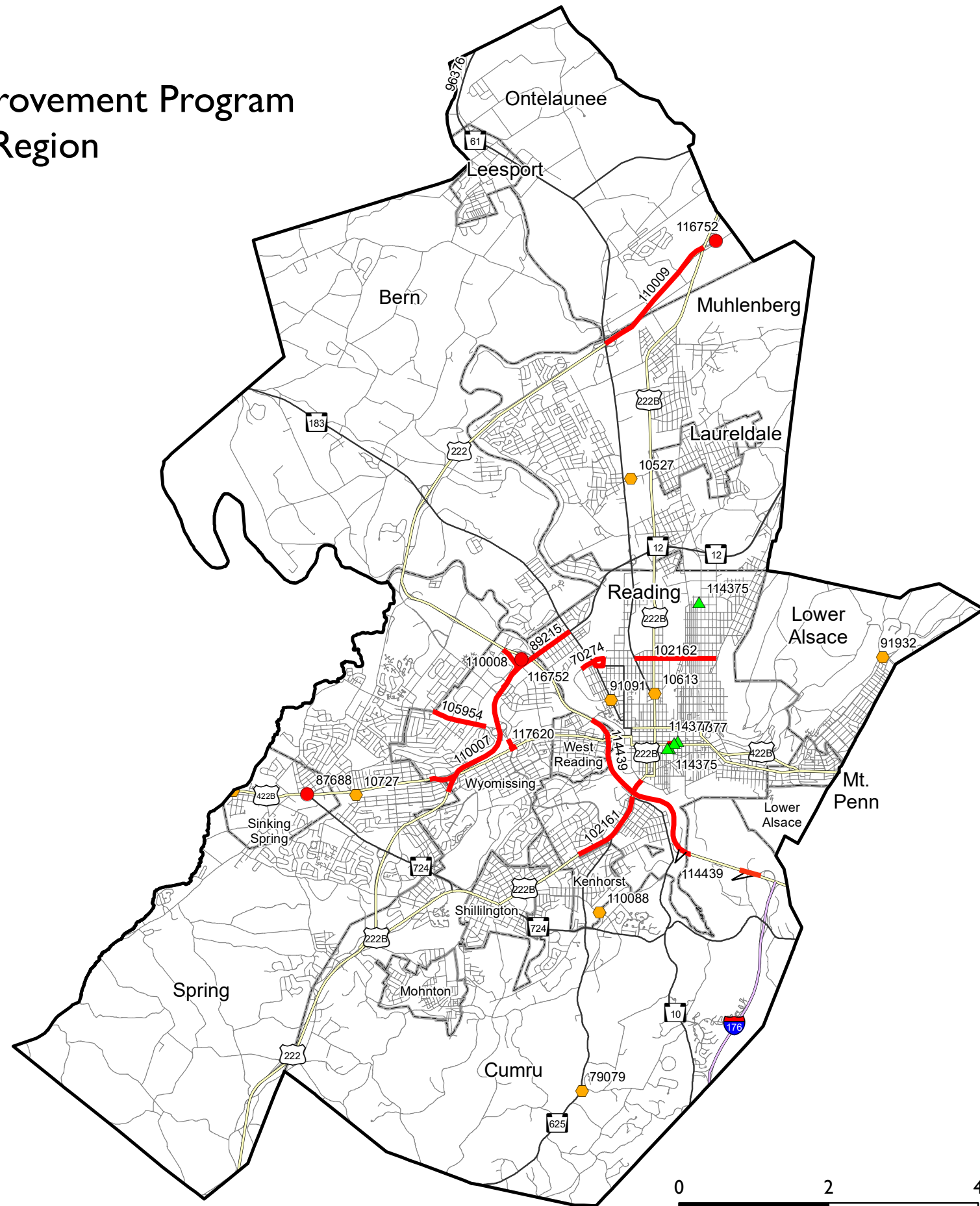




Transportation Improvement Program Metro Region

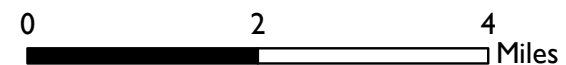
Project Type

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



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

BAB 6/22

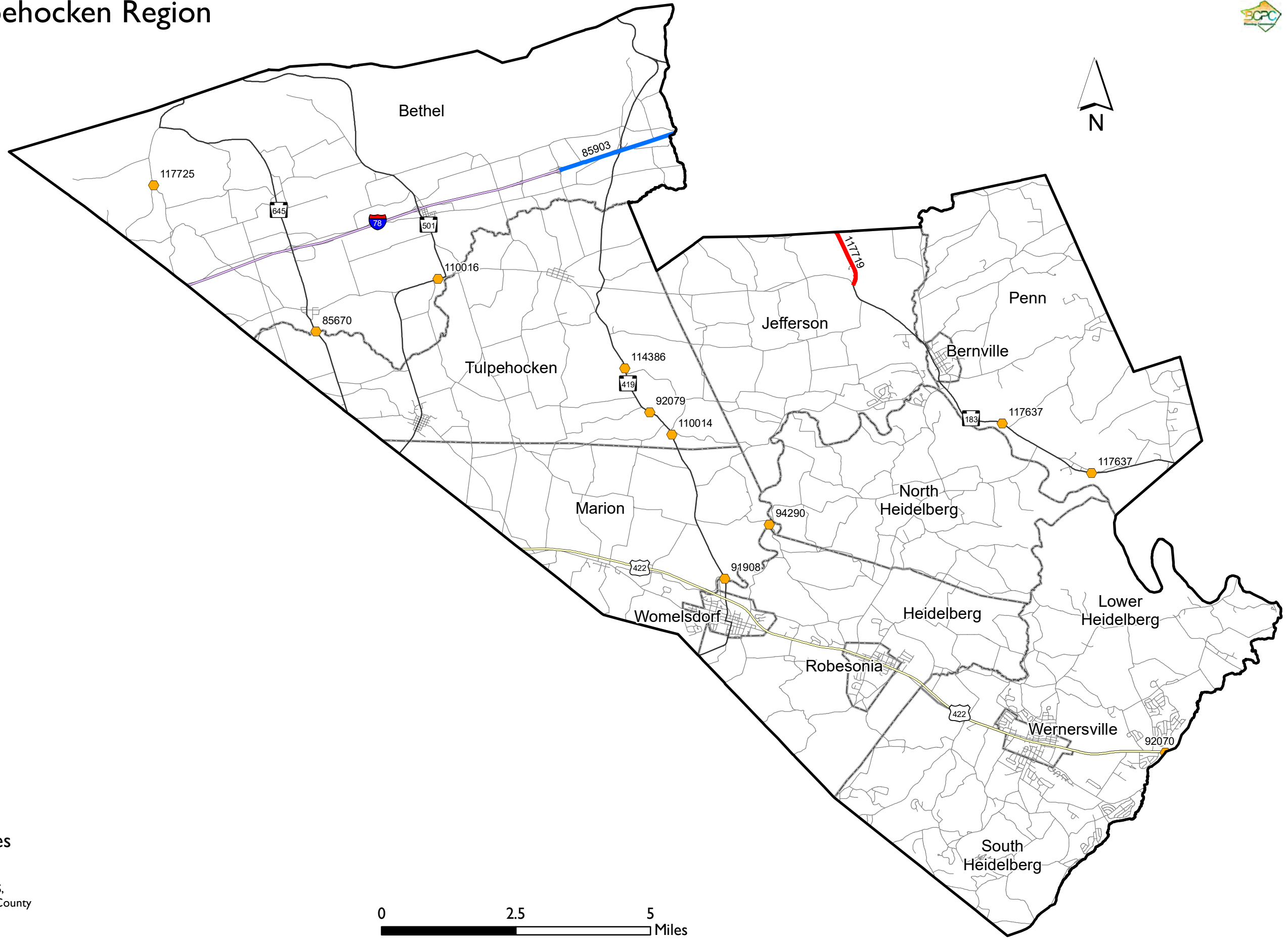


Transportation Improvement Program Tulpehocken Region

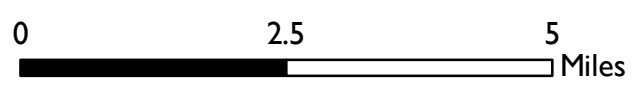


Project Type

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

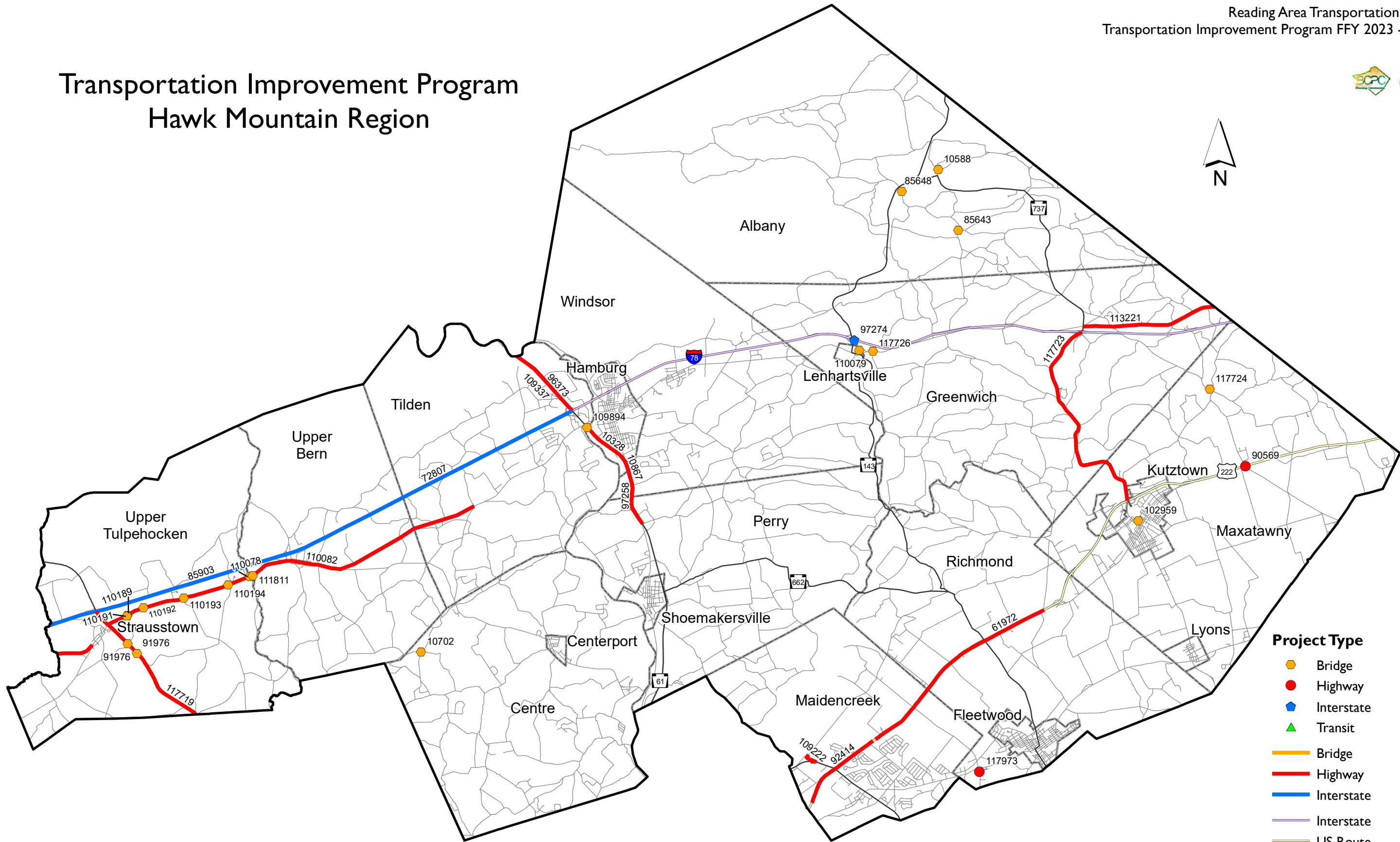


Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT





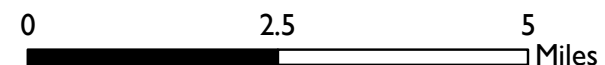
Transportation Improvement Program Hawk Mountain Region



Project Type

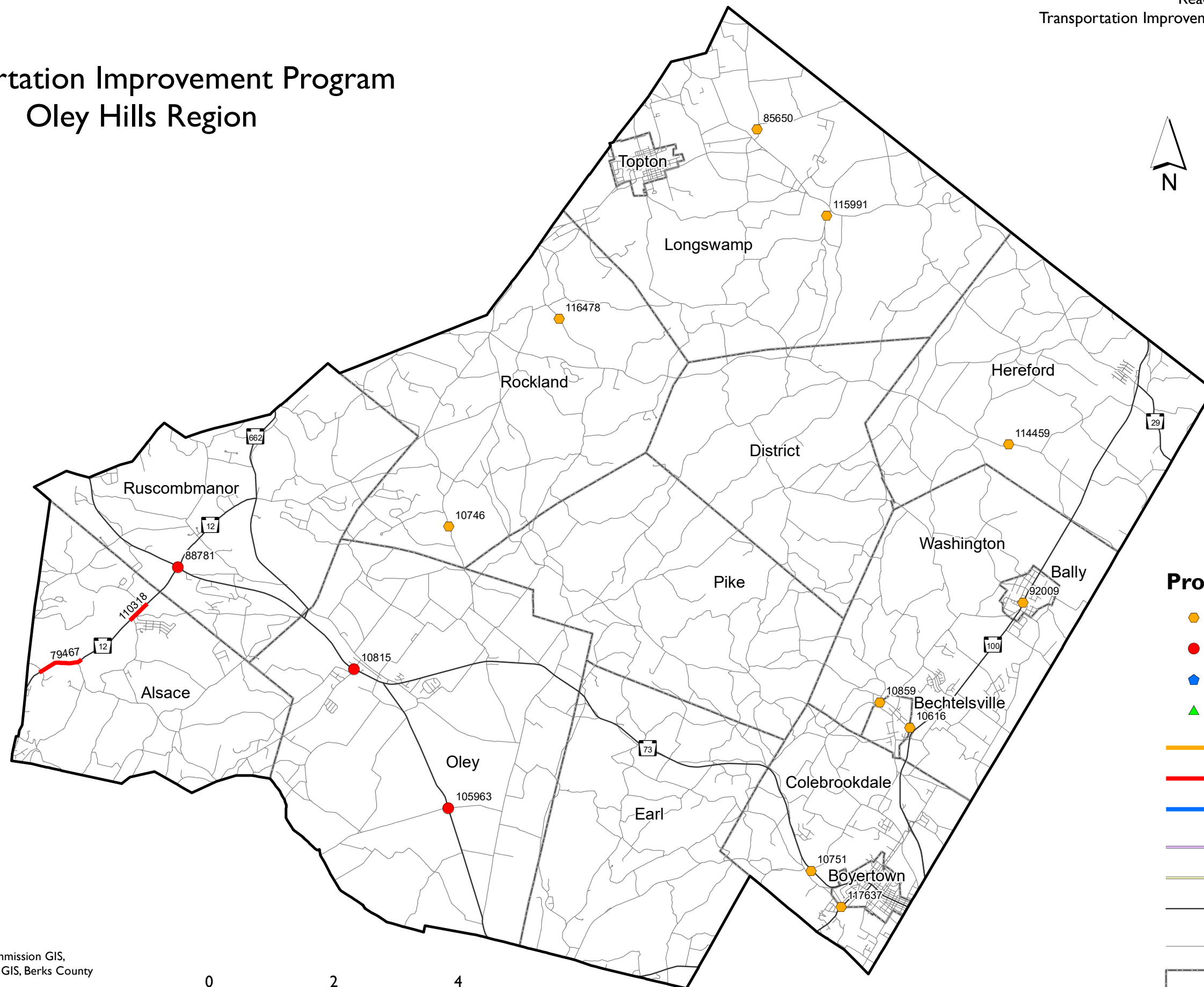
- Bridge
- Highway
- Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Roads
- Municipal Boundaries

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





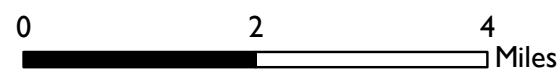
Transportation Improvement Program Oley Hills Region



Project Type

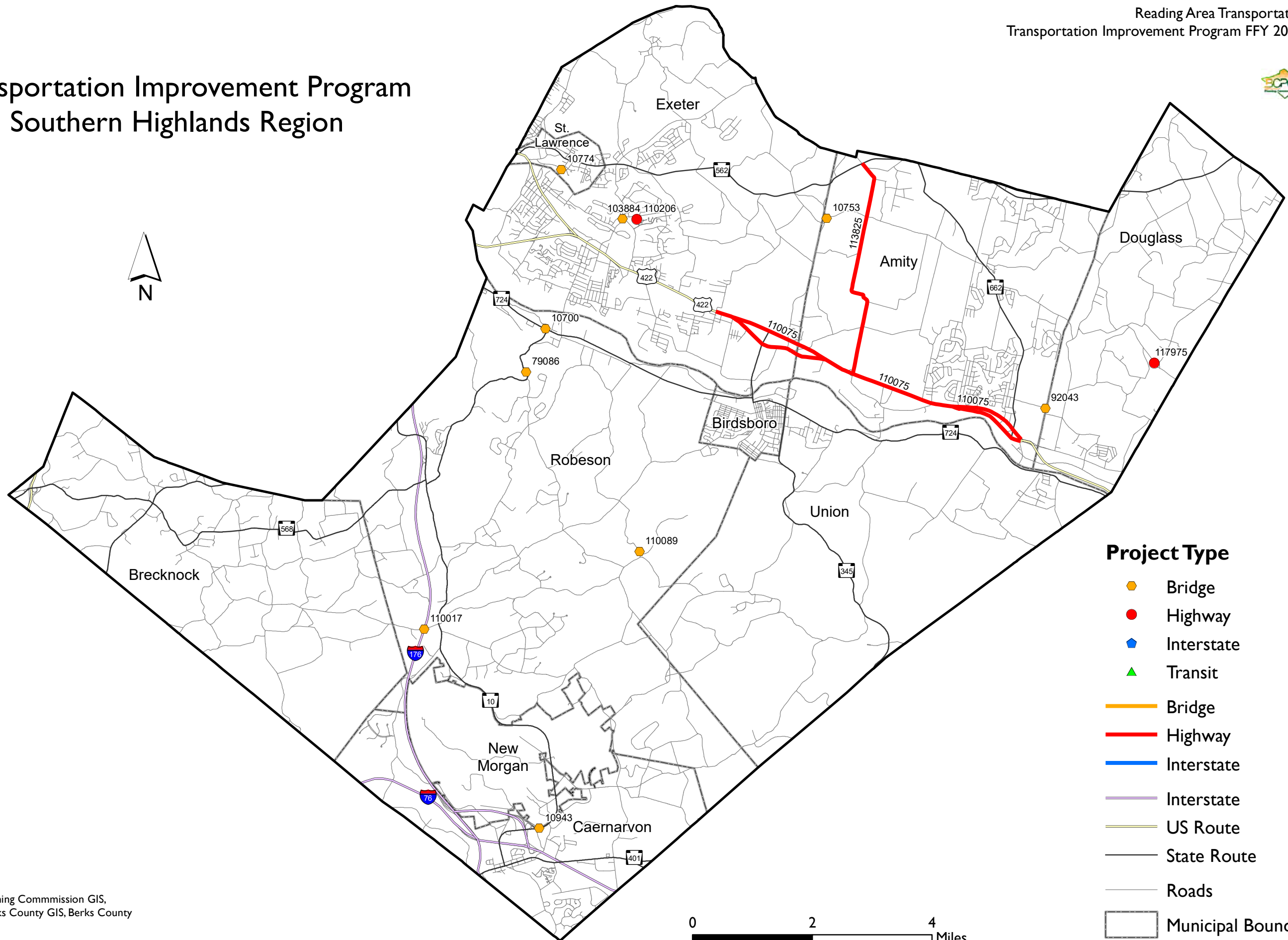
- Bridge
- Highway
- ◆ Interstate
- ▲ Transit
- Bridge
- Highway
- Interstate
- Interstate
- US Route
- State Route
- Roads
- Municipal Boundaries

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





Transportation Improvement Program Southern Highlands Region



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

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

Section 3— Transit Projects



Transit Financial Plan	123
South Central Transit Authority Transit Performance Measures	131
Explanation of Project Descriptions, Maps, Codes and Abbreviations	134
Transit Project Narratives.....	135

**SOUTH CENTRAL TRANSIT AUTHORITY
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 (RTA) in Lancaster County and the Berks Area Regional Transportation Authority (BARTA) in Berks County. Both BARTA and RTA 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 RTA to provide all executive, management, administrative and support services to BARTA and RTA. SCTA assumed the management and administrative responsibilities for the operation of BARTA and RTA 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.

**SCTA READING OPERATION
FINANCIAL CAPACITY ASSESSMENT**

June 2022

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

**SCTA READING OPERATION
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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.

**SCTA READING OPERATION
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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.

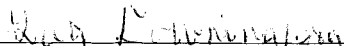
Prudent operating and financial decisions made by SCTA over the last two years and the availability of operating reserves also contributed to meeting these past challenges and preparing for the future.

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%	-56.0%

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.

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

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

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

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						

Reading MPO 2023-206 Public Transit TIP Narrative DRAFT

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					

Reading MPO 2023-206 Public Transit TIP Narrative DRAFT

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

Appendix A

Procedures for TIP Development, Prioritization and Administrative Actions

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June 29, 2021

PENNSYLVANIA'S 2023 TRANSPORTATION PROGRAM GENERAL AND PROCEDURAL GUIDANCE

2023 Transportation Program General and Procedural Guidance

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2023 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2023-2026 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2021-2024 STIP Federal Planning Finding](#), these regulations guide the development process of the 2023 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the Fixing America's Surface Transportation (FAST) Act. Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

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

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM). With these changes, the regional TIPs will continue to evolve into more narrative-based planning documents, similar to the regional LRTPs.

2023 Transportation Program General and Procedural Guidance

This document will oversee the development process of the 2023 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

REQUIREMENTS

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

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

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2023 Transportation Program development schedule is available in Appendix 1.

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

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

12-Year Program Cycle for Federal Fiscal Year (FFY) 2023-2034

FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
← TYP →											
← TAMP →											

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

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



The Pennsylvania STIP is comprised of 26 individual TIPs:

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

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

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

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

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limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a key component of updating the Program. The release of the [2021 Transportation Performance Report](#) (TPR) by the STC on February 18, 2021 was the official start of the 2023 Program update process in Pennsylvania. PennDOT, the STC and the MPOs/RPOs welcomed the public to review the TPR prior to providing input and feedback on transportation priorities to help identify projects for the 2023 Program. The 2023 TYP update open public comment period took place from March 1 to April 14, 2021. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns on STC's [Public Outreach](#) page and attend an [Online Public Meeting](#) hosted by the Secretary of Transportation, who is also STC Chair. During the Public Meeting, the findings of the 2021 TPR were presented and the public was given the opportunity to ask questions.

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

The public feedback collected through the transportation survey will be used to shape the 2023 TYP as well as the 2045 LRTP and the CFMP. Feedback was also shared with the BPT, Districts and MPOs/RPOs, who will consider these results in their project selection process for the TIP. The same process is utilized for the respective regional portions of the Program. STC's [How It Works](#) describes how PennDOT, the STC and the Transportation Advisory Committee (TAC) use a variety of tools including programs, plans and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related

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activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their own regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and the public. The MPOs/RPOs must post their own regional PPPs on their respective websites. The MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Title VI

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

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

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

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complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

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

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2023 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of government-to-government consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

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

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. Non-TMA MPOs, metropolitan areas with populations less than 200,000 as deemed by the US Census, and RPOs must include documentation to indicate compliance as part of their TIP submissions. MPOs that are in Transportation Management Areas (TMAs), metropolitan areas with populations exceeding 200,000 as deemed by the US Census, are required to have Federal certification reviews performed by FHWA/FTA every four years, in accordance with [23 CFR 450.336\(b\)](#). Based on the higher level of oversight by FHWA/FTA, the TMA MPOs aren't asked to provide the additional compliance documents because those materials are reviewed as part of the Federal certification review process. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **Examples** of self-certification resolutions

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and documentation can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above, and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2023 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2023 Program from a previous Program. These include:

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

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, and funds obligation. As the project

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progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

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

The MPO/RPO's in consultation with the Engineering Districts, should consider cross asset optimization of these multiple project focus areas when considering whether or not to adopt the statewide targets that have been established. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

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

PennDOT Connects

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

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

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

Long Range Transportation Plans

PA On Track is Pennsylvania’s current [L RTP](#) and [CFMP](#). They were developed with the cooperation and input from dozens of state, regional and local transportation agencies. PA On Track sets goal areas that include system preservation, safety, personal and freight mobility, and investment. Pennsylvania’s Statewide L RTP and CFMP are currently being updated for 2045 to meet the [federal requirement](#) to update the State Freight Plans every five years.



Pennsylvania MPOs and RPOs are required to have their own regional L RTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance to MPOs/RPOs in the development of regional L RTPs in its [Developing Regional Long Range Plans](#), PennDOT Publication (PUB) 575, which is currently being updated. PennDOT has also created [Freight Planning Guidance](#) (PUB 790).

The regional L RTPs are consistent with the goals laid out in the statewide L RTP, are based on extensive public and stakeholder involvement, and include a list of fiscally constrained projects that support

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regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

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

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



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

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

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

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

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

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

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

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

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, all MPOs/RPOs have adopted PennDOT's statewide targets. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management SharePoint page](#).

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

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

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

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania CFMP](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs. As part of the regional TIP development process, the MPOs/RPOs and Districts must also document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

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

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

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

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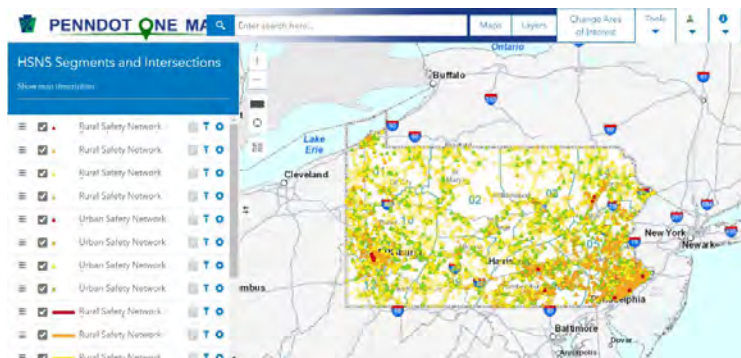
Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the FHWA FY [2019-2022 Strategic Plan](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

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

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads. This directly ties to achieving the targets established under PM1. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT [District, BOMO, and CPDM staff]. These projects must be consistent with the strategies from the SHSP.

All projects utilizing HSIP funds shall be evaluated based on Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. As a *minimum*, HSIP projects shall have a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries.



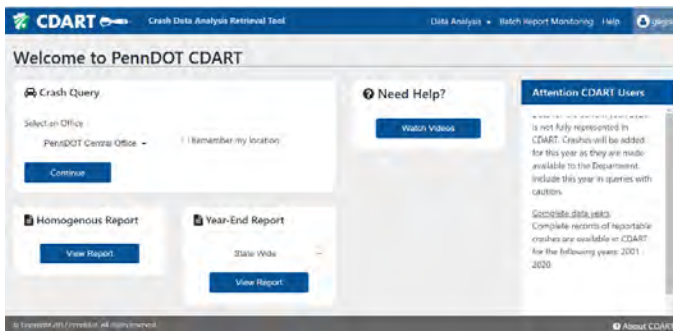
The process for selecting safety projects for inclusion in the TIP should begin with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in [PennDOT's OneMap](#) to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently

The process for selecting safety projects for inclusion in the TIP should begin with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This

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evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes (excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

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



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

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

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

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

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

These analysis options are explored in more detail at the following locations:

- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

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

- [PUB 638 – District Highway Safety Guidance Manual](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)

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

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

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

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow

involving the PennDOT Engineering District, BOMO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Failure to do this could result in projects being included in the TIP that do not meet the minimum 1:1 benefit cost ratio for utilization of HSIP funding. The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOMO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside \$35 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOMO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document.



Pavement and Bridge Asset Management

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

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

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the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT BOMO's Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its investment decisions for this Program update as well as future updates. Analyses done during the development of the TAMP were utilized to establish the current Pavement and Bridge Condition Performance Measure (PM2) targets.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and cost matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset

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condition and performance. Implementation of these improved asset management practices should be implemented on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within a LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT BOMO-Asset Management will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2023 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs. The PAMS and BAMS outputs for the 2023 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

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

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

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

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT BOMO will work with PennDOT CPDM, PennDOT Districts and the

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MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to prevent bridge or pavement conditions from falling below FHWA minimum condition thresholds. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve NHS performance targets, if available. This will be based on coordination between PennDOT BOMO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

System Performance

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

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

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

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

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derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOMO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOMO and CPDM will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional target assessment and progress. This may consist of tables or online maps of travel congestion and reliability measures.

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

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

Transportation Systems Management and Operations

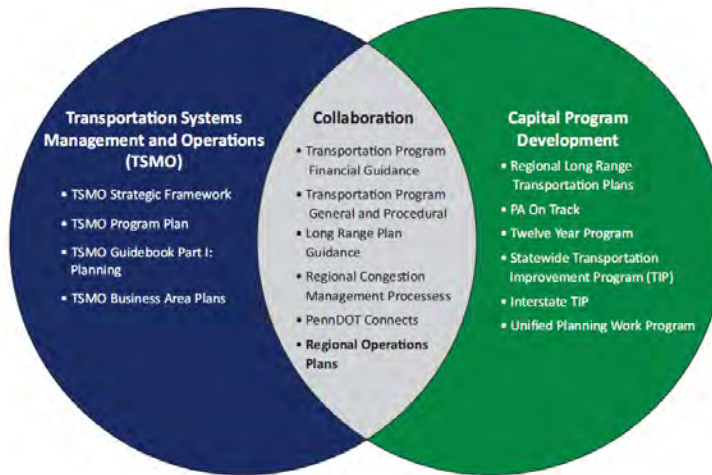
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using operations-focused strategies instead of building extra capacity. Higher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

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

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

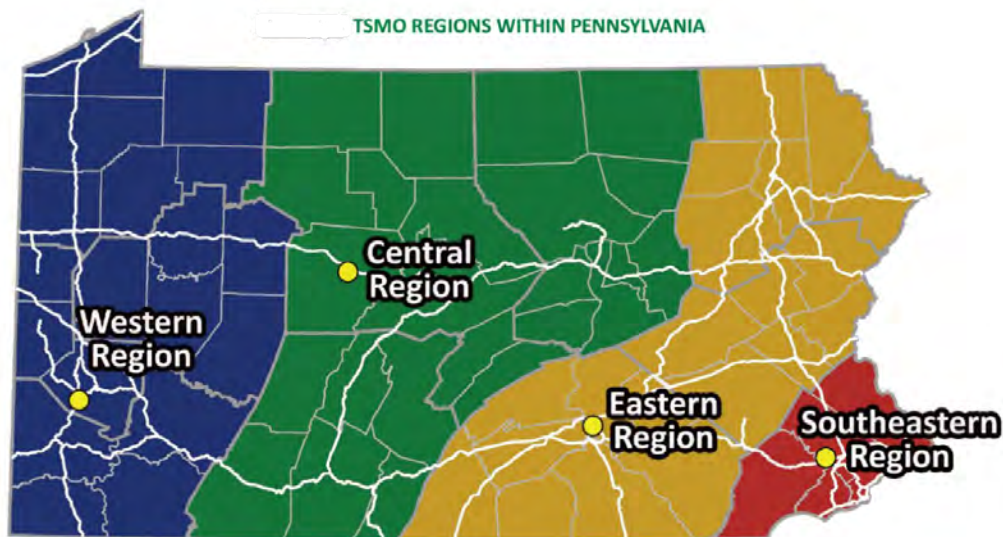
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TSMO Relationship with the Planning Process



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

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



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

The National Highway Freight Program

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

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

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [CFMP](#) must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the CFMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the CFMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the CFMP will be updated concurrently.

Congestion Mitigation and Air Quality Program

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

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

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

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

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

PennDOT CPDM works with the MPOs/RPOs and District Offices to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process.

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

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects).

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For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas except DVRPC and SPC, a simplified evaluation, selection, and eligibility determination process such as the one outlined below is recommended to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA's [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

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

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. As part of the draft TIP review, PennDOT and FHWA/FTA review project eligibility. Once FHWA and FTA approve the STIP, PennDOT CPDM can move forward with obligating projects funded with CMAQ.

PennDOT CPDM prepares an annual report to FHWA using project information from the MPMS system. This information is compiled annually on a nationwide level and is submitted by FHWA to Congress. It provides a list of obligated projects and emissions analyses for those projects, which ensures that only CMAQ-eligible projects are being funded.

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs.

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MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

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

MPOs currently serving an urbanized area population over 1,000,000 that includes an air quality nonattainment or maintenance area must develop a CMAQ Performance Plan. In the CMAQ Performance Plan and its biennial updates, MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans. For the next performance period covering 2022-2025, all MPOs serving an urbanized population more than 200,000 that include an air quality nonattainment or maintenance area will be required to develop a plan.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)

Congestion Management Process

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

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies.

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

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

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Environmental Justice

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

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

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country. As part of the 2021 TIP Environmental Justice Committee After Action Review (AAR), some aspects of the Unified EJ Guide will be modified and will be updated by November 2021.

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

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

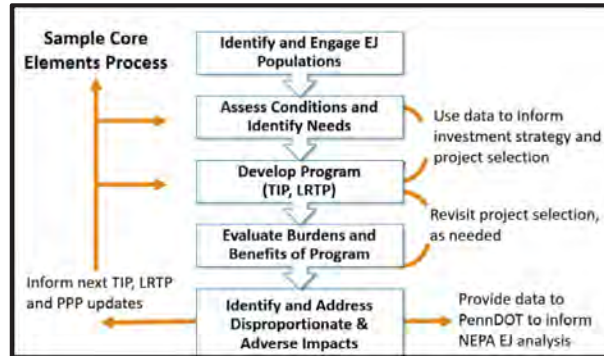
As a continuation of the statewide analysis approach started with the 2021 TIP, Lycoming County Planning Commission will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2023 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide.

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

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high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

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



Transit

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

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

A [list](#) of Pennsylvania’s Tier I and II transit agencies is found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

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

All transit agencies are required to utilize Pennsylvania’s transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management

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and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

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

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

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2023 Program Financial Guidance](#) document, first through a Work Group, and later through agreement by all parties. This Guidance provides sufficient information to begin identifying projects, performing project technical evaluations, and negotiating and reaching consensus on the fiscally constrained regional programs.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Due to the expiration of the FAST Act and uncertainty with the viability of the Highway Trust Fund, anticipated available federal highway, bridge and transit funds reflect zero percent revenue growth from the FAST Act authorized 2020 apportionment levels for the entire twelve years of the Program. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed formulas. Allocations are also provided for the IMP, NFP, and Railway-Highway Crossings Program (Section 130/RRX). These continue to be centrally managed statewide programs. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion.

Transit Financial Guidance includes both federal and state resources. Federal funding is based on FAST Act levels. State funding is based on projected funding source revenues and applied by formulas established in [Act 44 of 2007](#), as amended by [Act 89 of 2013](#). In addition, as part of an agreement between the Commonwealth and the transit agencies, a total of \$25 million per year in federal highway funding is reserved to be flexed to the transit agencies.

To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the

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assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

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

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

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

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

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

Programming

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

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

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

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

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

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

AIR QUALITY CONFORMITY

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

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

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violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

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

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

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

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

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

A transportation conformity determination shows the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS.

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

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The completion of a regional TIP or LRTP conformity analysis includes the following key steps:

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

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6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's [Conformity Guide](#). MPOs/RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2023 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.

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

STATEWIDE PROGRAMS

Interstate Program

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

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

As part of the IM Program update process, the ISC holds District Interstate rides and presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. Representatives from the ISC, FHWA, and PennDOT BOMO, CPDM, and Districts ride the entire Interstate System to assess current conditions and review both currently planned and potential projects. PennDOT Districts then provide presentations to the ISC with updates on conditions, challenges, best practices and needs

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in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

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

Railway-Highway Crossings Program

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

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

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

Transportation Alternatives Set-Aside

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

The FAST Act further sub-allocates TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000

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or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the TA Set-Aside program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

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

Spike Funding

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

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

PUBLIC COMMENT

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

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g. FFY 2023, 2024, 2025, 2026) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).

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- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e. the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

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

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will be established. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

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

All 2023 Transportation Program guidance documents will available at [Talkpatransportation.com](https://talkpatransportation.com) for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public well informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on PennDOT's website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

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

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TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2023 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOMO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

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

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

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2023 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM

2023 Transportation Program General and Procedural Guidance

will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2022 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2023 FFY on October 1.

PROGRAM ADMINISTRATION

After adoption, the 2023 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2023 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2023 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2023 Program.

The modification procedures that were approved for the 2021 Program will be used as a starting point for the development of procedures for the 2023 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa. PennDOT CPDM will work with FHWA/FTA to develop and implement a streamlined revision process.

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

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

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

2023 Transportation Program General and Procedural Guidance

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

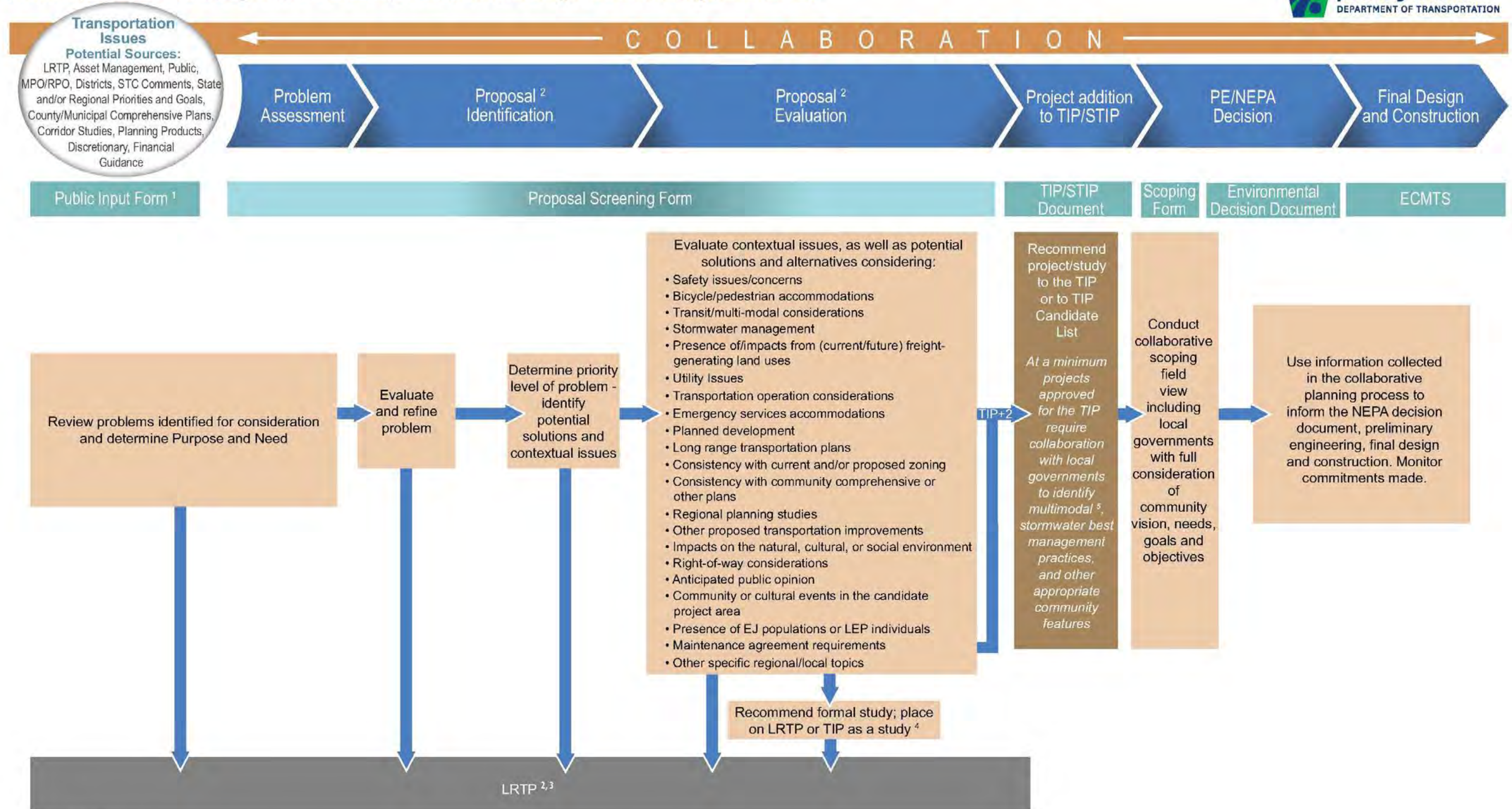
2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	
STC releases Transportation Performance Report		2/17																					
STC-TYP public comment period			3/1	4/14																			
STC online public forum			3/23																				
General/Procedural Guidance Work Group Meetings																							
Financial Guidance Work Group Meetings																							
2023 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP																							
Spring/Summer Planning Partners Call						6/29																	
Draft Interstate carryover projects released																							
BOMO Asset Management provides PAMS/BAMS outputs for the 2023 Program Update																							
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings																							
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects																							
Project updates are made in MPMS																							
Final Program Update Guidance documents released																							
Interstate Steering Committee Presentations																							
Statewide STIP MOU development/finalization																							
Validation of PennDOT Connects PIF forms conducted for new 2023 TIP projects																							
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs																							
Spike decisions released																							
Draft Interstate and Statewide Projects announced																							
Fall Planning Partners Meeting																							
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs																							
PennDOT completes attaching draft TIP/TYP in MPMS																							
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review																							

2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	
Final IM and Statewide Program Distributed												█											
PennDOT CPDM completes initial review of the preliminary draft TIPs													█										
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program													█										
PennDOT CPDM to hold draft program review discussions													█	█									
Interagency air quality consultation														█	█								
Central Office sends Draft TIPs to FHWA for eligibility review														█	█								
MPOs, RPOs and PennDOT conduct air quality conformity analysis															█	█	█						
STIP Executive Summary Development															█	█	█						
TIP Public Comment Periods																	█	█	6/15				
STIP Public Comment Period (15 day)																		█	█	6/1-6/15			
CPDM to review STIP public comments																		█	█				
MPOs/RPOs adopt regional TIPs																		█	█	█			
MPOs/RPOs submit regional TIPs to PennDOT CPDM																				█	█	7/15	
PennDOT CPDM reviews TIP submissions for STIP submittal																				█	█		
STC approves TYP																					█		
PennDOT submits STIP to FHWA/FTA on behalf of Governor																					█		
FHWA/FTA reviews and approves air quality conformity documents and STIP																					█	█	
2023 Program Begins																							█

Transportation Program Development and Project Delivery Process



Footnotes:

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

Appendix 3 – TIP Submission Checklist

2023-2026 Transportation Program Submission Checklist

Planning Partner: _____

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

Transportation Management Area: Yes No

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

Appendix 3 – TIP Submission Checklist

2023-2026 Transportation Program Submission Checklist

Planning Partner: _____

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

Transportation Management Area: Yes No

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

Appendix 3 – TIP Submission Checklist

2023-2026 Transportation Program Submission Checklist

Planning Partner: _____

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

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
14. MPO/RPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	List of annual obligated projects on website for FFY 2022	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

Appendix 3 – TIP Submission Checklist

2023 - 2026 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
Total	\$0	\$0	\$0	\$0	

**Reading MPO
FFY 2023 – 2026 Transportation Improvement Program (TIP)
Development Time Line**

March, 2021	Reading MPO actively markets participation in State Transportation Commission on-line survey and public meeting via e-mail, web page and FaceBook
June, 2021	PennDOT releases FFY 2023 – 2026 Financial Guidance
July, 2021	PennDOT releases General and Procedural Guidance
July, 2021	Reading MPO reviews Berks County responses to STC Survey (153)
August, 2021	Reading MPO solicits municipalities for project recommendations (4 new recommendations received)
September / October, 2021	MPO staff meets 4 times with PennDOT to review existing (FFY 2021) TIP, update carry-over projects scope of work and costs, and review new candidate projects and coordinates with SCTA regarding Transit project listing
November, 2021	Infrastructure Investment and Jobs Act (IIJA) enacted
December, 2021	PennDOT releases interim FFY 2023-2026 Financial Guidance reflecting estimated revenues from IIJA
November / December, 2021	MPO staff meets 7 times with PennDOT to refine and expand project listing to meet new financial resources and coordinates with SCTA regarding Transit project listing
December, 2021	Draft FFY 2023-2026 TIP project listing
January, 2022	Reading MPO reviews and endorses submitted Draft TIP (Highway / Bridge / Transit) projects and draft project listing reviewed with PennDOT Central office
January/ February, 2022	Additional coordination between MPO staff and PennDOT to refine project listings
March, 2022	PennDOT issues revised (Final) Financial Guidance reflecting actual revenues from IIJA
March / May, 2022 -	Additional coordination between MPO staff and PennDOT to refine project listings to match final IIJA revenues and impacts from applying IIJA funding to projects in FFY 2022
May, 2022	Reading MPO approves final project listing and authorizes Draft FFY 2023-2026 TIP for release for public review and comment
May 29, 2022	Advertisement placed in Sunday Reading Eagle regarding Public Comment Period and opportunities to comment

- June, 2022** **Public Review and Comment period extends from June 1, 2022 through July 1, 2022 and includes a Virtual Public Meeting on June 14, 2022**
- July, 2022** **Reading MPO to meet on July 14, 2022 to review comments on Draft TIP, approve responses to those comments and adopt the TIP and related Air Quality Conformity Analysis and Environmental Justice Summary and forward to PennDOT**
- August, 2022 -** **State Transportation Commission to review and approve regional TIPs incorporated into a State Transportation Improvement Program (STIP) and submit to USDOT (FHWA / FTA)**
- September, 2022** **USDOT to review and approve STIP**
- October 1, 2022** **STIP and regional TIP's become effective**



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

March 18, 2019

Dear Planning Partners:

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

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

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

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

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

PBPP
Page 2
March 18, 2019

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

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

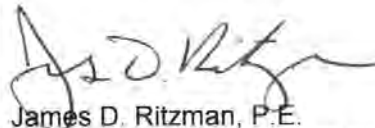
Pennsylvania chose to handle joint-written procedures for the safety PM1 initially as a separate document, which were in place by May 27, 2018. The enclosed will replace the previously separate document for PM1.

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

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

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

Sincerely,



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

Enclosures

Pennsylvania Performance Based Planning and Programming
Written Provisions Acknowledgement

Per 23 CFR 450.314

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

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

Alan D. Piper
Authorized MPO/RPO Spokesperson

5/16/19
Date

SUBMIT

Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and Pennsylvania's Metropolitan Planning Organizations (MPO) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPO) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. Title 23 Part 490 of the Code of Federal Regulations ([23 CFR 490](#)) outlines the national performance goals for the Federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

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

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

Performance Based Planning and Programming

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

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

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

Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures

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

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

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

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

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

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

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

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

Safety Performance Measures

The FHWA final rules for the *National Performance Management Measures: Highway Safety Improvement Program (Safety PM)* and *Highway Safety Improvement Program (HSIP)* were published in the Federal Register ([81 FR 13881](#) and [81 FR 13722](#)) on March 15, 2016, and became effective on April 14, 2016.

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

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

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

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

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

Target Setting:

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

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

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

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

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

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

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

Data Collection and Analysis:

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

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

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

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

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

Pavement/Bridge Performance Measures

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

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

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

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

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

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

Target setting:

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

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

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

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

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

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

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

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

Data Collection and Analysis:

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

Pavement

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

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

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

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

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

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

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

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

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

PennDOT’s pavement condition targets will be consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

Bridge

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

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

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

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

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

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

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

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

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

Reporting on progress towards target achievement:

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

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

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

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

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

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

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

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

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System Performance Measures

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

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

The PM3 performance measures include:

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

Target setting:

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

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

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

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

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

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

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

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

Data Collection and Analysis:

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

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

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

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

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

Introduction

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

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

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

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

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

- Vehicle Miles Traveled (VMT) Reduction: Susquehanna Regional Transportation Partnership (SRTP) and the Commuter Services of Pennsylvania program – advocating for non-SOV transportation alternatives for commuters.
- Cleaner Engines: BARTA Fleet Replacement – in the 2021-2024 TIP, RATS approved \$900,000 per year for two years to assist with the purchase of eleven (11) new replacement vehicles in the BARTA fleet, and an additional \$900,000 in 2024 to assist with the purchase of three (3) new replacement vehicles in the BARTA fleet.
- Traffic Operations / Congestion Mitigation: Addressing off-road improvements that promote cleaner air and/or congestion reductions such as Freeway Service Patrol expansion, additional operator(s) in the Traffic Management Center, and traveler information improvements as recommended in the recently-published 2020 Regional Operations Plans.

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

Project Selection Process

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

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

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

Candidate CMAQ Projects for Evaluation and Selection

MPO: Reading

Meeting Date: 03/17/22 [Between MPO and District Staff To Review Candidate Projects]

Add a New Project Row Delete a Project Row

Weight Sum = 100%

County	Project Description		CMAQ Eligible Activity	Applicable Criteria Pollutant(s)	Project Selection Factors (0=lowest, 100=highest rank) ; Weights must sum to 100%								Average Project Rank Score (0-100)	Selected for CMAQ Funding
	MPMS#	Detailed Project Description			30%		10%	20%	10%	10%	10%	10%		
					FHWA Cost Effectiveness	Cost Effectiveness Override Value - Required for "Other" Projects	Consistency with L RTP	Corridor Congestion & Priority	Nonattainment or Maintenance for Ozone and PM2.5	Project Readiness and Sponsor Capacity	Benefits EJ Population	Other Factors		
				#N/A	#N/A	N/A			#N/A				#N/A	
Berks	117620	SR 2023 State Hill Road #2	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	79467	SR 12 Elizabeth Avenue	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	110318	SR 12 Alsace Manor	Intersection Improvements	Ozone	53	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	61	Yes
Berks	10815	SR 73 / Freidensburg Rd.	Intersection Improvements	Ozone	53	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	56	Yes
Berks	90569	SR 222 / Long Lane	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	110075	SR 422 Ben Franklin Congested Corridor	Other	Ozone	N/A	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	40	Yes

MEMORANDUM OF UNDERSTANDING (MOU)
Reading Metropolitan Planning Organization (MPO)
Procedures for 2023-2026 Transportation Improvement Program (TIP) Revisions

Purpose

This Memorandum of Understanding (MOU) between PennDOT, 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 2023-2026 Transportation Improvement Program (TIP).

Definitions

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP).
- **Amendment** is a revision to a TIP that involves a major change to a project included in a TIP.
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements and guide rail updates.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Reading MPO, SCTA, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- **Fiscal Constraint Chart (FCC)** is an Excel spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds
- **Interstate Management (IM) Program** is PennDOT's four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- **New Project** is a project that is not programmed in the current TIP and does not have previous obligations from a prior TIP.
- **Planning Partner** is the Reading Area Transportation Study (RATS) or the Reading MPO.
- **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how the Reading MPO will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- **Rapid Bridge Replacement (RBR) Initiative** (developed via a Public Private Partnership – P3) will follow the **Statewide Managed Program** guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on Reading MPO's TIP will be considered as an administrative action.
- **Reserve Line Item** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- **Revision** is either an Amendment or an Administrative Modification to the TIP.

- **Statewide Managed Program (Statewide Program)** includes those transportation improvements or projects that are managed on the Statewide Transportation Improvement Program (STIP), including project selection at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), and State Transportation Alternatives Set-Aside (TASA) Program projects. The Interstate Management Program (IM) will remain its own individual program.

TIP Administration

The Federal Highway Administration (FHWA) and the Federal Transit Administration (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 actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions 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 Plan (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, and MPOs at the county and regional levels. This approach will be applied to begin 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 TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions 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 in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within an ozone non-attainment 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 Long Range Transportation Plan (LRTP) shall also be developed and approved by the MPO. The modified conformity determination would then be based on the amended LRTP conformity analysis, and public involvement procedures consistent with the region's PPP are required.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO LRTP's. If the MPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO. During an LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO where the LRTP expiration occurred will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's LRTP is once again in compliance with the federal planning regulations.

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 STIP/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 threshold within the four years of the TIP:
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 200,000$ but $< 1,000,000$;

- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity re-evaluation;
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO;
 - Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO is required for **Amendments**. The MPO must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, 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 modification actions that occurred along with or were presented with this action at the MPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) materials, if available.

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 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 MPO's TIP. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the

- public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
 - Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
 - Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
 - Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the thresholds established in this MOU between PennDOT and the MPO (as detailed in the aforementioned Amendment Section); 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 action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Fiscal Constraint

Demonstration that TIP fiscal constraint is maintained takes place through a 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 [23 CFR 450.218\(l\)](#) 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 the 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 region 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. The reports can be used by the MPO as the

basis for compiling information to meet the federal annual listing of obligated projects requirement 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 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 to clarify how the MPO will address all TIP revisions. **In all cases, any individual MPO revision procedures will be developed under the guidance umbrella of this document.** If the MPO subsequently elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, 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.

/s/ Larry Shifflet

07/14/2022

Larry Shifflet, Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

/s/ Michael W. Rebert

07/14/2022

Michael W. Rebert, Chairman
Reading Metropolitan Planning Organization

Date

/s/ Gregory Downing

07/14/2022

Gregory Downing, Executive Director
South Central Transit Authority

Date

Appendix B

Financial Guidance

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INTRODUCTION

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

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

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

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

2023 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on June 15, 2021 with the following recommendations:

- The National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STP), Off-System Bridge (BOF) and State Highway and Bridge funds will utilize the new formulas established during the 2021 Program Update for all twelve years of the Program that reflect Transportation Performance Management (TPM) requirements and an asset management philosophy based upon lowest life cycle costs.
- The Highway Safety Improvement Program (HSIP) will utilize a new formula while maintaining existing program set-asides and base funding allocations.
- Remaining funding categories will utilize existing formulas.
- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.

- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- The Interstate Management Program will continue to be managed with an enhanced level of funding.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2023 Transportation Program Financial Guidance* and *Pennsylvania 2023 Transportation Program General and Procedural Guidance* at the Planning Partners Meeting, on June 29, 2021.

Following enactment of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) on November 15, 2021, the Financial Guidance Work Group reconvened on November 18, 2021 and December 1, 2021 with additional or updated recommendations:

- Existing formulas and data will continue to be utilized.
- Anticipated available federal highway, bridge and transit funds will reflect IIJA/BIL authorized amounts for the first four years then remain flat for the remaining eight years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$40 million.
- Bridge Formula Investment Program funds will be distributed based upon a formula using STP and NHPP bridge themes and data.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and guidance for the new Carbon Reduction and PROTECT formula fund programs, all funds will be held in a statewide line item, until further guidance is provided from FHWA. Any necessary updates to the program will take place after adoption in October 2022.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and information from the Federal Transit Administration (FTA), the transit portion of the financial guidance remains unchanged. When FTA updates full year appropriations, it will be communicated with transit agencies and planning partners. Any necessary updates to the program will take place after adoption in October 2022.

FUNDING

Pennsylvania's 2023 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

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

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

Highway and Bridge Funding Distribution

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

- **National Highway Performance Program (NHPP):**
 - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized by year 2028 of the TYP.
 - Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
 - An average of \$7.5 million per year will be reserved for State and Local Bridge Inspection.
 - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2023 through 2034	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania’s TAMP. More information on the AMF is included in Appendix 7.

- **Surface Transportation Block Grant Program (STP, STN, STR):**

- Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region’s allocation, or other statewide priorities.
- An average of \$17 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
- Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2023 through 2034	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

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

- Funding is allocated to each MPO with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.
- The sub-allocation formula is currently based on the 2010 Federal Census.

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

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

2023 through 2034
Deck Area All Bridges (100%)

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

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

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

2023 through 2034	
40% STP Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**

- \$40 million in funding for this program will be reserved statewide for various safety initiatives.
- \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address systemic safety projects.
- The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**

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

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

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

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

- **Carbon Reduction Program (CRP, CRPU):**
 - Funds will be held in a statewide line item pending further guidance from FHWA.
 - 65% of apportioned funds are sub-allocated by population. Part of the sub-allocation is assigned, by federal formula, to regions with populations greater than 200,000 (CRPU).

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
 - Funds will be held in a statewide line item pending further guidance from FHWA.

- **Highway (Capital) Funding (State):**
 - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
 - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
 - An average of \$31 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
 - Remaining state highway funds will be distributed based upon the regional share of these factors:

2023 through 2034
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (State):**
 - Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2023 through 2034
Deck Area All Bridges (100%)

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

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

- **Special Federal Funding (SXF):**
 - This funding is earmarked for specific projects that were authorized by federal legislation.
- **Appalachia Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA/BIL may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC).
- **National Electric Vehicle Infrastructure Formula Program (EV):**
 - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.
- **All Discretionary Federal Funding:**
 - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure for Rebuilding America (INFRA)
 - Advanced Transportation and Congestion Management Technologies deployment (ATCMTD)

- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.
- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.
- **Local and Private Funding:**
 - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2021 via the FAST Act.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed

to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 3 through 5. Federal funding is based on most recent FAST Act authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF.

Note:

In FY 2022/2023, the Public Transportation law shifts funding sources as follows:

- The PTC contribution is reduced to \$50 million and;
- \$450 million in motor vehicle sales tax is deposited into the PTTF.

Because this shift would divert funding from the PA General Fund, there remains some uncertainty as to whether this will be the ultimate funding solution.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

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

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

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. This program also provides for free transit for seniors on any fixed route service.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.

- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013. Since the creation of Act 89, capital funding was included as part of Section 1514 – Asset Improvement.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.
- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program since it has not been appropriated by the legislature.
- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTF. The match requirement varies by program.

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

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. For the purposes of this document, we have assumed that funding shifts from the General Fund via the Vehicle Sales Tax will occur in FY 2022/23.

The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

**Appendix 1: Available Funds
2023 Financial Guidance FINAL
Highway and Bridge Funds (\$000)**

Federal Funds	2023	2024	2025	2026	Total
National Highway Performance Program (NHPP)*	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Surface Transportation Block Grant Program (STP)*	570,531	581,941	593,580	605,452	2,351,505
Highway Safety Improvement Program (HSIP)*	125,942	128,604	131,320	134,090	519,956
Congestion Mitigation and Air Quality (CMAQ)*	113,817	116,093	118,415	120,784	469,110
National Highway Freight Program*	56,879	58,016	59,177	60,360	234,432
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	64,634	65,672	66,731	67,811	264,848
PROTECT Formula Program (PRTCT)	73,493	74,674	75,878	77,106	301,151
Bridge Formula Program (BRIP)	327,179	327,179	327,179	327,179	1,308,714
Subtotal -- Federal Funds	2,374,289	2,415,232	2,456,993	2,499,589	9,746,102
State Funds	2023	2024	2025	2026	Total
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
Subtotal -- State Funds	761,000	785,000	793,000	831,000	3,170,000
Grand Total	3,135,289	3,200,232	3,249,993	3,330,589	12,916,102

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

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

National Highway Performance Program	2023	2024	2025	2026	Total
NHPP Apportionment	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Enhanced Interstate Management	250,947	300,947	350,947	400,947	1,303,788
Remaining	921,811	895,266	869,190	843,593	3,529,860
20% Statewide Reserve	184,362	179,053	173,838	168,719	705,972
Less Local Bridge Inspection	6,152	7,998	7,998	7,998	30,145
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	413,919	390,837	369,977	349,499	1,524,232

Surface Transportation Block Grant Program	2023	2024	2025	2026	Total
STP Apportionment	570,531	581,941	593,580	605,452	2,351,505
Less Transportation Alternatives (10%)	47,404	48,352	49,319	50,305	195,379
Less STP-Urban Mandatory Distribution	178,760	182,336	185,982	189,702	736,780
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	8,552	10,398	10,398	10,398	39,745
Less Environmental Resource Agencies	3,312	3,415	3,518	3,623	13,868
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	230,362	235,301	242,224	249,284	957,171
Less Spike (20% of Remaining STP)	46,072	47,060	48,445	49,857	191,434
STP Funds to Distribute	184,290	188,241	193,779	199,427	765,737

Highway Safety Improvement Program	2023	2024	2025	2026	Total
HSIP Apportionment	125,942	128,604	131,320	134,090	519,956
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	40,000	40,000	40,000	40,000	160,000
HSIP Funds to Distribute	73,942	76,604	79,320	82,090	311,956

Congestion Mitigation and Air Quality	2023	2024	2025	2026	Total
CMAQ Apportionment	113,817	116,093	118,415	120,784	469,110
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	90,562	92,838	95,160	97,528	376,089

National Highway Freight Program	2023	2024	2025	2026	Total
Interstate Program	56,879	58,016	59,177	60,360	234,432

Transportation Alternatives	2023	2024	2025	2026	Total
Transportation Alternatives Apportionment	47,404	48,352	49,319	50,305	195,379
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	16,647	16,994	17,349	17,710	68,700
TAP Funds -- Statewide Competitive Program	28,766	29,366	29,979	30,604	118,714

Railway-Highway Safety Crossings	2023	2024	2025	2026	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2023	2024	2025	2026	Total
Special Bridge Formula Program Apportionment	327,179	327,179	327,179	327,179	1,308,714
15% Off System Bridge Funds to Distribute	49,077	49,077	49,077	49,077	196,307
Special Bridge Formula Funds to Distribute	278,102	278,102	278,102	278,102	1,112,407

Carbon Reduction Program	2023	2024	2025	2026	Total
Carbon Reduction Apportionment	64,634	65,672	66,731	67,811	264,848
Carbon Reduction Program	64,634	65,672	66,731	67,811	264,848

PROTECT Formula Program	2023	2024	2025	2026	Total
PROTECT Formula Program	73,493	74,674	75,878	77,106	301,151

Appendix 1: Available Funds
2023 Financial Guidance
Highway and Bridge Funds (\$000)

State Funds	2023	2024	2025	2026	Total
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
Total State Funds (for Discretionary Calculation)	761,000	785,000	793,000	831,000	3,170,000
Mandatory 15% Discretionary (Highway Funds)	114,150	117,750	118,950	124,650	475,500

State Highway (Capital)	2023	2024	2025	2026	Total
Highway (Capital) After Discretionary Set-Aside	364,850	390,250	397,050	430,350	1,582,500
Less Environmental Resource Agencies	828	854	879	906	3,467
Less State Bridge Inspection	25,886	26,663	27,463	28,287	108,299
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	309,736	334,333	340,308	372,757	1,357,134

State Bridge	2023	2024	2025	2026	Total
State Bridge Funds to Distribute	282,000	277,000	277,000	276,000	1,112,000

Total Distributed/Statewide Reserve	2023	2024	2025	2026	Total
	3,125,222	3,186,799	3,236,510	3,317,047	12,865,578

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

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	121,609	27,899	43,021	38,354	18,698	24,528	0	0	39,553	7,932	85,174	0	0	41,313	448,080
SPC	93,590	38,926	45,969	49,056	34,128	13,550	0	0	22,909	3,657	39,272	0	0	52,795	393,854
Harrisburg	23,190	8,533	11,130	10,690	6,913	3,897	0	0	4,968	938	10,067	0	0	11,432	91,758
Scranton/WB	17,218	7,168	8,494	8,712	5,382	4,142	0	0	0	805	8,641	0	0	8,584	69,145
Lehigh Valley	19,691	6,836	9,906	7,581	5,514	5,224	0	0	6,386	1,333	14,320	0	0	7,848	84,638
NEPA	8,306	7,844	8,319	4,458	5,291	3,292	0	0	536	0	0	0	0	5,055	43,101
SEDA-COG	19,685	9,795	12,409	12,650	9,239	2,377	0	0	0	0	0	0	0	12,018	78,172
Altoona	3,167	2,345	2,293	2,674	2,297	1,302	0	0	0	0	0	0	0	2,472	16,550
Johnstown	6,765	2,524	3,642	3,328	2,106	1,133	0	0	1,418	2,100	0	0	0	3,005	23,920
Centre County	4,634	2,065	2,711	1,955	1,356	1,117	0	0	0	0	0	0	0	1,969	15,806
Williamsport	5,467	3,370	3,734	4,001	3,152	1,084	0	0	0	0	0	0	0	3,749	24,558
Erie	5,537	3,744	4,820	3,376	2,703	2,096	0	0	0	0	0	0	0	3,013	25,288
Lancaster	15,401	8,532	10,283	7,903	6,712	3,820	0	0	5,125	848	9,105	0	0	7,827	75,556
York	6,062	5,953	7,963	3,551	3,478	2,930	0	0	4,291	489	5,256	0	0	3,509	43,483
Reading	15,658	5,183	7,899	6,246	4,043	3,331	0	0	4,059	562	6,031	0	0	6,743	59,755
Lebanon	2,006	1,915	2,526	1,372	1,372	1,363	0	0	1,318	0	0	0	0	1,265	13,137
Mercer	1,895	3,031	3,317	2,424	2,575	1,128	0	0	0	83	894	0	0	2,319	17,667
Adams	3,759	1,897	2,813	1,075	1,361	1,046	0	0	0	0	0	0	0	1,304	13,256
Franklin	1,939	2,625	3,097	1,475	1,712	1,330	0	0	0	0	0	0	0	1,458	13,635
Total Urban	375,579	150,183	194,348	170,880	118,033	78,689	0	0	90,562	16,647	178,760	0	0	177,677	1,551,358
Northwest	10,189	8,375	10,365	6,677	6,672	1,713	0	0	0	0	0	0	0	6,816	50,808
N. Central	9,017	7,911	9,333	5,808	6,302	1,611	0	0	0	0	0	0	0	6,191	46,173
N. Tier	10,140	8,729	11,422	8,563	8,094	1,492	0	0	0	0	0	0	0	8,388	56,829
S. Alleghenies	8,993	7,360	8,667	7,784	7,124	1,634	0	0	0	0	0	0	0	7,659	49,222
Wayne County	0	1,732	2,125	948	1,247	802	0	0	0	0	0	0	0	941	7,795
Total Rural	38,340	34,107	41,912	29,780	29,440	7,253	0	0	0	0	0	0	0	29,994	210,826
Interstate Program	568,325	0	57,918	65,782	0	0	56,879	0	0	0	0	0	0	70,430	819,334
Statewide Program	0	0	0	0	0	0	0	7,184	0	28,766	0	64,634	73,493	0	174,077
Statewide Reserve	184,362	0	114,150	0	0	40,000	0	0	0	0	0	0	0	0	338,512
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	0	0	0	31,115
GRAND TOTAL	1,166,606	184,290	423,886	282,000	147,472	125,942	56,879	7,184	90,562	45,412	178,760	64,634	73,493	278,102	3,125,222

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

Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	114,828	28,497	46,455	37,669	18,698	25,394	0	0	40,547	8,097	86,877	0	0	41,313	448,374
SPC	88,372	39,760	49,993	48,082	34,128	14,020	0	0	23,485	3,733	40,058	0	0	52,795	394,426
Harrisburg	21,897	8,715	12,062	10,487	6,913	4,019	0	0	5,092	957	10,269	0	0	11,432	91,844
Scranton/WB	16,258	7,321	9,186	8,552	5,382	4,273	0	0	0	821	8,814	0	0	8,584	69,192
Lehigh Valley	18,593	6,982	10,749	7,431	5,514	5,394	0	0	6,546	1,361	14,606	0	0	7,848	85,025
NEPA	7,842	8,012	9,076	4,352	5,291	3,392	0	0	550	0	0	0	0	5,055	43,570
SEDA-COG	18,587	10,005	13,435	12,414	9,239	2,445	0	0	0	0	0	0	0	12,018	78,143
Altoona	2,990	2,395	2,484	2,624	2,297	1,331	0	0	0	0	0	0	0	2,472	16,594
Johnstown	6,388	2,579	3,937	3,267	2,106	1,156	0	0	1,453	0	0	0	0	3,005	23,889
Centre County	4,375	2,109	2,949	1,914	1,356	1,139	0	0	0	0	0	0	0	1,969	15,811
Williamsport	5,162	3,443	4,047	3,926	3,152	1,105	0	0	0	0	0	0	0	3,749	24,583
Erie	5,228	3,824	5,206	3,315	2,703	2,153	0	0	0	0	0	0	0	3,013	25,442
Lancaster	14,542	8,715	11,161	7,745	6,712	3,939	0	0	5,254	866	9,288	0	0	7,827	76,048
York	5,723	6,081	8,623	3,480	3,478	3,018	0	0	4,399	500	5,361	0	0	3,509	44,173
Reading	14,784	5,294	8,538	6,132	4,043	3,432	0	0	4,161	573	6,151	0	0	6,743	59,853
Lebanon	1,894	1,956	2,729	1,347	1,372	1,394	0	0	1,351	0	0	0	0	1,265	13,308
Mercer	1,790	3,095	3,586	2,380	2,575	1,151	0	0	0	85	912	0	0	2,319	17,893
Adams	3,550	1,938	3,074	1,046	1,361	1,066	0	0	0	0	0	0	0	1,304	13,339
Franklin	1,831	2,681	3,355	1,446	1,712	1,359	0	0	0	0	0	0	0	1,458	13,841
Total Urban	354,635	153,403	210,643	167,609	118,033	81,181	0	0	92,838	16,994	182,336	0	0	177,677	1,555,349
Northwest	9,621	8,555	11,249	6,542	6,672	1,757	0	0	0	0	0	0	0	6,816	51,211
N. Central	8,514	8,080	10,165	5,679	6,302	1,651	0	0	0	0	0	0	0	6,191	46,583
N. Tier	9,575	8,916	12,407	8,390	8,094	1,528	0	0	0	0	0	0	0	8,388	57,297
S. Alleghenies	8,492	7,518	9,437	7,623	7,124	1,675	0	0	0	0	0	0	0	7,659	49,528
Wayne County	0	1,769	2,303	929	1,247	813	0	0	0	0	0	0	0	941	8,002
Total Rural	36,202	34,838	45,560	29,163	29,440	7,424	0	0	0	0	0	0	0	29,994	212,621
Interstate Program	618,325	0	62,518	64,615	0	0	58,016	0	0	0	0	0	0	70,430	873,905
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,366	0	65,672	74,674	0	176,896
Statewide Reserve	179,053	0	117,750	0	0	40,000	0	0	0	0	0	0	0	0	336,803
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	0	0	0	31,225
GRAND TOTAL	1,188,215	188,241	452,083	277,000	147,472	128,604	58,016	7,184	92,838	46,360	182,336	65,672	74,674	278,102	3,186,799

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	108,699	29,335	47,289	37,669	18,698	26,276	0	0	41,561	8,266	88,615	0	0	41,313	447,720
SPC	83,655	40,930	50,966	48,073	34,128	14,499	0	0	24,072	3,811	40,859	0	0	52,795	393,789
Harrisburg	20,729	8,972	12,287	10,486	6,913	4,144	0	0	5,220	977	10,474	0	0	11,432	91,634
Scranton/WB	15,390	7,537	9,355	8,551	5,382	4,407	0	0	0	839	8,990	0	0	8,584	69,035
Lehigh Valley	17,601	7,188	10,953	7,429	5,514	5,568	0	0	6,710	1,390	14,898	0	0	7,848	85,098
NEPA	7,424	8,248	9,258	4,350	5,291	3,495	0	0	564	0	0	0	0	5,055	43,684
SEDA-COG	17,595	10,300	13,684	12,413	9,239	2,514	0	0	0	0	0	0	0	12,018	77,762
Altoona	2,831	2,466	2,531	2,624	2,297	1,360	0	0	0	0	0	0	0	2,472	16,580
Johnstown	6,047	2,654	4,008	3,267	2,106	1,179	0	0	1,490	0	0	0	0	3,005	23,755
Centre County	4,142	2,172	3,006	1,913	1,356	1,162	0	0	0	0	0	0	0	1,969	15,719
Williamsport	4,887	3,544	4,122	3,925	3,152	1,126	0	0	0	0	0	0	0	3,749	24,506
Erie	4,949	3,937	5,299	3,315	2,703	2,212	0	0	0	0	0	0	0	3,013	25,428
Lancaster	13,766	8,971	11,373	7,744	6,712	4,061	0	0	5,385	884	9,473	0	0	7,827	76,197
York	5,418	6,260	8,783	3,480	3,478	3,107	0	0	4,509	510	5,468	0	0	3,509	44,522
Reading	13,995	5,450	8,693	6,132	4,043	3,536	0	0	4,265	585	6,274	0	0	6,743	59,718
Lebanon	1,793	2,014	2,778	1,347	1,372	1,426	0	0	1,385	0	0	0	0	1,265	13,379
Mercer	1,694	3,187	3,651	2,380	2,575	1,174	0	0	0	87	930	0	0	2,319	17,996
Adams	3,360	1,995	3,137	1,045	1,361	1,086	0	0	0	0	0	0	0	1,304	13,288
Franklin	1,733	2,760	3,417	1,445	1,712	1,390	0	0	0	0	0	0	0	1,458	13,915
Total Urban	335,707	157,916	214,590	167,589	118,033	83,722	0	0	95,160	17,349	185,982	0	0	177,677	1,553,725
Northwest	9,107	8,806	11,462	6,541	6,672	1,801	0	0	0	0	0	0	0	6,816	51,206
N. Central	8,060	8,318	10,366	5,677	6,302	1,692	0	0	0	0	0	0	0	6,191	46,606
N. Tier	9,064	9,178	12,645	8,388	8,094	1,564	0	0	0	0	0	0	0	8,388	57,321
S. Alleghenies	8,039	7,739	9,623	7,621	7,124	1,717	0	0	0	0	0	0	0	7,659	49,522
Wayne County	0	1,821	2,346	928	1,247	824	0	0	0	0	0	0	0	941	8,108
Total Rural	34,270	35,863	46,443	29,155	29,440	7,598	0	0	0	0	0	0	0	29,994	212,763
Interstate Program	668,325	0	63,635	64,615	0	0	59,177	0	0	0	0	0	0	70,430	926,182
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,979	0	66,731	75,878	0	179,772
Statewide Reserve	173,838	0	118,950	0	0	40,000	0	0	0	0	0	0	0	0	332,788
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	1,212,140	193,779	459,258	277,000	147,472	131,320	59,177	7,184	95,160	47,327	185,982	66,731	75,878	278,102	3,236,510

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	102,682	30,190	51,819	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	450,830
SPC	79,025	42,123	56,278	47,863	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	397,438
Harrisburg	19,581	9,233	13,516	10,444	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	92,421
Scranton/WB	14,538	7,756	10,269	8,519	5,382	4,543	0	0	0	856	9,170	0	0	8,584	69,618
Lehigh Valley	16,627	7,397	12,066	7,397	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	86,085
NEPA	7,013	8,488	10,257	4,325	5,291	3,599	0	0	578	0	0	0	0	5,055	44,606
SEDA-COG	16,621	10,600	15,039	12,364	9,239	2,584	0	0	0	0	0	0	0	12,018	78,464
Altoona	2,674	2,538	2,783	2,614	2,297	1,390	0	0	0	0	0	0	0	2,472	16,767
Johnstown	5,712	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,935
Centre County	3,912	2,235	3,320	1,904	1,356	1,185	0	0	0	0	0	0	0	1,969	15,881
Williamsport	4,616	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,757
Erie	4,675	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,825
Lancaster	13,004	9,233	12,532	7,710	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	77,288
York	5,118	6,442	9,654	3,464	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	45,584
Reading	13,221	5,609	9,535	6,109	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	60,271
Lebanon	1,694	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,668
Mercer	1,600	3,279	4,005	2,371	2,575	1,198	0	0	0	89	949	0	0	2,319	18,384
Adams	3,174	2,053	3,482	1,037	1,361	1,106	0	0	0	0	0	0	0	1,304	13,518
Franklin	1,637	2,840	3,758	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,265
Total Urban	317,126	162,519	236,096	166,899	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,569,604
Northwest	8,603	9,063	12,628	6,511	6,672	1,847	0	0	0	0	0	0	0	6,816	52,140
N. Central	7,614	8,560	11,465	5,647	6,302	1,733	0	0	0	0	0	0	0	6,191	47,514
N. Tier	8,562	9,446	13,945	8,350	8,094	1,601	0	0	0	0	0	0	0	8,388	58,386
S. Alleghenies	7,594	7,964	10,640	7,586	7,124	1,759	0	0	0	0	0	0	0	7,659	50,326
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,402
Total Rural	32,373	36,908	51,259	29,019	29,440	7,776	0	0	0	0	0	0	0	29,994	216,769
Interstate Program	718,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	983,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	67,811	77,106	0	182,705
Statewide Reserve	168,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	333,369
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	67,811	77,106	278,102	3,317,047

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

Appendix 2: Total FFY 2023-2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	447,818	115,921	188,583	151,224	74,792	103,374	0	0	164,255	32,733	351,053	0	0	165,250	1,795,004
SPC	344,641	161,739	203,206	193,075	136,513	57,058	0	0	95,137	15,093	161,865	0	0	211,179	1,579,506
Harrisburg	85,397	35,453	48,995	42,107	27,653	16,330	0	0	20,629	3,869	41,494	0	0	45,730	367,658
Scranton/WB	63,403	29,782	37,303	34,334	21,527	17,366	0	0	0	3,321	35,615	0	0	34,338	276,989
Lehigh Valley	72,512	28,403	43,674	29,838	22,055	21,930	0	0	26,518	5,503	59,020	0	0	31,392	340,846
NEPA	30,585	32,591	36,911	17,484	21,163	13,778	0	0	2,228	0	0	0	0	20,221	174,960
SEDA-COG	72,488	40,700	54,567	49,841	36,955	9,919	0	0	0	0	0	0	0	48,070	312,542
Altoona	11,662	9,744	10,091	10,536	9,189	5,384	0	0	0	0	0	0	0	9,887	66,492
Johnstown	24,911	10,489	15,983	13,117	8,422	4,672	0	0	5,887	0	0	0	0	12,018	95,500
Centre County	17,063	8,581	11,986	7,686	5,422	4,603	0	0	0	0	0	0	0	7,876	63,217
Williamsport	20,133	14,004	16,438	15,761	12,609	4,463	0	0	0	0	0	0	0	14,996	98,404
Erie	20,388	15,556	21,133	13,309	10,812	8,732	0	0	0	0	0	0	0	12,053	101,982
Lancaster	56,714	35,450	45,349	31,102	26,848	16,006	0	0	21,283	3,499	37,529	0	0	31,307	305,088
York	22,321	24,736	35,024	13,975	13,914	12,254	0	0	17,822	2,020	21,663	0	0	14,035	177,762
Reading	57,658	21,535	34,665	24,620	16,172	13,942	0	0	16,857	2,318	24,856	0	0	26,974	239,597
Lebanon	7,387	7,958	11,079	5,407	5,489	5,640	0	0	5,473	0	0	0	0	5,060	53,493
Mercer	6,980	12,592	14,558	9,554	10,300	4,651	0	0	0	344	3,685	0	0	9,275	71,940
Adams	13,843	7,882	12,507	4,203	5,446	4,303	0	0	0	0	0	0	0	5,217	53,402
Franklin	7,141	10,905	13,626	5,805	6,848	5,500	0	0	0	0	0	0	0	5,830	55,656
Total Urban	1,383,046	624,022	855,676	672,978	472,131	329,906	0	0	376,089	68,700	736,780	0	0	710,709	6,230,036
Northwest	37,521	34,800	45,705	26,272	26,688	7,118	0	0	0	0	0	0	0	27,262	205,365
N. Central	33,205	32,869	41,330	22,811	25,209	6,687	0	0	0	0	0	0	0	24,764	186,876
N. Tier	37,341	36,269	50,420	33,691	32,376	6,186	0	0	0	0	0	0	0	33,551	229,833
S. Alleghenies	33,118	30,581	38,366	30,615	28,497	6,784	0	0	0	0	0	0	0	30,637	198,598
Wayne County	0	7,197	9,353	3,729	4,989	3,275	0	0	0	0	0	0	0	3,763	32,307
Total Rural	141,185	141,715	185,174	117,117	117,759	30,051	0	0	0	0	0	0	0	119,978	852,979
Interstate Program	2,573,300	0	253,774	259,395	0	0	234,432	0	0	0	0	0	0	281,721	3,602,622
Statewide Program	0	0	0	0	0	0	0	28,737	0	118,714	0	264,848	301,151	0	713,449
Statewide Reserve	705,972	0	475,500	0	0	160,000	0	0	0	0	0	0	0	0	1,341,472
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	0	0	0	125,020
GRAND TOTAL	4,803,504	765,737	1,832,634	1,112,000	589,890	519,956	234,432	28,737	376,089	187,414	736,780	264,848	301,151	1,112,407	12,865,578

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

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

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	90,931	30,190	51,818	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	439,077
SPC	69,980	42,123	56,262	47,847	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	388,362
Harrisburg	17,340	9,233	13,514	10,442	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	90,176
Scranton/WB	12,874	7,756	10,268	8,518	5,382	4,543	0	0	0	856	9,170	0	0	8,584	67,952
Lehigh Valley	14,724	7,397	12,064	7,394	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	84,177
NEPA	6,210	8,488	10,253	4,321	5,291	3,599	0	0	578	0	0	0	0	5,055	43,795
SEDA-COG	14,719	10,600	15,037	12,363	9,239	2,584	0	0	0	0	0	0	0	12,018	76,559
Altoona	2,368	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,461
Johnstown	5,058	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,281
Centre County	3,465	2,235	3,319	1,903	1,356	1,185	0	0	0	0	0	0	0	1,969	15,432
Williamsport	4,088	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,227
Erie	4,140	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,289
Lancaster	11,516	9,233	12,529	7,707	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	75,794
York	4,532	6,442	9,653	3,463	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,996
Reading	11,708	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	58,757
Lebanon	1,500	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,474
Mercer	1,417	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,201
Adams	2,811	2,053	3,481	1,036	1,361	1,106	0	0	0	0	0	0	0	1,304	13,152
Franklin	1,450	2,840	3,757	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,076
Total Urban	280,831	162,519	236,059	166,863	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,533,236
Northwest	7,619	9,063	12,626	6,509	6,672	1,847	0	0	0	0	0	0	0	6,816	51,151
N. Central	6,742	8,560	11,461	5,644	6,302	1,733	0	0	0	0	0	0	0	6,191	46,635
N. Tier	7,582	9,446	13,942	8,347	8,094	1,601	0	0	0	0	0	0	0	8,388	57,400
S. Alleghenies	6,725	7,964	10,636	7,582	7,124	1,759	0	0	0	0	0	0	0	7,659	49,450
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,401
Total Rural	28,668	36,908	51,245	29,005	29,440	7,776	0	0	0	0	0	0	0	29,994	213,036
Interstate Program	768,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,033,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	158,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	323,369
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,530	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,324
SPC	63,246	42,123	56,243	47,828	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,589
Harrisburg	15,671	9,233	13,511	10,439	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,503
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,712
Lehigh Valley	13,307	7,397	12,061	7,392	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,755
NEPA	5,613	8,488	10,248	4,316	5,291	3,599	0	0	578	0	0	0	0	5,055	43,188
SEDA-COG	13,302	10,600	15,035	12,360	9,239	2,584	0	0	0	0	0	0	0	12,018	75,138
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,232
Johnstown	4,571	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,902	1,356	1,185	0	0	0	0	0	0	0	1,969	15,096
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,832
Erie	3,741	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,526	7,704	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,680
York	4,096	6,442	9,652	3,462	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,557
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,629
Lebanon	1,356	2,073	3,045	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,330
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,064
Adams	2,540	2,053	3,479	1,034	1,361	1,106	0	0	0	0	0	0	0	1,304	12,878
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,936
Total Urban	253,806	162,519	236,016	166,819	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,506,124
Northwest	6,886	9,063	12,623	6,506	6,672	1,847	0	0	0	0	0	0	0	6,816	50,411
N. Central	6,094	8,560	11,457	5,639	6,302	1,733	0	0	0	0	0	0	0	6,191	45,976
N. Tier	6,853	9,446	13,938	8,343	8,094	1,601	0	0	0	0	0	0	0	8,388	56,662
S. Alleghenies	6,078	7,964	10,632	7,578	7,124	1,759	0	0	0	0	0	0	0	7,659	48,794
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,401
Total Rural	25,909	36,908	51,229	28,989	29,440	7,776	0	0	0	0	0	0	0	29,994	210,245
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,529	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,323
SPC	63,246	42,123	56,233	47,818	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,569
Harrisburg	15,671	9,233	13,510	10,438	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,500
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,711
Lehigh Valley	13,307	7,397	12,059	7,390	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,751
NEPA	5,613	8,488	10,246	4,313	5,291	3,599	0	0	578	0	0	0	0	5,055	43,182
SEDA-COG	13,302	10,600	15,034	12,359	9,239	2,584	0	0	0	0	0	0	0	12,018	75,136
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,231
Johnstown	4,571	2,732	4,396	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,901	1,356	1,185	0	0	0	0	0	0	0	1,969	15,095
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,831
Erie	3,741	4,051	5,808	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,525	7,703	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,676
York	4,096	6,442	9,651	3,461	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,555
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,628
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,478	1,033	1,361	1,106	0	0	0	0	0	0	0	1,304	12,875
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,935
Total Urban	253,806	162,519	235,992	166,795	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,506,076
Northwest	6,886	9,063	12,621	6,504	6,672	1,847	0	0	0	0	0	0	0	6,816	50,408
N. Central	6,094	8,560	11,454	5,636	6,302	1,733	0	0	0	0	0	0	0	6,191	45,971
N. Tier	6,853	9,446	13,936	8,341	8,094	1,601	0	0	0	0	0	0	0	8,388	56,658
S. Alleghenies	6,078	7,964	10,630	7,576	7,124	1,759	0	0	0	0	0	0	0	7,659	48,790
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,400
Total Rural	25,909	36,908	51,220	28,980	29,440	7,776	0	0	0	0	0	0	0	29,994	210,228
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,816	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,322
SPC	63,246	42,123	56,213	47,798	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,529
Harrisburg	15,671	9,233	13,508	10,435	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,495
Scranton/WB	11,635	7,756	10,266	8,516	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,709
Lehigh Valley	13,307	7,397	12,056	7,387	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,745
NEPA	5,613	8,488	10,241	4,308	5,291	3,599	0	0	578	0	0	0	0	5,055	43,172
SEDA-COG	13,302	10,600	15,032	12,357	9,239	2,584	0	0	0	0	0	0	0	12,018	75,131
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,316	1,900	1,356	1,185	0	0	0	0	0	0	0	1,969	15,092
Williamsport	3,695	3,647	4,532	3,907	3,152	1,148	0	0	0	0	0	0	0	3,749	23,830
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,521	7,699	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,670
York	4,096	6,442	9,649	3,459	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,552
Reading	10,581	5,609	9,533	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,627
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,476	1,031	1,361	1,106	0	0	0	0	0	0	0	1,304	12,871
Franklin	1,310	2,840	3,755	1,437	1,712	1,421	0	0	0	0	0	0	0	1,458	13,934
Total Urban	253,806	162,519	235,946	166,750	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,985
Northwest	6,886	9,063	12,618	6,501	6,672	1,847	0	0	0	0	0	0	0	6,816	50,402
N. Central	6,094	8,560	11,450	5,632	6,302	1,733	0	0	0	0	0	0	0	6,191	45,962
N. Tier	6,853	9,446	13,932	8,336	8,094	1,601	0	0	0	0	0	0	0	8,388	56,650
S. Alleghenies	6,078	7,964	10,625	7,572	7,124	1,759	0	0	0	0	0	0	0	7,659	48,781
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,399
Total Rural	25,909	36,908	51,203	28,963	29,440	7,776	0	0	0	0	0	0	0	29,994	210,194
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: Total FFY 2026-2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	337,471	120,761	207,267	150,118	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,730,046
SPC	259,718	168,492	224,950	191,292	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,533,049
Harrisburg	64,354	36,934	54,043	41,754	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	355,674
Scranton/WB	47,780	31,026	41,067	34,067	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	268,083
Lehigh Valley	54,644	29,588	48,240	29,563	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	332,429
NEPA	23,048	33,952	40,988	17,257	21,163	14,397	0	0	2,311	0	0	0	0	20,221	173,337
SEDA-COG	54,626	42,400	60,137	49,439	36,955	10,336	0	0	0	0	0	0	0	48,070	301,964
Altoona	8,788	10,151	11,127	10,450	9,189	5,562	0	0	0	0	0	0	0	9,887	65,154
Johnstown	18,773	10,927	17,583	13,018	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,659
Centre County	12,858	8,939	13,271	7,607	5,422	4,740	0	0	0	0	0	0	0	7,876	60,714
Williamsport	15,172	14,589	18,131	15,631	12,609	4,592	0	0	0	0	0	0	0	14,996	95,720
Erie	15,364	16,206	23,230	13,210	10,812	9,086	0	0	0	0	0	0	0	12,053	99,961
Lancaster	42,739	36,930	50,102	30,813	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	299,819
York	16,821	25,768	38,605	13,845	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,660
Reading	43,451	22,434	38,135	24,431	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	231,642
Lebanon	5,566	8,291	12,182	5,366	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,462
Mercer	5,260	13,118	16,016	9,480	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,390
Adams	10,432	8,211	13,913	4,133	5,446	4,424	0	0	0	0	0	0	0	5,217	51,776
Franklin	5,381	11,361	15,025	5,751	6,848	5,684	0	0	0	0	0	0	0	5,830	55,880
Total Urban	1,042,248	650,076	944,013	667,227	472,131	345,255	0	0	390,114	70,841	758,808	0	0	710,709	6,051,422
Northwest	28,275	36,253	50,487	26,019	26,688	7,387	0	0	0	0	0	0	0	27,262	202,372
N. Central	25,023	34,241	45,822	22,550	25,209	6,934	0	0	0	0	0	0	0	24,764	184,544
N. Tier	28,140	37,783	55,748	33,366	32,376	6,406	0	0	0	0	0	0	0	33,551	227,370
S. Alleghenies	24,957	31,857	42,523	30,308	28,497	7,036	0	0	0	0	0	0	0	30,637	195,816
Wayne County	0	7,498	10,317	3,692	4,989	3,342	0	0	0	0	0	0	0	3,763	33,601
Total Rural	106,396	147,632	204,897	115,937	117,759	31,105	0	0	0	0	0	0	0	119,978	843,703
Interstate Program	3,184,990	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,244,492
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	612,536	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,271,136
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	0	0	0	126,615
GRAND TOTAL	4,946,170	797,708	1,989,629	1,104,000	589,890	536,360	241,441	28,737	390,114	193,255	758,808	220,352	250,556	1,112,407	13,159,426

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

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,815	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,320
SPC	63,246	42,123	56,195	47,781	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,495
Harrisburg	15,671	9,233	13,506	10,433	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,491
Scranton/WB	11,635	7,756	10,265	8,515	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,707
Lehigh Valley	13,307	7,397	12,054	7,384	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,740
NEPA	5,613	8,488	10,236	4,304	5,291	3,599	0	0	578	0	0	0	0	5,055	43,163
SEDA-COG	13,302	10,600	15,030	12,355	9,239	2,584	0	0	0	0	0	0	0	12,018	75,128
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,792
Centre County	3,131	2,235	3,315	1,899	1,356	1,185	0	0	0	0	0	0	0	1,969	15,090
Williamsport	3,695	3,647	4,531	3,906	3,152	1,148	0	0	0	0	0	0	0	3,749	23,828
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,519	7,696	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,664
York	4,096	6,442	9,648	3,458	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,550
Reading	10,581	5,609	9,532	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,626
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,474	1,029	1,361	1,106	0	0	0	0	0	0	0	1,304	12,868
Franklin	1,310	2,840	3,755	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,932
Total Urban	253,806	162,519	235,906	166,710	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,905
Northwest	6,886	9,063	12,615	6,498	6,672	1,847	0	0	0	0	0	0	0	6,816	50,396
N. Central	6,094	8,560	11,445	5,627	6,302	1,733	0	0	0	0	0	0	0	6,191	45,953
N. Tier	6,853	9,446	13,928	8,333	8,094	1,601	0	0	0	0	0	0	0	8,388	56,643
S. Alleghenies	6,078	7,964	10,622	7,568	7,124	1,759	0	0	0	0	0	0	0	7,659	48,774
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,398
Total Rural	25,909	36,908	51,188	28,948	29,440	7,776	0	0	0	0	0	0	0	29,994	210,164
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: FFY 2022 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,814	37,527	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,318
SPC	63,246	42,123	56,174	47,760	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,452
Harrisburg	15,671	9,233	13,503	10,430	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,485
Scranton/WB	11,635	7,756	10,264	8,514	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,705
Lehigh Valley	13,307	7,397	12,051	7,381	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,734
NEPA	5,613	8,488	10,231	4,298	5,291	3,599	0	0	578	0	0	0	0	5,055	43,152
SEDA-COG	13,302	10,600	15,027	12,353	9,239	2,584	0	0	0	0	0	0	0	12,018	75,123
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,229
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,314	1,898	1,356	1,185	0	0	0	0	0	0	0	1,969	15,087
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,826
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,515	7,693	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,657
York	4,096	6,442	9,647	3,457	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,547
Reading	10,581	5,609	9,532	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,625
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,472	1,027	1,361	1,106	0	0	0	0	0	0	0	1,304	12,864
Franklin	1,310	2,840	3,754	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,931
Total Urban	253,806	162,519	235,857	166,660	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,806
Northwest	6,886	9,063	12,612	6,495	6,672	1,847	0	0	0	0	0	0	0	6,816	50,389
N. Central	6,094	8,560	11,440	5,622	6,302	1,733	0	0	0	0	0	0	0	6,191	45,943
N. Tier	6,853	9,446	13,924	8,328	8,094	1,601	0	0	0	0	0	0	0	8,388	56,634
S. Alleghenies	6,078	7,964	10,617	7,563	7,124	1,759	0	0	0	0	0	0	0	7,659	48,764
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,397
Total Rural	25,909	36,908	51,170	28,930	29,440	7,776	0	0	0	0	0	0	0	29,994	210,127
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,813	37,526	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,317
SPC	63,246	42,123	56,162	47,748	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,428
Harrisburg	15,671	9,233	13,501	10,429	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,482
Scranton/WB	11,635	7,756	10,263	8,513	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,704
Lehigh Valley	13,307	7,397	12,049	7,379	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,730
NEPA	5,613	8,488	10,228	4,295	5,291	3,599	0	0	578	0	0	0	0	5,055	43,146
SEDA-COG	13,302	10,600	15,026	12,352	9,239	2,584	0	0	0	0	0	0	0	12,018	75,120
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,228
Johnstown	4,571	2,732	4,395	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,313	1,897	1,356	1,185	0	0	0	0	0	0	0	1,969	15,086
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,825
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,513	7,691	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,653
York	4,096	6,442	9,646	3,456	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,545
Reading	10,581	5,609	9,531	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,624
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,471	1,026	1,361	1,106	0	0	0	0	0	0	0	1,304	12,861
Franklin	1,310	2,840	3,754	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,930
Total Urban	253,806	162,519	235,830	166,633	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,752
Northwest	6,886	9,063	12,610	6,493	6,672	1,847	0	0	0	0	0	0	0	6,816	50,385
N. Central	6,094	8,560	11,437	5,619	6,302	1,733	0	0	0	0	0	0	0	6,191	45,937
N. Tier	6,853	9,446	13,921	8,326	8,094	1,601	0	0	0	0	0	0	0	8,388	56,629
S. Alleghenies	6,078	7,964	10,614	7,561	7,124	1,759	0	0	0	0	0	0	0	7,659	48,759
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,397
Total Rural	25,909	36,908	51,160	28,920	29,440	7,776	0	0	0	0	0	0	0	29,994	210,107
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,812	37,525	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,315
SPC	63,246	42,123	56,140	47,726	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,384
Harrisburg	15,671	9,233	13,499	10,426	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,477
Scranton/WB	11,635	7,756	10,262	8,512	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,701
Lehigh Valley	13,307	7,397	12,045	7,376	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,723
NEPA	5,613	8,488	10,222	4,289	5,291	3,599	0	0	578	0	0	0	0	5,055	43,135
SEDA-COG	13,302	10,600	15,024	12,349	9,239	2,584	0	0	0	0	0	0	0	12,018	75,115
Altoona	2,140	2,538	2,779	2,610	2,297	1,390	0	0	0	0	0	0	0	2,472	16,227
Johnstown	4,571	2,732	4,394	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,312	1,896	1,356	1,185	0	0	0	0	0	0	0	1,969	15,083
Williamsport	3,695	3,647	4,529	3,904	3,152	1,148	0	0	0	0	0	0	0	3,749	23,823
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,889
Lancaster	10,408	9,233	12,509	7,687	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,646
York	4,096	6,442	9,644	3,454	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,542
Reading	10,581	5,609	9,531	6,105	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,623
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,328
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,061
Adams	2,540	2,053	3,468	1,023	1,361	1,106	0	0	0	0	0	0	0	1,304	12,857
Franklin	1,310	2,840	3,753	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,929
Total Urban	253,806	162,519	235,779	166,582	118,033	86,314	0	0	97,528	17,710	189,702	0	0	177,677	1,505,650
Northwest	6,886	9,063	12,606	6,489	6,672	1,847	0	0	0	0	0	0	0	6,816	50,378
N. Central	6,094	8,560	11,432	5,614	6,302	1,733	0	0	0	0	0	0	0	6,191	45,926
N. Tier	6,853	9,446	13,917	8,321	8,094	1,601	0	0	0	0	0	0	0	8,388	56,620
S. Alleghenies	6,078	7,964	10,609	7,556	7,124	1,759	0	0	0	0	0	0	0	7,659	48,750
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,396
Total Rural	25,909	36,908	51,141	28,901	29,440	7,776	0	0	0	0	0	0	0	29,994	210,069
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	1,236,542	199,427	497,407	276,000	147,472	134,090	60,360	7,184	97,528	48,314	189,702	55,088	62,639	278,102	3,289,857

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

Appendix 2: Total FFY 2031-2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	328,720	120,761	207,254	150,105	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,721,270
SPC	252,983	168,492	224,672	191,014	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,525,759
Harrisburg	62,686	36,934	54,008	41,719	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	353,936
Scranton/WB	46,541	31,026	41,054	34,054	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	266,817
Lehigh Valley	53,227	29,588	48,198	29,521	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	330,927
NEPA	22,451	33,952	40,916	17,186	21,163	14,397	0	0	2,311	0	0	0	0	20,221	172,597
SEDA-COG	53,210	42,400	60,107	49,409	36,955	10,336	0	0	0	0	0	0	0	48,070	300,486
Altoona	8,561	10,151	11,120	10,444	9,189	5,562	0	0	0	0	0	0	0	9,887	64,913
Johnstown	18,286	10,927	17,579	13,014	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,165
Centre County	12,525	8,939	13,254	7,590	5,422	4,740	0	0	0	0	0	0	0	7,876	60,347
Williamsport	14,779	14,589	18,119	15,619	12,609	4,592	0	0	0	0	0	0	0	14,996	95,303
Erie	14,966	16,206	23,228	13,208	10,812	9,086	0	0	0	0	0	0	0	12,053	99,558
Lancaster	41,631	36,930	50,056	30,768	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	298,620
York	16,385	25,768	38,584	13,825	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,183
Reading	42,324	22,434	38,127	24,423	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	230,499
Lebanon	5,422	8,291	12,180	5,364	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,315
Mercer	5,123	13,118	16,013	9,477	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,247
Adams	10,162	8,211	13,884	4,105	5,446	4,424	0	0	0	0	0	0	0	5,217	51,450
Franklin	5,242	11,361	15,016	5,742	6,848	5,684	0	0	0	0	0	0	0	5,830	55,723
Total Urban	1,015,223	650,076	943,371	666,585	472,131	345,255	0	0	390,114	70,841	758,808	0	0	710,709	6,023,113
Northwest	27,542	36,253	50,443	25,974	26,688	7,387	0	0	0	0	0	0	0	27,262	201,549
N. Central	24,374	34,241	45,754	22,482	25,209	6,934	0	0	0	0	0	0	0	24,764	183,759
N. Tier	27,410	37,783	55,690	33,308	32,376	6,406	0	0	0	0	0	0	0	33,551	226,524
S. Alleghenies	24,310	31,857	42,462	30,248	28,497	7,036	0	0	0	0	0	0	0	30,637	195,047
Wayne County	0	7,498	10,310	3,686	4,989	3,342	0	0	0	0	0	0	0	3,763	33,588
Total Rural	103,637	147,632	204,659	115,699	117,759	31,105	0	0	0	0	0	0	0	119,978	840,468
Interstate Program	3,222,220	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,281,722
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	605,090	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,263,690
RBR Regional Share	0	0	64,188	64,188	0	0	0	0	0	0	0	0	0	0	128,375
GRAND TOTAL	4,946,170	797,708	1,989,629	1,104,000	589,890	536,360	241,441	28,737	390,114	193,255	758,808	220,352	250,556	1,112,407	13,159,426

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

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	453.77	455.38	456.18	457.93	1,823.26	459.39	461.14	462.09	463.91	465.51	467.48	468.58	470.62	5,541.98
SPC	276,302.9	31.59%	9,829.42	9,864.17	9,881.55	9,919.45	39,494.59	9,951.05	9,988.95	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	120,047.51
Harrisburg	34,925.0	3.99%	1,242.45	1,246.84	1,249.04	1,253.83	4,992.16	1,257.82	1,262.62	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	15,174.14
Scranton/WB	13,629.0	1.56%	484.85	486.56	487.42	489.29	1,948.12	490.85	492.72	493.73	495.68	497.39	499.50	500.67	502.85	5,921.50
Lehigh Valley	41,874.0	4.79%	1,489.66	1,494.93	1,497.56	1,503.30	5,985.45	1,508.09	1,513.84	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	18,193.33
NEPA	70,903.5	8.11%	2,522.38	2,531.30	2,535.75	2,545.48	10,134.91	2,553.59	2,563.32	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	30,806.01
SEDA-COG	30,389.6	3.47%	1,081.10	1,084.93	1,086.84	1,091.01	4,343.87	1,094.48	1,098.65	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	13,203.61
Altoona	6,584.4	0.75%	234.24	235.07	235.48	236.38	941.17	237.14	238.04	238.53	239.47	240.30	241.32	241.88	242.93	2,860.78
Johnstown	3,702.1	0.42%	131.70	132.17	132.40	132.91	529.18	133.33	133.84	134.11	134.64	135.11	135.68	136.00	136.59	1,608.48
Centre County	16,835.4	1.92%	598.92	601.03	602.09	604.40	2,406.44	606.33	608.64	609.89	612.29	614.41	617.01	618.45	621.15	7,314.61
Williamsport	11,654.8	1.33%	414.62	416.08	416.82	418.41	1,665.93	419.75	421.35	422.21	423.88	425.34	427.14	428.14	430.01	5,063.75
Erie	2,079.0	0.24%	73.96	74.22	74.35	74.64	297.17	74.88	75.16	75.31	75.61	75.87	76.19	76.37	76.71	903.28
Lancaster	45,475.8	5.20%	1,617.79	1,623.51	1,626.37	1,632.61	6,500.29	1,637.81	1,644.05	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	19,758.23
York	20,394.8	2.33%	725.54	728.11	729.39	732.19	2,915.22	734.52	737.32	738.83	741.75	744.31	747.46	749.21	752.47	8,861.09
Reading	8,141.2	0.93%	289.62	290.65	291.16	292.27	1,163.70	293.21	294.32	294.93	296.09	297.11	298.37	299.07	300.37	3,537.17
Lebanon	1,655.0	0.19%	58.88	59.08	59.19	59.42	236.56	59.60	59.83	59.95	60.19	60.40	60.65	60.80	61.06	719.06
Mercer	3,586.9	0.41%	127.60	128.05	128.28	128.77	512.71	129.18	129.67	129.94	130.45	130.90	131.46	131.77	132.34	1,558.43
Adams	28,042.5	3.21%	997.61	1,001.13	1,002.90	1,006.74	4,008.38	1,009.95	1,013.80	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	12,183.85
Franklin	8,918.4	1.02%	317.27	318.39	318.95	320.18	1,274.79	321.20	322.42	323.08	324.36	325.48	326.86	327.62	329.05	3,874.85
Northwest	44,543.1	5.09%	1,584.61	1,590.21	1,593.02	1,599.13	6,366.97	1,604.22	1,610.33	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	19,352.99
N. Central	67,603.4	7.73%	2,404.98	2,413.48	2,417.73	2,427.01	9,663.19	2,434.74	2,444.01	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	29,372.19
N. Tier	57,527.4	6.58%	2,046.53	2,053.76	2,057.38	2,065.27	8,222.94	2,071.85	2,079.74	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	24,994.39
S. Alleghenies	60,493.3	6.92%	2,152.04	2,159.65	2,163.45	2,171.75	8,646.88	2,178.67	2,186.97	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	26,283.00
Wayne	6,618.9	0.76%	235.47	236.30	236.71	237.62	946.10	238.38	239.29	239.78	240.73	241.56	242.58	243.15	244.21	2,875.77
Total (No IM)	874,635.9	100.00%	31,115.00	31,225.00	31,280.00	31,400.00	125,020.00	31,500.00	31,620.00	31,685.00	31,810.00	31,920.00	32,055.00	32,130.00	32,270.00	380,010.00

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania’s Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region’s dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys (STAMPP Program):
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys

- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility

- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON- Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Bridges

- Condition Surveys
 - Bridge inspections have been performed through progressive Federal minimum standards since 1971
 - Bridges are inspected every 2 years or less, depending on condition

- Condition Survey Field Manual
 - Publication 100A

- Treatment / Dollar needs
 - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
 - For each bridge, the treatment and cost are determined.
 - Total cost of treatments = Dollar Needs
 - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2023 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
1/4 Pavement AMF*		
Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program		
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
		1/2 Non-NHS Lane Miles
	60% Highway	1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$35 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet

* Asset Management Factor

Appendix 6: 2023 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	364,290	711,527	15,100	1,090,917	
	<i>Krapf's Coach - Chester</i>	0	18	0	18	
	<i>Upper Merion</i>	0	19	0	19	
	PAAC	118,630	244,850	12,500	375,980	
	AMTRAN -- Blair	0	3,316	0	3,316	
	BCTA -- Beaver	0	4,195	591	4,786	
	CAT -- Dauphin	0	9,437	1,380	10,817	
	CATA -- Centre	0	7,631	293	7,924	
	CCTA -- Cambria	0	7,527	921	8,448	
	COLTS -- Lackawanna	0	7,563	1,946	9,509	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320	
	EMTA -- Erie	0	10,882	1,216	12,098	
	FACT -- Fayette	0	1,326	577	1,903	
	HPT -- Hazleton	0	2,175	0	2,175	
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713	
	LCTA -- Luzerne	0	6,412	694	7,106	
	<i>Martz</i>	0	13	0	13	
	LT -- Lebanon	0	2,157	581	2,738	
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173	
	MCTA -- Monroe	0	2,233	1,372	3,605	
	Pottstown -- Montgomery	0	1,407	0	1,407	
	SCTA -- South Central	0	17,665	4,612	22,277	
	SVSS -- Shenango Valley	0	868	963	1,831	
	WCTA -- Washington	0	1,639	2,215	3,854	
	WBT -- Williamsport	0	4,643	0	4,643	
	WCTA -- Westmoreland	0	4,351	1,657	6,008	
	Unallocated Other Urban Systems	0	0	0	0	
	Urban Total	482,920	1,081,732	55,946	1,620,598	
	RURAL	ATA	0	6,001	453	6,454
		BTA -- Butler	0	1,031	0	1,031
Carbon		0	273	506	779	
CATA -- Crawford		0	1,518	785	2,303	
EMTA -- Endless Mtns.		0	1,149	1,291	2,440	
ICTA -- Indiana		0	1,855	408	2,263	
Mid-County -- Armstrong		0	657	315	972	
Mt. Carmel		0	342	0	342	
NCATA -- New Castle		0	4,783	0	4,783	
STS -- Schuylkill		0	1,747	1,032	2,779	
TAWC -- Warren		0	755	498	1,253	
Rural Total		0	20,111	5,288	25,399	
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420	
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	653	653	
	CLARION COUNTY	0	0	470	470	
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012	
	FOREST COUNTY	0	0	358	358	
	GREENE COUNTY	0	0	379	379	
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159	
	K-CAB (Columbia Co.)	0	0	0	0	
	KRAPF'S (Chester Co.)	0	0	2,715	2,715	
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430	
	PERRY COUNTY	0	0	0	0	
	PIKE COUNTY	0	0	470	470	
	SOMERSET COUNTY	0	0	249	249	
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	812	812	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
WAYNE COUNTY	0	0	1,147	1,147		
Shared-Ride Total	0	0	22,189	22,189		
Other Agencies	Bucks County Transport	0	638	0	638	
	Chester County TMA	0	929	0	929	
	Philadelphia Unemployment Project	0	367	0	367	
	Philly Phlash	0	918	0	918	
	ACTA	0	668	0	668	
	Heritage Health Foundation	0	887	0	887	
	Other Agency Total	0	4,407	0	4,407	
PennDOT Discretion	27,630	0	0	27,630		
Other Unallocated (Urban/Rural)	41,990	27,656	0	69,646		
GRAND TOTAL	552,540	1,133,906	83,423	1,769,869		

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 22-23.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2024 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	369,550	711,527	15,100	1,096,177	
	<i>Krapf's Coach - Chester</i>	0	18	0	18	
	<i>Upper Merion</i>	0	19	0	19	
	PAAC	120,340	244,850	12,500	377,690	
	AMTRAN -- Blair	0	3,316	0	3,316	
	BCTA -- Beaver	0	4,195	591	4,786	
	CAT -- Dauphin	0	9,437	1,380	10,817	
	CATA -- Centre	0	7,631	293	7,924	
	CCTA -- Cambria	0	7,527	921	8,448	
	COLTS -- Lackawanna	0	7,563	1,946	9,509	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320	
	EMTA -- Erie	0	10,882	1,216	12,098	
	FACT -- Fayette	0	1,326	577	1,903	
	HPT -- Hazleton	0	2,175	0	2,175	
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713	
	LCTA -- Luzerne	0	6,412	694	7,106	
	<i>Martz</i>	0	13	0	13	
	LT -- Lebanon	0	2,157	581	2,738	
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173	
	MCTA -- Monroe	0	2,233	1,372	3,605	
	Pottstown -- Montgomery	0	1,407	0	1,407	
	SCTA -- South Central	0	17,665	4,612	22,277	
	SVSS -- Shenango Valley	0	868	963	1,831	
	WCTA -- Washington	0	1,639	2,215	3,854	
	WBT -- Williamsport	0	4,643	0	4,643	
	WCTA -- Westmoreland	0	4,351	1,657	6,008	
	Unallocated Other Urban Systems	0	0	0	0	
	Urban Total	489,890	1,081,732	55,946	1,627,568	
	RURAL	ATA	0	6,001	453	6,454
		BTA -- Butler	0	1,031	0	1,031
		Carbon	0	273	506	779
		CATA -- Crawford	0	1,518	785	2,303
		EMTA -- Endless Mtns.	0	1,149	1,291	2,440
ICTA -- Indiana		0	1,855	408	2,263	
Mid-County -- Armstrong		0	657	315	972	
Mt. Carmel		0	342	0	342	
NCATA -- New Castle		0	4,783	0	4,783	
STS -- Schuylkill		0	1,747	1,032	2,779	
TAWC -- Warren		0	755	498	1,253	
Rural Total		0	20,111	5,288	25,399	
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	653	653	
	CLARION COUNTY	0	0	470	470	
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012	
	FOREST COUNTY	0	0	358	358	
	GREENE COUNTY	0	0	379	379	
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159	
	K-CAB (Columbia Co.)	0	0	0	0	
	KRAPF'S (Chester Co.)	0	0	2,715	2,715	
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430	
	PERRY COUNTY	0	0	0	0	
	PIKE COUNTY	0	0	470	470	
	SOMERSET COUNTY	0	0	249	249	
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	812	812	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
	WAYNE COUNTY	0	0	1,147	1,147	
Shared-Ride Total	0	0	22,189	22,189		
Other Agencies	Bucks County Transport	0	638	0	638	
	Chester County TMA	0	929	0	929	
	Philadelphia Unemployment Project	0	367	0	367	
	Philly Phlash	0	918	0	918	
	ACTA	0	668	0	668	
	Heritage Health Foundation	0	887	0	887	
	Other Agency Total	0	4,407	0	4,407	
	PennDOT Discretion	28,030	0	0	28,030	
	Other Unallocated (Urban/Rural)	42,600	56,004	0	98,604	
	GRAND TOTAL	560,520	1,162,254	83,423	1,806,197	

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 23-24.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2025 Estimated State Transit Funds (\$000)

	OPERATOR	Asset *	Operating #	Shared Ride @	Total	
		Improvement	Assistance			
URBAN	SEPTA	373,780	711,527	15,100	1,100,407	
	<i>Krapf's Coach - Chester</i>	0	18	0	18	
	<i>Upper Merion</i>	0	19	0	19	
	PAAC	121,720	244,850	12,500	379,070	
	AMTRAN -- Blair	0	3,316	0	3,316	
	BCTA -- Beaver	0	4,195	591	4,786	
	CAT -- Dauphin	0	9,437	1,380	10,817	
	CATA -- Centre	0	7,631	293	7,924	
	CCTA -- Cambria	0	7,527	921	8,448	
	COLTS -- Lackawanna	0	7,563	1,946	9,509	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320	
	EMTA -- Erie	0	10,882	1,216	12,098	
	FACT -- Fayette	0	1,326	577	1,903	
	HPT -- Hazleton	0	2,175	0	2,175	
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713	
	LCTA -- Luzerne	0	6,412	694	7,106	
	<i>Martz</i>	0	13	0	13	
	LT -- Lebanon	0	2,157	581	2,738	
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173	
	MCTA -- Monroe	0	2,233	1,372	3,605	
	Pottstown -- Montgomery	0	1,407	0	1,407	
	SCTA -- South Central	0	17,665	4,612	22,277	
	SVSS -- Shenango Valley	0	868	963	1,831	
	WCTA -- Washington	0	1,639	2,215	3,854	
	WBT -- Williamsport	0	4,643	0	4,643	
	WCTA -- Westmoreland	0	4,351	1,657	6,008	
	Unallocated Other Urban Systems	0	0	0	0	
	Urban Total	495,500	1,081,732	55,946	1,633,178	
	RURAL	ATA	0	6,001	453	6,454
		BTA -- Butler	0	1,031	0	1,031
		Carbon	0	273	506	779
		CATA -- Crawford	0	1,518	785	2,303
		EMTA -- Endless Mtns.	0	1,149	1,291	2,440
ICTA -- Indiana		0	1,855	408	2,263	
Mid-County -- Armstrong		0	657	315	972	
Mt. Carmel		0	342	0	342	
NCATA -- New Castle		0	4,783	0	4,783	
STS -- Schuylkill		0	1,747	1,032	2,779	
TAWC -- Warren		0	755	498	1,253	
Rural Total		0	20,111	5,288	25,399	
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156	
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897	
	BUTLER COUNTY	0	0	457	457	
	CENTRE COUNTY	0	0	653	653	
	CLARION COUNTY	0	0	470	470	
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012	
	FOREST COUNTY	0	0	358	358	
	GREENE COUNTY	0	0	379	379	
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159	
	K-CAB (Columbia Co.)	0	0	0	0	
	KRAPF'S (Chester Co.)	0	0	2,715	2,715	
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430	
	PERRY COUNTY	0	0	0	0	
	PIKE COUNTY	0	0	470	470	
	SOMERSET COUNTY	0	0	249	249	
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015	
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390	
	Susquehanna Co.	0	0	812	812	
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0	
	WAYNE COUNTY	0	0	1,147	1,147	
Shared-Ride Total	0	0	22,189	22,189		
Other Agencies	Bucks County Transport	0	638	0	638	
	Chester County TMA	0	929	0	929	
	Philadelphia Unemployment Project	0	367	0	367	
	Philly Phlash	0	918	0	918	
	ACTA	0	668	0	668	
	Heritage Health Foundation	0	887	0	887	
Other Agency Total	0	4,407	0	4,407		
	PennDOT Discretion	28,350	0	0	28,350	
	Other Unallocated (Urban/Rural)	43,090	85,060	0	128,150	
	GRAND TOTAL	566,940	1,191,310	83,423	1,841,673	

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 24-25.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PWD Programs. In subsequent

Date Prepared: 5/25/2021

Appendix 6: 2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	373,360	711,527	15,100	1,099,987
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	121,580	244,850	12,500	378,930
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
WCTA -- Westmoreland	0	4,351	1,657	6,008	
Unallocated Other Urban Systems	0	0	0	0	
Urban Total	494,940	1,081,732	55,946	1,632,618	
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	Rural Total	0	20,111	5,288	25,399
	Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420
BLAIR COUNTY SENIOR SERVICES		0	0	1,156	1,156
BUCKS COUNTY TRANSPORT, INC.		0	0	2,897	2,897
BUTLER COUNTY		0	0	457	457
CENTRE COUNTY		0	0	653	653
CLARION COUNTY		0	0	470	470
COMMUNITY TRANS OF DELAWARE		0	0	3,012	3,012
FOREST COUNTY		0	0	358	358
GREENE COUNTY		0	0	379	379
HUNTINGDON-BEDFORD-FULTON AAA		0	0	1,159	1,159
K-CAB (Columbia Co.)		0	0	0	0
KRAPF'S (Chester Co.)		0	0	2,715	2,715
MIFFLIN-JUNIATA AA ON AGING		0	0	430	430
PERRY COUNTY		0	0	0	0
PIKE COUNTY		0	0	470	470
SOMERSET COUNTY		0	0	249	249
STEP (Clinton/ Lycoming)		0	0	1,015	1,015
SUBURBAN TRANS (Montgomery)		0	0	4,390	4,390
Susquehanna Co.		0	0	812	812
UNION-SNYDER TRANS. ALLIANCE		0	0	0	0
WAYNE COUNTY		0	0	1,147	1,147
Shared-Ride Total		0	0	22,189	22,189
Other Agencies		Bucks County Transport	0	638	0
	Chester County TMA	0	929	0	929
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
Other Agency Total	0	4,407	0	4,407	
	PennDOT Discretion	28,320	0	0	28,320
	Other Unallocated (Urban/Rural)	43,040	114,843	0	157,883
	GRAND TOTAL	566,300	1,221,093	83,423	1,870,816

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 25-26.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

Appendix 6: 2023-2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	1,480,980	2,846,108	60,400	4,387,488	
	<i>Krapf's Coach - Chester</i>	0	72	0	72	
	<i>Upper Merion</i>	0	76	0	76	
	PAAC	482,270	979,400	50,000	1,511,670	
	AMTRAN -- Blair	0	13,264	0	13,264	
	BCTA -- Beaver	0	16,780	2,364	19,144	
	CAT -- Dauphin	0	37,748	5,520	43,268	
	CATA -- Centre	0	30,524	1,172	31,696	
	CCTA -- Cambria	0	30,108	3,684	33,792	
	COLTS -- Lackawanna	0	30,252	7,784	38,036	
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	30,480	22,800	53,280	
	EMTA -- Erie	0	43,528	4,864	48,392	
	FACT -- Fayette	0	5,304	2,308	7,612	
	HPT -- Hazleton	0	8,700	0	8,700	
	LANTA -- Lehigh-Northampton	0	76,340	14,512	90,852	
	LCTA -- Luzerne	0	25,648	2,776	28,424	
	<i>Martz</i>	0	52	0	52	
	LT -- Lebanon	0	8,628	2,324	10,952	
	MMVTA -- Mid Mon Valley	0	12,692	0	12,692	
	MCTA -- Monroe	0	8,932	5,488	14,420	
	Pottstown -- Montgomery	0	5,628	0	5,628	
	SCTA -- South Central	0	70,660	18,448	89,108	
	SVSS -- Shenango Valley	0	3,472	3,852	7,324	
	WCTA -- Washington	0	6,556	8,860	15,416	
	WBT -- Williamsport	0	18,572	0	18,572	
	WCTA -- Westmoreland	0	17,404	6,628	24,032	
	Unallocated Other Urban Systems	0	0	0	0	
	Urban Total	1,963,250	4,326,928	223,784	6,513,962	
	RURAL	ATA	0	24,004	1,812	25,816
		BTA -- Butler	0	4,124	0	4,124
		Carbon	0	1,092	2,024	3,116
		CATA -- Crawford	0	6,072	3,140	9,212
		EMTA -- Endless Mtns.	0	4,596	5,164	9,760
ICTA -- Indiana		0	7,420	1,632	9,052	
Mid-County -- Armstrong		0	2,628	1,260	3,888	
Mt. Carmel		0	1,368	0	1,368	
NCATA -- New Castle		0	19,132	0	19,132	
STS -- Schuylkill		0	6,988	4,128	11,116	
TAWC -- Warren		0	3,020	1,992	5,012	
Rural Total		0	80,444	21,152	101,596	
Shared-Ride Only		ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,624	4,624	
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588	
	BUTLER COUNTY	0	0	1,828	1,828	
	CENTRE COUNTY	0	0	2,612	2,612	
	CLARION COUNTY	0	0	1,880	1,880	
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048	
	FOREST COUNTY	0	0	1,432	1,432	
	GREENE COUNTY	0	0	1,516	1,516	
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636	
	K-CAB (Columbia Co.)	0	0	0	0	
	KRAPF'S (Chester Co.)	0	0	10,860	10,860	
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720	
	PERRY COUNTY	0	0	0	0	
	PIKE COUNTY	0	0	1,880	1,880	
	SOMERSET COUNTY	0	0	996	996	
	STEP (Clinton/ Lycoming)	0	0	4,060	4,060	
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560	
	Susquehanna Co.	0	0	3,248	3,248	
UNION-SNYDER TRANS. ALLIANCE	0	0	0	0		
WAYNE COUNTY	0	0	4,588	4,588		
Shared-Ride Total	0	0	88,756	88,756		
Other Agencies	Bucks County Transport	0	2,552	0	2,552	
	Chester County TMA	0	3,716	0	3,716	
	Philadelphia Unemployment Project	0	1,468	0	1,468	
	Philly Phlash	0	3,672	0	3,672	
	ACTA	0	2,672	0	2,672	
	Heritage Health Foundation	0	3,548	0	3,548	
	Other Agency Total	0	17,628	0	17,628	
	PennDOT Discretion	112,330	0	0	112,330	
	Other Unallocated (Urban/Rural)	170,720	283,563	0	454,283	
	GRAND TOTAL	2,246,300	4,708,563	333,692	7,288,555	

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%.

Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 5/25/2021

**Appendix 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit	FFY 2023							
	Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachia Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	0	568	6,026
Sharon*	725	0	51	0	0	0	74	850
State College*	3,389	0	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738	

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	FFY 2024						
	Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

**Appendix 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit Urban Area	FFY 2025						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)

Federal Transit	FFY 2026							
	Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	0	568	6,026
Sharon*	725	0	51	0	0	0	74	850
State College*	3,389	0	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	0	383	3,952
Large Urban	6,601	3,903	0	0	0	0	0	10,504
Small Urban	1,656	0	2,224	0	0	0	1,888	5,768
Large or Small Urban	0	11,785	0	0	0	0	3,500	15,285
Non Urbanized	0	0	2,486	21,578	0	0	0	24,064
Intercity Bus	0	0	0	3,808	0	0	0	3,808
Appalachian Counties	0	0	0	0	4,788	0	0	4,788
TOTALS	200,423	161,708	12,733	25,386	4,788	20,700	425,738	

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance



**Appendix 7
Financial Guidance
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit Urban Area	Total FFY 2023 - FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	30,408	0	2,800	0	0	3,700	36,908
Altoona*	5,264	0	0	0	0	0	5,264
East Stroudsburg*	4,888	0	0	0	0	0	4,888
Erie*	17,044	0	0	0	0	0	17,044
Harrisburg*	22,136	0	1,828	0	0	2,328	26,292
Hanover*	4,000	0	0	0	0	0	4,000
Hazleton*	3,544	0	0	0	0	0	3,544
Johnstown*	6,448	56	0	0	0	0	6,504
Lancaster*	19,292	0	1,748	0	0	2,140	23,180
Lebanon*	4,592	0	0	0	0	0	4,592
Monessen*	5,928	0	0	0	0	0	5,928
Philadelphia**	420,448	494,288	13,996	0	0	34,116	962,848
Pittsburgh**	138,884	89,736	7,620	0	0	13,164	249,404
Pottstown*	5,724	0	0	0	0	0	5,724
Reading*	14,912	0	1,128	0	0	1,700	17,740
Scranton/Wilkes-Barre*	20,036	0	1,796	0	0	2,272	24,104
Sharon*	2,900	0	206	0	0	296	3,402
State College*	13,556	0	0	0	0	0	13,556
Uniontown-Connellsville*	5,040	0	0	0	0	0	5,040
Williamsport*	10,316	0	0	0	0	0	10,316
York*	13,304	0	972	0	0	1,532	15,808
Large Urban	26,404	15,612	0	0	0	0	42,016
Small Urban	6,624	0	8,896	0	0	7,552	23,072
Large or Small Urban	0	47,140	0	0	0	14,000	61,140
Non Urbanized	0	0	9,944	86,312	0	0	96,256
Intercity Bus	0	0	0	15,232	0	0	15,232
Appalachian Counties	0	0	0	0	19,152	0	19,152
TOTALS	801,692	646,832	50,934	101,544	19,152	82,800	1,702,954

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 8
2023-2026 Federal and State Transit Funding by Region
(\$000)

Region	2023			2024			2025			2026			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	242,143	1,108,227	1,350,370	242,143	1,113,487	1,355,630	242,143	1,117,717	1,359,860	242,143	1,117,297	1,359,440	968,572	4,456,728	5,425,300
SPC	65,093	407,564	472,657	65,093	409,274	474,367	65,093	410,654	475,747	65,093	410,514	475,607	260,372	1,638,006	1,898,378
Harrisburg	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	26,292	43,268	69,560
Scranton/WB	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	27,648	75,212	102,860
Lehigh Valley	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	36,908	90,852	127,760
NEPA	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	4,888	30,532	35,420
SEDA-COG	0	772	772	0	772	772	0	772	772	0	772	772	0	3,088	3,088
Altoona	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	5,264	17,888	23,152
Johnstown	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	6,504	33,792	40,296
Centre County	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	13,556	34,308	47,864
Williamsport	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	10,316	22,632	32,948
Erie	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	17,044	48,392	65,436
Lancaster	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	23,180	0	23,180
York	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	19,808	0	19,808
Reading	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	17,740	0	17,740
Lebanon	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	4,592	10,952	15,544
Mercer	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	3,402	7,324	10,726
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	361,521	1,620,351	1,981,872	361,521	1,627,321	1,988,842	361,521	1,632,931	1,994,452	361,521	1,632,371	1,993,892	1,446,086	6,512,974	7,959,060
Northwest	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	17,536	17,536
N. Central	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	25,816	25,816
N. Tier	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	13,008	13,008
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	4,588	4,588
Total Rural	0	16,645	16,645	0	16,645	16,645	0	16,645	16,645	0	16,645	16,645	0	66,580	66,580
Unallocated	64,217	97,276	161,493	64,217	126,634	190,851	64,217	156,500	220,717	64,217	186,203	250,420	256,868	566,613	823,481
Multiple -- SCTA*	0	22,277	22,277	0	22,277	22,277	0	22,277	22,277	0	22,277	22,277	0	89,108	89,108
Multiple -- CPTA*	0	13,320	13,320	0	13,320	13,320	0	13,320	13,320	0	13,320	13,320	0	53,280	53,280
Grand Total	425,738	1,769,869	2,195,608	425,738	1,806,197	2,231,935	425,738	1,841,673	2,267,412	425,738	1,870,816	2,296,554	1,702,954	7,288,555	8,991,509

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.
 * Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs
 * Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDA-COG, Harrisburg, Franklin and York MPOs

RATS FFY 2023-2030 Program Spike Funding

Traffic Safety, Management and Operations (TSMO)

MPMS# 94900 RATS Freeway Service Patrol (Project Total - \$284,915)

FFY 2023-24 \$284,915 Requires 100% Match

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 \$35,000,000

FFY 2029 \$35,000,000

FFY 2030 \$35,000,000

FFY 2031-2034 \$140,238,924

State Spike Projects

MPMS# 61972 US222 Widening Construction (Project Total - \$2,929,331)

FFY 2028 \$2,929,331

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

FFY 2029 \$12,000,000

FFY 2030 \$16,240,000

FFY 2031-34 \$33,069,731

2023 - 2026 Transportation Program Development Checklist

Financial Constraint Tables (\$000)

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

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$15,658	\$15,658	\$14,784	\$14,784	\$13,995	\$13,995	\$13,221	\$13,221	
STP	\$5,183	\$5,183	\$5,294	\$5,294	\$5,450	\$5,450	\$5,609	\$5,609	
State Highway (581)	\$7,899	\$7,899	\$8,538	\$8,538	\$8,693	\$8,693	\$9,535	\$9,535	
State Bridge (185/183)	\$6,246	\$6,246	\$6,132	\$6,132	\$6,132	\$6,132	\$6,109	\$6,109	
BOF	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	\$4,043	
HSIP	\$3,331	\$3,331	\$3,432	\$3,432	\$3,536	\$3,536	\$3,642	\$3,642	
CMAQ	\$4,059	\$4,059	\$4,161	\$4,161	\$4,265	\$4,265	\$4,372	\$4,372	
TAU	\$562	\$562	\$573	\$573	\$585	\$585	\$597	\$597	
STU	\$6,031	\$6,031	\$6,151	\$6,151	\$6,274	\$6,274	\$6,400	\$6,400	
BRIP	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	\$6,743	
Total	\$59,755	\$59,755	\$59,851	\$59,851	\$59,716	\$59,716	\$60,271	\$60,271	

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

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
TSMO Funding Init	\$142	\$142			
Local	\$56	\$16	\$14	\$36	
Total	\$198	\$158	\$14	\$36	

Appendix C

Air Quality Conformity Documentation and Resolution

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Air Quality Conformity

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

1997 and 2008 8-hour Ozone NAAQS

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

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

2015 8-hour Ozone NAAQS

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. However, the deadline for EPA to issue designations for the 2015 NAAQS for ozone passed on October 1, 2017. Once designations are final, transportation conformity would be required within 12 months for any areas designated nonattainment under the standard.

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

The EPA published the 1997 annual PM_{2.5} NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3 year average of the annual mean PM_{2.5} concentrations (for designated monitoring sites within an area) exceed 15.0 micrograms per cubic meter (µg/m³). Berks County was designated as a nonattainment area under the 1997 annual PM_{2.5} NAAQS, effective April 5, 2005 (70 FR 944).

The EPA published the 2006 24-hour $PM_{2.5}$ NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of $65 \mu\text{g}/\text{m}^3$ (62 FR 38652) to $35 \mu\text{g}/\text{m}^3$ and retained the 1997 annual $PM_{2.5}$ NAAQS of $15 \mu\text{g}/\text{m}^3$. 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 $35 \mu\text{g}/\text{m}^3$. 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 mobile vehicle emission budgets (MVEBs) for transportation conformity purposes.

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

2012 Annual $PM_{2.5}$ Standard

The EPA published the 2012 annual $PM_{2.5}$ NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual $PM_{2.5}$ NAAQS by strengthening the standard from $15 \mu\text{g}/\text{m}^3$ 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 has to perform emission testing for fine particulates.

Conformity 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 utilized the 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 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

County / Pollutant	2009 Budget (tons/day)	2018 Budget (tons/day)
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.
- 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: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2025	Interim Year
2035	Interim Year
2045	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 the majority of the TIP, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

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. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

EXHIBIT 11: OZONE EMISSION ANALYSIS RESULTS AND CONFORMITY TEST

(Summer Weekday)

Pollutant	2018 BUD-GET (tons/day)	2025 (tons/day)	2035 (tons/day)	2045 (tons/day)
VOC	7.5	3.9	2.6	2.4
NO _x	14.9	8.1	5.9	6.7
Conformity Result		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 are reasonably expected to be available are included. The RATS MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in Berks County and has compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and LRTP has been determined to be financially constrained.

Public Participation

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

Conformity Statement

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

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

AIR QUALITY RESOLUTION FOR THE READING MPO

Conformity of the FFY 2023–2026 Transportation Improvement Program (TIP) and 2045 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 2023-2026 Transportation Improvement Program (TIP) and the 2045 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 Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) 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 **July 14, 2022**.

ATTEST:

/s/ Alan D. Piper

/s/ Michael W. Rebert

Alan D. Piper

By:

Michael W. Rebert

Reading MPO Secretary

Reading MPO Chairperson

Appendix D

MPO Organizational Structure and Self-Certification Resolution

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**READING AREA TRANSPORTATION STUDY
ORGANIZATIONAL STRUCTURE
May, 2022**

Transportation Planning Process

The Metropolitan Planning Organization (MPO) for Berks County is the Reading Area Transportation Study (RATS). It was created in 1964 through a legal agreement between the City of Reading, Berks County and the Pennsylvania Department of Highways (now the Pennsylvania Department of Transportation). The study was founded in response to the Federal-Aid Highway Act of 1962 that stated, in part, that any urban area with a population of more than fifty thousand people must maintain a continuing, comprehensive and cooperative (“3C”) transportation planning process consistent with the comprehensively planned development of the urbanized area in order to be eligible to receive Federal funding for transportation projects. RATS satisfies this planning requirement and assures Berks County the continued eligibility to receive state and federal funding for highway and transit system capital improvements and operations.

As originally configured, an area was delineated as the Reading urban area in accordance with the U.S. Bureau of Census boundaries for the Reading urbanized area and the identified area became the subject of continuous transportation planning which has proceeded from 1964 to date. In 1992, in response to both the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments (CAAA) of 1990, the study area was expanded to cover all of Berks County. This encompasses 72 municipalities within an area of 864 square miles and has a 2020 Census population of 428,849. As of this writing, the U.S. Census Bureau has yet to release updated 2020 data on the population of the Reading urbanized area. On July 8, 2002, the Reading MPO was officially designated as a Transportation Management Area (TMA). This special designation applies to MPOs with an urbanized area of greater than 200,000. Additional planning regulations apply to these areas.

RATS is composed of two committees – the Coordinating Committee and the Technical Committee. The Technical Committee reviews items brought before the group and recommends actions to the Coordinating Committee. The Coordinating Committee is the policy body that formally adopts items reviewed by the Technical Committee. The role of the MPO is to promote transportation plans, programs, projects and policies that are consistent with current federal transportation planning legislation and the Clean Air Act. The “Infrastructure Investment and Jobs Act (IIJA)”, also known as the “Bipartisan Infrastructure Law” is the current planning legislation. The transportation planning staff of the Berks County Planning Commission serves as the technical staff to RATS.

RATS recognizes the interconnection between transportation and land use issues. The Berks County Planning Commission works closely with local governments throughout Berks County on land use planning issues. However, under Pennsylvania law, implementation of land use policies is the responsibility of local governments. As such, RATS has no authority over local land use planning or zoning.

Coordinating Committee

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated MPO for Berks County. The Committee is composed of the following ten members:

Member	Organization Represented
Ms. Kristin Mulkerin	PENNDOT – Central Office
Mr. Michael Rebert	PENNDOT – District 5-0
Mr. Kevin Barnhardt	South Central Transit Authority
Mr. Raymond Blydenburgh	Reading Regional Airport Authority
Mr. Michael Rivera	Board of County Commissioners*
Mr. Thomas McKeon	Berks County Planning Commission
Ms. Donna Reed	City of Reading
Mr. Brian Hoffa (Sinking Spring)	Boroughs*
Mr. Samuel Kalbach (Cumru Twp.)	1st Class Townships*
Currently Vacant	2nd Class Townships*

* Appointed by Board of County Commissioners

The Chairman of the Committee is elected annually and votes only in the event of a tie. The staff of the Berks County Planning Commission serves as the staff and Secretary to the Coordinating Committee and performs transportation planning activities as defined through annual work programs developed in cooperation with Federal, state, and local priorities.

Technical Committee

A Technical Committee assists the Coordinating Committee in its activities. This committee is responsible for providing a technical review of data, plans, and programs at the direction of the Coordinating Committee and for forwarding recommendations for actions by the Coordinating Committee. The Technical Committee is composed of the following eight members:

Member	Organization Represented
Mr. David Alas	PENNDOT – Central Office
Mr. David Rostron	PENNDOT – District 5-0
Mr. Alan Piper	Berks County Planning Commission
Mr. Michael Golembiewski	Berks County Planning Commission
Mr. Timothy Krall	City of Reading
Mr. Kyle Zeiber	City of Reading
Mr. Jeff Glisson	South Central Transit Authority
Currently Vacant	Reading Regional Airport Authority

The Long Range Transportation Plan for Berks County

To be considered for inclusion in the Transportation Improvement Program, projects must first be included in an approved Long Range Transportation Plan (LRTP). RATS adopted the FY 2019-2040 Long Range Transportation Plan in July 2018. The LRTP discusses socioeconomic trends affecting travel, the current state of the county transportation network and characterizes transportation needs and multimodal transportation strategies to address these needs. The plan must be reviewed and updated every four years. A new plan is scheduled for adoption in 2022. The RATS LRTP must be consistent with federal guidelines and the Pennsylvania statewide LRTP.

This plan uses performance-based and data-driven planning to support more effective and structured project selection and programming decisions. The plan outlines the region's long-range transportation vision and identifies the projects that are necessary through the year 2040 in order to attain that vision. Most importantly, federal funding cannot be allocated to transportation projects unless they are included within this plan. The projects must be fiscally constrained, meaning that RATS cannot plan to spend more money than it reasonably expects to receive.

The primary focus of this plan is not only maintaining the existing infrastructure, but also making proactive investments to make it safer and work better for Berks County residents - with emphasis on making better use of existing transportation facilities, while seeking to improve safety and reduce traffic congestion, energy consumption, and motor vehicle emissions. Due to its size and topography, Berks County has countless transportation assets – ranging from thousands of miles of roads, nearly 1,000 bridges, hundreds of miles of rail track to fleets of buses. Much of the County transportation network is nearing or has already reached the end of its designed life span and has deteriorated over time. The amount of financial resources we have to preserve every bridge and road is small in comparison to need. This plan leverages expected revenues to best address the needs of maintaining the transportation system through proper asset management and the implementation of low-cost operational improvements where feasible.

RATS has considered all locally available modes of transportation in compiling this plan, including the existing and future highway system, railroads, air travel, public transit, bicycle and pedestrian travel, and methods for improving intermodal connections for freight. Elements of the plan include an inventory of the County's transportation system and a discussion of current and future problems that will need to be addressed. The plan has five fundamental goals:

Maintenance: Maintain and improve the transportation system and services we enjoy today where financially feasible.

Safety: Keep travelers safe and secure, no matter the mode of transportation.

Economic Development: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets, and support regional economic development and tourism opportunities.

Improved Connections and Choices: Give travelers a variety of well-designed transportation choices that are in good condition.

Environmental Sustainability: Enhance the performance of the County transportation system in environmentally sustainable ways that increases resiliency to both climate change and vulnerability to natural disaster.

Clean Air Act Amendments

The Clean Air Act Amendments of 1990 (CAAA) mandate improvements in the nation's air quality. The CAAA directs the U.S. Environmental Protection Agency (EPA) to implement regulations that will provide for reductions in pollutant emissions. An air quality analysis is performed on this Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) in order to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration (FHWA) and the Environmental Protection Agency (EPA) require that the implementation of projects in the TIP and the LRTP do not result in mobile source emissions greater than the current emission budget assigned for Berks County in the State Implementation Plan (SIP).

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

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. However, the deadline for EPA to issue designations for the 2015 NAAQS for ozone passed on October 1, 2017. Once designations are final, transportation conformity would be required within 12 months for any areas designated nonattainment under the standard.

The EPA published the 2012 annual PM_{2.5} NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual PM_{2.5} NAAQS by strengthening the standard from 15 µg/m³ to 12 µg/m³. An area is in nonattainment of this standard if the 3-year average of the annual mean PM_{2.5} concentrations for designated monitoring sites in an area is greater than 12.0 µg/m³. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Berks County is designated in attainment of the standard.

AGENCY ROLES AND RESPONSIBILITIES

The Reading Area Transportation Study Coordinating Committee, as the MPO, has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Members of the Coordinating Committee are expected to represent the concerns of the respective group that they represent. Several other agencies also play key roles in the transportation planning process, as discussed below.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PENNDOT)

The MPO works cooperatively with PENNDOT in carrying out all of its transportation planning and air quality planning activities. PENNDOT representatives serve on the Coordinating Committee. PENNDOT is also responsible for other activities that affect the metropolitan planning process. They are charged with the development of a statewide long range plan, which will reflect the Long Range Transportation Plan developed by the Coordinating Committee. They also develop a Statewide Transportation Improvement Program that must include the appropriate sections of the TIP developed by the MPO for Berks County. As such, PENNDOT participates actively in the development of the local TIP.

The State has the lead responsibility in developing asset management strategies for highways and bridges (including the Interstate system) – providing meaningful, timely and accurate bridge, pavement and roadway management, design, standards, strategies, inventory and conditions. The State is also responsible for the development of a Highway Safety Improvement Program to identify and address high crash locations. These systems help identify transportation needs. PENNDOT also serves as the primary intermediary between the MPO and federal transportation agencies (Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration).

BERKS COUNTY PLANNING COMMISSION

The Berks County Planning Commission (BCPC) provides the staff to the Coordinating Committee. The BCPC is responsible for the development of the County's Comprehensive Plan, its long range guide to land use. The BCPC staff is responsible for the maintenance and operation of the County's transportation demand model and, since 1998, the performance of air quality conformity analyses using this model.

The BCPC is represented on the Coordinating Committee.

SOUTH CENTRAL TRANSIT AUTHORITY

The South Central Transit Authority (SCTA) is the only provider of public transportation in Berks County providing these services as BARTA. It is responsible for both its capital and service needs within its service area. They are the principal source of identifying transit projects for inclusion in the transit portion of the Transportation Improvement Program and Long Range Transportation Plan. They also carry out many of the transit planning activities.

SCTA is represented on the Coordinating Committee.

PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION

The Pennsylvania Department of Environmental Protection has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans. This agency relies on the MPO as the lead planning agency for highway-related control measures for air quality in the metropolitan area. The MPO also provides transportation data used in emissions inventories and identifies and analyzes potential air quality strategies. The DEP must approve the Air Quality Conformity Analysis prepared in conjunction with both the region's Transportation Improvement Program and the Long Range Transportation Plan.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA) and
FEDERAL TRANSIT ADMINISTRATION (FTA)**

The Federal Highway and Transit Administrations have the ultimate jurisdiction in determining compliance with the Federal regulations and in distribution of funding to either PENNDOT or eligible recipients of transit funds. Non-compliance with the regulations can result in the loss of funding. The Federal Highway and Transit Administrations are not directly represented on the Coordinating Committee as voting members but do serve in an ex-officio capacity.

**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, Long Range 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 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 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order # 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; 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 1101(b) of the FAST Act 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 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 2021-2024 TIP.

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 14th day of July, 2022, and that said resolution is now in full force and effect.

ATTEST:

/s/ Alan D. Piper

/s/ Michael W. Rebert

Alan D. Piper
Reading MPO Secretary

By: _____
Michael W. Rebert
Reading MPO Chairman

Appendix E

Public Participation Policy and Environmental Justice Documentation

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READING AREA TRANSPORTATION STUDY

PUBLIC PARTICIPATION PLAN UPDATE

Adopted July 20, 2017

READING AREA TRANSPORTATION STUDY

C/o

Berks County Planning Commission

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The preparation of this report has been financed in part through grants from the U.S. Department of Transportation and the Pennsylvania Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official policies of the U.S. Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) or the Commonwealth of Pennsylvania at the time of publication. This report does not constitute a standard, specification or regulation.

The Reading Area Transportation Study (RATS) fully complies with Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. RATS' website, www.co.berks.pa.us/planning, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. RATS' public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven (7) days prior to a meeting. Requests made within seven (7) days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by RATS under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with RATS's Title VI Compliance Officer and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on RATS' Title VI program, or to obtain copies of RATS' Title VI Policies, Complaint Procedures, or Complaint Form, please call (610) 478-6300 x6304, email planning@countyofberks.com, or visit our website at <http://www.co.berks.pa.us/Dept/Planning/Pages/RATSMetingSchedule.aspx>.

Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 610-478-6300.

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos si es necesario. Personas que necesiten acomodo razonable o con preguntas pueden comunicarse al 610-478-6300.

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Section 1: Introduction

1.1 Introduction to the *Public Participation Plan*

The Reading Area Transportation Study (RATS) is the designated Metropolitan Planning Organization (MPO) for all of Berks County and is responsible for regional transportation planning activities. RATS communicates with interested parties to ensure effective and innovative transportation planning that is representative of and responsive to the needs of the entire region. To achieve this goal, RATS provides the public with an active role in the development of transportation plans, programs, and projects, beginning in the early stages of and throughout the planning processes.

This *Public Participation Plan* (PPP) provides a framework to ensure that the RATS transportation planning process includes a proactive participation process and complies with federal participation plan requirements. This PPP identifies current and previous outreach efforts and outlines steps to be taken to improve.

1.2 Background

Public participation processes involve the timely notification of information to the public in order to provide input early in and throughout the planning and programming processes. RATS provides interested parties with opportunities to comment on those processes, including this *Public Participation Plan*. The *Public Participation Plan* ensures that the public involvement activities of RATS transportation planning processes comply with the proactive public involvement requirements of Title 23, Code of Federal Regulations (CFR). The requirements for public involvement are set forth primarily in 23 CFR Section 450.316(a)(1)(2)(3) and (b) which addresses elements of the metropolitan planning process. The requirements pertaining to the *Long Range Transportation Plan* (LRTP) (23 CFR 450.322) also include provisions addressing public outreach [450.322(f)(7), 450.322(g), 450.322(i), and 450.322(j)]. The process that addresses public involvement in the *Transportation Improvement Program* (TIP) (CFR 450.32) is described in Section 450.316(a). Additionally, regulations require an opportunity for at least one public meeting in air quality nonattainment Transportation Management Areas (TMA's) should be addressed through the PPP described in 450.316(a). A TMA is designated by the Federal Highway Administration (FHWA) as an urbanized area with a population greater than 200,000 as determined by the 2010 Decennial Census.

The PPP details strategies and procedures RATS will use to achieve its long-standing commitment to participation in regional transportation planning efforts. The PPP applies to transportation planning activities for which participation by interested parties is a required component, and outlines RATS transportation planning activities that comply

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with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other applicable standards for collecting and addressing public comments.

1.3 Federal Certification Review Recommendations

Pursuant to 23 United States Code (USC) Section 134(k) and 49 USC 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning in Transportation Management Areas (TMA's) every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. The latest Certification Review conducted for RATS occurred in October, 2016, with the final report of that Review released on March 3, 2017. The review made three (3) specific recommendations in order to better service the public:

1. The USDOT Review Team strongly recommends that the RATS staff consider developing executive summaries of its vital documents in Spanish and distributing those to organizations with relevant constituencies;
2. The USDOT Review Team strongly recommends that RATS revise its approach to engaging its several LEP language groups to ensure meaningful access to information. Specifically, the Review Team recommends that:
 - a. RATS review its vital documents to ensure the inclusion of the notice advising LEP language groups about translation services.
 - b. RATS provide a notice on its website about the availability of language assistive service.
3. FHWA is committed to providing technical assistance to the RATS MPO and PennDOT to support and advance Title VI, LEP, PPP, or any other area of the locally-administered MPO transportation planning and program.

1.4 RATS Contact Information

For more information on this *Public Participation Plan* or on RATS regional transportation planning activities, please contact us through the Berks County Planning Commission using the information shown on the front cover of the document.

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Section 2: Public Participation Goals:

2.1 Overview

RATS recognizes the obligation to provide adequate information to persons regarding transportation plans and programs. It also seeks out and encourages participation in the development of these plans and programs as well as any substantial amendments to them. Therefore, RATS will ensure that adequate information is provided to individuals and groups to evaluate various proposals. RATS will also provide forums to obtain views on transportation planning and project related issues.

RATS recognizes that persons affected by public action should have a voice in policy formulation. Although the various transportation planning and programming activities are designed to have long term beneficial effects on the community, these activities may also have an adverse impact on some individuals. Therefore, it is important that everybody knows what is being planned and is given every opportunity to present their views.

RATS recognizes the need to consult and coordinate with appropriate public and private agencies such as federal and state departments, local municipalities, county departments, and private organizations. It will also confer with social service agencies regarding the needs of their clients including the elderly, persons with disabilities, low income, and those of minority and/or Limited English Proficient groups.

In order to comply with the various requirements, RATS sets forth these Public Participation Goals, including:

- Ensure that interested parties in Berks County have an active and ongoing role in the regional transportation planning process;
- Guarantee an established and dependable process with open meetings and public access to technical data and non-technical information;
- Increase the level of understanding of the transportation planning process in the region and identify how interested parties can become more involved;
- Provide interested parties with multiple opportunities for meaningful involvement in the regional transportation planning process;
- Identify, seek out and engage minority populations, low-income populations, Limited English Proficient populations, persons with disabilities, and all groups and organizations listed in Section 4.1 as Interested Parties;
- Employ effective techniques for outreach and communication;
- Serve as a guide to RATS / BCPC staff for outreach and participation activities and efforts for transportation and other planning activities;
- Document what we learn from interested parties in a format for consideration and use by the MPO Board ('the Board'), Berks County Planning Commission

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(BCPC), BCPC staff, and others to improve our outreach and participation efforts.

Section 3: Outreach Techniques and Strategies

3.1 Overview

RATS uses a wide range of communication mechanisms and community engagement techniques to provide for meaningful participation from interested parties, including:

- Communication by mail, phone, fax, email, or person-to-person contact;
- BCPC's website containing documents, meeting schedules, agendas and minutes, transportation-related announcements, and educational tools;
- Input at public meetings, public hearings, and workshops that are held at convenient and accessible locations and times;
- Partnering with community, civic, and business groups to produce forums and input sessions when requested;
- Distribution of planning documents, brochures, fact sheets, and maps documenting planning efforts;
- Distribution of public notices and press releases;
- Internet and direct-mailed surveys;
- Using the BCPC's *eFlash* electronic notifications of important events;
- Using the BCPC's Facebook page;
- Exploring the creation of a separate RATS Facebook page, along with other social media (Twitter?)
- Visualization techniques to help board members and the public understand potential outcomes of transportation plans and/or programs;
- Consultation with agencies and officials responsible for planning activities within the county that are affected by transportation;
- Ensuring that vital documents are translated into Spanish and made available digitally and in print
- Including notices on all documents and on the website that certain translated documents are available, and other translations are available on request

3.2 Contact Lists

RATS staff continually develops and maintains databases of stakeholders, media and interested organizations and parties. These lists are updated regularly to reflect current information. Contact lists expand throughout the transportation planning process as people, organizations and agencies become involved and offer their opinions or just want more information. To establish new contacts, RATS uses a range of strategies, such as:

- Mailing list registration is available at all public meetings / hearings;

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- Mailing list registration is available via the BCPC website or email;
- Announcements of public meetings, public hearings, workshops, and other project-specific opportunities made available online, through news releases, email notification, targeted mailings, social media (Facebook), or announced at public meetings;
- Working with existing stakeholders to suggest potential participants or encourage participation;
- Working with professional, civic and community organizations to provide representatives, suggest participants, and encourage participation;
- Making special efforts to engage social service providers who work with transportation-challenged clients

3.3 Visualization Techniques

RATS uses a wide range of accessible information resources to help participants understand different proposals, impacts and possible outcomes related to regional transportation programs and plans. Visualization techniques used to illustrate these concepts may include, but are not limited to, one or more of the following materials and practices:

- Printed small and large scale maps;
- Aerial photographs, alone or with GIS mapping overlays;
- Photographs, sketches, artist renderings, images, diagrams, charts and other graphics;
- Printed maps that allow comparison of proposals;
- Scenario planning discussions;
- Online maps;
- Internet web based content that is:
 - Easy to read (sans serif fonts);
 - Does not require extensive page scrolling or multiple 'click-throughs';
 - No advertising
 - Documents available for download in standard software formats, i.e., Adobe .PDF, Microsoft products.

Section 4: Consultation with Interested Parties

4.1 Overview

Federal guidance originally from SAFETEA-LU dictates that:

“The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of

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transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process". [§ 450.316(a) Interested parties, participation and consultation]

4.2 Consultation in Developing this *Public Participation Plan*

The Reading Area Transportation Study develops all plans and programs in consultation with the interested parties defined above. To develop this *Public Participation Plan*, RATS first assembled a draft list of participation strategies and ideas based on a review of the existing Public Involvement Process Resolution, past experiences, and guidance from SAFETEA-LU (and subsequent federal transportation planning guidance).

From February through April, 2017, staff undertook a public survey in an effort to gauge how well the public gets their information on transportation planning efforts, and how to better direct our efforts. Over 150 online surveys were completed; paper copies are still coming in. The survey was advertised on our website, through emailed notices, and various print, radio and electronic news media. Respondents were asked about their knowledge of transportation planning in Berks County, as well as different methods of getting information about transportation plans and projects to them and from them. Details of the survey results are included in the appendix, but a synopsis of responses includes (to date):

- Direct notification (U.S. Mail and email) (83%) were effective ways to get information out;
- Berks Community Television (BCTV) and BCTV Community Calendar were not effective methods (73%);
- News articles and press releases (82%) were effective, but newspaper legal advertisements and block ads (63%) were not nearly so;
- Website information, including downloadable documents (89%), were useful; however
- File copies of documents at libraries and other community organizations were not as effective (80%);
- Municipal newsletters should be used as another method (69%), while
- Paper notices posted on community bulletin boards were not as effective (84%);
- Social Media cannot be overlooked (74%);
- Advertising-type local newspapers (the Merchandiser) were somewhat effective (41%).

Written comments focused on the need to expand the use of Social Media, local on-air media (television and radio) and direct email notifications.

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As for effective ways for the MPO to get feedback from the public, the following responses show:

- Paper surveys and questionnaires were not very effective (51%);
- Electronic surveys were preferred (93%);
- Social Media was also preferred (71%);
- Small group meetings with community organizations and agencies were useful (55%), depending on time of day and location;
- Public meetings, special presentations and workshops, just like small group meetings, were time and location dependent.

Section 5: Title VI and Environmental Justice

5.1 Overview

RATS *Public Participation Plan* contains specific and explicit procedures that RATS will use to identify, seek out and engage Title VI and Environmental Justice populations, including minorities and low-income populations. The foundation for these efforts is stated in Title VI of the Civil Rights Act of 1964:

“No person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program receiving Federal financial assistance.” --Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000)

The President’s 1994 Executive Order on Environmental Justice states:

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” --Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994

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5.2 Target Outreach Areas

RATS uses its data collection and analysis capabilities to support participation efforts and help ensure meaningful access to its public participation opportunities. RATS carefully analyzes the relationship between the region's populations and its regional investments, plans and programs. Geographic analysis assists RATS to identify environmental justice communities and target outreach to these areas. Specifically, RATS will use its geographic analysis of target outreach areas to ensure that public meetings are held at accessible locations within these communities, and to identify, where they exist, organizations that target these communities and disseminate information to them to help reach these communities. Additionally, staff will work with PennDOT officials to help guide their public outreach efforts when project-specific meetings are being planned.

Section 6: Limited English Proficiency (LEP)

6.1 Overview

"Limited English Proficient" or "LEP" persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons who are multi-lingual, in that they speak one or more other languages in addition to being proficient in English, are not considered to be Limited English Proficient.

6.2 LEP Assessment

As a recipient of federal financial assistance, RATS has an obligation to reduce language barriers that can preclude meaningful access to RATS' programs, information and services by LEP individuals. An integral part of this effort is the completion of a "Limited English Proficiency Self-Assessment" or LEP Assessment, which is designed to balance four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or service;
2. The frequency with which LEP individuals come in contact with the program and/or activities;
3. The nature and importance of the program, activity or service provided to people's lives; and
4. The resources available to the federal financial recipient and costs.

This assessment along with detailed reviews of the latest Census data examines the most prevalent non-English speaking populations and their geographic dispersion

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throughout Berks County. That analysis is detailed in a separate Limited English Proficiency (LEP) Plan that accompanies this PPP.

6.3 Meaningful Access for LEP Individuals

RATS will take reasonable steps to ensure that LEP persons have meaningful access to key transportation planning decisions and have opportunities to become involved in the regional transportation planning processes. RATS will use one or more of the following tools to reasonably accommodate LEP individuals:

- Provide on request, with reasonable advanced notice (based on document size and complexity), translated copies of materials in Spanish as well as other languages if requested. RATS, through the Berks County Planning Commission, has an active contract with a firm that provides translation services.
- Provide on request, with four (4) days advanced notice, oral interpretation services for public meetings. RATS, through the Berks County Planning Commission, has an active contract with a firm that provides interpretation services.
- In an effort to actively engage LEP persons, meeting announcements, press releases and public notices will be distributed to organizations that target these groups in appropriate languages.
- RATS will provide notices to local minority media outlets and community service organizations regarding the availability of language translation services.
- RATS' vital documents will include statements in Spanish, the most common non-English language identified by Census data, that translations are available free on request. RATS, through the Berks County Planning Commission, has an active contract with a firm that provides translation services.
- RATS' website will continue to provide language translation software. That software provides translation between English and Spanish, along with over 100 other languages. RATS will continually make efforts to develop points of contact with representatives of non-English speaking communities.
- RATS will make available vital documents and Executive Summaries, where appropriate, in Spanish;
- RATS will include notices on all documents and on the website that certain translated documents are available, and other translations are available on request
- BCPC staff will undergo annual training in products and procedures, provided through Berks County contracts, to be used to communicate with individuals needing language assistance.

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6.4 'Vital' Documents

Based on the recommendation in the Federal Certification Review, RATS staff has attempted to determine what constitutes a 'Vital' document. US DOT does not provide such guidance, so staff informally surveyed other MPO's throughout the nation (using an internet search) in an effort to determine what are considered 'Vital' documents. Based on that research, staff will provide the following documents in Spanish:

- Title VI Policy
- Title VI Complaint Procedures
- Title VI Complaint Forms
- Annual Meeting Schedule
- Notices for Public Meetings

Additionally, the following documents will be condensed into 'Executive Summary' formats and will have those Executive summaries translated into Spanish:

- Long Range Transportation Plan*
- Transportation Improvement Program*
- Environmental Justice Summary*
- Public Participation Plan*
- Limited English Proficiency Plan*

These documents will be made available in print and online. Additionally, any request for translations of materials not listed above will be accommodated. It should be noted that current-month agendas for RATS Technical and Coordinating Committee meetings will be placed on the website in such a manner as to allow instant translation using the website's on-demand translator software.

Section 7: Americans with Disabilities Act (ADA)

7.1 Overview

To ensure compliance with the Americans with Disabilities Act (ADA), RATS' Public Meeting Notices and comment opportunities provide multiple input methods. Public meetings and hearings are always held at ADA-accessible locations on established public transportation routes.

7.2 Meaningful Access for Persons with Disabilities

RATS staff coordinates with local disability advocacy groups to ensure information is readily available to those with limitations. RATS may use one or more of the following tools to reasonably accommodate people with disabilities:

- Provide on request, with advanced notice, copies of materials in 14-point or larger, sans-serif type;

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- Provide on request, with reasonable advanced notice (based on document size and complexity), Braille or raised-print notices and materials;
- Provide on request, with advance notice, sign language interpreters;
- Record materials to audio/visual media;
- Verbalize information provided through visual presentations or written materials;
- On request, structure seating to provide visibility for participants who lip-read or cannot adequately hear deliberations;
- When necessary, mount microphones at wheelchair height;
- When necessary, provide hand-held microphones to participants;
- Explore and contract with services that allow multi-person teleconferencing that can be used during public meetings.

7.3 Web Access for Persons with Disabilities

The County of Berks instituted web content for departments of county government. The County uses the same web content administration software provided by the County Commissioners Association of Pennsylvania (CCAP). One of the many reasons behind that decision included the accessibility options within the software. Those options, along with countywide website design standards, include:

- Minimal use of images;
- Those images that exist must have an “ALT-TEXT” option;
- Image maps must have a text equivalent;
- A ‘text-only’ web page browser option that removes all images;
- No ‘roll-overs’;
- Use of easily readable Sans-Serif fonts;
- Pages and content designed for the least number of click-throughs;
- Pages designed to minimize scrolling;
- Documents designed for download are created in standard software packages i.e., Microsoft products and Adobe PDF; and
- RATS will provide links to Human Service agencies on its website.

Based on a recent experience with a visually impaired individual who uses screen reader technology, RATS staff will be exploring document creation and publishing techniques that ensure web content is usable with screen readers. Additionally, the County’s latest software upgrades now allow for content to be more readily accessed through mobile devices, thus allowing those without computer access to navigate and use content easier.

7.4 Notifications and Services

Representatives of the disabled have been included on our mailing lists and were forwarded surveys (Section 4.2) in order to garner their input. At all meetings hosted by RATS, accommodations can and will be made for wheelchair access and, with four (4)

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days advanced notice, American Sign Language interpretation services. Documents in Braille or large print type and audio recordings can be made available with appropriate notice, depending on the size and complexity of the document. The availability of these services is detailed in Public Notices.

Section 8: Public Participation in Meetings

8.1 Overview

RATS welcomes comments and ideas related to regional issues from interested parties from the Berks County area. There are many opportunities and levels of involvement for persons related to the regional planning process, and also for those who wish to address the Board directly. With the exception of those meetings that are appropriate Executive Sessions, all meetings of the Reading Area Transportation Technical and Coordinating committees are open to interested parties and include opportunities to comment on both agenda and non-agenda items.

8.2 Public Comments at Board Meetings

All those in attendance will be asked to sign-in at the meeting location. Those wishing to comment will be asked to indicate those wishes at their signature. Individuals may be requested to limit the length of their comments, and individuals may also be requested not to duplicate like or similar comments of others preceding them.

Proceedings of meetings of the Boards are made available as meeting minutes or meeting summaries, which are posted on the Berks County Planning Commission's website at www.co.berks.pa.us/planning, and also for review at the Berks County Planning Commission's offices. Please call the BCPC at 610-478-6300 for more information.

8.3 RATS Committees

RATS has several committees that meet on an as-needed basis in which citizens, advocates, private sector representatives and others can obtain the same information given to the representatives of the professional planning and transportation agencies involved in RATS activities. Committee meetings give interested parties an opportunity to learn the pertinent facts surrounding an issue. All committee meetings are advertised and open to the general public.

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Section 9: Public Notices

9.1 Overview

To ensure that the public has ample opportunity to take part in the regional planning process, RATS is committed to providing timely notification, complete information, and full public access to key decisions. This section describes the procedures that RATS will use for all public notices.

9.2 Public Notice Requirements

RATS uses public notices to announce the following types of events and participation opportunities:

- The Boards' annual meeting schedules – advertised annually through the Berks County Commissioners and on the RATS website;
- Special, rescheduled, or cancelled Board meetings – advertised one week in advance;
- Comment Periods – advertised at least 30 days prior to the date the Board is scheduled to take formal action on any major decisions (45 days for the PPP, see Section 10); and
- Meetings related to Comment Periods – advertised at least seven (7) days in advance (see Section 10.2).

Public Notices for these events and participation opportunities will be:

- Advertised in the form of paid legal advertisements. One paid advertisement will be placed in a newspaper of general circulation in the region (Reading Eagle) and, if available, one in a newspaper with circulation targeted to minority communities;
- Public notices for special public meetings or major forums may also be advertised in the form of paid display advertisements;
- Distributed to other media outlets or organizations that serve targeted outreach groups identified in this document; and
- Posted on the agency's web pages at www.co.berks.pa.us/planning;
- Sent electronically through the BCPC's eFlash electronic mail system; and
- Posted on the BCPC's Facebook page.

Public Notices will provide the following information (where applicable):

- Type or name of meeting/participation event/activity/public comment period;
- Subject of meeting/participation event/activity/public comment period;
- The date, time, and location of meeting/participation event/activity;
- Start and end dates for public comment periods;
- Contact information (Address, Telephone Number, E-mail address and/or website);
- Brief summary of the proposed action, plan, program or amendment;

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- Where to obtain copies of the plan or materials;;
- How to provide formal public comments;
- If formal action on a major decision will be taken by the Board, the date, time and location of the meeting where that action will be taken;
- Offer to provide accommodations for people with Limited English Proficiency; and
- Offer to provide accommodations for people with disabilities; and
- Directions on how to file complaints under Title VI

Section 10: Public Review and Comment Periods at Key Decision Points

10.1 Overview

RATS values the efforts stakeholders and the public make to participate in the regional planning process. RATS will provide at least 30 days for public review and comment before taking formal action on any major decisions (45 days for PPP). This *Public Participation Plan* defines a major decision as the official adoption of:

- the Regional *Long Range Transportation Plan* (LRTP);
- the *Transportation Improvement Program* (TIP);
- *Air Quality Conformity Determination*
- *Public Participation Plan* (PPP)
- A Major Amendment to the regional plan or TIP

10.2 Public Comment and Review Period Requirements

RATS will inform the public and interested parties of Public Comment Periods, using the Public Notice procedures described above, at least 30 days prior to the date scheduled for Board adoption or major amendment of a Regional LRTP, TIP, *Air Quality Conformity Determination*, or major amendment (45 days for PPP).

Documents and information on which public comments are being sought will be made available to stakeholders, other interested parties and the general public at locations throughout the County. These locations include BARTA offices, BCPC offices, PennDOT District 5-0 offices, and the BCPC website www.co.berks.pa.us/planning. Information on where and how to access public comment documents will be included in the Public Notice.

Prior to formal action by the Board on the adoption of a regional LRTP, TIP, *Air Quality Conformity Determination*, *Public Participation Plan*, or major amendment, at least one public meeting will be held for the purpose of providing information to and obtaining comment from the public. The public meeting may be held as part of a regular meeting

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of the Board or held as a separate public meeting. Public Notice for this meeting can be combined with the Public Notice issued for the related Public Comment Period described in Section 10.2.

10.3 Additional Public Review and Comment Periods

If the draft regional LRTP, TIP, *Air Quality Conformity Determination*, or major amendment changes appreciably during the review and comment period, an additional 30-day public review and comment period is provided prior to the Board taking formal action.

If the draft *Public Participation Plan* changes appreciably during the review and comment period, an additional 30-day public review and comment period is provided prior to the Board taking formal action.

Additional Public Review and Comment periods will be conducted in accordance with procedures for regular Public Review and Comment periods listed in Section 11.2.

10.4 The Regional Long Range Transportation Plan (LRTP)

The regional LRTP is a long range (20+ years) strategy and capital improvement program developed to guide the effective investment of public funds in multi-modal transportation facilities in the context of the regional vision. The regional plan provides the context from which the region's *Transportation Improvement Program* (TIP), a short-range capital improvement program for implementing transportation projects, is drawn. The LRTP is updated every four years in consultation with interested parties.

RATS' early and ongoing public participation process in developing the LRTP will follow these steps:

- Step 1: Public Participation Surveys, through the internet and targeted mailing, will be used to gather initial input (when update cycles correspond, this can occur in concert with the TIP update);
- Step 2: At the same time, Public Officials Surveys sent to local officials and the legislative delegation, will be used to gather governmental input;
- Step 3: Initial input will be compiled and used in the design of the next phase of outreach and participation, such as workshops and other public meetings;
- Step 4: Ongoing input will be used to develop draft regional plan materials in consultation with interested parties;
- Step 5: Draft regional plan materials will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day public comment period. Draft materials will be made available during the 30-day public comment period on the BCPC website at www.co.berks.pa.us/planning, at BCPC's offices, BARTA's offices, and PennDOT District 5-0's offices. Information on where and how to access

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public comment documents will be included in the Public Notice. Vital draft regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*;

- Step 6: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the draft regional plan materials;
- Step 7: The Board takes formal action on the regional plan;
- Step 8: A Public Participation Report for the regional plan will be developed. The Report will document all comments received and the response to comments, and will also document all public participation and outreach activities. This Report may take the form of a Chapter or Appendix in the LRTP;
- Step 9: The regional plan documents and any companion documents (*Air Quality Conformity Analysis* and *Public Participation Report*) will be produced and made available on the BCPC website www.co.berks.pa.us/planning, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices, or by contacting the BCPC. Vital regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*.

10.5 The Transportation Improvement Program (TIP)

The regional *Transportation Improvement Program* (TIP) identifies the region's highest priority transportation projects, develops a multi-year program of implementation, and identifies available federal and non-federal funding sources for the identified projects. The TIP covers a four-year period of investment and is updated every two years through a cooperative effort of local, state and federal agencies including participation by the general public and consultation with interested parties. Transportation projects included on the TIP are to be consistent with the regional LRTP. The entire range of projects included in the TIP must conform to federal air quality standards.

RATS early and ongoing public participation process in developing the TIP will follow these steps:

- Step 1: Public Participation Surveys, through the internet and targeted mailing, will be used to gather initial input (when update cycles correspond, this can occur in concert with the regional LRTP update);
- Step 2: At the same time, Public Officials Surveys sent to local officials and the legislative delegation, will be used to gather governmental input;
- Step 3: Initial input will be compiled and used in the design of the next phase of outreach and participation, such as workshops and other public meetings;

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- Step 4: Ongoing input will be used to develop draft TIP materials in consultation with interested parties;
- Step 5: Draft TIP materials will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day public comment period. Draft materials will be made available during the 30-day public comment period on the BCPC website at www.co.berks.pa.us/planning, at BCPC's offices, BARTA's offices, and PennDOT District 5-0's offices,. Information on where and how to access public comment documents will be included in the Public Notice. Vital draft TIP documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*;
- Step 6: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the draft TIP materials;
- Step 7: The Board takes formal action on the TIP;
- Step 8: A Public Participation Report for the TIP will be developed. The Report will document all comments received and the response to comments, and will also document all public participation and outreach activities;
- Step 9: The TIP documents and any companion documents (*Air Quality Conformity Analysis*, *Benefits & Burdens Analysis*, and *Public Participation Report*) will be produced and made available on the BCPC website www.co.berks.pa.us/planning, at the BCPC offices, BARTA's offices, PennDOT District 5-0's offices,, or by contacting the BCPC. Vital TIP documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities.

10.6 Major Amendments to the Regional LRTP or TIP

Once a TIP or LRTP has been developed and approved the program is subject to revisions as the budgeted transportation program experiences changes in project scheduling and estimated costs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects where the total cost is programmed in the current approved TIP. RATS must modify the TIP or regional LRTP to adjust to the changing cost and schedule if a planning partner or the Commonwealth would like to continue to advance the project.

The definition of a major amendment varies by the type and/or cost of program to be amended. Definitions and procedures for regional LRTP and TIP major amendments are included in the respective regional LRTP and TIP documents, and are available on the BCPC's website at www.co.berks.pa.us/planning.

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If a proposed revision to the TIP or regional LRTP adds a project, deletes a project, or impacts the schedule or scope of work to an air quality significant project, RATS will review the proposal and determine if a new *Air Quality Conformity Determination* is required prior to formal approval of the change. If the revision requires that a new *Air Quality Conformity Determination* is necessary, an amendment to the regional LRTP shall also be developed.

RATS' public participation and comment for major amendments to the regional LRTP or TIP will follow these steps:

- Step 1: RATS will inform the public and interested parties of the comment period for the proposed major amendment using the Public Notice procedures described in Section 10.2, at least 30 days prior to the date scheduled for Board action on the proposed major amendment;
- Step 2: Proposed major amendment information will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day Public Comment Period described in Section 10.2. Proposed major amendment information will be made available during the 30-day public comment period on the BCPC website, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. Information on where and how to access public comment documents will be included in the public notice;
- Step 3: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the proposed major amendment;
- Step 4: The Board takes action on the major amendment;
- Step 5: After federal and state approval of the requested changes, RATS will update the appropriate TIP or regional LRTP documents on the BCPC website. Updated documents will also be available at the BCPC offices, BARTA offices, and PennDOT District 5-0 offices.

10.7 Air Quality Conformity Determination Report

The *Air Quality Conformity Determination* report is a companion document to the regional LRTP and to the TIP. The *Air Quality Conformity Determination* report documents the process used by RATS for making the transportation-related conformity determination for the regional LRTP and TIP for ground-level ozone and fine particulate matter (PM_{2.5}). The Conformity Determination is required by the federal Clean Air Act. RATS conformity finding is based on criteria and procedures in EPA's Transportation Conformity Rule (40 CFR Part 93) and satisfies all applicable conformity requirements.

The *Air Quality Conformity Determination* report is developed as part of the regional LRTP or TIP update, in which case public participation and public comment procedures for the regional LRTP or TIP update will be followed as described in Sections 10.4 and 10.5, respectively. The *Air Quality Conformity Determination* report is also updated as

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required by certain amendments to the TIP or regional LRTP, in which case public participation and comment procedures for major amendments to the regional LRTP or TIP will be followed as described in Section 10.6.

10.8 The *Public Participation Plan*

This *Public Participation Plan* describes the various objectives, strategies and tools to engage the public and encourage participation in the development of transportation plans and programs. RATS will periodically update the *Public Participation Plan*. This may be due to new official planning regulations and procedures, or after any public or Board evaluations of the Plan's effectiveness.

RATS' public participation and public comment process for updating the *Public Participation Plan* will follow these steps:

- Step 1: Revisions to the *Public Participation Plan* are developed in consultation with interested parties before the draft document is submitted for the public review and comment process;
- Step 2: The draft *Public Participation Plan* will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 45-day Public Comment Period described in Section 10.2. The draft *Public Participation Plan* will be made available during the 45-day public comment period on the BCPC website at www.co.berks.pa.us/planning, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices.. Information on where and how to access public comment documents will be included in the public notice. The draft *Public Participation Plan* will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*;
- Step 3: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the draft *Public Participation Plan*;
- Step 4: The Board takes action on the draft *Public Participation Plan*;
- Step 5: A *Public Participation Plan* will be produced and made available on the BCPC website at www.co.berks.pa.us/planning, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. The *Public Participation Plan* will be made available in and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*.

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Section 11: Access to Information

11.1 Overview

RATS will provide reasonable access to public information, including technical information and meeting notices:

- In electronically accessible formats on the BCPC website at www.co.berks.pa.us/planning;
- Links to the website will be provided on the BCPC Facebook page;
- Links will also be advertised digitally through the BCPC eFlash service;
- In print at the Berks County Planning Commission office in the Berks County Services Center, 633 Court St., 14th Floor, Reading, PA 19601; and
- BARTA's offices located at 1700 N. 11th St., Reading, PA 19604; and
- at PennDOT District 5-0 offices located at 1002 Hamilton St, Allentown, PA 18101.

11.2 Response to Special Request

In order to facilitate public involvement while also using limited staff resources efficiently, RATS will make information available to interested parties on a regular basis through the various processes and activities outlined in this *Public Participation Plan*. When RATS receives special requests to perform an analysis that is not considered as part of the planning process, or other special data or information, the agency will determine the reasonableness of the request. Parameters for determining the reasonableness (as used in this document) will evolve around the preparation time and costs to respond, as well as the relevancy to the transportation planning process and the agency mission. RATS will determine reasonableness of and respond to all requests on an individual basis.

Section 12: Evaluation of *Public Participation Plan* and Public Meetings

- The Board will review and revise the *Public Participation Plan* and processes based on input from the public, interested parties, and the Document Review Network in terms of their effectiveness in providing full and open access to all;
- Public Meetings, Public Hearings and special workshops scheduled for the general public and interested parties will include a means of providing feedback on the effectiveness of the process of communication and meeting format;
- The *Public Participation Plan* will be reviewed at a minimum every two years, in the year prior to a TIP update, to ensure effectiveness and completeness.

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Section 13: Applicability

This *Public Participation Plan* and any subsequent amendments shall be effective immediately upon the adoption by the Reading Area Transportation Study Coordination Committee (the Board). This *Public Participation Plan* replaces any previously adopted Public Involvement Process resolutions.

Section 14: Future Efforts

14.1 Overview

RATS recognizes the need to continuously enhance our outreach efforts and periodically update this Public Participation Process. The following activities will take place in order to fulfill these goals:

- Further identify and consult with interested parties (ongoing);
- Continue to seek out EJ/LEP organizations, resources, and points of contact in the various communities (ongoing);
- Review and evaluate the effectiveness of the *Public Participation Plan* (every two years in year prior to updating TIP);
- Continue to review and, if necessary, update Limited English Proficiency Assessment every two years consistent with the *Public Participation Plan* evaluation;
- Conduct review of ADA accessibility features of meeting spaces and the website (annually);
- Continue working with disability advocates to continuously make online materials easier to access using electronic methods;
- Consider the formation of a Public Participation Panel or Subcommittee, with appointment opportunities extended to the general public and interested parties (on adoption of this Process).

READING METROPOLITAN PLANNING ORGANIZATION TITLE VI NOTICE TO THE PUBLIC

The Reading Metropolitan Planning Organization (Reading MPO) hereby gives notice that it is the policy of the Reading MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the Reading MPO.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI has a right to file a formal complaint with the Reading MPO. Any such complaint must be in writing and filed with the Reading MPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A Title VI Discrimination Complaint Form can be obtained from the Reading MPO by:

- Dialing 610-478-6300
- Online by clicking here
- In Person at the Berks County Planning Commission, 633 COURT STREET 14TH FLOOR, READING PA 19601
- Language assistance is available by calling 610-478-6300

Overall responsibility for this policy is assigned to:

READING AREA TRANSPORTATION STUDY

C/O BERKS COUNTY PLANNING COMMISSION

MICHAEL D GOLEMBIEWSKI, TITLE VI COMPLIANCE OFFICER

633 COURT STREET 14TH FLOOR

READING PA 19601

PHONE: 610-478-6300 Ext. 6304

FAX: 610-478-6316

EMAIL: mgolembiewski@countyofberks.com

The person named above is appointed as the Title VI Compliance Officer is responsible for the implementation the MPO's Title VI Program. Individuals with questions and/or requiring additional information relating to this policy or the implementation of the MPO's Title VI Program should contact the Title VI Compliance Officer.

ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DE READING AVISO AL PÚBLICO DEL TÍTULO VI

La Organización de Planificación Metropolitana de Reading (Reading MPO) notifica por la presente que es política de Reading MPO asegurar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, E.O. 12898, y estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI requiere que ninguna persona en los Estados Unidos sea excluida de la participación, se le nieguen los beneficios o sea objeto de discriminación por motivos de raza, color u origen nacional en ningún programa o actividad administrada por la Reading MPO.

Cualquier persona que crea que ha sido agraviada por una práctica discriminatoria en virtud del Título VI tiene derecho a presentar una queja formal ante la Reading MPO. Cualquier queja de este tipo debe presentarse por escrito ante el Coordinador del Título VI de la Reading MPO dentro de los ciento ochenta (180) días posteriores a la fecha del supuesto hecho discriminatorio. Puede obtener un Formulario de queja por discriminación del Título VI en Reading MPO:

- Llamando al 610-478-6300
- En línea, haciendo clic aquí
- Personalmente, en la Comisión de planificación del condado de Berks, 633 COURT STREET 14TH FLOOR, READING PA 19601
- Hay asistencia lingüística disponible llamando al 610-478-6300

La responsabilidad general de llevar adelante a esta política está asignada a:

ESTUDIO DE TRANSPORTE EN EL ÁREA DE READING
A TRAVÉS DE LA COMISIÓN DE PLANIFICACIÓN DEL CONDADO DE BERKS
MICHAEL D. GOLEMBIEWSKI, TITLE VI COMPLIANCE OFFICER
633 COURT STREET 14TH FLOOR
READING PA 19601
TELÉFONO: 610-478-6300 Ext. 6304
FAX: 610-478-6316
CORREO ELECTRÓNICO: mgolembiewski@countyofberks.com

La persona mencionada anteriormente es nombrada Oficial de Cumplimiento del Título VI y es responsable de la implementación del Programa del Título VI de la MPO. Las personas que tengan preguntas o requieran información adicional relacionada con esta política o la implementación del Programa del Título VI de la MPO deben comunicarse con el Oficial de Cumplimiento del Título VI.

Environmental Justice Summary

The preparation of an Environmental Justice Summary is required by Executive Order 12898 of 1994 and is based on Title VI of the Civil Rights Act of 1964. It requires recipients of federal aid to certify and ensure nondiscrimination in the use of those funds.

The basic principles addressed are:

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

In support of that, a separate document, the ***FFY 2023 Environmental Justice Summary***, was prepared. It identifies concentrations of minority and low-income populations throughout Berks County. It then identifies locations of Bicycle Crashes Involving a Motor Vehicle, Pedestrian Crashes, Total Reportable Crashes, Persons Involved in Reportable Crashes, Crash Suspected Serious Injuries and Crash Fatalities, Bridge and Federal Aid Segment Mile Conditions, Transit Service and Types of Projects and Distribution included in the FFY 2023- 2026 Transportation Improvement Program and evaluates those criteria against locations of minority and low-income populations.

The report found no disproportionately high or adverse effects but did recommend careful consideration of these issues in future program updates. A copy of the ***FFY 2023 Environmental Justice Summary*** can be found on the Berks County Planning Commission website at: <https://www.co.berks.pa.us/Dept/Planning/Pages/Plans%20and%20Programs.aspx>.

Public Participation Documentation

From: Notifications
Sent: Wednesday, March 17, 2021 3:55 PM
Subject: To: All County Employees and Berks Heim Admin Re: PennDOT and the State Transportation Commission Public Comment
Attachments: 12 Year Program Survey factsheet.pdf; 12-yearoutreachfactsheet22521spanishusfinal.pdf



Notification

To all County Employees:

Don't Miss This Opportunity to Provide Input!

The Berks County Planning Commission would appreciate a few minutes of your time to provide input to PennDOT and the State Transportation Commission regarding transportation issues impacting our County and State.

The State Transportation Commission (STC) and PennDOT have announced the public comment period for the 2023 12-Year Program Update is now open through April 14, 2021. Please take a few minutes to take the survey and share your responses with PennDOT to improve transportation in our County. Completion of the survey is important in that the results are shared with your local planning agencies (in Berks County this is the Reading Area Transportation Study) for incorporation into local plans!

survey.talkpatransportation.com

For those with more interest in this topic, an Online Public Forum will be held on March 23, 2021 at 6:30 PM (talkpatransportation.com/opf-registration).

Additional details can also be found in the attached factsheets in both English and Spanish.

Please feel free to share this information with anyone that may be interested in this topic.

Thank you for your time and interest.

Alan D. Piper
 Transportation Planner III
 Berks County Planning Commission
 633 Court Street, 14th Floor
 Reading, PA 19601

Phone: (610)-478-6300 Ext. 6313
 Fax: (610)-478-6316
 e-mail: apiper@countyofberks.com

Explore Berks County's Future at
<http://www.countyofberks.com/planning>



State Transportation Commission

2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY

READING AREA
TRANSPORTATION
STUDY (RATS)

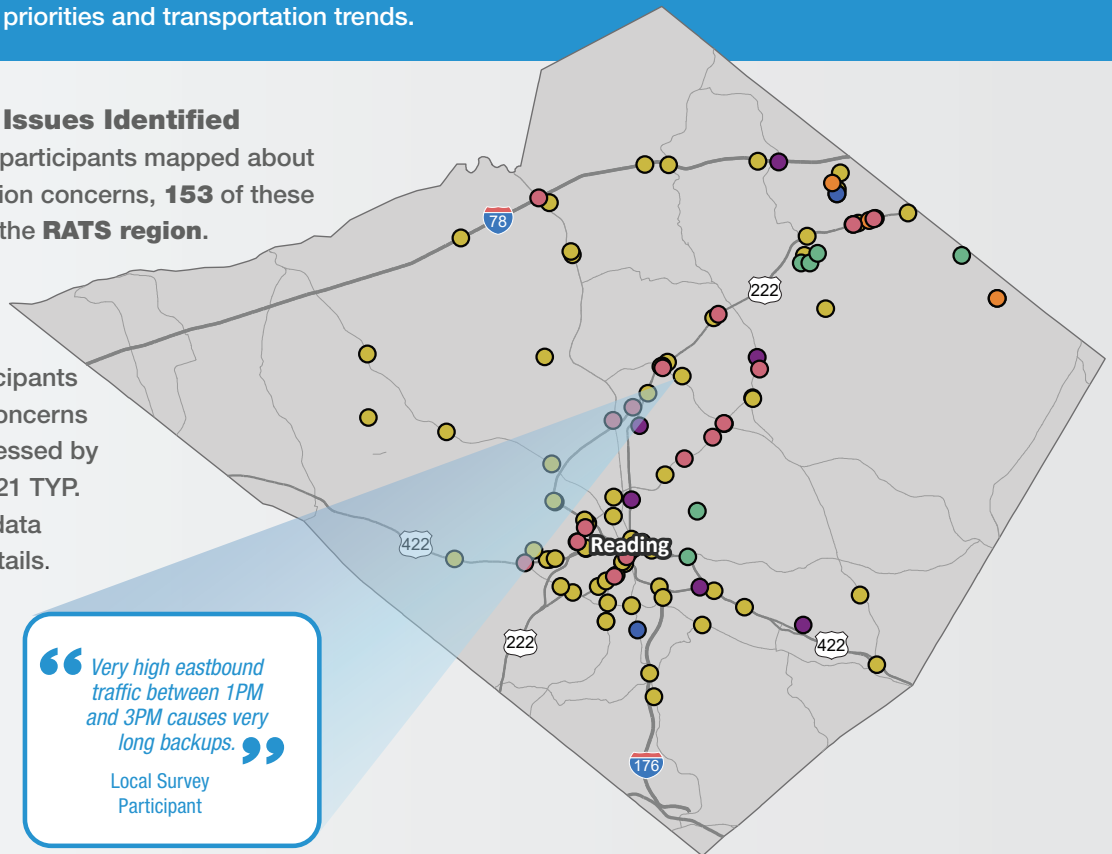
A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf’s COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT’s Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified

Statewide, survey participants mapped about **2,500** transportation concerns, **153** of these are located within the **RATS region**.







During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.



“Very high eastbound traffic between 1PM and 3PM causes very long backups.”
Local Survey Participant

Number of Issues Identified

The icons below correspond with the same color dots on the map.

- 
72
 ROADWAY
- 
6
 BRIDGE
- 
6
 BIKING/
 WALKING
- 
3
 TRANSIT
- 
4
 FREIGHT
- 
62
 CONCERN(S)
 ALREADY
 ADDRESSED

Examples of 2021 TYP Projects that Addressed Public Concerns

SR 222 ROADWAY WIDENING

VARIOUS BRIDGE PRESERVATION ACTIVITIES

SR 422 IN SINKING SPRING INTERSECTION IMPROVEMENT



State Transportation Commission

2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION SURVEY SUMMARY

READING AREA TRANSPORTATION STUDY (RATS)

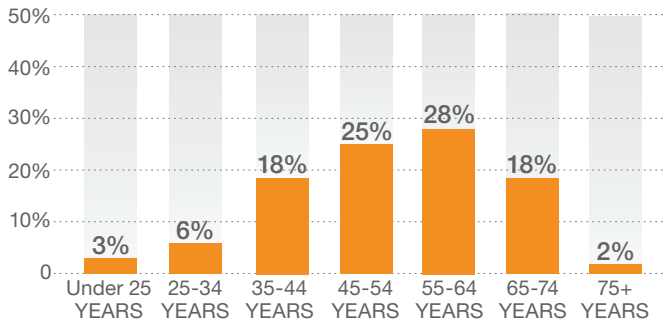
ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

Over 7,000 individuals participated in the survey statewide, and **313** of the survey participants identified with the **RATS region** through feedback provided. Learn more about the participants from this region.

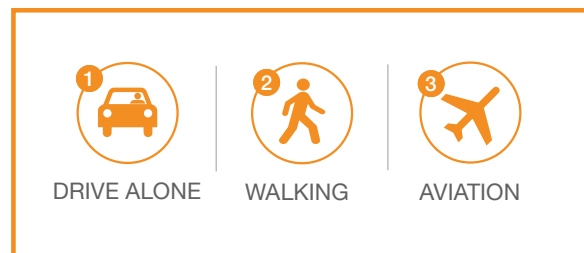
Male	162	53%
Female	139	45%
Third gender/nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	6	2%

Responses to demographic questions were optional.

Age



Top Transportation Modes



Transportation Priorities Ranking

- 1 ROAD PAVEMENT**
Repairing, restoring, reconstructing and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel
- 2 TRAFFIC FLOW**
Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently
- 3 BRIDGES**
Repairing, replacing and maintaining Pennsylvania's 31,000 state and local bridges
- 4 INTERSTATE HIGHWAY**
Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highways
- 5 PASSENGER RAIL**
Intercity and commuter rail service across Pennsylvania with out-of-state connections
- 6 FREIGHT**
Modern highways, railways, airports and waterways to support the economy and ensure the efficient movement of goods and services
- 7 WALKING**
Accessible and connected routes to get you where you need to go safely
- 8 TRANSIT**
Accessible and timely public transportation that covers an extensive service area and crosses regions
- 9 BICYCLING**
Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go
- 10 AVIATION**
Modern facilities, operations and a wide range of commercial airline choices at airports



TalkPATransportation.com
717.783.2262
RA-PennDOTSTC@pa.gov

Office of the State Transportation Commission and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105



State Transportation Commission

2023 12-YEAR PROGRAM UPDATE
2019 AND 2021 REGIONAL
SURVEY RESULTS COMPARISON

June 2021

READING AREA
TRANSPORTATION
STUDY (RATS)

2021

313 SURVEY PARTICIPANTS

153 MAPPED ISSUES
62 RESOLVED

2019

453 SURVEY PARTICIPANTS

213 MAPPED ISSUES
77 RESOLVED

About the Survey Participants

2021

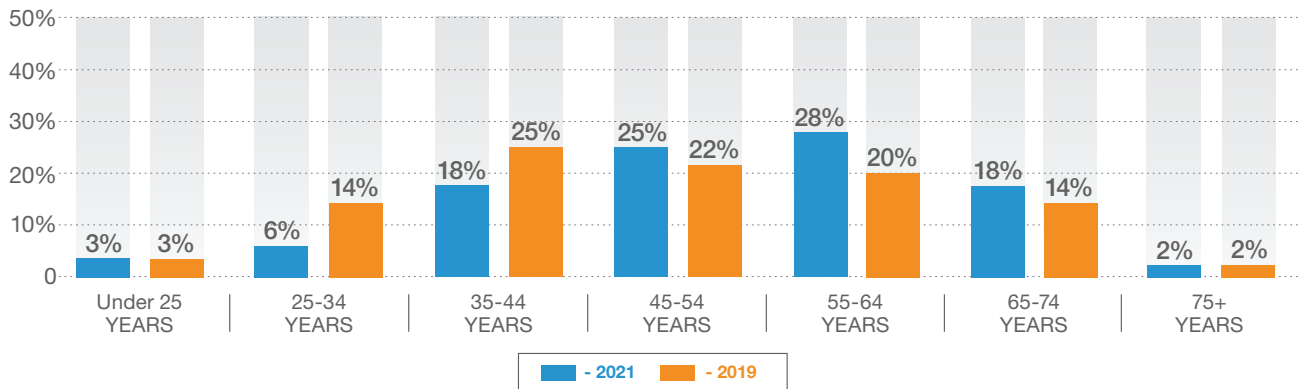
Male	53%
Female	45%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	2%

2019

Male	51%
Female	47%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	2%

Responses to demographic questions were optional.

Age



Top Transportation Modes

2021

- 1 DRIVE ALONE
- 2 WALKING
- 3 AVIATION

2019

- 1 DRIVE ALONE
- 2 WALKING
- 3 AVIATION

Highest Ranked Priorities

2021

- 1 ROAD PAVEMENT
- 2 TRAFFIC FLOW
- 3 BRIDGES

2019

- 1 ROAD PAVEMENT
- 2 TRAFFIC FLOW
- 3 BRIDGES



TalkPATransportation.com
717.783.2262
RA-PennDOTSTC@pa.gov

Office of the State Transportation Commission
and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105

Reading Area Transportation Study

(610) 478-6300

c/o Berks County Planning Commission

FAX: (610) 478-6316

Berks County Services Center

633 Court Street, 14th Floor

Reading, PA 19601-4309

To: Reading Area Transportation Study Coordinating Committee

From: Devon B. Hain, Transportation Planner II

Re: STC Public Survey Results

Date: July 8, 2021

In the Pennsylvania State Transportation Commission's (STC's) effort to gain public input for the 2023 Twelve Year Program, they opened a six week public comment period in spring of 2021. This public outreach allowed over 2,500 transportation issues to be identified statewide, with 153 of these located within Berks County. We separated these results by responses focused on highways and bridges and to those focused on bicycle/pedestrian and public transportation. The STC system flagged comments that they feel are addressed by 2021 TYP projects, these are highlighted in the document as blue text. Examining the data from the 153 valid responses has provided us with the following information.

A majority of the highway and bridge comments showed public concern with congestion and safety along the Allentown Pike and Kutztown Road portions of S.R. 0222 through Maiden creek, Richmond, and Maxatawny Townships. Intersections along this portion of S.R. 0222 that showed the most concern were located at Main Street (S.R. 0073), Genesis Drive, Richmond Road and Long Lane. Other congested areas include 3 major intersections along Pricetown Road (S.R. 0012), located at Elizabeth Avenue, Skyline Road, and Blandon Road (S.R. 0073). These locations along S.R. 0222 and S.R. 0012 are all covered under TYP projects. Multiple intersections along Penn Avenue in Wernersville Borough with North and South Church Roads, its intersection with State Hill Road in Wyomissing Borough, its intersection with Mull Road and (S.R.0724) Shillington Road in Sinking Spring, as well as West Wyomissing Boulevard in Spring Township continue to provide concerns with congestion and safety.

The West Shore Bypass (S.R. 0422) was identified as having entrance and exit issues adding to congestion and safety concerns. These problem areas were identified at the Lancaster Avenue and Interstate 176 interchanges, which will be addressed through TIP projects. The interchange area in Wyomissing Borough where S.R. 0222, S.R. 0422, and S.R. 0012 come together received comments concerned with safety due to high congestion and design.

The only bicycle comment requested wider shoulders to allow bicycle access on Kennedy Avenue in Longswamp Township. Pedestrian concerns were focused on missing links of sidewalk in Kutztown Borough. The other 3 pedestrian comments looked at the safety of the railroad underpass on Heisters Lane in Reading, the safety of users of Antietam Lake Park, and along S.R. 422 in St. Lawrence. Public Transportation comments consisted of 1 request for passenger rail and the addition of a BARTA bus stop in the area of Flying Hills.

DBH

STC Survey Highway and Bridge Results

Alsace:

- 5 comments were concerned with congestion and safety on SR 12 (Pricetown Road) and its intersections with Elizabeth Ave and Skyline Dr. These intersections and the related congestion will be addressed through the implementation of Project 79467 with an estimated bid date of 09/26/2024.
- 5 comments were concerned with congestion and safety on SR 12 (Pricetown Road) and its intersections with Antietam Rd, Woodside Ave, and Mount Laurel Ave. These intersections and the related congestion will be addressed through the implementation of Project 110318 with an estimated bid date of 04/01/2025.

Amity:

- 1 comment expressed a need for intersection improvements at SR 662 (Old Swede Rd) and Old Airport Rd due to poor alignment and bad visibility causing safety concerns.
- 1 comment was concerned with the condition of the bridge on Monocacy Hill Rd between Valley Rd and 422/Benjamin Franklin Hwy.
- 1 comment addressed signal timing issues at River Bridge Rd and 422. When on River Bridge Rd, the signal at WB 422 turns green before the light at EB 422, causing those travelling NB on River Bridge Rd to think they have the green when the light is red.
- 1 comment was concerned with the intersection and bridge at the intersection of Weavertown Rd and Boone Rd/Meetinghouse Rd. This should be addressed through the bridge rehabilitation/replacement under project 10753.

Bern:

- 1 comment focused on the safety of SR 183 NB between 222 and West Leesport Rd. It was suggested that another NB lane be added through this entire section rather than a narrowing from 2 lanes to 1 lane and then widening back to 2 lanes.

Centre:

- 1 comment noted that snow removal needs to be increased on Bellemans Church Rd between Centerport and Gin Mill Roads as they generally go up to 12 hours before a snowplow comes through to clear Bellemans Church Rd.

Cumru:

- 1 comment showed concern over safety and congestion on the entrance and exit ramps at the SR 724 (Philadelphia Ave) and I-176 Interchange.
- 1 comment noted safety concerns when merging onto SR 422 from the I-176 Interchange, which should be addressed by interchange reconstruction included in project 72814.
- 2 comments addressed safety issues at the intersection of SR 625 (New Holland Rd) and Church Rd. Accidents have been noted when heading north on SR 625 and turning left onto Church Rd. Commenter suggests adding a left turn lane for traffic turning left from SR 625 onto Church Rd.
- 1 comment suggested widening the right shoulder or adding a longer right hand turn lane when traveling east on SR 724/Philadelphia Ave approaching the intersection with SR 10 Morgantown Rd since traffic backs up and those turning right will drive on the shoulder to get into the right hand turn lane.

Exeter:

- 1 comment noted serious congestion issues on 422/Perkiomen Ave in both directions between W 47th St/ Demoss Rd and Gibraltar Rd.

Fleetwood:

- 1 comment noted the change of South Franklin Street to a 2 way road and expressed displeasure with the removal of parking in these two blocks between Main and Locust Streets.

Greenwich:

- 1 comment expressed that there is a very small turning radius for eastbound trucks exiting I-78 at Exit 35/SR 143 to turn south on SR 143.

Hamburg:

- 1 comment expressed desire to know when the comprehensive transportation study throughout the borough would reach completion. This study should be completed this summer and is part of project 113325.

Jefferson:

- 1 comment noted that the SR 183 is subsiding into Little Northkill Creek on the eastern side of the road.

Longswamp:

- 2 comments were focused on the road condition and safety issues on Mountain Rd. Due to increased truck traffic the road continually wears down and speeding distracted drivers make it unsafe for vehicles accessing Mountain Rd from their personal driveways.

Kenhorst:

- 1 comment focused on the safety and congestion issues caused by the lack of a left turn arrow on the northern side of the SR 724/Philadelphia Ave and SR 625/New Holland Rd intersection. It was stated that when traveling south on SR 625/New Holland Rd and wanting to turn left onto SR 724/Philadelphia Ave, a vehicle will sit here through lights as there is too much traffic traveling north to safely make the turn.

Kutztown:

- 1 comment noted that the line of sight when travelling northeast on Sander Alley and crossing over Noble St is very poor.
- 1 comment identified the condition of the Peach Street Bridge on Normal Ave over Sacony Creek. This comment will be addressed through the replacement of the bridge, which falls under project 102959.

Lyons:

- 1 comment showed concern of the safety of bicyclists and motorcyclists using Kemp and Penn Streets as there is excessive amounts of gravel at the ends of these streets.

Maidencreek:

- 6 comments addressed the congestion on US 222 at the intersections of SR 73, Genesis Dr, and Schaeffer Rd which will be addressed by intersection improvements at SR 73 and the addition of roundabouts at Genesis Dr and Schaeffer Rd through project 92414. 1 of these 6 comments discouraged the addition of roundabouts in Maidencreek.
- 1 comment noted that congestion on Park Rd is so heavy at peak travel hours that it can back up nearly a mile to the east to Sofia Blvd (mornings) and nearly ¾ mile to the west past Excelsior Dr and Blandon Ave (evenings).
- 1 comment noted congestion traveling southwest on Park Rd when reaching the intersection with 222 Business/ Allentown Pike.

Maxatawny:

- 2 comments addressed Long Lane and Eagle Point Rd, stating that these roads are not designed to handle large truck traffic due to sharp turns and trucks getting stuck at the top of the intersection blocking traffic in all directions. It was suggested that these roads be made restricted to trucks making local deliveries only.
- 3 comments noted the increase of truck traffic on Long Lane and suggested signing to keep large trucks off the road to stop them from using the road as it is felt the bridge at the end of the road is too old and not designed for large trucks. The suggestion was also made that a 4 way stop sign be placed at the intersection of Long Ln, Mill Creek Rd, and Siegfriedale Rd.
- 1 comment focused on the intersection of 222 with Kunkel, Christman, and Topton Roads. There is an embankment at this intersection and the commenter noted fatal accidents occurring due to poor line of sight and cars running stop signs.
- 1 comment requested that 222 through the village of Maxatawny be widened to 4 lanes.
- 1 comment noted that during the winter when rain or ice falls Mill Creek Rd stays icy between Fenstermacher and Moyer Roads due to excessive shade.
- 18 comments addressed safety concerns and congestion along 222 around the intersection with Long Lane. These comments will be addressed by project 90569 which consists of intersection improvements and the construction of a roundabout in this location.

Muhlenberg:

- 1 comment noted flooding near the bridge on Mount Laurel Rd between Furnace Rd and Commerce St. It is suggested to check and clear the underneath of this bridge over Laurel Run as debris collects and builds up at this point.

Multiple Municipalities: 6 comments were received that addressed congestion, safety, and surface issues along 222, 422, and 78 through multiple municipalities rather than identifying a specific section within a single municipality.

- 1 comment noted that I-78 has a problem with drivers speeding in excess of 30 MPH over the speed limit and requests more enforcement on this Interstate throughout the county.
- 10 comments addressed congestion issues on 422 which will be addressed by the reconstruction and widening of US 422/West Shore Bypass which is part of project 72814.
- 4 comments addressed the congestion on US 222 through Maiden Creek and Richmond which will be addressed by the widening of US 222 to 4 lanes and the addition of roundabouts through project 61972.
- 1 comment addressed the need to upgrade the bridges and interchanges on SR 12 between 183 and 222 Business/5th Street Highway. Some of the interchange issues within Reading along SR 12 will be addressed by project 89215.
- 3 comments suggested making US 222 from Maiden Creek Township to the Lehigh County line limited access within 10 years. This commenter feels that traffic circles and widening will provide only a temporary relief of traffic congestion.
- 1 comment addressed the widening of 222 and suggested it be widened the entire distance from Reading to Allentown.
- 1 comment noted that the condition of 222/Kutztown Bypass is extremely rough in the northbound and southbound right hand lanes between 737 and Kutztown Rd in the Borough of Kutztown and Maxatawny Township.
- 1 comment focused on congestion caused on Christmas Village Rd from SR 183 to Christmas Village near Grandview Rd. This comment states that traffic is extremely heavy and visitors do not always use main roads to get there causing additional traffic on local roads.

Ontelaunee:

- 2 comments focused on the ramps in the area of 222 and Business 222/Allentown Pike. It noted that the curve/exit to stay on 222NB and the curve/entrance onto 222SB from Allentown Pike are tight and dangerous.

Penn:

- 1 comment suggested a left turn lane from SR 183 NB onto Old Church Rd dues to safety and congestion issues.

Perry:

- 2 comments noted that many vehicles are running the red light at the intersection of SR 61/Pottsville Pike and Logistics Dr while traveling on SR 61/Pottsville Pike. It was suggested that the addition of Signal Ahead signs placed prior to the intersection could help solve this problem.

Reading:

- 6 comments concentrated on safety concerns at the 422 interchange with Lancaster Avenue. These concerns are safety and congestion driven. Comments focus on the safety and congestion caused by exit and entrance ramps being at the left lane. These issues will be addressed by MPMS 72814 (PE phase and Final Design) and MPMS 114439 (redesign and reconstruction).
- 1 comment focused on narrowness of Clymer St and congestion at the intersection of Clymer St and Mineral Springs Rd.
- 1 comment noted the congestion and blocked RR Crossings caused by long trains that are limited to travel at 10 MPH along 7th Street.
- 3 comments focused on rough and uneven utility patches that are not level with street surfaces on Washington, Mulberry, South 5th, and 6th Streets.
- 1 comment noted safety issues at the intersection of Lancaster Ave and SR 625/New Holland Ave. When vehicles traveling west on Lancaster Ave turn left onto SR 625, safety issues arise as other drivers behind the vehicle that is waiting to turn left merge blindly into the right lane to avoid waiting for the driver ahead to turn left. It was suggested that a turning lane and/or traffic light be added at this intersection to make it safer.
- 2 comments noted the safety issue of lines and arrows that need to be painted at the intersection of Business 222/Lancaster Ave and Kenhorst Boulevard on the south side of this intersection.

Robeson:

- 2 comments suggested the addition of a traffic light at the exit and entrance ramps for I-176 on Route 10 between Kurtz Mill Rd and Seton Rd, as well as longer ramps due to safety concerns.
- 1 comment suggested intersection improvements consisting of turn lanes/arrows on SR 724 (Main St) onto Gibraltar Rd to improve safety and congestion issues.

Ruscombmanor:

- 2 comment of concern in this township is that of SR 12 (Pricetown Rd) and SR 662 (Memorial Hwy), which lacks left turning lanes/signals creating congestion not only at AM and PM peaks, but throughout the day as these two state routes are major commuting corridors for employees of East Penn Manufacturing (DEKA), one of the top employers of the county which has staggered start times for its first, second, and third shifts.
- 6 comments were concerned with safety and congestion at the intersection of SR 73 (Blandon Rd) and SR 12 (Pricetown Rd), which will be addressed by Project 88781 which will reduce congestion through the redesign of this intersection by adding left turn lanes on all four approaches.

Sinking Spring:

- 6 comments addressed the misalignment and congestion at the intersection of Penn Avenue, Mull Road, and SR 724 (Shillington Rd) which will be addressed by the intersection improvement project 87688.

Spring:

- 1 comment suggested a left hand turn lane on for southbound traffic on Van Reed Rd at its intersection with Dwight St as this backs up and causes heavy congestion for southbound traffic on Van Reed Rd.
- 1 comment noted that there is congestion issues along SR 724 around the intersections of Jefferson and Harvard Boulevards.
- 3 comments focused on the excessive traffic and congestion caused by the light at 422 (Penn Ave) and West Wyomissing Blvd which extends west to Riegel Ave and east to Perkasie Ave.
- 1 comment focused on the safety and congestion issues when taking the Spring Ridge Exit from 222 NB, traffic backs up as it is hard to take a left at the top of the exit due to lack of stopping from opposing traffic heading east on Spring Ridge Drive, the angle and grade of the roadway add to safety issues. To ease a bit of the congestion it is suggested that a turn lane be added through the exit for vehicles turning left.
- 1 comment focused on safety issues where merging onto NB 222 from Spring Ridge Dr. This entrance ramp is too short and at a curve, making it hard to merge with highway speed traffic.

Tilden:

- 1 comment identified congestion on SR 61/Pottsville Pike near the Interstate 78 Interchange. This should be addressed by the interchange reconfiguration that will be completed under project 93494.

Wernersville:

- 1 comment identified congestion issues at the intersection of 422/Penn Ave and North and South Church Roads. The commenter suggested realignment of the intersection.

Wyomissing:

- 4 comments were made about the congestion and safety issues in the area of the ramp to continue on 222 SB and the ramp to stay on 422 WB prior to the Papermill Rd exit. This issue will be addressed through the addition of an auxiliary lane along 222 SB between the 222/422 Interchange and the Papermill Rd exit as a part of project 110008.
- 1 comment pointed out that improvements should be made at the intersection of Lancaster Pike and Museum Road as this area often floods during major rain events causing the road to close.
- 3 comments were made about safety and congestion in the area where 12, 222, and 422 converge. Suggestions include adding lanes and reconfiguration.
- 1 comment identified the intersection of Penn Ave and Wyomissing Blvd/State Hill Rd as having major issues with congestion. The commenter suggested considering a roundabout to lessen the congestion at this intersection.
- 1 comment highlighted the need for line paint or signs on State Hill Rd travelling south prior to the intersection with Penn Ave. The purpose for these signs or extended line paint would be to clarify which south bound lane should be used for right turns, continuing straight or turning left as traffic is often heavy or even backed up past the existing 3 painted lanes causing confusion as drivers determine which of the two lanes to be in while approaching this intersection that has 3 lanes.
- 1 comment identified congestion when traveling eastbound on State Hill Rd between Cheltenham Dr and Woodland Rd.

STC Survey Bicycle/Pedestrian and Public Transportation Results

Bicycle/Pedestrian Comments:

- 1 comment was a request for widened shoulders and brush clearing for the bicyclists already using Kennedy Ave in Longswamp Township.
- 1 comment focused on the lack of sidewalks along Business 422/Perkiomen Ave in St. Lawrence Borough and Exeter Township between SR 562/St. Lawrence Ave and Neversink Rd. The commenter noted that many pedestrians walk along this section, and the terrain coupled with the curve of the road makes pedestrians hard to see.
- 1 comment emphasized the safety concerns on Heisters Lane in the City of Reading when crossing under the railroad bridge as this is a narrow underpass with no pedestrian/bicyclist access.
- 1 comment focused on Angora Rd around Antietam Lake Park in Lower Alsace. It was noted that this section of Angora Rd is narrow and winding, but still many pedestrians and bicyclists use it when heading to and from the park, a suggestion of widening shoulders was provided.
- 1 comment addressed the need for sidewalks along Kohler Rd and S Laurel St to connect the existing sidewalks on Kohler Rd. The addition of these sidewalks would connect Kutztown Elementary School to the Kutztown Park in the Borough of Kutztown.
- 1 comment noted the missing section of sidewalk along Trexler Ave between Lenni St and Bieber Alley in the Borough of Kutztown.
- 1 comment noted the missing sidewalk along Normal Ave between Miller Alley and S Baldy St on the north side of the road and between the Kemp Building and S Baldy St on the south side of the road in the Borough of Kutztown.

Public Transit Comments:

- 1 request was made for passenger rail service from Reading to Philadelphia to return to the Franklin St. Station.
- 1 request was made for a bus stop to be created at the intersection of Flying Hills Dr and Olympic Dr, providing access to RACC, Exeter Walmart, Berkshire Mall, and Temple Walmart.

Piper, Alan

From: Piper, Alan
Sent: Monday, August 30, 2021 10:33 AM
To: Piper, Alan
Subject: Berks County - Transportation Project Solicitation - Municipalities
Attachments: Municipality Project Solicitation.docx

Dear Municipal Official,

The Berks County Planning Commission, acting in its capacity as staff to the Reading Area Transportation Study, has begun the process of updating the FFY 2023 – 2026 Transportation Improvement Program (TIP) and the FFY 2023-2041 Long Range Transportation Plan (LRTP) for Berks County. As part of this process, we are requesting municipal input on potential highway and bridge and transit projects that are recommended for consideration to be included in these plans. The attached memorandum describes the eligibility requirements and the process to be followed to submit recommendations.

The memorandum also provides a link to a web page that contains resources for assisting in this process and a fillable form to be used in making the submissions.

Please forward this to all appropriate elected officials and staff in your municipality with interest in this matter.

Recommendations are due by October 29, 2021.

If there are any questions, please feel free to contact me. My contact information is listed below.

Thank you in advance for your participation in this effort.

Link to Web Page:

(http://www.co.berks.pa.us/Dept/Planning/Pages/Municipal_Request_Opportunity)

Alan D. Piper
 Transportation Planner III
 Berks County Planning Commission
 633 Court Street, 14th Floor
 Reading, PA 19601

Phone: (610)-478-6300 Ext. 6313
 Fax: (610)-478-6316
 e-mail: apiper@countyofberks.com

Explore Berks County's Future at
<http://www.countyofberks.com/planning>

8/30/2021

Transportation Projects Municipal Request Opportunity



(/)

You are here: Berks County (/Pages/default.aspx) > County Departments (/Dept/Pages/default.aspx) > Planning Commission (/Dept/Planning/Pages/default.aspx) > Transportation Municipal Request Opportunity (/Dept/Planning/Pages/Municipal_Request_Opportunity.aspx)

Transportation Projects Municipal Request Opportunity

The Berks County Planning Commission, as staff to the Reading Area Transportation Study Coordinating Committee (F began the process of updating the FFY 2023-2026 Transportation Improvement Program (TIP) and FFY 2022 – 2045 L Transportation Plan (LRTP) for the Berks County region. As part of this process, we are requesting municipality input o highway and bridge and transit projects that are recommended for consideration to be included in these plans.

You may submit as many requests as you feel are necessary. Project requests for inclusion in these plans should be li

- 1) Major capital improvements (not routine maintenance).
- 2) Any state-owned highway or bridge.
- 3) Highway improvements to municipally-owned roadways if they are part of the approved Federal-Aid Highway (Yellow or higher on the attached map).
- 4) Municipal bridges that are greater than 20 feet in length.
- 5) Safety funding to address high crash locations on any roadway.

Please provide as much information as you can regarding your recommendations and any supporting documentation if Projects requested by multiple municipalities will be given additional consideration.

Your recommendations, along with those received from other municipalities, will be reviewed and considered for inclusion request that the County submits to PennDOT. **There is no guarantee that a project will be added to the program.** amount of available funding will not be determined until a review is completed of the status of the current projects and tl later this year.

Please submit the Berks County Transportation Project Request Form no later than October 29, 2021 to:

E-Mail: planning@countyofberks.com (mailto:planning@countyofberks.com)

OR

Fax: (610) 478-6316

OR

Mail: Berks County Planning Commission
 Attention: Transportation Project Requests
 633 Court Street, 14th Floor
 Reading, PA 19601

Links

Berks County Transportation Project Request Form
 (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/2021%20Munic%20Project%20Req%20Form%20 (Please remember to "Save As..." when completed)

8/30/2021

Transportation Projects Municipal Request Opportunity

List of projects on FFY 2021-2024 Transportation Improvement Program

(/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/HighwayBridgeTransit_Project_Narratives.pdf)

- County Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/01%20TIP2021to2024-County%20No%20Inset%20Box%2011X17.pdf)
- Hawk Mountain Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/04%20TIP2021to2024-Hawk%20Mountain%2011X17.pdf)
- Oley Hills Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/05%20TIP2021to2024-Oley%20Hills%2011X17.pdf)
- Southern Highlands Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/06%20TIP2021to2024-Southern%20Highlands%2011X17.pdf)
- Metro Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/02%20TIP2021to2024-Metro%2011X17.pdf)
- Tulpehocken Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/03%20TIP2021to2024-Tulpehocken%2011X17.pdf)

List of projects on FFY 2017-2040 Long Range Transportation Plan

(/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/LRTP_Project_Narratives.pdf) (2018 Update)

- County Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/46%20LRTP%202019%20to%202040-%20County%2011x17.pdf)
- Inset Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/47%20LRTP%202019%20to%202040-%20Inset%2011x17.pdf)
- Hawk Mountain Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/48%20LRTP%202019%20to%202040-%20Hawk%20Mountain%2011x17.pdf)
- Oley Hills Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/49%20LRTP%202019%20to%202040-%20Oley%20Hills%2011x17.pdf)
- Southern Highlands Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/50%20LRTP%202019%20to%202040-%20Southern%20Highlands%2011x17.pdf)
- Metro Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/51%20LRTP%202019%20to%202040-%20Metro%2011x17.pdf)
- Tulpehocken Region Map (/Dept/Planning/Documents/Transportation/2021_Project_Solicitation/52%20LRTP%202019%20to%202040-%20Tulpehocken%2011x17.pdf)

County of Berks

633 Court Street

Reading, PA 19601

Hours: 8 AM to 5 PM

Closed on Holidays (/dept/hr)

Department Hours may vary

Refer to Department Site

Resources

Home (/)

PA State Government (<https://www.pa.gov/>)

Website Login (../_layouts/authenticate.aspx?Source=?)

Forgot My Password (/SiteReg/Pages/Password-Reset.aspx)

Subscribe/Register (/SiteReg/Pages/User-Registration.aspx)

Reading Area Transportation Study

(610) 478-6300

FAX: (610) 478-6316

c/o Berks County Planning Commission

Berks County Services Center

633 Court Street, 14th Floor

Reading, PA 19601-4309

ACTION REQUIRED BY OCTOBER 29, 2021

MUNICIPAL REQUEST OPPORTUNITY

TRANSPORTATION PROJECTS

August 30, 2021

Dear Municipal Official:

The Reading Area Transportation Study (RATS) is the regional transportation planning organization for the Reading, Pennsylvania metropolitan area. The Reading Metropolitan Planning Organization covers all of Berks County.

The Berks County Planning Commission, as staff to the Reading Area Transportation Study Coordinating Committee (RATS), has begun the process of updating the FFY 2023-2026 Transportation Improvement Program (TIP) and FFY 2022 – 2045 Long Range Transportation Plan (LRTP) for the Berks County region. As part of this process, we are requesting municipality input on potential highway and bridge and transit projects that are recommended for consideration to be included in these plans.

You may submit as many requests as you feel are necessary. Project requests for inclusion in these plans should be limited to:

- 1) Major capital improvements (not routine maintenance).
- 2) Any state-owned highway or bridge.
- 3) Highway improvements to municipally-owned roadways if they are part of the approved Federal-Aid Highway System (Yellow or higher on the attached map).
- 4) Municipal bridges that are greater than 20 feet in length.
- 5) Safety funding to address high crash locations on any roadway.

Please provide as much information as you can regarding your recommendations and any supporting documentation if available. Projects requested by multiple municipalities will be given additional consideration.

Please visit (http://www.co.berks.pa.us/Dept/Planning/Pages/Municipal_Request_Opportunity) to access a fillable PDF form for each new project you are recommending for consideration. **Please remember to “Save As...” when completed.**

Also on the website is documentation for current projects that have already been programmed. **Projects identified in the following documents do not need to be resubmitted.**

- The current list and mapping of programmed projects on the FFY 2021-2024 TIP.
- The current list and mapping of programmed projects on the FFY 2017-2040 LRTP.

Your recommendations, along with those received from other municipalities, will be reviewed and considered for inclusion in the request that the County submits to PennDOT. **There is no guarantee that a project will be added to the program.** The actual amount of available funding will not be determined until a review is completed of the status of the current projects and their costs later this year.

Please submit the Berks County Transportation Project Request Form no later than October 29, 2021 to:

E-Mail: planning@countyofberks.com

OR

Fax: (610) 478-6316

OR

Mail: Berks County Planning Commission

Attention: Transportation Project Requests

633 Court Street, 14th Floor

Reading, PA 19601

If you have any additional questions, please feel free to contact Alan Piper via email at apiper@countyofberks.com or by phone at (610) 478-6300.

BERKS COUNTY

TRANSPORTATION PROJECT REQUEST FORM

2021

1.0 PROJECT ADVOCATE CONTACT INFORMATION

Local Advocate Type: Municipality ___ Individual ___ Agency / Organization

First Name: _____

Last Name: _____

Street Address: _____

City: _____

State: _____

Zip Code: _____

Email: _____

Phone: _____

Fax: _____

1.1 Problem Location

County: Berks

Municipality: _____

MPO: Reading MPO

PennDOT District: 5-0

Problem Type: Highway Bridge Transit

Primary Road Name / Route: _____

Intersecting Road Name / Route: _____

Stream Crossed: _____

Has any prework such as a study or preliminary design begun? _____

1.2 Problem Description / Justification

(Please check the line or lines that most closely reflect the problem category and provide any additional description as appropriate.)

- Roadway Preventative Maintenance
- Bridge Maintenance
- Congestion
- Safety
- Land Use & Economic Development
- Transit, Pedestrian & Alternative Travel Modes
- Restrictions to Freight Movement

PROBLEM DESCRIPTION

Please be clear on your assessment of the problem, expanding on what you have checked or providing new information if none of the checked boxes apply.

LAND USE / ECONOMIC DEVELOPMENT / ENVIRONMENTAL CONCERNS

Is there anything else relating to land use or development that you feel is relevant to this problem?

Are there any environmental concerns that you feel are relevant to this problem?

Four horizontal lines for text entry.

FUNDING

Has any federal, state, county, municipal or private /other funding been set aside for addressing this problem? If so, please identify.

Three horizontal lines for text entry.

MUNICIPAL PRIORITY: _____

If submitting more than one request, please rank (1,2,3...) all project recommendations in terms of your municipal priorities with "1" being the highest priority. **Do not use the same number more than once.**

ATTACHMENTS:

Please attach any relevant documentation like maps, photos, studies, letters, etc. that you feel will be useful in defining this problem.

<p style="text-align: center;">PUBLIC NOTICE</p> <p style="text-align: center;">READING AREA TRANSPORTATION STUDY PUBLIC REVIEW AND COMMENT OPPORTUNITY DRAFT FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2045 LONG RANGE TRANSPORTATION PLAN DRAFT AIR QUALITY CONFORMITY ANALYSIS, AND DRAFT ENVIRONMENTAL JUSTICE SUMMARY</p> <p>The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: the <i>Draft FFY 2023-2026 Transportation Improvement Program</i>, <i>Draft 2045 Long Range Transportation Plan</i>, <i>Draft Air Quality Conformity Analysis</i>, and the <i>Draft Environmental Justice Summary</i> for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County proposed over the next 4 and 23 years, respectively. Comments will be accepted beginning Wednesday, June 1, 2022 through the close of business on Friday, July 1, 2022.</p> <p>Copies of the <i>Draft FFY 2023-2026 Transportation Improvement Program</i>, <i>Draft 2045 Long Range Transportation Plan</i>, <i>Draft Air Quality Conformity Analysis</i>, and <i>Draft Environmental Justice Summary</i> are available for public review on the Berks County Planning Commission's web page at www.co.berks.pa.us/planning and in print at the Berks County Planning Commission, 633 Court St. - 14th Floor, Reading, PA 19601.</p> <p>The required Public Meeting to review the <i>Draft FFY 2023-2026 Transportation Improvement Program</i>, <i>Draft 2045 Long Range Transportation Plan</i>, <i>Draft Air Quality Conformity Analysis</i> and <i>Draft Environmental Justice Summary</i> will be held virtually. This meeting will be conducted live on Tuesday, June 14, 2022 beginning at 1:00 p.m. using Microsoft Teams. Instructions for connecting to this meeting are available at the Berks County Planning Commission's web page at www.co.berks.pa.us/planning. A link to the meeting presentation will be posted at the conclusion of the meeting and will be available until the close of Public Comment Period on Friday, July 1, 2022.</p> <p>The Berks County Planning Commission offices are handicapped accessible. The Planning Commission offices are served by BARTA routes. Spanish language interpretation services will be provided with a minimum of ninety-six (96) hours prior notice. These documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 610-478-6300.</p> <p>Please submit written comments to: TIP Comments Berks County Planning Commission 633 Court St. - 14th Floor Reading, PA 19601</p> <p>Comments may also be faxed to 610-478-6316 or emailed to planning@countyofberks.com.</p>	<p style="text-align: center;">AVISO PÚBLICO</p> <p style="text-align: center;">ESTUDIO DE TRANSPORTE EN EL ÁREA DE READING OPORTUNIDAD DE REVISIÓN Y COMENTARIOS PÚBLICOS PROYECTO DEL PROGRAMA DE MEJORA DEL TRANSPORTE PARA EL AÑO FISCAL 2023-2026, PROYECTO DE TRANSPORTE DE LARGO ALCANCE 2045, PROYECTO DEL ANÁLISIS DE CONFORMIDAD DE LA CALIDAD DEL AIRE Y PROYECTO DEL RESUMEN DE JUSTICIA AMBIENTAL</p> <p>El Comité Coordinador del Estudio de Transporte en el Área de Reading anuncia la disponibilidad para que los ciudadanos, los gobiernos locales y las organizaciones interesadas revisen y comenten los siguientes documentos: el <i>Draft FFY 2023-2026 Transportation Improvement Program</i> (Proyecto del Programa de Mejora del Transporte para el año fiscal 2023-2026), el <i>Draft 2045 Long Range Transportation Plan</i> (Proyecto de Transporte de Largo Alcance 2045), el <i>Draft Air Quality Conformity Analysis</i> (Proyecto de Análisis de Conformidad de la Calidad del Aire) y el <i>Draft Environmental Justice Summary</i> (Proyecto de Resumen de Justicia Ambiental) para el condado de Berks. Estos son documentos de planificación que enumeran diversos proyectos de carreteras, transporte público y transporte todoterreno, y las iniciativas de planificación en el condado de Berks propuestas para los próximos cuatro a veintitrés años, respectivamente. Se aceptarán comentarios a partir del miércoles 1^o de junio de 2022 hasta el cierre del horario de atención del viernes 1 de julio de 2022.</p> <p>Las copias del <i>Draft FFY 2023-2026 Transportation Improvement Program</i>, el <i>Draft 2045 Long Range Transportation Plan</i>, el <i>Draft Air Quality Conformity Analysis</i>, y el <i>Draft Environmental Justice Summary</i> están disponibles para revisión pública en inglés en la página web de la Berks County Planning Commission (Comisión de Planificación del condado de Berks) en www.co.berks.pa.us/planning y en versión impresa con cita previa en la Berks County Planning Commission, 633 Court St. - 14th Floor, Reading, PA 19601.</p> <p>La reunión pública requerida para revisar los Proyectos del Programa de Mejora del Transporte para el año fiscal 2023-2026, el proyecto de Transporte de Largo Alcance 2045, el proyecto Análisis de Conformidad de la Calidad del Aire y del proyecto Resumen de Justicia Ambiental se llevará a cabo de forma virtual. Esta reunión se llevará a cabo en vivo el martes 14 de junio de 2022, a partir de las 1:00 p.m. mediante Microsoft Teams. Las instrucciones para conectarse a esta reunión están disponibles en la página web para la Berks County Planning Commission en www.co.berks.pa.us/planning. La presentación se publicará en un enlace en la página web para que la puedan mirar y enviar los comentarios en cualquier momento hasta el cierre del período de comentarios públicos el viernes 1 de julio de 2022.</p> <p>Las oficinas de la Berks County Planning Commission tienen acceso para discapacitados, pero se requiere una cita para visitarla. El servicio de autobuses de BARTA está al servicio de las oficinas de la Planning Commission. Los servicios de interpretación en español se proporcionarán con un mínimo de noventa y seis (96) horas de antelación. Estos documentos estarán disponibles en idiomas o formatos alternativos si los solicita. Las personas que necesiten más adaptaciones, o aquellas que tengan preguntas, deben llamar al 610-478-6300.</p> <p>Envíe sus comentarios por escrito a: TIP Comments Berks County Planning Commission 633 Court St. - 14th Floor Reading, PA 19601</p> <p>Los comentarios también se podrán enviar por fax al 610-478-6316 o por correo electrónico a planning@countyofberks.com.</p>
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READING EAGLE SUNDAY, MAY 29, 2022 PAGE A-5 BOTTOM

Piper, Alan

From: Piper, Alan
Sent: Friday, May 27, 2022 12:07 PM
To: Piper, Alan
Subject: Opportunity for Public Comment - Reading Area Transportation Study Long Range Transportation Plan and Transportation Improvement Program

PUBLIC NOTICE

**READING AREA TRANSPORTATION STUDY
 PUBLIC REVIEW AND COMMENT OPPORTUNITY
 DRAFT FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM,
 DRAFT 2045 LONG RANGE TRANSPORTATION PLAN
 DRAFT AIR QUALITY CONFORMITY ANALYSIS,
 AND
 DRAFT ENVIRONMENTAL JUSTICE SUMMARY**

The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: the *Draft FFY 2023-2026 Transportation Improvement Program*, *Draft 2045 Long Range Transportation Plan*, *Draft Air Quality Conformity Analysis*, and the *Draft Environmental Justice Summary* for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County proposed over the next 4 and 23 years, respectively. Comments will be accepted beginning Wednesday, June 1, 2022 through the close of business on Friday, July 1, 2022.

Copies of the *Draft FFY 2023-2026 Transportation Improvement Program*, *Draft 2045 Long Range Transportation Plan*, *Draft Air Quality Conformity Analysis*, and *Draft Environmental Justice Summary* are available for public review on the Berks County Planning Commission's web page at www.co.berks.pa.us/planning and in print at the Berks County Planning Commission, 633 Court St – 14th Floor, Reading, PA 19601.

The required Public Meeting to review the *Draft FFY 2023-2026 Transportation Improvement Program*, *Draft 2045 Long Range Transportation Plan*, *Draft Air Quality Conformity Analysis* and *Draft Environmental Justice Summary* will be held virtually. This meeting will be conducted live on Tuesday, June 14, 2022 beginning at 1:00 p.m. using Microsoft Teams. Instructions for connecting to this meeting are available at the Berks County Planning Commission's web page at www.co.berks.pa.us/planning. A link to the meeting presentation will be posted at the conclusion of the meeting and will be available until the close of Public Comment Period on Friday, July 1, 2022

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

Please submit written comments to:
 TIP Comments

Berks County Planning Commission
633 Court St. – 14th Floor
Reading, PA 19601

Comments may also be faxed to 610-478-6316 or emailed to planning@countyofberks.com.



*Coming Together, Working Together,
Achieve Success!*

Alan Piper | Planner III - Transportation
Berks County Planning Commission
633 Court Street, 14th Floor, Reading, PA 19601
Phone: 610-478-6300 ext. 6313 Fax: 610-478-6316



Email: apiper@countyofberks.com
Web: www.countyofberks.com/planning

This notice was sent 5/27/2022 to the following parties:

All Berks County Municipalities

RATS Mail list

All Berks County State and Federal Legislators

Berks County Commissioners

Berks County Planning Commission

RATS Coordinating Committee, Technical Committee, and staff

Follow-up reminders were sent to the same parties on 6/13/2022 prior to the Public Meeting and on 6/27/2022 prior to the close of the comment period.

From: [Golembiewski, Michael](mailto:Golembiewski.Michael)
To: gjwallace@estoo.net
Subject: Public Comment Opportunity, Reading (PA) Area Transportation Study Draft FFY 2023-2026 TIP and 2045 LRTP
Date: Friday, May 27, 2022 11:40:00 AM
Attachments: [image001.png](#)
[image002.png](#)

May 27, 2022

Eastern Shawnee Tribe of Oklahoma
Glenna Wallace, Chief
PO Box 350
Seneca MO 64865
gjwallace@estoo.net

Re: Reading Metropolitan Planning Organization (MPO)
Draft Federal Fiscal Year (FFY) 2023-2026 Transportation Improvement Program (TIP)
and Draft 2045 Long Range Transportation Plan (LRTP),
30-day Public Comment Period – June 1, 2022 through July 1, 2022

Dear Chief Wallace:

Greetings to you. With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide you with notice of the 30-Day Public Comment Period for the draft FFY 2023-2026 Transportation Improvement Program (TIP), the draft 2045 Long Range Transportation Plan (LRTP), draft Air Quality Conformity Analysis, and the draft Environmental Justice Summary, per the Federal Highway Administration's regulations, 23 CFR §450.316. With this letter, the Reading MPO would like to formally extend to the Eastern Shawnee Tribe of Oklahoma an invitation to contribute comments from June 1, 2022 through July 1, 2022. In addition, a public meeting will be held on Tuesday, June 14, 2022 beginning at 1:00 p.m. This public meeting will be held virtually, conducted live using Microsoft Teams. Instructions for connecting to this meeting will be available at the Berks County Planning Commission's web page at www.co.berks.pa.us/planning. A link to the meeting presentation will be posted at the conclusion of the meeting and will be available until the close of Public Comment Period on Friday, July 1, 2022. Other interested parties, including governmental agencies and the public, are also concurrently receiving this notice.

The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. When these projects advance past the planning phase of project development, you will be consulted during the Section 106 of National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation process consistent with Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) policy. This project-specific outreach during Section 106 and NEPA consultation will occur regardless of your participation in the TIP Public Comment Period.

The draft 2045 LRTP includes potential transportation projects slated to be considered between 2023 and 2045. The draft 2045 LRTP also includes background information on the natural, cultural, historical and environmental features in the region.

The documents are provided for public comment. Due to their large file sizes, we

cannot attach them directly to this email. However, the links provided below include:

- [Draft FFY 2023-2026 Transportation Improvement Program \(TIP\)](#)
- [Draft 2045 Long Range Transportation Plan \(LRTP\)](#)
- [Draft Air Quality Conformity Analysis](#)
- [Draft Environmental Justice Summary](#)

These documents can also be accessed electronically at www.co.berks.pa.us/planning.

If you wish to provide comments on the draft FFY 2023-2026 Reading MPO Transportation Improvement Program (TIP) and/or the 2045 Long Range Transportation Plan (LRTP), please provide comments to:

TIP Comments
Berks County Planning Commission
633 Court St. – 14th Floor
Reading, PA 19601

A copy of the [Public Comment Period and Meeting Notice](#) for the draft FFY 2023-2026 Reading MPO TIP and draft 2045 LRTP is also enclosed for your information. Following the TIP Public Comment Period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.

If you have questions about a specific project or wish to propose changes to the TIP documents to better facilitate the value of these documents to address your needs and others that may need an enhancement for the consultation efforts, please contact Alan D. Piper, Transportation Planner III, at the address listed above or by telephone (610-478-6300 Ext. 6313), fax (610-478-6316) or email (apiper@countyofberks.com).

Sincerely,

David N. Hunter, Sr., AICP
Executive Director
Berks County Planning Commission



*Coming Together Working Together
to Achieve Success!*

Michael D. Golembiewski | Transportation Modeler
Berks County Planning Commission
633 Court Street, 14th Floor, Reading, PA 19601
Phone: 610-478-6300 ext. 6304 Fax: 610-478-6316



Email: mgolembiewski@countyofberks.com
Web: www.countyofberks.com/planning

Also sent via e-mail on 5/27/22 to:

Absentee-Shawnee Tribe of Indians of Oklahoma
John R. Johnson, Governor
2025 S. Gordon Cooper Drive
Shawnee, OK 74801
Governor@astribe.com

Absentee-Shawnee Tribe of Indians of Oklahoma
Devon Frazier, THPO
2025 S. Gordon Cooper Drive
Shawnee, OK 74801
106NAGPRA@astribe.com

Delaware Nation, Oklahoma
Katelyn Lucas, Historic Preservation Assistant
PO Box 825
31064 State Highway 281, Bldg 100
Anadarko, OK 73005
klucas@delawarenation-nsn.gov

Delaware Nation, Oklahoma
Deborah Dotson, Tribal President
PO Box 825
31064 State Highway 281, Bldg 100
Anadarko, OK 73005
ec@delawarenation.com

Delaware Tribe of Indians
Brad KillsCrow, Chief
5100 Tuxedo Blvd.
Bartlesville, OK 74006
bkillscrow@delawaretribe.org

Delaware Tribe of Indians
Susan Bachor, Historic Preservation Representative
126 University Circle
Stroud Hall Rm 437
East Stroudsburg, PA 18301
sbachor@delawaretribe.org

Shawnee Tribe
Cassie Harper, Tribal Administrator
PO Box 189
29 S Highway 69A
Miami OK 74355
cassie@shawnee-tribe.com



Berks County Services Center | 633 Court Street, 14th Floor Reading, PA 19601- 4309
 Phone: 610.478.6300 | Fax: 610.478.6316 | Email: planning@countyofberks.com

*Jodi L. Gauker, Chairwoman | James A. Adams, Vice-Chair | Christopher J. Spohn, Secretary
 Glenn R. Knoblauch | James C. McCarthy, P.E. | Thomas C. McKeon, AICP, CEcD, |
 Lee C. Olsen, AIA, NCARB | David H. Turner | Lisa Weaver
 David N. Hunter, Sr., AICP, Executive Director | David N. Peris, Assistant County Solicitor*

May 26, 2022

Sidney Hill, Chief
 Onondaga Nation
 4040 Route 11
 Nedrow NY 13120

Re: Reading Metropolitan Planning Organization (MPO)
 Draft Federal Fiscal Year (FFY) 2023-2026 Transportation Improvement Program
 (TIP) and Draft 2045 Long Range Transportation Plan (LRTP),
 30-day Public Comment Period – June 1, 2022 through July 1, 2022

Dear Chief Hill:

Greetings to you. With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide you with notice of the 30-Day Public Comment Period for the draft FFY 2023-2026 Transportation Improvement Program (TIP) and the draft 2045 Long Range Transportation Plan (LRTP), per the Federal Highway Administration's regulations, 23 CFR §450.316. With this letter, the Reading MPO would like to formally extend to the Onondaga Nation an invitation to contribute comments from June 1, 2022 through July 1, 2022. In addition, a public meeting will be held on Tuesday, June 14, 2022 beginning at 1:00 p.m. This public meeting will be held virtually, conducted live using Microsoft Teams. Instructions for connecting to this meeting are available at the Berks County Planning Commission's web page at www.co.berks.pa.us/planning. A link to the meeting presentation will be posted at the conclusion of the meeting and will be available until the close of Public Comment Period on Friday, July 1, 2022. Other interested parties, including governmental agencies and the public, are also concurrently receiving this notice.

The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. When these projects advance past the planning phase of project development, you will be consulted during the Section 106 of National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation process consistent with Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) policy. This project-

www.countyofberks.com/planning

specific outreach during Section 106 and NEPA consultation will occur regardless of your participation in the TIP Public Comment Period.

The draft 2045 LRTP-Chapter 4 includes potential transportation and public transit projects slated to be considered between 2023 and 2045.

The documents provided for public comment are attached and include:

- Draft FFY 2023-2026 Transportation Improvement Program (TIP)
- Draft 2045 Long Range Transportation Plan (LRTP), Chapter 4
- Draft Air Quality Conformity Analysis
- Draft Environmental Justice Summary

These documents can also be accessed electronically at www.co.berks.pa.us/planning.

If you wish to provide comments on the draft FFY 2023-2026 Reading MPO Transportation Improvement Program (TIP) and/or the draft 2045 Long Range Transportation Plan (LRTP), please provide comments to:

TIP Comments
Berks County Planning Commission
633 Court St. – 14th Floor
Reading, PA 19601

A copy of the Public Comment Period and Meeting Notice for the draft FFY 2023-2026 Reading MPO TIP and draft 2045 LRTP is also enclosed for your information. Following the TIP Public Comment Period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.

If you have questions about a specific project or wish to propose changes to the TIP documents to better facilitate the value of these documents to address your needs and others that may need an enhancement for the consultation efforts, please contact Alan D. Piper, Transportation Planner III, at the address listed above or by telephone (610-478-6300 Ext. 6313), fax (610-478-6316) or email (apiper@countyofberks.com).

Sincerely,

David N. Hunter, Sr., AICP
Executive Director
Berks County Planning Commission

Enclosures:

- Draft FFY 2023-2026 Transportation Improvement Program (TIP)
- Draft 2045 Long Range Transportation Plan (LRTP), Chapter 4
- Draft Air Quality Conformity Analysis
- Draft Environmental Justice Summary

www.countyofberks.com/planning



Date Produced: 06/06/2022

COUNTY OF BERKS:

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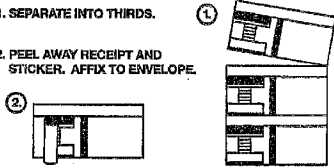
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 Date/Time: 5/26/2022 8:31:43 AM
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The screenshot shows the website for the Berks County Planning Commission. The header includes the Pennsylvania state logo and navigation links for Elected Officials, Departments, Municipalities, Police Departments, Fire Companies, EMS, and How Do I... The main content area is titled "RATS DRAFT FFY 2023-2026 Transportation Improvement Program And Draft 2045 Long Range Transportation Plan" and features a "PUBLIC NOTICE" section. The notice details a public review and comment opportunity for the Draft FFY 2023-2026 Transportation Improvement Program, Draft 2045 Long Range Transportation Plan, Draft Air Quality Conformity Analysis, and Draft Environmental Justice Summary. It provides information on where to find copies of the documents, the date and time of a virtual public meeting on Tuesday, June 14, 2022, and contact information for submitting written comments to the Berks County Planning Commission.

RATS DRAFT FFY 2023-2026 Transportation Improvement Program And Draft 2045 Long Range Transportation Plan

PUBLIC NOTICE

**READING AREA TRANSPORTATION STUDY
PUBLIC REVIEW AND COMMENT OPPORTUNITY
DRAFT FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT 2045 LONG RANGE TRANSPORTATION PLAN
DRAFT AIR QUALITY CONFORMITY ANALYSIS,
AND
DRAFT ENVIRONMENTAL JUSTICE SUMMARY**

The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: the *Draft FFY 2023-2026 Transportation Improvement Program*, *Draft 2045 Long Range Transportation Plan*, *Draft Air Quality Conformity Analysis*, and the *Draft Environmental Justice Summary* for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County proposed over the next 4 and 23 years, respectively. Comments will be accepted beginning Wednesday, June 1, 2022 through the close of business on Friday, July 1, 2022.

Copies of the *Draft FFY 2023-2026 Transportation Improvement Program*, *Draft 2045 Long Range Transportation Plan*, *Draft Air Quality Conformity Analysis*, and *Draft Environmental Justice Summary* are available for public review on the Berks County Planning Commission's web page at www.co.berks.pa.us/planning and in print at the Berks County Planning Commission, 633 Court St – 14th Floor, Reading, PA 19601.

The required Public Meeting to review the *Draft FFY 2023-2026 Transportation Improvement Program*, *Draft 2045 Long Range Transportation Plan*, *Draft Air Quality Conformity Analysis* and *Draft Environmental Justice Summary* will be held virtually. This meeting will be conducted live on Tuesday, June 14, 2022 beginning at 1:00 p.m. using Microsoft Teams. Instructions for connecting to this meeting are available at the Berks County Planning Commission's web page at www.co.berks.pa.us/planning. A link to the meeting presentation can be found [here](#) until the close of Public Comment Period on Friday, July 1, 2022.

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

Please submit written comments to:
TIP Comments
Berks County Planning Commission
633 Court St. – 14th Floor
Reading, PA 19601

Comments may also be faxed to 610-478-6316 or emailed to planning@countyofberks.com

← Berks County Planning Commission's post ...

<https://www.co.berks.pa.us/Dept/Planning/Pages/2045%20Long%20Range%20Transportation%20Plan.aspx>

The Berks County's Draft 2045 Long Range Transportation Plan is now available. This report addresses how we can meet the expectations for the Berks County transportation system over the next 20+ years. Please follow the link above to view it.



📷 Comment as Berks County... 📺 😊

- 🏠 Home
- 📺 Watch
- 📰 News
- 🏪 Marketplace
- 🔔 Notifications 2
- ☰ Menu

<https://www.co.berks.pa.us/Dept/Planning/Pages/default.aspx?PageVersion=211968>



**Opportunity to Provide Input! Reading Area Transportation Study
Draft FFY 2023-2026 Transportation Improvement Program
Draft 2045 Long Range Transportation Plan
Draft Air Quality Conformity Analysis
Draft Environmental Justice Summary**

The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the Draft FFY 2023-2026 Transportation Improvement Program (TIP), Draft 2045 Long Range Transportation Plan (LRTP), Draft Air Quality Conformity Analysis, and Draft Environmental Justice (EJ) Summary. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County proposed over the next 4 and 23 years, respectively.

Comments will be accepted beginning Wednesday, June 1, 2022 through the close of business on Friday, July 1, 2022.

A virtual public meeting was held on June 14, 2022. A link to the meeting presentation can be found [here](#) until the close of the public comment period on July 1, 2022.

To review the draft documents, instructions for providing comments, and information regarding the live virtual public meeting, please click [here](#).

**Opportunity to Provide Input! PennDOT Virtual Plans Display for U.S. 222
Widening Project in Berks County**

PennDOT announced and invites the public to participate in a public plans display for a project to widen U.S. 222 in Maiden Creek and Richmond Townships in Berks County. The plans display will show corridor modifications, environmental features, and the anticipated construction schedule. Proposed improvements consist of widening U.S. 222 from Schaeffer Road in Maiden Creek Township to the Kutztown Bypass in Richmond Township. For more information and to comment on the plans display, please visit PennDOT's website by clicking [here](#).

Berks County Greenway Planning Progress 4-19-22

The Planning Commission's Assistant Director, Ashley Showers recently visited bctv.org to

LATEST HEADLINES

Berks transportation plans to be reviewed in virtual meeting

The meeting to review documents listing proposed projects in Berks will be held online Tuesday at 1 p.m.



MediaNews Group File Photo

Berks transportation plans to be reviewed in virtual meeting

By **KEITH DMOCHOWSKI** | kdmochowski@readingeagle.com | Reading Eagle

PUBLISHED: June 13, 2022 at 1:58 p.m. | UPDATED: June 13, 2022 at 1:59 p.m.

The Reading Area Transportation Study Coordinating Committee is holding a virtual public meeting Tuesday to review documents listing proposed road, public transit and off-road transportation projects and planning efforts in Berks County.

The meeting begins at 1 p.m. Instructions for joining the meeting are available at the county planning commission's web page at www.co.berks.pa.us/planning.

A link to the meeting presentation will be posted at the end of the meeting and will be available until the close of public comment period on July 1.

Draft copies of the 2023-26 Transportation Improvement Program, 2045 Long Range Transportation Plan, Air Quality Conformity Analysis, and



The planning commission offices are handicapped accessible and can be reached via BARTA route. Spanish-language interpretation services will be provided with at least 96 hours prior notice.

The documents will be made available in alternative languages or formats if requested. Anyone with questions or requiring additional accommodations should call 610-478-6300.

Comments on the documents can be mailed to the planning commission's office, faxed to 610-478-6316 or emailed to planning@countyofberks.com.



Keith Dmochowski | Reporter

Keith Dmochowski started at the Reading Eagle in 2017 as a freelancer covering local government. He became a general assignment reporter in February 2022.

kdmochowski@readingeagle.com



SPONSORED CONTENT

ACDelco Batteries Provide Starting Power to These Vehicles

By GM Genuine Parts and ACDelco



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READING EAGLE 6/14/22

TRANSPORTATION

Berks plans to be reviewed in virtual meeting

By Keith Dmochowski
 kdmochowski@readingeagle.com

The Reading Area Transportation Study Coordinating Committee is holding a virtual public meeting Tuesday to review documents listing proposed road, public transit and off-road transportation projects and planning efforts in Berks County.

The meeting begins at 1

p.m. Instructions for joining the meeting are available at the county planning commission's web page at www.co.berks.pa.us/planning.

A link to the meeting presentation will be posted at the end of the meeting and will be available until the close of public comment period on July 1.

Draft copies of the 2023-26 Transportation Improvement Program, 2045

Long Range Transportation Plan, Air Quality Conformity Analysis, and Environmental Justice Summary are available for public review on the planning commission's website, or in print at the commission's office, 633 Court St.

The planning commission offices are handicapped accessible and can be reached via BARTA route. Spanish-language interpretation services will

be provided with at least 96 hours prior notice.

The documents will be made available in alternative languages or formats if requested. Anyone with questions or requiring additional accommodations should call 610-478-6300.

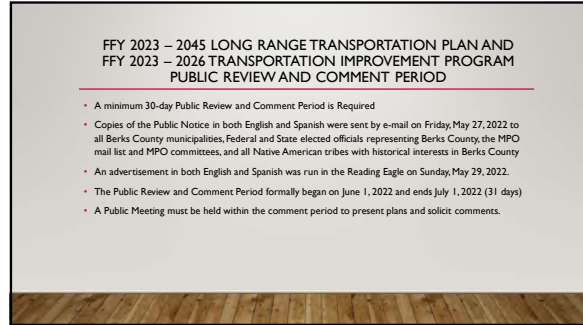
Comments on the documents can be mailed to the planning commission's office, faxed to 610-478-6316 or emailed to planning@countyofberks.com.

RATS Virtual Public Meeting Attendees**6/14/2022**

1. Amanda Timochenko, Berks County Planning Commission
2. Kevin Barnhardt, Berks County Commissioner
3. Michael Golembiewski, Berks County Planning Commission
4. David Hunter, Berks County Planning Commission Executive Director
5. IS Production, Berks County
6. Matthew McGough, Berks County Planning Commission
7. Alan Piper (Presenter), Berks County Planning Commission
8. Ashley Showers, Berks County Planning Commission Assistant Director
9. Timothy Smith, Berks County Information Systems
10. Malcom Townes, Berks County Information Systems
11. 69 News
12. Anne Franke, Maxatawny Township Citizen
13. Bill Litvin, Citizen
14. Brad Stewart, Lehigh Valley Planning Commission
15. John Castleman, Office of U.S. Representative Chrissy Houlahan
16. Michael Donchez, PennDOT
17. Donna Reed, Reading City County and RATS Coordinating Committee
18. Crystal Heshmat, PennDOT
19. Ju Leigh Serpa, Citizen
20. Troy Bingaman, Amity Township
21. Scott Vottero, PennDOT
22. Harrison Jumper, Office of U.S. Representative Chrissy Houlahan



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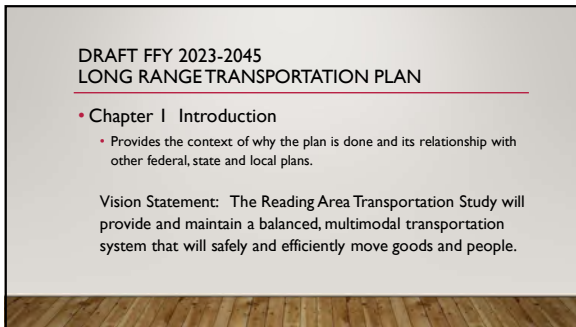
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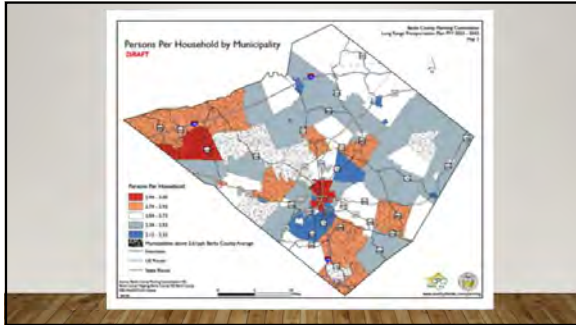


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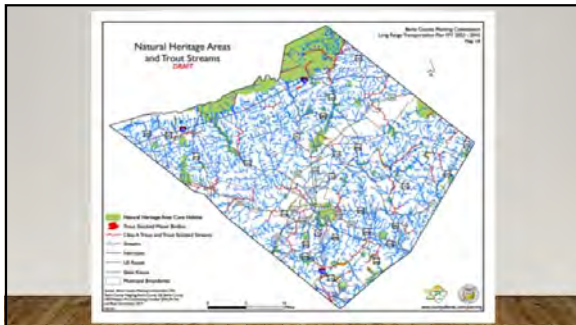
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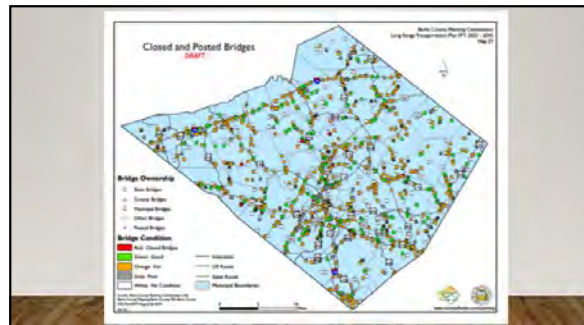
DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN

- Chapter 3 - State of the System
 - Provides an overview of the components of the current transportation system

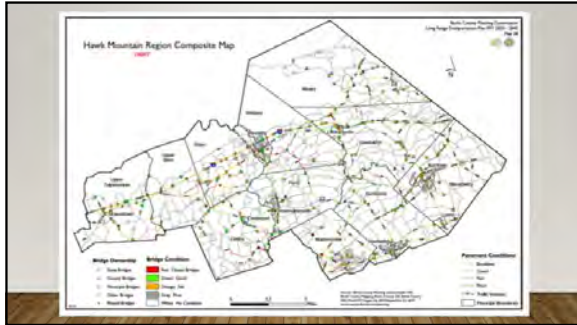
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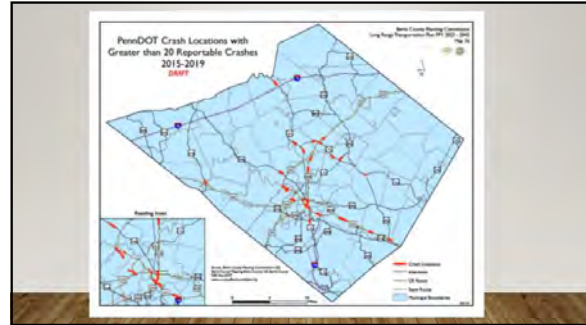
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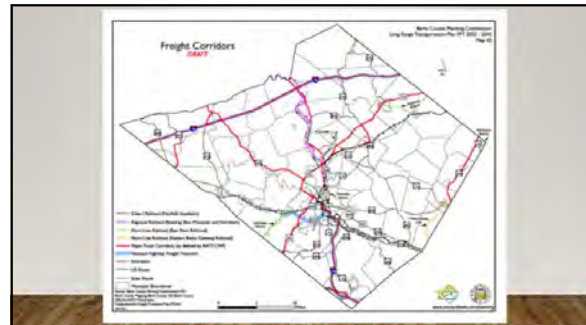
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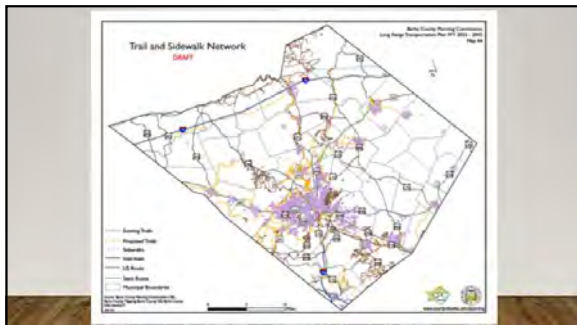
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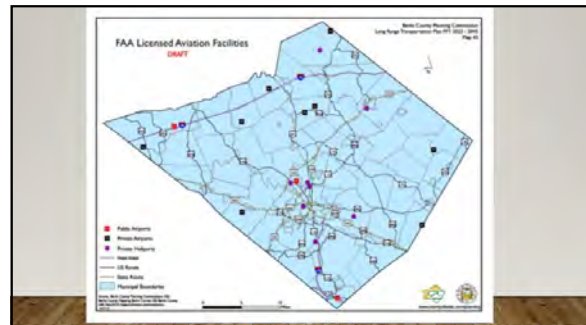
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7/7/2022

**DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN**

- Issues and Needs
 - Safety and Modernization
 - State of Good Repair
 - System Productivity and Efficiency
 - Strategic Capital Improvements
 - Alternative Fuels

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**DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN**

- Chapter 4 Recommendations
 - Goals and Strategic Performance Measures
 - Project Prioritization
 - Project Listing and Financial Planning
 - Travel Demand Modeling
 - Air Quality Conformity

20

**DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN**

- GOAL #1 Safety: Keep travelers safe and secure, no matter the mode of transportation.
 - STRATEGIC PERFORMANCE MEASURES • See Safety Performance Measures (PM1) and Public Transportation Safety Measures
- GOAL #2 Maintenance: Maintain and improve the transportation system and services we enjoy today where financially feasible.
 - STRATEGIC PERFORMANCE MEASURES • See Pavement / Bridge Performance Measures (PM2) and Transit Asset Management Performance Measures

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**DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN**

- GOAL #3 Economic Development: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets, and support regional economic development and tourism opportunities.
 - STRATEGIC PERFORMANCE MEASURES
 - See System Performance Measures (PM3)
 - Support the Reading Regional Airport Authority in strengthening the use of the airport for both business and commercial aviation activities.
 - Support the efforts of the newly created Schuylkill River Passenger Rail Authority to reestablish passenger rail service between Reading and Philadelphia.

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**DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN**

- GOAL #4 Improved Connections and Choices: Give travelers a variety of well-designed transportation choices that are in good condition.
 - STRATEGIC PERFORMANCE MEASURES
 - Support projects that expand the county trail and sidewalk network.
 - Work closely with municipalities, PennDOT and SCTA/BARTA to ensure the safe interaction of vehicles, transit and bicyclists / pedestrians and other vulnerable road users.

23

**DRAFT FFY 2023-2045
LONG RANGE TRANSPORTATION PLAN**

- GOAL #5 Environmental Sustainability: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability to natural disaster.

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DRAFT FFY 2023-2045 LONG RANGE TRANSPORTATION PLAN

STRATEGIC PERFORMANCE MEASURES

- Maintain the county's attainment status for both ozone and fine particulates (PM 2.5).
- Work closely with federal, state, municipal and private entities to implement alternative fuels use throughout our region. Specific focus should be given to the new National Electric Vehicle Infrastructure (NEVI) program and similar programs offered at the state level.
- Continue coordination with appropriate agencies to protect and provide resiliency for critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies through an updated, current hazard mitigation plan.
- Work with all local, regional, state, and federal organizations and agencies to avoid, minimize, or mitigate impacts from TIP and LRTP projects using the PennDOT Connects process.
- Assist in identification of potential environmental mitigation issues by acquiring, creating and updating, as needed, geographic information system data layers for use by the implementing agencies and disseminating them in a readily accessible format to municipalities.
- Work with PennDOT to implement best management practices and mitigation strategies on transportation projects.

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Berkshire Bridge and Tunnel Projects

State of Pennsylvania Department of Transportation
Berkshire Bridge and Tunnel Projects
2023 - 2027

Project	Project Name	Anticipated	Year	Est. Cost (\$)	Est. Cost (\$M)	Funding Source	Notes
10001	US 222 Bridge at 100th St	2023	2023	1,500,000	1.5	State	
10002	US 222 Bridge at 150th St	2024	2024	1,500,000	1.5	State	
10003	US 222 Bridge at 200th St	2025	2025	1,500,000	1.5	State	
10004	US 222 Bridge at 250th St	2026	2026	1,500,000	1.5	State	
10005	US 222 Bridge at 300th St	2027	2027	1,500,000	1.5	State	

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BERKS AREA REGIONAL TRANSPORTATION AUTHORITY

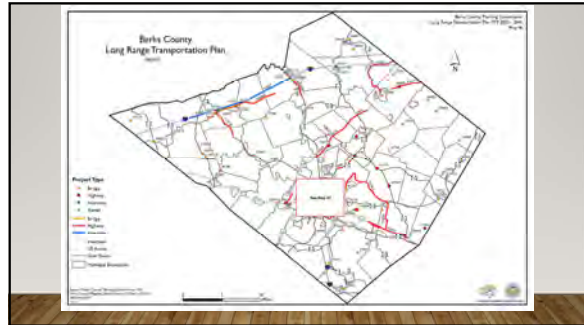
STATE OF GOOD REPAIR

CAPITAL IMPROVEMENT PROGRAM

SHORT RANGE PERIOD FFY 2023-FFY 2026

YEAR	CAPITAL NEEDS	FEDERAL			STATE			LOCAL			TOTAL		PROJECTED	BALANCE
		80.00%	\$9,349K	0.45%	\$248,425K	0.67%	\$1,500,803	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000			
FFY 2023	REPLACE 18,2017 - RABBITRANGI VANS		\$200,000		\$248,425		\$1,500,803				\$1,949,228	\$1,949,228	\$0	
	COMPUTER HARDWARE/SOFTWARE		\$28,000		\$5,796		\$226				\$33,002	\$33,002	\$0	
	REPLACE POKER TABLES		\$80,000		\$19,960		\$840				\$100,000	\$100,000	\$0	
	REPLACE BUS VACUUM SYSTEM		\$120,000		\$29,040		\$1,098				\$150,000	\$150,000	\$0	
	REPLACE EMERGENCY GEN. SET		\$80,000		\$19,960		\$840				\$100,000	\$100,000	\$0	
	TSP UPDATE		\$80,000		\$19,960		\$840				\$100,000	\$100,000	\$0	
	A&A SERVICE		\$973,800		\$98,718		\$3,500				\$1,076,018	\$1,076,018	\$0	
	TOTAL		\$1,663,800		\$474,935		\$15,439				\$1,854,174	\$1,854,174	\$0	

27



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Proposed Reading MPO Transportation Funding by Year (2020)

Source	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
FEDERAL AND STATE
Local (City)
Local (County)
Total

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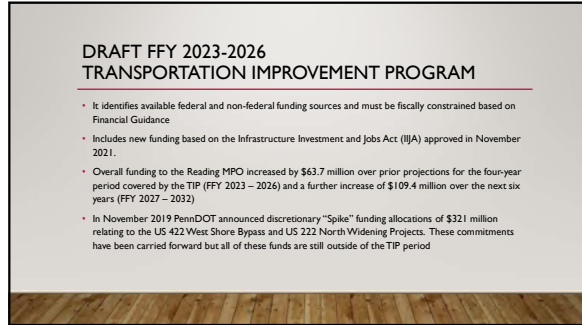
Proposed Reading MPO Transportation Funding by Year (Cont.) (2020)

Source	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Local (MPO)
Local (Other)
Local (Total)
Total

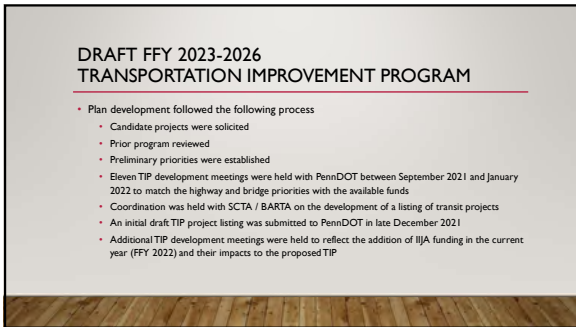
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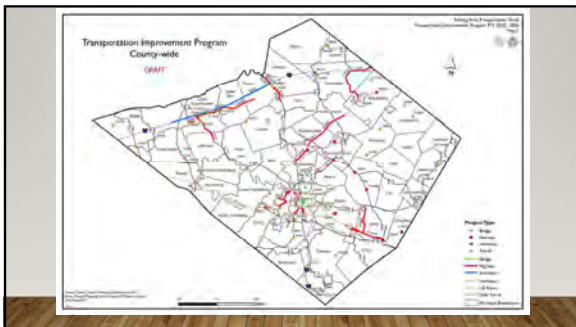
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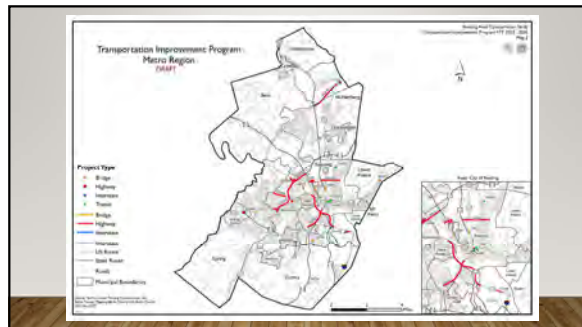
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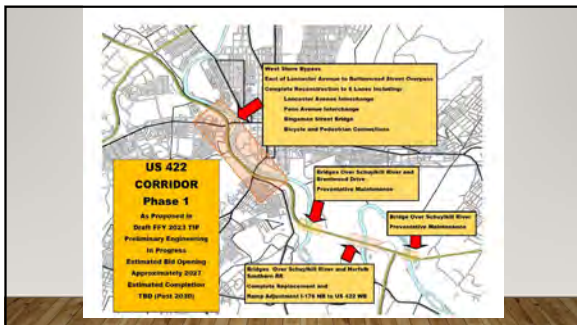
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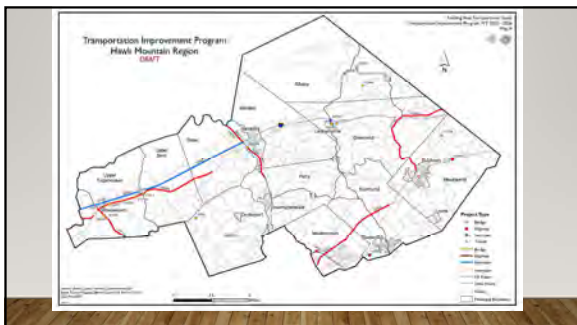
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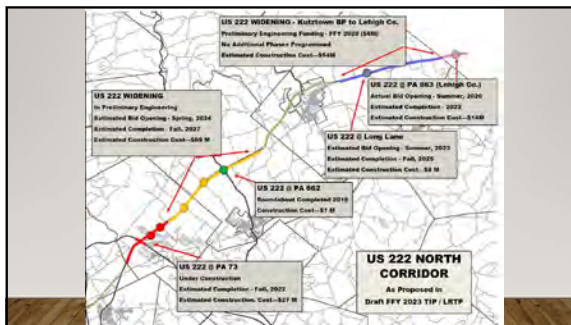
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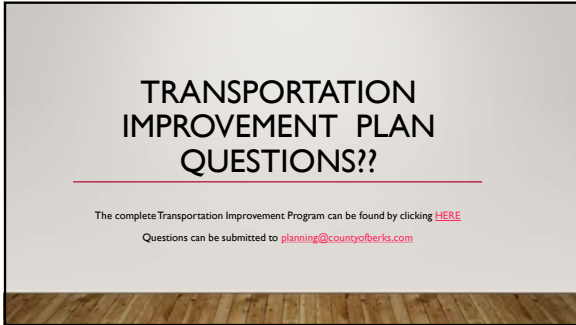


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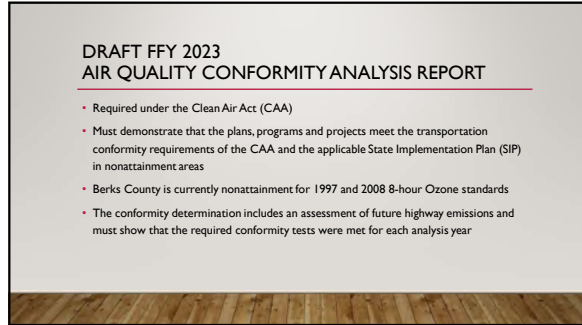


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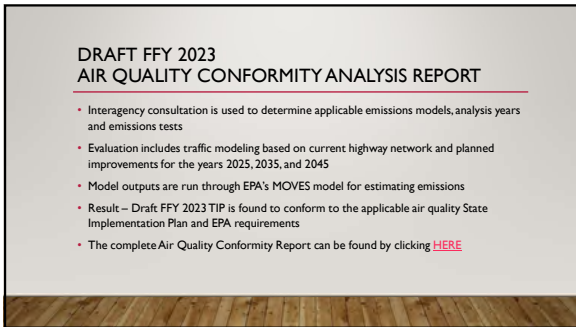
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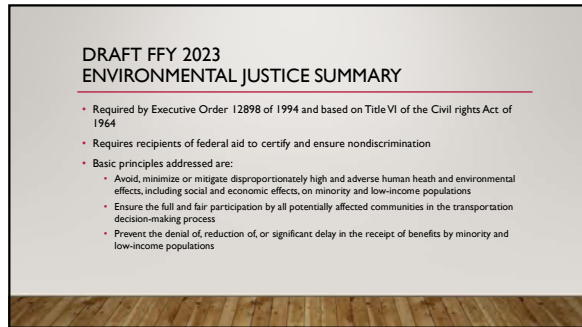
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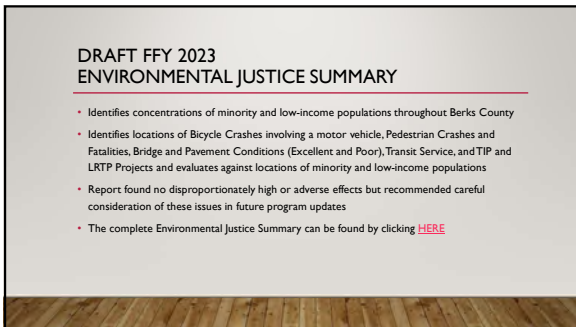
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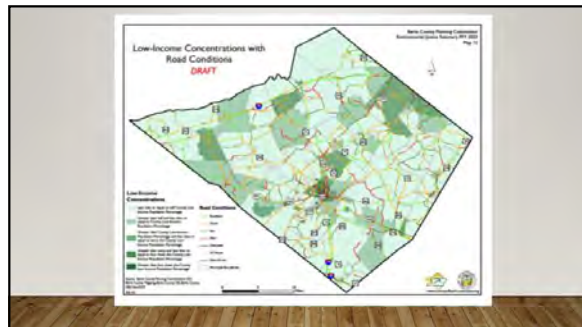
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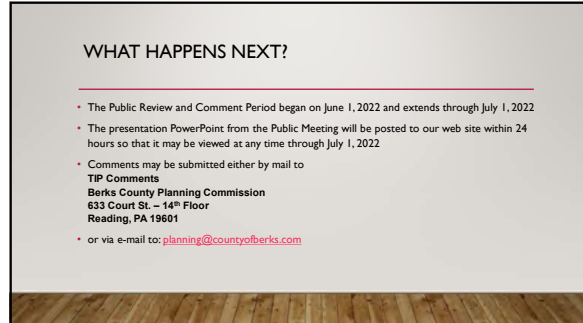
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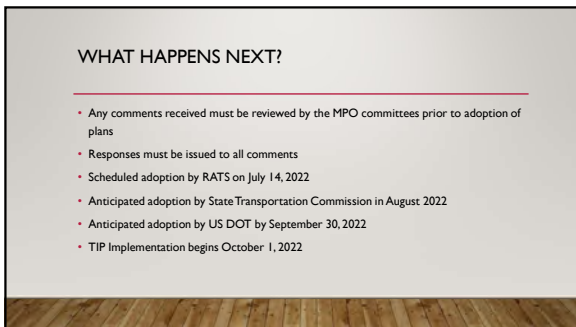
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Reading MPO

Public Comment Period for the
FFY 2045 Long Range Transportation Plan, FFY 2023-2026 Transportation Improvement Program,
Air Quality Conformity Analysis Report and FFY 2023 Environmental Justice Summary

Public Comment period began June 1, 2022 and ended July 1, 2022

Comments and Response to Comments:

(Complete copies of all written comments follow this summary)

Zackary Tempesco, Airport Director – Reading Regional Airport

E-mail Dated 6/1/2022

Comment: Requested incorporation of the Reading Regional Airport Capital Improvement Plan (submitted) into the Long Range Transportation Plan (LRTP).

Response: While the Reading MPO has limited involvement with the allocation of funding to the Reading Regional Airport, we concur with the request to include the Capital Improvement Plan in our Long Range Transportation Plan to acknowledge the airport's important role in Berks County's transportation system and to document their approved slate of projects for reference in current and future grant applications. The Aviation section in Chapter 3 has been modified to reference this material and the Airport Capital Improvement Plan spreadsheet has been incorporated into Chapter 4.

Anne Franke – Citizen

Verbal Comments During June 14, 2022 Public Meeting

Comment 1: Expressed concerns regarding the growth in warehousing in the Kutztown area and asked if development can be stopped prior to the provision of adequate highways.

Response: Project approval is a shared responsibility between the municipality the development is occurring in and PennDOT. The municipality can restrict development in certain areas based on its zoning requirements and subdivision and land development ordinance (SALDO). PennDOT has the ability to require developers to make certain improvements to the surrounding state roadway network prior to or in conjunction with their development based on the Highway Occupancy Permit (HOP) process. These improvements can only address issues created by that specific development and/or in coordination with adjacent developments within a reasonable proximity to the development location as specified in the HOP guidelines. The Reading MPO has no jurisdiction in land use approvals.

Anne Franke – Citizen**Verbal Comments During June 14, 2022 Public Meeting**

Comment 2: Noted high concentration of Mennonite population in this same area and their use of bicycles and horse and buggies. Coordination with this community should occur in the planning of both the proposed SR 737 Slope Repair Study (MPMS# 117723) and the US 222 North Kutztown to Lehigh County Line Study (MPMS# 97234) and their ultimate implementation due to their documented use of these highways.

Response: The Reading MPO's Long Range transportation Plan acknowledges the presence of the Mennonite population in this area and the safety risks involved in their shared use of the highway system with other passenger and commercial vehicles. As was done with the prior US 222 Widening project in Maiden Creek and Richmond Townships, the Mennonite community will be contacted regarding their input into the two planned studies in this area and their concerns incorporated into the designs to the extent possible.

Brad Stewart, Senior Transportation Planner, Lehigh Valley Transportation Study (LVTS)**Letter Dated June 17, 2022**

Comment: LVTS staff found the Reading MPO LRTP's policies and maps consistent with *FutureLV: The Regional Plan* (the Lehigh Valley's Long Range Transportation Plan) and commends our reference to and participation in the Eastern Pennsylvania Freight Alliance in the LRTP. Requested a copy of the final plan upon adoption.

Response: We will continue our cooperative participation with the LVTS and other alliance partners in the development of the regional freight plan and incorporate it as appropriate in future LRTP updates.

A link to the approved plan will be provided to the Lehigh Valley Transportation Study.

Lauri Ahlskog, Manager of Transit Planning & Compliance, South Central Transit Authority**Two e-mails, both dated June 30, 2022**

Comment 1: Numerous editorial comments throughout Chapter 3 of the LRTP.

Response: The editorial comments have been addressed.

Comment 2: Recommended that an additional strategic performance measure be added to Goal #4 (Improved Connections and Choices: Give travelers a variety of well-designed transportation choices that are in good condition) in Chapter 4 of the LRTP- "Support projects that expand the transit network as identified in the (SCTA / BARTA) Transit Development Plan".

Response: We agree with the proposed addition and have incorporated it into the final document.

David Farrier – Citizen**E-mail dated July 1, 2022**

Comment: Expressed concerns over the lack of transit service interconnectivity between Berks County and transit systems serving surrounding counties and asked that transit interconnectivity be a priority for BARTA as a way to reduce traffic congestion in Berks.

Response: The FFY 2045 Long Range Transportation Plan contains Goal #4 (Improved Connections and Choices: Give travelers a variety of well-designed transportation choices that are in good condition).

Based on the prior response (L. Ahlskog – Comment #2) we have added a performance measure to that goal - “Support projects that expand the transit network as identified in the (SCTA / BARTA) Transit Development Plan”.

The 2018 South Central Transit Authority (SCTA) Transit Development Plan (TDP) which includes both the BARTA and RRTA systems includes Goal #3 “Connect people to desired locations” with Objectives to “Provide cross county connections” and “Provide connections between counties”. The TDP also includes recommended Service Improvements that include:

New Routes: “Express/limited-stop routes would also be introduced in both Berks and Lancaster Counties, and a new intercountry Reading-Lancaster Express route would provide connections between Reading, Lancaster, and employment opportunities in northern Lancaster County.” Implementation of this proposed new service fell into Phase 3 of the TDP Implementation Plan which covers the period 2024 to 2027.

SCTA is currently beginning its process to update the 2018 TDP.

The Reading MPO will work with SCTA and other partners to expand transit options to link to surrounding counties. These also include those efforts that relate to the restoration of passenger rail service between Reading and Philadelphia with links to the national passenger rail network as is being pursued by the Schuylkill River Passenger Rail Authority.

There were no comments offered that related to either the Air Quality Conformity Analysis or the Environmental Justice Summary.

Piper, Alan

From: Zackary Tempesco <ztempesco@readingairport.org>
Sent: Wednesday, June 1, 2022 1:47 PM
To: Piper, Alan
Subject: FW: ACIP spreadsheet
Attachments: 20220321 ACIP EOPC - Reading RDG R1.pdf

County of Berks Warning: This is an external email. Please exercise caution.

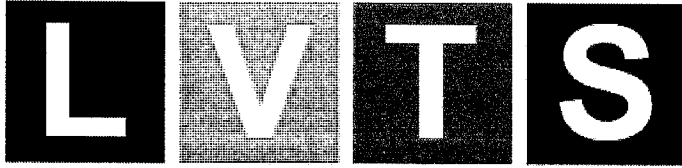
Alan

I would like to request incorporation of the Reading Airport Capital Improvement Plan into Berks County's overall transportation plan.

Please see attached and contact me with any questions.

Zackary J. Tempesco
Airport Director

Reading Regional Airport Authority
ztempesco@readingairport.org
610.372.4666 x101
610.587.3567



Lehigh Valley Transportation Study

LAMONT G. MCCLURE, JR.
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

Planning for the Future of Lehigh and Northampton Counties at 961 Marcon Blvd., Ste 310, Allentown, PA 18109 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

June 17, 2022

David N Hunter, AICP
Executive Director
Berks County Planning Commission
633 Court Street, 14th Floor
Reading, PA 19601-4309

**RE: Berks County 2045 Long-Range Transportation Plan
Berks County**

Dear Mr. Hunter:

Thank you for forwarding the revised draft version of the *Berks County 2045 Long-Range Transportation Plan* for review. The Lehigh Valley Transportation Study (LVTS) staff reviewed the *Berks County 2045 Long-Range Transportation Plan* on June 17, 2022. LVTS staff found the policies and maps to be consistent with *FutureLV: The Regional Plan*, the Lehigh Valley's Long-Range Transportation Plan. LVTS commends the Reading Area Transportation Study (RATS) for recognizing the Eastern Pennsylvania Freight Alliance in the plan.

Please provide us with a final copy of the plan upon its adoption. Thank you for sending the revised draft version of your plan for comment, and for helping to foster excellence in planning across the greater region.

Sincerely,

Brad Stewart
Senior Transportation Planner

RECEIVED
JUN 30 2022
BERKS COUNTY
PLANNING COMMISSION

Piper, Alan

From: Lauri Ahlskog <lahlskog@sctapa.com>
Sent: Thursday, June 30, 2022 11:34 AM
To: Planning Department
Cc: Jeff Glisson; Piper, Alan
Subject: RE: SCTA comments on LRTP

County of Berks Warning: This is an external email. Please exercise caution.

Mike,

I have a couple revisions to the comments I submitted:

Comment #1 – The sentence I suggested to be added does not need to be added. At this time BARTA is not using the Access to Jobs program.

Comment #2 – the TAM Plan was updated in 2021 not 2022.

Lauri

Lauri P. Ahlskog, AICP
 Manager of Transit Planning & Compliance
 South Central Transit Authority
lahlskog@sctapa.com



Headquarters
 45 Erick Road
 Lancaster, PA 17601

Reading Office
 1700 North 11th Street
 Reading, PA 19604

Lancaster Direct Line: 717-947-7294

Reading Direct Line: 484-987-2420

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From: Planning Department <planning@countyofberks.com>
Sent: Thursday, June 30, 2022 10:01 AM
To: Lauri Ahlskog <lahlskog@sctapa.com>; Planning Department <planning@countyofberks.com>
Cc: Jeff Glisson <jglisson@sctapa.com>; Piper, Alan <APiper@countyofberks.com>
Subject: RE: SCTA comments on LRTP

Good morning, Lauri:

Thank you for providing feedback on the Draft *FFY 2045 Reading Area Transportation Study Long Range Transportation Plan*. Your comments will be reviewed and included in the Public Input section of the Final document. We appreciate the time you took to review the Draft Plan, and we will provide written responses to your comments upon their approval by the Reading MPO at their meeting on July 14, 2022.

Sincerely,

Mike



*Coming Together Working Together
Achieve Success!*

Michael D. Golembiewski | Transportation Modeler
Berks County Planning Commission
 633 Court Street, 14th Floor, Reading, PA 19601
 Phone: 610-478-6300 ext. 6304 Fax: 610-478-6316



Email: mgolembiewski@countyofberks.com
 Web: www.countyofberks.com/planning

From: Lauri Ahlskog <lahlskog@sctapa.com>
Sent: Thursday, June 30, 2022 9:51 AM
To: Planning Department <planning@countyofberks.com>
Cc: Jeff Glisson <jglisson@sctapa.com>
Subject: SCTA comments on LRTP

County of Berks Warning: This is an external email. Please exercise caution.

Thank you for the opportunity to review the draft Long Range Transportation Plan for the Reading MPO. SCTA offers the following comments:

~~p.95 3rd paragraph, Suggest adding sentence after 2nd to last sentence - BARTA also provides transportation to/from work for 2nd and 3rd shift workers through the Access to Jobs program.~~

~~p.95 4th paragraph add text that TAMP was updated in 2022.~~

p.95 5th paragraph, first sentence - overtime should be corrected to over time

p.96 2nd paragraph under Fixed-Route Operations, last sentence -of Medical Assistance and including... and should be replaced by to

p.96 last paragraph - Suggest adding text - See map on next page for bus route locations.

Also suggest adding reference to Population Density map on page 12. This map and the other demographic maps show the population distributed that is discussed in this paragraph.

p.98 suggest changing “between” to “to” in the first sentence. BARTA also provides service-between TO five (5) Park and Ride lots in the county.

p.98 for caption under photo - 2015 is before this plan timeframe. suggest removing text or if it is relevant, add it to the main text, not as a caption.

p.98 Suggest adding website link for Commuter Services

Map 47 – location and names of transit projects may have changed since preliminary draft TIP was created. Double check with transit public narrative

Chapter 4, p. 172 the first sentence under Transit seems to be out place. Should this sentence be under Highway and Bridge Funding or under the Financial Plan?

Ch.4, p. 172 under Goal #4 suggest adding Support projects that expand the transit network as identified in the TDP

I’ve attached a PDF of Chapter 5 of the plan with my comments included.

Lauri P. Ahlskog, AICP
 Manager of Transit Planning & Compliance
 South Central Transit Authority
lahlskog@sctapa.com



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 45 Erick Road
 Lancaster, PA 17601

Reading Office
 1700 North 11th Street
 Reading, PA 19604

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 Reading Direct Line: 484-987-2420

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Piper, Alan

From: Planning Department
Sent: Tuesday, July 5, 2022 7:02 AM
To: Piper, Alan; Timochenko, Amanda
Subject: FW: Public Comment: Reading Area Transportation Study



*Coming Together Working Together
Achieve Success!*

Michael D. Golembiewski | Transportation Modeler
Berks County Planning Commission
 633 Court Street, 14th Floor, Reading, PA 19601
 Phone: 610-478-6300 ext. 6304 Fax: 610-478-6316



Email: mgolembiewski@countyofberks.com
Web: www.countyofberks.com/planning

From: Wuz <thewuzuk@yahoo.co.uk>
Sent: Friday, July 1, 2022 1:37 AM
To: Planning Department <planning@countyofberks.com>
Subject: Public Comment: Reading Area Transportation Study

County of Berks Warning: This is an external email. Please exercise caution.

Thank you for accepting public comments.

It's been said that the only way to ease traffic congestion is by offering people alternatives to the car. So I beg your indulgence as I make my comments solely about transit in Berks county.

I'd make the argument than transit is failing the people of Berks county due to a lack of inter-city connections. With the demise of train service in 1981, the demise of air service in 2004, and the bankruptcy of Bieber Tourways in 2019, Reading has a distinct lack of inter-city transportation options. The replacement services have been dismal with scheduling making them useless for commuters. Local transit could make conditions better, but service improvements have not been presented.

I had some free time recently and so I mapped the fixed route buses, trolleys, subways, and trains of nearby transit agencies. <https://i.imgur.com/4p7rLvS.png> The results paint a stark picture. While most transit agencies make an effort to connect with neighbouring systems, BARTA does not.

For example, from Lebanon, you can take local transit to Harrisburg, then to York, then to Columbia, Lancaster County to Red Rose Transit to Lancaster city. From York, you can board a bus to Baltimore.

From Allentown, you can take a bus to Carbon County where there system extends to the Schuylkill Transit System & Hazleton Public Transit, where you can then travel to Scranton Wilkes-Barre... All on local transit.

With the number of people commuting between Berks and our six neighbouring counties, <https://i.imgur.com/RMczXSR.png> it's safe to say almost none of those people are taking transit because transit doesn't exist.

I'm asking that transit interconnectivity be a priority for BARTA as a way to reduce traffic congestion in Berks.

Schuylkill County: A lone bright spot. STS extended their southern loop to terminate at Cabela's which is also served by BARTA. This should be a model for our other neighbouring cities.

Lebanon County: BARTA does a good job of connecting to the Womelsdorf Park-N-Ride, but LT fails to make the connection from the city of Lebanon to Wolmelsdorf. Suggest liaison with LT about completing the link.

Lehigh County: Neither LANTA nor BARTA come close to meeting in the middle. The easiest solution to linking systems would be a BARTA route to Dorney Park. This is a prime LANTA destination and also offers BARTA a chance to connect to Kutztown which has been without transit options since the demise of Bieber.

MontCo: Seems to be moving in a good direction and I have faith in the restoration of rail. Even with a bus service that fails commuters with poor scheduling.

Lancaster: Both BARTA and Red Rose transit are operated by the same authority, the South Central Transit Authority, and yet it's impossible to get between the two cities without a layover in Philadelphia. There is even a PennDOT Park-N-Ride in Adamstown that is served by neither agency. So you can Park, but not Ride. If both agencies say that a direct connection between transit hubs is impossible, then a link to the Adamstown Park-N-Ride would do the same job.

Traffic in Berks keeps getting worse and worse and we need options. Viable options, not half-hearted efforts designed to fail. Widening highways has been proven to be a failed option. Induced Demand increases volume and keeps travel times the same or worse. The city of Houston spent \$2.8 billion widening the Katy free-way to 23 lanes and commute times have increased by 30%. (25 minutes AM / 23 minutes PM rush hours) Let's learn from their mistakes. Fund transit.

Thank you,

--

David Farrier - "The Wuz"
IATSE Local 97
Reading, Pennsylvania

Reading Area Transportation Study

(610) 478-6300
FAX: (610) 478-6316

c/o Berks County Planning Commission
Berks County Services Center
633 Court Street, 14th Floor
Reading, PA 19601-4309

July 18, 2022

Mr. Larry Shifflet
Deputy Secretary for Planning
Pennsylvania Department of Transportation
400 North Street 8th Floor
Harrisburg, PA 17120

Attn: David Alas

Re: Reading MPO
FFY 2023- 2026
Transportation Improvement Program

Dear Mr. Shifflet:

By action at its meeting on July 14, 2022, the Reading Area Transportation Study Coordinating Committee (Reading MPO) approved the **FFY 2023-2026 Transportation Improvement Program (TIP)** as well as the **FFY 2023-2045 Long Range Transportation Plan (LRTP)**. Also approved at this meeting were the associated **Air Quality Conformity Analysis Report** and the **Environmental Justice Summary** covering both the **Transportation Improvement Program** and the **Long Range Transportation Plan**. These are being submitted for Department review and approval and forwarding to the appropriate state and federal agencies.

As requested for this submission, all required TIP documents, as well as the Long Range Transportation Plan, have been posted to the PennDOT SharePoint page **2023 Program Update**. Electronic copies will also be available on the Berks County Planning Commission web page: <https://www.co.berks.pa.us/Dept/Planning/Pages/Plans%20and%20Programs.aspx>

Included with this submission, as requested in the General and Procedural Guidance, please find the following materials:

- 1) Cover Letter
- 2) TIP Development / Project Selection Process Documentation
- 3) TIP Development Timeline
- 4) TPM (PM1, PM2, and PM3) Narrative Documentation
- 5) Transit Performance Measures Narrative Documentation
- 6) Highway and Bridge TIP Listing with Public Narrative
- 7) Public Transportation TIP Listing with Public Narrative

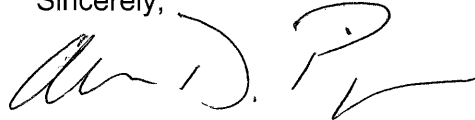
Mr. Larry Shifflet
Deputy Secretary for Planning
July 18, 2022
Page 2

- 8) Interstate TIP Listing with Public Narrative (Regional Portion)
- 9) TIP Financial Constraint Chart
- 10) Public Transportation Financial Capacity Analysis
- 11) EJ Analysis and Documentation
- 12) Air Quality Conformity Determination Report
- 13) Air Quality Conformity Resolution
- 14) Public Comment Period Advertisement
- 15) Documented Public Comments Received
- 16) Title VI Policy Statement
- 17) TIP Revision Procedures
- 18) Self-Certification Resolution
- 19) List of Major projects from Previous TIP that were Implemented
- 20) List of Major Regional Projects from the Previous TIP that were Delayed
- 21) TIP Checklist

Links to the individual elements are contained in the TIP document can be found in the Document Outline / Bookmarks icon on the top left under the "TIP Checklist:" item.

If you or your staff have any questions or require additional information, please contact me.

Sincerely,



Alan D. Piper
MPO Secretary
Transportation Planner III
Berks County Planning Commission

ADP/

Cc: Michael Rebert – PennDOT District 5-0 (via e-mail)
Jennifer Crobak – Federal Highway Administration (PA Div.) (via e-mail)
Chelsea Beytas – Federal Transit Administration (Region 3) (via e-mail)



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17120

August 17, 2022

Ms. Alicia Nolan, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720

Ms. Terry Garcia-Crews, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration, Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124

Dear Ms. Nolan and Ms. Garcia-Crews:

On behalf of Pennsylvania's Metropolitan Planning Organizations (MPO) and the Rural Planning Organizations (RPO), I am transmitting the Federal Fiscal Year (FFY) 2023-2026 Statewide Transportation Improvement Program (STIP) for your review and approval. This will be a fully electronic submission of the STIP. All STIP documents are being submitted electronically utilizing the Pennsylvania Department of Transportation's (PennDOT) Planning [SharePoint](#) site. In accordance with 23 CFR 450.218(b), each regional Transportation Improvement Program (TIP) has been included in the STIP without any changes.

The process used to develop this information fully complies with all legislative and regulatory mandates regarding the development of TIPs and the STIP. The following information is being submitted electronically for all MPOs, RPOs, and Independent County:

- Highway and Transit Project Listings
- Air Quality Conformity Determinations and Resolutions for Non-attainment, Maintenance, and 1997 ozone National Ambient Air Quality Standards (NAAQs) "Orphan" areas
- Other Supporting Documentation (e.g., MPO Self-Certifications, TIP/STIP Modification Procedures, public involvement documentation including Environmental Justice activities, etc.)

Please be advised that PennDOT, on behalf of the Governor, approves all metropolitan (MPO) TIPs as required by Title 23 U.S.C. Section 135 (a) and (g) and Title 49 U.S.C. Section 5304 (a) and (g).

PennDOT and the RPOs have jointly developed the rural portions of the STIP, as part of the Commonwealth's transportation planning and programming process. Please be advised that PennDOT, on behalf of the Governor, also approves these rural portions of the STIP.

PennDOT, MPOs, and RPOs continue to comply with all planning and programming requirements including the consideration of the planning factors on the need to fiscally constrain all programs. The planning factors have been and will continue to be addressed in all long-range planning endeavors in Pennsylvania. Likewise, the FFY 2023 STIP and the individual TIPs satisfy all financial constraint requirements.

Two other documents are enclosed for your information as you review the STIP, which include:

- FFY 2023 STIP Executive Summary
- Statewide Self-Certification

The Executive Summary provides key information related to the process jointly established by PennDOT, MPOs/RPOs, and our federal partners for regional TIP and STIP development.

Included in this submission are Long-Range Transportation Plan (LRTP) updates for the Adams MPO, Erie MPO, North Central RPO, Reading Area Transportation Study, and the Shenango Valley Area Transportation Study. PennDOT requests your review and approval of the LRTP Air Quality conformity determination for these areas.

We are seeking your full approval of the FFY 2023 STIP. Your expeditious review and approval of the STIP by September 30, 2022, would be greatly appreciated. If you have any questions, please contact Mr. Larry S. Shifflet, Deputy Secretary for Planning, at 717.787.2744.

Sincerely,



Yassmin Gramian, P.E.
Secretary of Transportation

Enclosures

cc: Chris Trostle, PA Department of Environmental Protection

5200\CLM/kah

<S:\Planning\2023 Program Update\Letter>

bcc: Melissa Batula, P.E., Acting Executive Deputy Secretary
Larry Shifflet, Deputy Secretary for Planning
Jennie Louwerse, AICP, Deputy Secretary for Multimodal Transportation
Michael Keiser, P.E., Acting Deputy Secretary for Highway Administration
Michelle Jennings, Acting Deputy Secretary for Administration
Jonathan Fleming, Chief Executive
Gavin Gray, Acting Chief Engineer
Brian Hare, P.E. Director, Center for Program Development and Management
Andrea Bahoric, Director, Bureau of Planning and Research
Danielle Spila, Director, Bureau of Public Transportation
Mark Tobin, Center for Program Development and Management
Mike Gismondi, Center for Program Development and Management
Jessica Clark, Center for Program Development and Management
Jackie Koons-Felion, Center for Program Development and Management
Mike Long, Bureau of Operations
Doug Tomlinson, Bureau of Operations
Justin Bruner, Bureau of Operations
Steve Gault, Bureau of Operations
District Executives
Assistant District Executives
District Portfolio Managers
District Planning and Programming Managers
District Planners
MPO/RPO Executive Directors
MPO/RO Assistant Directors/Planners
Cam Otto, FHWA – PA Division
Jennifer Crobak, FHWA – PA Division
Matt Smoker, FHWA – PA Division
Kathleen Zubrzycki, FTA Region III
Laura Keeley, FTA Region III
Timothy Lidiak, FTA Region III
Susan Spielberger, United States Environmental Protection Agency
Gregory Beacoat, United States Environmental Protection Agency
Samantha Harmon, Department of Environmental Protection
Edna Weaver, Office of the Secretary
Karen Heath, Center for Program Development and Management
Madelyn Vergos, Office of Deputy Secretary for Planning



U.S. Department
of Transportation

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Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461
(717) 221-4553 (fax)

In Reply Refer To:
HPD-PA

Pennsylvania FFY 2023 -
2026 Statewide Transportation Improvement
Program & Air Quality Conformity Determinations

September 29, 2022

Ms. Yassmin Gramian, P.E.
Secretary of Transportation
Pennsylvania Department of Transportation
Commonwealth of Pennsylvania
Keystone Building
400 North St., Fifth Floor
Harrisburg, Pennsylvania

Dear Secretary Gramian:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2023-2026 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 17, 2022. Based on our review of the information provided, certifications of Statewide and Metropolitan transportation planning processes for and within the Commonwealth of Pennsylvania, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), we hereby take the following actions:

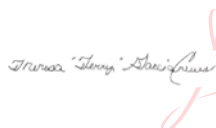
1. FHWA and FTA, in concurrence with the Environmental Protection Agency (EPA), have determined that the conformity determinations for the FFY 2023-2026 TIPs in all nonattainment and maintenance areas of the Commonwealth, adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. This includes all ten (10) conformity determinations for areas that are currently designated under the existing National Ambient Air Quality Standards (NAAQS) and the nine (9) areas impacted by the U.S. Court of Appeals for the D.C. Eighth Circuit decision in *South Coast Air Quality Management District v. EPA* addressing conformity requirements for former 1997 ozone “orphan” regions. (Please see the enclosed table for the Pennsylvania regions requiring transportation conformity.) The air quality conformity determination approval for these regions will reset the 4-year conformity timeclock to begin on the date of this letter.
2. The FHWA and FTA approve the Pennsylvania FFY 2023-2026 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan

Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Independent County (Wayne), the Statewide Items TIP, and the PennDOT Interstate Management Program.

3. The FHWA and FTA find that the projects contained in the STIP and MPO/RPO TIPs are based on transportation planning processes that meet the requirements of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law”); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303 and 5304; and 23 CFR part 450.
4. Based on our joint review of the overall Pennsylvania statewide, metropolitan, and rural transportation planning processes, the FHWA and FTA are issuing the FFY 2023-2026 STIP Federal Planning Finding, as enclosed.
5. In addition, several MPOs/RPOs have updated their Long Range Transportation Plan (LRTP) in accordance with 23 CFR Part 450.324. These areas include: Reading Area Transportation Study (RATS) MPO, Adams County MPO, Erie MPO, North Central RPO, and the Shenango Valley Transportation Study (SVTS) MPO. The Southwestern Pennsylvania Commission (SPC) has amended its LRTP. FHWA and FTA, in concurrence with EPA, have determined that the conformity determinations for the above mentioned LRTPs adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. The air quality conformity determination approval for RATS MPO will reset the 4-year LRTP update timeclock to begin on the date of this letter. The Adams County MPO, Erie MPO, North Central RPO, and the SVTS MPO are designated as former 1997 ozone “orphan” region and as such retain 5-year LRTP update deadlines which were reset when the MPOs and RPO took action to adopt the various LRTP.

If you have any questions regarding this determination, please do not hesitate to contact either Jennifer Crobak, FHWA PA, at (717) 221-3440 or Laura Keeley, FTA Region III, at (215) 656-7111.

Sincerely,

 Digitally signed by
THERESA GARCIA
CREWS
Date: 2022.09.29
14:01:22 -04'00'

Terry Garcia Crews
Regional Administrator
FTA Region III

**ALICIA E
NOLAN** Digitally signed by
ALICIA E NOLAN
Date: 2022.09.29
14:57:27 -04'00'

Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosures

cc: Melissa Batula, P.E., Acting Executive Deputy Secretary
Larry Shifflet, Deputy Secretary for Planning
Andy Batson, AICP, Acting Deputy Secretary for Multimodal Transportation
Michael Keiser, P.E., Acting Deputy Secretary for Highway Administration
Michelle Jennings, Acting Deputy Secretary for Administration
Jon Fleming, Chief Executive
Gavin Gray, P.E., Acting Chief Engineer
Brian D. Hare, P.E. Director, Center for Program Development and Management
Andrea Bahoric, Director, Bureau of Planning and Research
Danielle Spila, Director, Bureau of Public Transportation
Natasha Fackler, PennDOT Infrastructure Investment Coordinator
Kristin Mulkerin, Acting Alternative Funding Program Director
Mark Tobin, Center for Program Development and Management
Mike Gismondi, Center for Program Development and Management
Jessica Clark, Center for Program Development and Management
Jackie Koons-Felion, Center for Program Development and Management
Dan Farley, Director, Bureau of Operations
Doug Tomlinson, Bureau of Operations
Steve Gault, Bureau of Operations
Mike Long, Bureau of Operations
Justin Bruner, Bureau of Operations
PennDOT District Executives
MPO/RPO Executive Directors
MPO/RPO Assistant Directors/Planners
Mike Gordon, EPA
Greg Becoat, EPA
Chris Trostle, PA Department of Environmental Protection
Tony Tarone, FTA Region III
Laura Keeley, FTA Region III
Tim Lidiak, FTA Region III
Ryan O'Donoghue, FHWA PA
Clint Beck, FHWA PA
Camille Otto, FHWA PA
Jon Crum, FHWA PA
Jennifer Crobak, FHWA PA
Ronnique Bishop, FHWA PA
Gene Porochniak, FHWA PA
Matt Smoker, FHWA HQ

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

This is the documented Federal Planning Finding (FPF) for the Pennsylvania FFY 2023-2026 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This FPF is issued by the Federal Highway Administration (FHWA) Pennsylvania Division and the Federal Transit Administration (FTA) Region III for Statewide, Nonmetropolitan, and Metropolitan Transportation Planning and Programming Processes.

The FHWA and FTA find that the Pennsylvania FFY 2023-2026 STIP substantially meets the requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 Code of Federal Regulations (CFR) part 450, and 49 CFR part 613.

The FPF includes **5 Commendations** where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and **5 Recommendations** for continued improvement. There are **no Corrective Actions**. Please see the Findings on page 3 for details.

FHWA and FTA are committed to assisting PennDOT and the Planning Partners to review and address the Recommendations identified in the FPF. FHWA and FTA request the opportunity to meet with PennDOT to discuss the FPF and develop an Action Plan to address the Recommendations within 90 days of the STIP approval.

What is the Federal Planning Finding (FPF)?

The FPF is a formal action taken by FHWA and FTA to evaluate and ensure that STIPs and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304 and 23 CFR part 450 and 500, and 49 CFR part 613.

The FPF is a formal opportunity to highlight what works well and opportunities for improvement in the Statewide or metropolitan transportation planning process.

The FPF applies to both PennDOT and Planning Partners.

The FPF is a required prerequisite to FHWA's and FTA's joint approval of the STIP.

What are the statutory and regulatory requirements for the FPF?

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) contained statutory requirements, codified in Title 23 and Title 49, that the Secretary determine, at least every four years, whether the transportation planning process through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134-135 and 49 U.S.C. 5303-5304.
- A FPF is required for the approval of a STIP (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).
- Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141), the Fixing America's Surface Transportation (FAST Act, Pub. L. 114-94), and the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law") maintain this requirement.

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- The FHWA and FTA adopted joint implementing regulations for these requirements, found in 23 CFR part 450. Pursuant to the regulations, the requirement for the FPF applies to both the STIP (23 CFR 400.220(b)) and TIPs (23 CFR 450.330(a)).

How are the findings identified and tracked?

FHWA and FTA work collaboratively to identify potential observations to include in the FPF. These observations are identified through each agency's involvement, stewardship and oversight activities with PennDOT, Metropolitan and Rural Planning Organizations (MPOs/RPOs), transit agencies, and key stakeholders. FHWA and FTA use several opportunities and methods to assess the quality of the Statewide and regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. In addition to the STIP/TIP review, this involvement includes the Unified Planning Work Program (UPWP) approval, the Long Range Transportation Plan (LRTP) coordination, Air Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other activities.

There are three finding categories:

- 1) **Corrective Actions:** Items identified where the activity does not meet statutory and regulatory requirements. Each Corrective Action requires action by the State and/or MPOs and provides a date to complete the Corrective Action(s).
- 2) **Recommendations:** Items that meet the statutory and regulatory requirements, but may represent opportunities to improve the transportation planning processes. Recommendations could include enhancements to the planning processes, planning emphasis areas, emerging technologies, and agency initiatives.
- 3) **Commendations:** Activities or initiatives that demonstrate innovative, highly effective, well-thought out procedures for implementing the planning requirements or represent a national model for implementation and can be cited as an example for others.

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Findings:

The following **Commendations** of the Statewide and metropolitan transportation planning processes have been identified:

1. Transportation Funding Analysis:

FHWA and FTA commend PennDOT for its comprehensive efforts to research, analyze and communicate the transportation funding challenges facing the Commonwealth of Pennsylvania. In 2021, PennDOT established the new Pathways program and launched an Alternative Funding Planning and Environmental Linkages (PEL) study to identify possible near-term and long-term solutions to transportation funding. Through the PEL, PennDOT consulted with FHWA and the Environmental Protection Agency (EPA) to establish a methodology for evaluating environmental justice effects associated with alternative funding strategies. PennDOT also played a key role as a technical advisor in the Transportation Revenue Options Commission (TROC) which was established in March 2021 through an Executive Order signed by Governor Tom Wolf. Through the PEL and TROC efforts, PennDOT has paved the way for the Commonwealth to explore and implement alternative funding solutions.

2. STIP Public Involvement Strategy:

FHWA and FTA commend PennDOT for successfully completing the FFY 2023-2026 STIP public comment period. In accordance with the Statewide Public Participation Plan (PPP), a STIP 15-day public comment period was held from June 15 through June 30, 2022. To supplement the regional TIPs' public outreach, PennDOT posted each regional TIP on the www.TalkPATransportation.com website. PennDOT also made the State Transportation Commission (STC) meetings more accessible by adding a virtual meeting link, agenda and materials to the website. FHWA and FTA commend PennDOT for these efforts to improve public involvement in the statewide transportation planning process.

3. State Freight Work Group and State Freight Plan:

FHWA and FTA commend PennDOT for expanding participation in the State Freight Work Group to include private sector stakeholders including the Pennsylvania Motor Truck Association (PMTA). In addition, FHWA and FTA recognize efforts are underway to update the State Freight Plan to be compliant with 49 U.S. Code § 70202 (§21104) and the new BIL freight provisions requirements. PennDOT's State Freight Plan update is due November 17, 2022.

4. Pennsylvania's Efforts on the National Electric Vehicle Infrastructure (NEVI) Program:

FHWA and FTA commend PennDOT's tremendous effort to develop Pennsylvania's first State Plan for Electric Vehicle Infrastructure Development (PennDOT NEVI Plan) under the new NEVI Formula Program. Throughout the planning process, PennDOT engaged the public and diverse stakeholders including advocacy organizations, government agencies, utility providers, airports and transit agencies, and labor and industry representatives. PennDOT also established EV Equity Guiding Principles to help guide implementation and make EVs more accessible for all Pennsylvanians. Pennsylvania's NEVI Plan was officially approved by FHWA on September 14, 2022.

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5. Transit Asset Management (TAM) Outreach and Performance Targets:

FTA and FHWA commend the increase in coordination within PennDOT and with transit agencies, and the MPOs/RPOs regarding the Performance Based Planning and Programming (PBPP) requirements of the MPOs/RPOs as they relate to transit projects. The coordination within PennDOT led to the most inclusive TIP guidance document going to the MPOs/RPOs which provided significant assistance in making sure Transit based Performance Measures were accounted for in the TIPs.

The following **Recommendations** for the Statewide and metropolitan transportation planning processes have been identified:

1. Safety Planning, Programming and Project Delivery:

Improving safety is the top priority for FHWA, FTA and PennDOT. However, Pennsylvania has not met or made significant progress towards meeting the Safety Performance Measures (PM) under 23 CFR Part 490 for the last three reporting periods (CY2018, CY2019, and CY2020). To reduce fatalities and serious injuries, Pennsylvania needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full Highway Safety Improvement Program (HSIP) annual apportionment, and integrating safety appropriately into projects. There are three parts of this finding:

- a. PennDOT has established a robust data-driven safety planning process and policy, per *Publication 638*, to evaluate and program candidate projects for HSIP funding. However, FHWA found that numerous candidate projects programmed on the draft TIPs did not follow the PennDOT process for approvals or amendments in the PennDOT HSIP SharePoint site. PennDOT needs to ensure that they are following their process as defined in *Publication 638*. To address this issue, PennDOT should review and verify that all projects programmed with HSIP funds on the FFY 2023-2026 STIP have been evaluated for eligibility through the HSIP SharePoint Site. If there is a cost increase to the HSIP funding, the project should be amended in the HSIP SharePoint site and reevaluated for safety cost effectiveness per *Publication 638*. This verification must be completed prior to any HSIP obligations, above the originally approved amount, occurring on the project.
- b. Historically, PennDOT has obligated less than 80% of its full HSIP annual apportionment which diminishes Pennsylvania's capacity to deliver important safety projects.
- c. There has been a concerted effort to improve HSIP obligation rates over the last two years; however, there continues to be a rush to approve projects and to obligate funds in the last quarter of the federal fiscal year. In FFY21, approximately 75% of HSIP funds were obligated in the fourth quarter and in FFY22, approximately 50% of HSIP funds were obligated in the fourth quarter.

FHWA requests that PennDOT schedule regular coordination meetings to discuss these challenges and identify opportunities to improve safety planning, programming, and project delivery.

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2. Integration of Transportation Performance Management (TPM):

FHWA and FTA recognize that PennDOT has long maintained a preservation-first focus and has made considerable progress in identifying investment needs and developing the Bridge and Pavement Asset Management Systems (BAMS/PAMS). However, it still appears that PennDOT's Asset Management Systems (AMS) are being used to backcheck project candidates rather than guiding investment priorities and driving project selection to achieve optimal performance. This finding is being carried over from the 2021 FPF.

Through the 2023 TIP development process, FHWA observed challenges to fully utilizing the BAMS/PAMS outputs including time constraints, competing project priorities, and technical training needs on how to use the data outputs in the planning process (TIP/TYP/LRTP). PennDOT's Transportation Asset Management Plan (TAMP) documentation continues to show the mix of project work types in the STIP are different than the Lowest Life Cycle Cost (LLCC) project work types recommended by the AMS. PennDOT did not evaluate the expected performance (PM2) of the draft STIP during the STIP development process. FHWA requests that PennDOT schedule coordination meetings to discuss strategies to better integrate TPM and PBPP into the planning process so that substantial progress can be achieved prior to the FFY 2025 STIP update.

As Pennsylvania makes progress on these initiatives, FHWA and FTA recommend that PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.

3. MPO/RPO LRTP Development Process:

Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process and agency coordination; however, FHWA and FTA continue to observe issues with LRTPs which demonstrates the need for continued improvement. This finding is being carried over. FHWA and FTA recommend that MPOs/RPOs schedule a LRTP update coordination meeting at least 30 months in advance of the LRTP deadline. This coordination meeting should include FHWA, FTA, PennDOT Central Office and District Office staff, and other key partners. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation conformity requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources. FHWA and FTA also recognize that PennDOT is in the process of finalizing the MPO/RPO LRTP Guidance Document. This document will be essential to provide technical assistance and tools to meet state and federal planning requirements.

4. MPO/RPO Compliance with FTA Title VI Requirements:

In early 2021, it was identified that not all Pennsylvania MPOs/RPOs had FTA compliant Title VI programs despite receiving FTA Planning funds through PennDOT's Consolidate Planning Grant (CPG). PennDOT has taken steps to inform the MPOs and RPOs of the requirements, and how to meet them, but as the primary recipient administering the CPG, PennDOT is ultimately responsible for the compliance status of their subrecipients. FTA and FHWA have participated in efforts to increase the awareness of the requirements among the MPOs/RPOs and encourage the

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development of programs that meet these requirements, but it is clear from these coordination efforts there is still confusion among the planning partners what the requirements are and how to meet them.

FHWA and FTA recommend PennDOT undertake efforts to not only verify the status of the subrecipients of their CPG, but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.

5. Annual Listing of Obligated Projects for Transit:

All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort since it was identified in the 2019 FPF, especially with Highway/Bridge projects, the inclusion of obligated transit projects has been inconsistent. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to ensure this requirement is carried out on an annual basis for all federally funded Highway/Bridge and transit projects.

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
Harrisburg	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Cumberland, Dauphin	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Cumberland, Dauphin, Perry	Orphan Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Orphan Maintenance
Lancaster	2008 8-hour Ozone	Lancaster, PA	Lancaster	Marginal
	2006 24-Hour PM _{2.5}	Lancaster, PA	Lancaster	Maintenance
Lebanon	2012 Annual PM _{2.5}	Lebanon County, PA	Lebanon	Moderate
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Orphan Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Orphan Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Cambria	Maintenance
NEPA	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Carbon	Marginal
	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Monroe	Orphan Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Moderate
	2008 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2006 24-Hour PM _{2.5}	Philadelphia-Wilmington, PA-NJ-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Maintenance
SPC	2012 Annual PM _{2.5}	Allegheny County, PA	Allegheny	Moderate
	2008 8-hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	Marginal
	2006 24-Hour PM _{2.5}	Pittsburgh-Beaver Valley, PA	Allegheny (P), Armstrong (P), Beaver, Butler, Greene (P), Lawrence (P), Washington, Westmoreland	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Indiana (P)	Maintenance
	2006 24-Hour PM _{2.5}	Liberty-Clairton, PA	Allegheny (P)	Moderate
	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Indiana	Orphan Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Orphan Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance
	1971 CO	Pittsburgh, PA	Allegheny (P)	Limited Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Altoona	1997 8-hour Ozone	Altoona, PA	Blair	Orphan Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Orphan Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Orphan Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Orphan Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Orphan Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Orphan Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Orphan Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Orphan Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Orphan Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Orphan Maintenance

(P) = designates partial county areas that are included in the nonattainment/maintenance area



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
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Ms. Camille Otto
Director of Program Development
Federal Highway Administration
Pennsylvania Division
228 Walnut Street, Room 508
Harrisburg, Pennsylvania 17101-1720

Via email at camille.otto@dot.gov

Dear Ms. Otto:

The U.S. Environmental Protection Agency (EPA) has reviewed the conformity determinations for the Fiscal Year (FY) 2023-2026 Statewide Transportation Improvement Program for 19 metropolitan planning organizations (MPOs) within the Commonwealth of Pennsylvania. In addition, EPA has reviewed updated Long Range Transportation Plans (LRTPs) for Reading Area Transportation Study MPO, Adams County MPO, Erie MPO, North Central MPO, and Shenango Valley Transportation Study MPO. EPA reviewed the air quality conformity analysis reports covering all air quality nonattainment and maintenance regions as well as the 1997 8-hour ozone national ambient air quality standards “orphan” regions. The nonattainment, maintenance, and orphan regions have documented their air quality conformity for the FY 2023-2026 Transportation Improvement Program through the horizon year of their LRTPs. Therefore, the required conformity actions are covered in the new FY 2023-2026 STIPs and the regional LRTPs.

EPA’s review of the conformity determinations indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Please find EPA’s detailed evaluations in the enclosed technical support documents.

Please feel free to call Mr. Michael Gordon, Chief, Planning & Implementation Branch, at (215) 814-2039 or Mr. Gregory Becoat, at (215) 814-2036 if you have any questions pertaining this review.

Sincerely,

Cristina Fernández, Director
Air and Radiation Division

Enclosure

cc: Laura Keeley, FTA (via email at laura.keeley@dot.gov)
Jennifer Crobak, FHWA (via email at raris@baltometro.org)
Jacqueline Koons-Felion, PennDOT (via email at jfelion@pa.gov)

TRANSPORTATION IMPROVEMENT PROGRAM 2022

Reading Area Transportation Study Coordinating Committee

<i>PennDOT District 5-0</i>	<i>Mr. Michael W. Rebert, District Executive (Chairman)</i>
<i>PennDOT Central Office</i>	<i>Ms. Kristin Mulkerin, Div. Chief, Center for Prog. Dev.</i>
	<i>Mr. James Mosca, Transportation Planning Manager*</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 Chairman)</i>
	<i>Mr. Alan Piper, Transportation Planner III (MPO Sec.)*</i>
<i>City of Reading</i>	<i>Ms. Donna Reed, Council Member</i>
	<i>Mr. Jeffrey Waltman, Council President*</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>Mr. Samuel Kalbach, Township Commissioner (Cumru Township)</i>
<i>Berks County 2nd Class Townships</i>	<i>Vacant</i>
<i>South Central Transit Authority /</i>	<i>Mr. Kevin Barnhardt, Board Member</i>
<i>Berks Area Regional Transportation Authority</i>	<i>Mr. Greg Downing, Executive Director*</i>
<i>Reading Regional Airport Authority</i>	<i>Mr. Raymond Blydenburgh, Board Member</i>

*Denotes Board Alternate

Reading Area Transportation Study Technical Committee

<i>PennDOT District 5-0</i>	<i>Mr. David Rostron, Acting A.D.E. for Design (Chairman)</i>
	<i>Mr. Michael Donchez, Trans. Planning Specialist*</i>
<i>PennDOT Central Office</i>	<i>Mr. David Alas, Trans. Planning Spec. Supv. (Vice Chair)</i>
	<i>Ms. Crystal Heshmat, Trans. Planning Specialist Trainee*</i>
<i>Berks County Planning Commission</i>	<i>Mr. Alan Piper, Transportation Planner III (MPO Sec.)</i>
	<i>Mr. Glenn Knoblauch, BCPC Board Member*</i>
<i>Berks County Planning Commission</i>	<i>Mr. Michael Golembiewski, Transportation Modeler</i>
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<i>City of Reading</i>	<i>Mr. Kyle Zeiber, Department of Public Works</i>
<i>City of Reading</i>	<i>Mr. Timothy Krall, Department of Public Works</i>
<i>South Central Transit Authority /</i>	<i>Mr. Jeffrey Glisson, Dir. of Capital Projects/Planning</i>
<i>Berks Area Regional Transportation Authority</i>	<i>Mr. Greg Downing, Executive Director*</i>
<i>Reading Regional Airport Authority</i>	<i>Vacant</i>

*Denotes Board Alternate

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