

# ***APPENDIX***

**Public Participation Process**

**Amendment Procedures**

**Highway and Transit Program Funding**



# PUBLIC PARTICIPATION



U.S. 222 Widening project public meeting in Kutztown, PA.

RATS supports and encourages active public participation throughout the transportation planning process. Our public participation policy, updated in 2017, ensures that specific opportunities exist for the public to offer input and provide feedback as active participants in the decision-making process. Public participation takes many forms, and RATS uses a wide range of methods and media to enhance the public's participation in the process.

As part of the 2045 Long Range Transportation Plan, RATS took a number of steps to ensure consideration of the public's views, including using the public participation plan, developing and contacting a comprehensive listing of stakeholders, utilizing a variety of methods to involve the public, and considering public comments in developing the list of transportation projects. The overall goal of the LRTP is to develop plans and strategies that promote an efficient and effective transportation system for Berks County.

The MPO's Public Participation Plan Update (2017) contains specific and explicit procedures that RATS will use to identify, seek out and engage 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*

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.

**The Public Participation Plan Update (2017) procedures for the development of the Long Range Transportation Plan, Transportation Improvement Program and Air Quality Conformity Analysis are provided here. They are followed by documentation of the actions taken.**

## 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](http://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 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](http://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.

#### **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;
- 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](http://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](http://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 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.

### **10.7 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<sub>2.5</sub>). The Conformity Determination is required by the federal Clean Air Act. RATS conformity finding is based on criteria and procedures in EPA's Transportation Conformity Rule (40 CFR Part 93) and satisfies all applicable conformity requirements.

The Air Quality Conformity Determination report is developed as part of the regional LRTP or TIP update, in which case public participation and public comment procedures for the regional LRTP or TIP update will be followed as described in Sections 10.4 and 10.5, respectively. The Air Quality Conformity Determination report is also updated as required by certain amendments to the TIP or regional LRTP, in which case public participation and comment procedures for major amendments to the regional LRTP or TIP will be followed as described in Section 10.6.



State Transportation  
Commission

2023 12-YEAR PROGRAM UPDATE  
**REGIONAL TRANSPORTATION  
SURVEY SUMMARY**

**READING AREA  
TRANSPORTATION  
STUDY (RATS)**

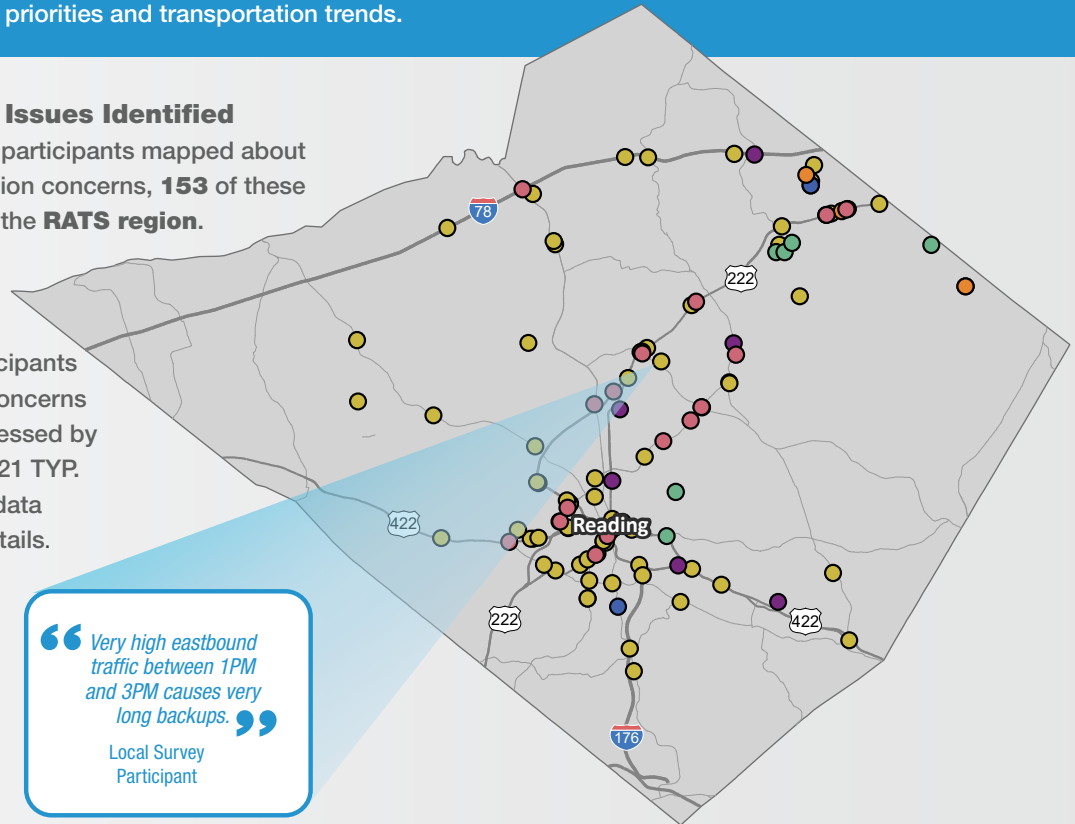
**A CLOSER LOOK AT YOUR REGION**

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.

					
<b>72</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>62</b>
ROADWAY	BRIDGE	BIKING/ WALKING	TRANSIT	FREIGHT	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)**

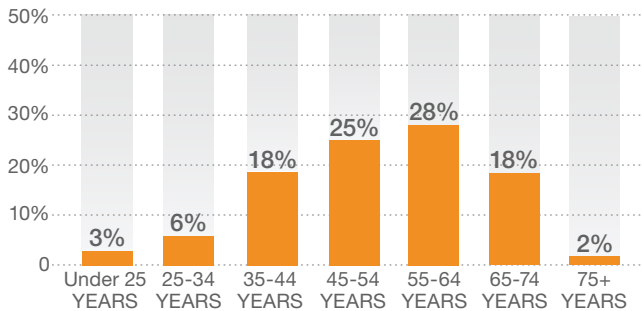
**ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION**

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.

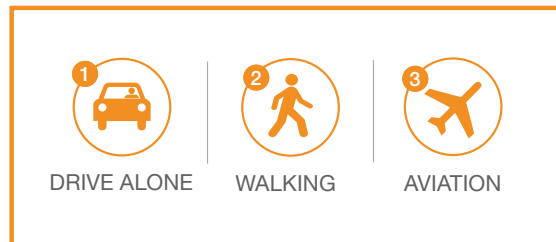
Male	162	53%
Female	139	45%
Third gender/nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	6	2%

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



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**2023 12-YEAR PROGRAM UPDATE  
2019 AND 2021 REGIONAL  
SURVEY RESULTS COMPARISON**

State Transportation  
Commission

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

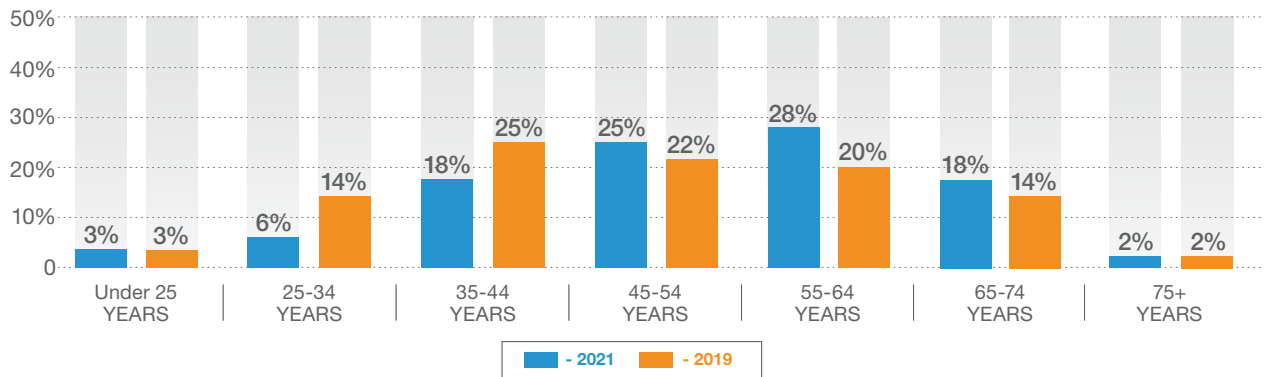
Male	53%
Female	45%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	2%

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



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## Reading Area Transportation Study

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(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

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 47<sup>th</sup> 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  $\frac{3}{4}$  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/5<sup>th</sup> 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 due 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 7<sup>th</sup> Street.
- 3 comments focused on rough and uneven utility patches that are not level with street surfaces on Washington, Mulberry, South 5<sup>th</sup>, and 6<sup>th</sup> 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**

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**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 2023-2045 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 attach 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](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](mailto:apiper@countyofberks.com)

Explore Berks County's Future at  
<http://www.countyofberks.com/planning>



(I)

You are here: Berks County (/Pages/default.aspx) > County Departments (/Dept/Pages/default.aspx) > Planning Commission (/Dept/Planning/Pages/default.aspx) > Transportation Projects 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 (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.

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](mailto: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, 14<sup>th</sup> Floor  
 Reading, PA 19601

#### Links

Berks County Transportation Project Request Form  
 (/Dept/Planning/Documents/Transportation/2021\_Project\_Solicitation/2021%20Munic%20Project%20Req%20Form%20Fillable.pdf)  
 (Please remember to "Save As..." when completed)

Federal-Aid Highway System Map (/Dept/Planning/Documents/Transportation/2021\_Project\_Solicitation/FedFunctionalClass-2018Download.pdf)



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)

[https://www.co.berks.pa.us/Dept/Planning/Pages/Municipal\\_Request\\_Opportunity.aspx](https://www.co.berks.pa.us/Dept/Planning/Pages/Municipal_Request_Opportunity.aspx)

2/2

**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.

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### LAND USE / ECONOMIC DEVELOPMENT / ENVIRONMENTAL CONCERNS

Is there anything else relating to land use or development that you feel is relevant to this problem?

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Are there any environmental concerns that you feel are relevant to this problem?

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**FUNDING**

Has any federal, state, county, municipal or private /other funding been set aside for addressing this problem? If so, please identify.

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**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.

**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](http://www.co.berks.pa.us/planning) and in print at the Berks County Planning Commission, 633 Court St – 14<sup>th</sup> 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](http://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. – 14<sup>th</sup> Floor  
Reading, PA 19601

Comments may also be faxed to 610-478-6316 or emailed to [planning@countyofberks.com](mailto:planning@countyofberks.com).

**AVISO PÚBLICO**

**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**

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 *Draft FFY 2023-2026 Transportation Improvement Program* (Proyecto del Programa de Mejora del Transporte para el año fiscal 2023-2026), el *Draft 2045 Long Range Transportation Plan* (Proyecto de Transporte de Largo Alcance 2045), el *Draft Air Quality Conformity Analysis* (Proyecto del Análisis de Conformidad de la Calidad del Aire) y el *Draft Environmental Justice Summary* (Proyecto del 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.

Las copias del *Draft FFY 2023-2026 Transportation Improvement Program*, el *Draft 2045 Long Range Transportation Plan*, el *Draft Air Quality Conformity Analysis* y el *Draft Environmental Justice Summary* 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](http://www.co.berks.pa.us/planning) y en versión impresa con cita previa en la Berks County Planning Commission, 633 Court St – 14<sup>th</sup> Floor, Reading, PA 19601.

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 de la Berks County Planning Commission en [www.co.berks.pa.us/planning](http://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.

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.

**Envíe sus comentarios por escrito a:** TIP Comments  
Berks County Planning Commission  
633 Court St. – 14<sup>th</sup> Floor  
Reading, PA 19601

Los comentarios también se podrán enviar por fax al 610-478-6316 o por correo electrónico a [planning@countyofberks.com](mailto:planning@countyofberks.com).

READING EAGLE SUNDAY, MAY 29, 2022 PAGE A-5 BOTTOM

**Piper, Alan**

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**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](http://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](http://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](mailto:planning@countyofberks.com).



*Coming Together Working Together  
to Achieve Success!*

Alan Piper | Planner III - Transportation  
Berks County Planning Commission  
633 Court Street, 14<sup>th</sup> Floor, Reading, PA 19601  
Phone: 610-478-6300 ext. 6313 Fax: 610-478-6316



Email: [apiper@countyofberks.com](mailto:apiper@countyofberks.com)  
Web: [www.countyofberks.com/planning](http://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](#)  
**To:** [giwallace@estoo.net](mailto:giwallace@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](#)

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May 27, 2022

Eastern Shawnee Tribe of Oklahoma  
Glenna Wallace, Chief  
PO Box 350  
Seneca MO 64865  
[giwallace@estoo.net](mailto:giwallace@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](http://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](http://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. – 14<sup>th</sup> 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](mailto:apiper@countyofberks.com)).

Sincerely,

David N. Hunter, Sr., AICP  
Executive Director  
Berks County Planning Commission



*Coming Together, Working Together,  
Achieve Success!*

Michael D. Golembiewski | Transportation Modeler  
Berks County Planning Commission  
633 Court Street, 14<sup>th</sup> Floor, Reading, PA 19601  
Phone: 610-478-6300 ext. 6304 Fax: 610-478-6316



Email: [mgolembiewski@countyofberks.com](mailto:mgolembiewski@countyofberks.com)  
Web: [www.countyofberks.com/planning](http://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](mailto:Governor@astribe.com)

Absentee-Shawnee Tribe of Indians of Oklahoma  
Devon Frazier, THPO  
2025 S. Gordon Cooper Drive  
Shawnee, OK 74801  
[106NAGPRA@astribe.com](mailto: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](mailto: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](mailto:ec@delawarenation.com)

Delaware Tribe of Indians  
Brad KillsCrow, Chief  
5100 Tuxedo Blvd.  
Bartlesville, OK 74006  
[bkillscrow@delawaretribe.org](mailto: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](mailto:sbachor@delawaretribe.org)

Shawnee Tribe  
Cassie Harper, Tribal Administrator  
PO Box 189  
29 S Highway 69A  
Miami OK 74355  
[cassie@shawnee-tribe.com](mailto:cassie@shawnee-tribe.com)



Berks County Services Center | 633 Court Street, 14<sup>th</sup> Floor Reading, PA 19601- 4309  
 Phone: 610.478.6300 | Fax: 610.478.6316 | Email: [planning@countyofberks.com](mailto: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](http://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](http://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](http://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. – 14<sup>th</sup> 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](mailto: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](http://www.countyofberks.com/planning)



Date Produced: 06/06/2022

COUNTY OF BERKS:

The following is the delivery information for Certified Mail™/RRE item number 9214 8969 0099 9790 1019 9896 28. Our records indicate that this item was delivered on 05/31/2022 at 02:05 p.m. in NEDROW, NY 13120. The scanned image of the recipient information is provided below.

Signature of Recipient :

Two handwritten signatures in black ink. The first signature is more complex and cursive, while the second is simpler and more horizontal.

Address of Recipient :

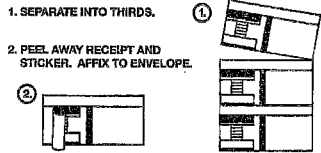
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Sincerely,  
United States Postal Service

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PENNSYLVANIA


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- Calendar
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- Planning Topics
- [Transportation/Reading MPO](#)

## 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](http://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](http://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](mailto: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... GIF 😊

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**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](mailto: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](http://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](mailto: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](mailto:kdmochowski@readingeagle.com)



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### 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](http://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](mailto: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



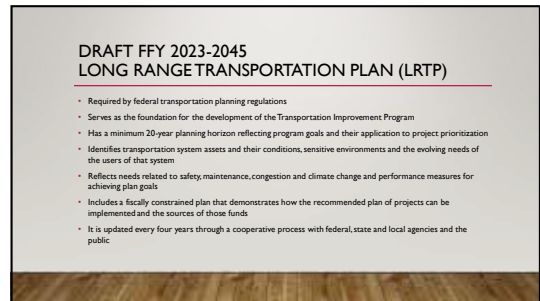
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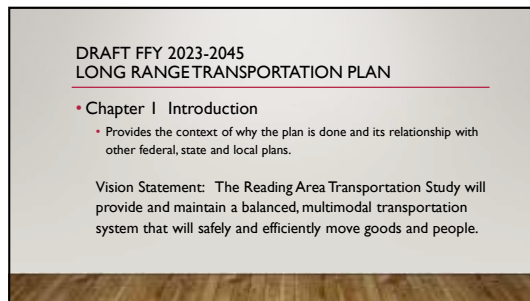
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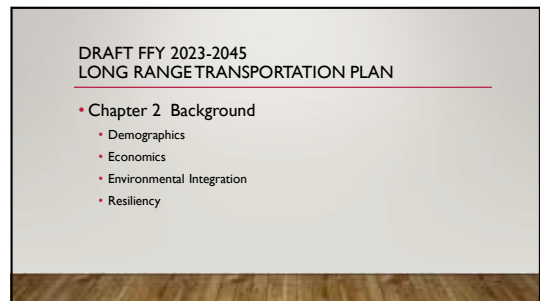
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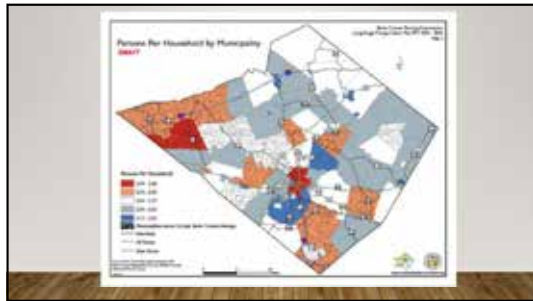


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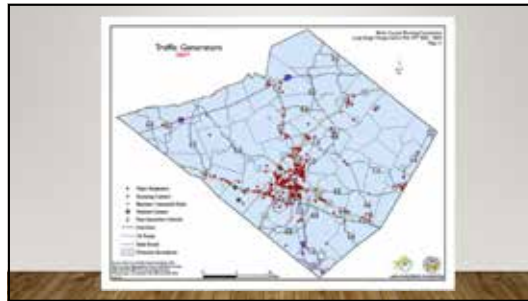


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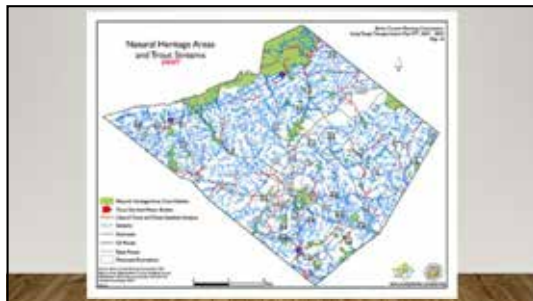
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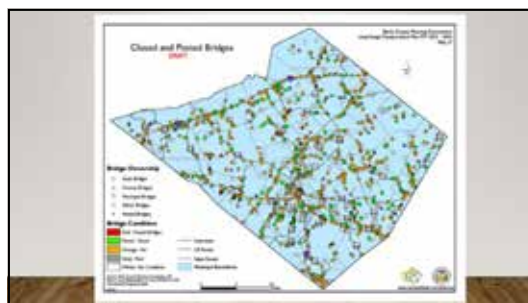
**DRAFT FFY 2023-2045  
LONG RANGE TRANSPORTATION PLAN**

- Chapter 3 - State of the System
  - Provides an overview of the components of the current transportation system

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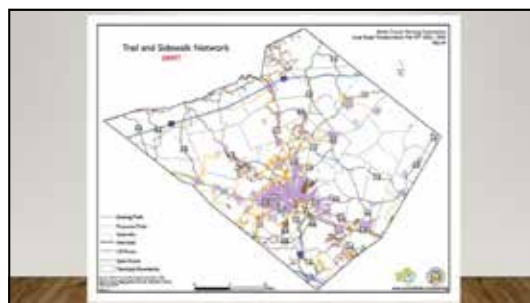
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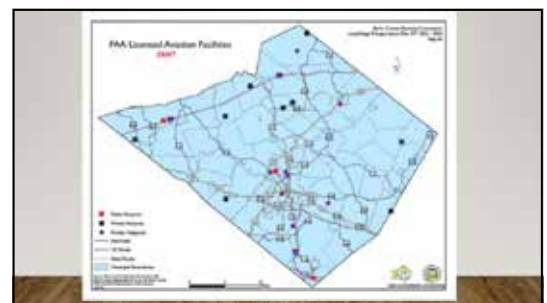
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**DRAFT FFY 2023-2045  
LONG RANGE TRANSPORTATION PLAN**

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- 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**

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- Chapter 4 Recommendations
  - Goals and Strategic Performance Measures
  - Project Prioritization
  - Project Listing and Financial Planning
  - Travel Demand Modeling
  - Air Quality Conformity

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**DRAFT FFY 2023-2045  
LONG RANGE TRANSPORTATION PLAN**

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- 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**

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- 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**

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- 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.

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**DRAFT FFY 2023-2045  
LONG RANGE TRANSPORTATION PLAN**

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- 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 TDP and LETP 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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MIDVA AREA REGIONAL TRANSPORTATION AUTHORITY											
STATE OF MICHIGAN											
CAPITAL IMPROVEMENT PROGRAM											
SHORT RANGE PERIOD: FFY 2023-FFY 2028											
YEAR	LAPSEAL AMOUNT	FEDERAL			STATE			TOTAL		PROJECTS	BUDGET
		FY 2023	FY 2024	FY 2025	FY 2023	FY 2024	FY 2025	FY 2023	FY 2024		
2023	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
2024	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
2025	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
2026	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
2027	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
2028	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
TOTAL	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000

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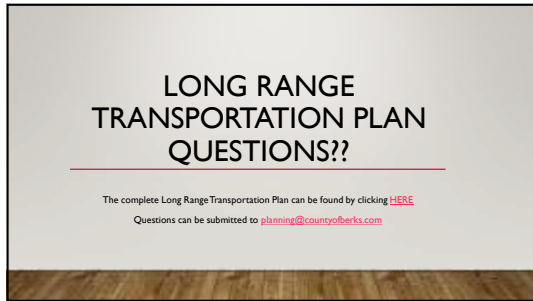
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PROJECT	PROJECT BUILDING MPH TRANSPORTATION PLANNING BY YEAR											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Project 1	100	100	100	100	100	100	100	100	100	100	100	100
Project 2	100	100	100	100	100	100	100	100	100	100	100	100
Project 3	100	100	100	100	100	100	100	100	100	100	100	100
Project 4	100	100	100	100	100	100	100	100	100	100	100	100
Project 5	100	100	100	100	100	100	100	100	100	100	100	100
Project 6	100	100	100	100	100	100	100	100	100	100	100	100
Project 7	100	100	100	100	100	100	100	100	100	100	100	100
Project 8	100	100	100	100	100	100	100	100	100	100	100	100
Project 9	100	100	100	100	100	100	100	100	100	100	100	100
Project 10	100	100	100	100	100	100	100	100	100	100	100	100
TOTAL	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

29

PROJECT	PROJECT BUILDING MPH TRANSPORTATION PLANNING BY YEAR											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Project 1	100	100	100	100	100	100	100	100	100	100	100	100
Project 2	100	100	100	100	100	100	100	100	100	100	100	100
Project 3	100	100	100	100	100	100	100	100	100	100	100	100
Project 4	100	100	100	100	100	100	100	100	100	100	100	100
Project 5	100	100	100	100	100	100	100	100	100	100	100	100
Project 6	100	100	100	100	100	100	100	100	100	100	100	100
Project 7	100	100	100	100	100	100	100	100	100	100	100	100
Project 8	100	100	100	100	100	100	100	100	100	100	100	100
Project 9	100	100	100	100	100	100	100	100	100	100	100	100
Project 10	100	100	100	100	100	100	100	100	100	100	100	100
TOTAL	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

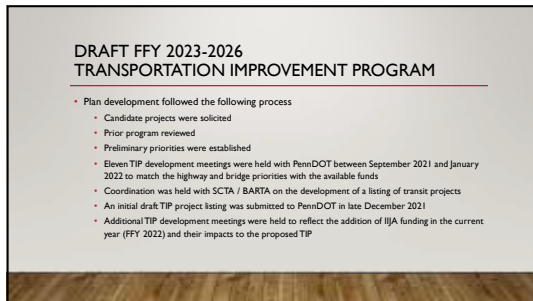
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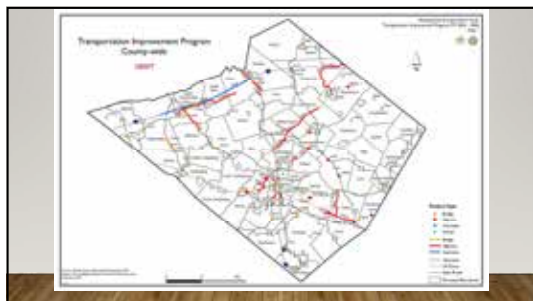
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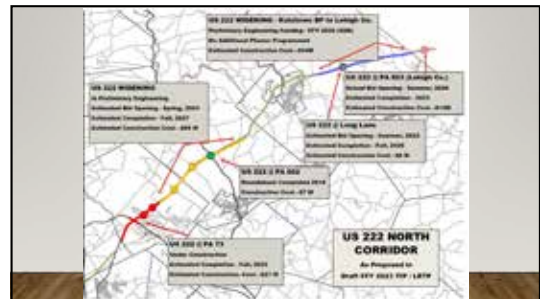
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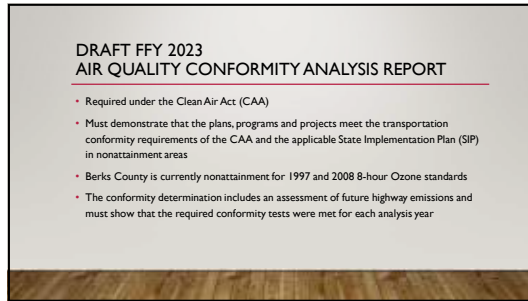
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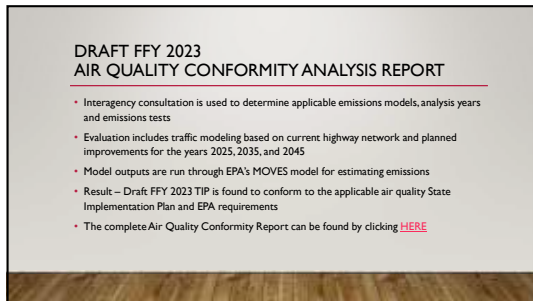
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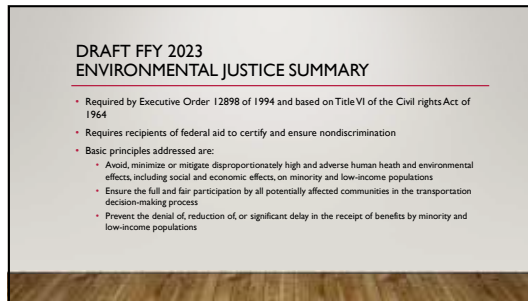
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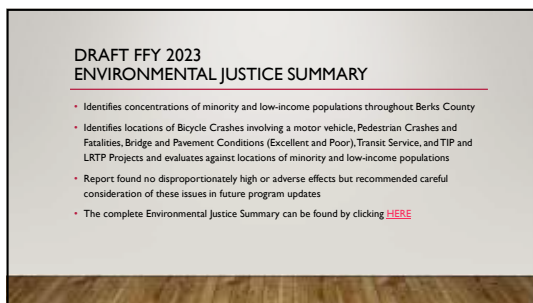
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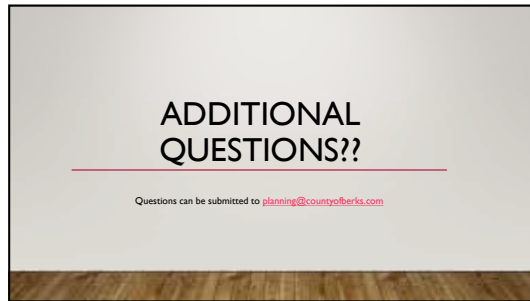
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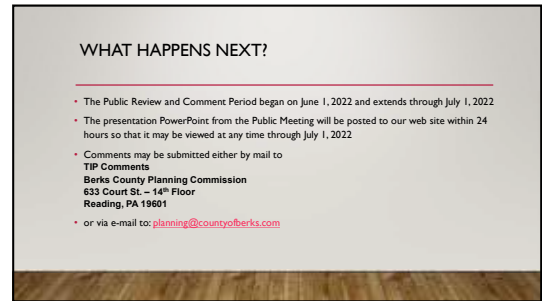
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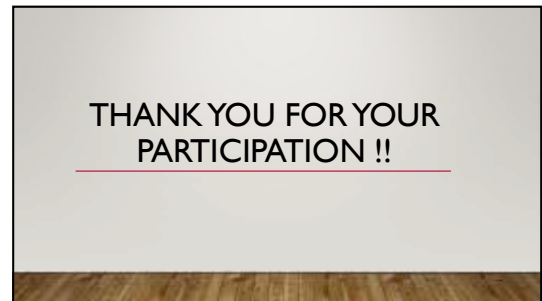
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52

**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

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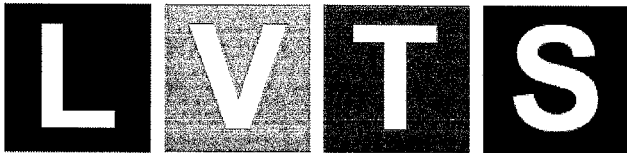
Alan

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](mailto: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

June 17, 2022

David N Hunter, AICP  
Executive Director  
Berks County Planning Commission  
633 Court Street, 14<sup>th</sup> 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

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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](mailto:lahlskog@sctapa.com)



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Lancaster, PA 17601	Reading, PA 19604

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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



Michael D. Golembiewski | Transportation Modeler  
Berks County Planning Commission  
633 Court Street, 14<sup>th</sup> Floor, Reading, PA 19601  
Phone: 610-478-6300 ext. 6304 Fax: 610-478-6316



Email: [mgolembiewski@countyofberks.com](mailto:mgolembiewski@countyofberks.com)

Web: [www.countyofberks.com/planning](http://www.countyofberks.com/planning)

---

**From:** Lauri Ahlskog <[lahlskog@sctapa.com](mailto:lahlskog@sctapa.com)>  
**Sent:** Thursday, June 30, 2022 9:51 AM  
**To:** Planning Department <[planning@countyofberks.com](mailto:planning@countyofberks.com)>  
**Cc:** Jeff Glisson <[jglisson@sctapa.com](mailto:jglisson@sctapa.com)>  
**Subject:** SCTA comments on LRTP

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Thank you for the opportunity to review the draft Long Range Transportation Plan for the Reading MPO. SCTA offers the following comments:

~~p.95 3<sup>rd</sup> paragraph, Suggest adding sentence after 2<sup>nd</sup> to last sentence - BARTA also provides transportation to/from work for 2<sup>nd</sup> and 3<sup>rd</sup> shift workers through the Access to Jobs program.~~

~~p.95 4<sup>th</sup> paragraph add text that TAMP was updated in 2022.~~

p.95 5<sup>th</sup> paragraph, first sentence – overtime should be corrected to over time

p.96 2<sup>nd</sup> 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](mailto:lahlskog@sctapa.com)



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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



**Michael D. Golembiewski | Transportation Modeler**  
**Berks County Planning Commission**  
 633 Court Street, 14<sup>th</sup> Floor, Reading, PA 19601  
 Phone: 610-478-6300 ext. 6304 Fax: 610-478-6316



*Coming Together, Working Together,  
 Achieve Success!*

**Email:** [mgolembiewski@countyofberks.com](mailto:mgolembiewski@countyofberks.com)  
**Web:** [www.countyofberks.com/planning](http://www.countyofberks.com/planning)

---

**From:** Wuz <[thewuzuk@yahoo.co.uk](mailto:thewuzuk@yahoo.co.uk)>  
**Sent:** Friday, July 1, 2022 1:37 AM  
**To:** Planning Department <[planning@countyofberks.com](mailto:planning@countyofberks.com)>  
**Subject:** Public Comment: Reading Area Transportation Study

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---

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



# L RTP AMENDMENT PROCEDURE

RATS may find it necessary to revise the LRTP other than at the 4-year update cycle. Should this need occur, we will follow the procedure laid out in this section as well as the guidance provided by PennDOT and the FHWA. This chapter outlines the procedure for amending the 2045 LRTP. It should be noted that the RATS retains the authority to bypass this procedure and amend the long range transportation plan as necessary to comply with the administrative requirements of either the federal or state government.



Traffic on Route 61 in Ontelaunee Township.

The LRTP can be revised at any time based on need. This section addresses administrative modifications and plan amendments.

## Administrative Modifications

An administrative modification is a minor revision to the LRTP (or TIP). It includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint. Examples of these include:

- **Design Concept or Scope Changes:** A minor change in the project equal to or less than 10% of the total project.
- **Identification of planned use of federal funds for the existing cost feasible plan projects** if federal funds are added to a project funded with only state or local funds in the adopted LRTP.
- **Project or Project Phase Initiation Date:** Adding a new phase or changing the timing of a listed project. (Moving a project from one time band to another.)

Should it be determined that an administrative modification is needed, information regarding the need for modification should be presented to RATS for review and determination. If the change satisfies the definition of an administrative modification, RATS will notify PennDOT and FHWA representatives and direct RATS staff to process the change. If the plan changes are above the thresholds for a modification, the proposed change will follow procedures for a plan amendment.



## Plan Amendments

An amendment is a major revision to the LRTP (or TIP) and includes adding or deleting projects from the plan and/or major changes to project costs, start dates, or design concepts and scopes for existing projects. An amendment requires public review and comment and re-demonstrating fiscal constraint. Changes to projects, included only for illustrative purposes, do not require an amendment. Should an amendment be requested, information regarding the proposed change should be presented to RATS for initial review. RATS staff will review supporting documentation and convene the RATS Technical Committee to evaluate the impact of the change and supporting documentation. The Technical Committee will provide their findings and recommendations to the RATS Coordinating Committee for the Coordinating Committee to take action. Major amendments will follow the procedures in section 10.6 of the MPO's Public Participation Plan Update (2017).

In addition, plan amendments will:

- Require an update to the revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information. These estimates must demonstrate that the change preserves the financial feasibility of the plan.
- Provide a purpose and need for the change. This may include supporting data and analysis.
- Follow a public involvement period consistent with adoption of the original plan. This includes review of the full draft proposal, followed by a 30-day public input period, and then adoption of the amendment by a recorded vote of the majority of the RATS Coordinating Committee at a publicly advertised meeting.

Copies of the amended long range plan should be distributed in accordance with RATS public participation policies. Although the LRTP does not require approval by the FHWA or the FTA, these agencies are involved in the development of the plan and will be provided an opportunity to comment on amendments to the plan.

Other changes that require an LRTP Amendment include:

- Design concept or scope changes: A major change in the project or a change in a project concept(s) such as adding a bridge, addition of lanes, addition of an interchange, etc.
- Deleting a project from the TIP or LRTP.
- Adding a new project where no phases of the project are listed in the adopted, current TIP.

Updated March 8, 2022

***PENNSYLVANIA 2023  
TRANSPORTATION PROGRAM  
FINANCIAL GUIDANCE***

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## **INTRODUCTION**

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

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

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

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

## **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<sup>ths</sup> 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	$\frac{3}{4}$ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	$\frac{1}{4}$ 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:

<b>2023 through 2034</b>
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:

<b>2023 through 2034</b>
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, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. 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)**

<b>Federal Funds</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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
<b>Subtotal – Federal Funds</b>	<b>2,374,289</b>	<b>2,415,232</b>	<b>2,456,993</b>	<b>2,499,589</b>	<b>9,746,102</b>
<b>State Funds</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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
<b>Subtotal – State Funds</b>	<b>761,000</b>	<b>785,000</b>	<b>793,000</b>	<b>831,000</b>	<b>3,170,000</b>
<b>Grand Total</b>	<b>3,135,289</b>	<b>3,200,232</b>	<b>3,249,993</b>	<b>3,330,589</b>	<b>12,916,102</b>

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

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

<b>National Highway Performance Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
NHPP Apportionment	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
<b>Enhanced Interstate Management</b>	<b>250,947</b>	<b>300,947</b>	<b>350,947</b>	<b>400,947</b>	<b>1,303,788</b>
Remaining	921,811	895,266	869,190	843,593	3,529,860
<b>20% Statewide Reserve</b>	<b>184,362</b>	<b>179,053</b>	<b>173,838</b>	<b>168,719</b>	<b>705,972</b>
Less Local Bridge Inspection	6,152	7,998	7,998	7,998	30,145
<b>Less Interstate Management Traditional</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
<b>NHPP Funds to Distribute</b>	<b>413,919</b>	<b>390,837</b>	<b>369,977</b>	<b>349,499</b>	<b>1,524,232</b>

<b>Surface Transportation Block Grant Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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
<b>Less STP-Urban Mandatory Distribution</b>	<b>178,760</b>	<b>182,336</b>	<b>185,982</b>	<b>189,702</b>	<b>736,780</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>98,396</b>	<b>98,396</b>	<b>98,396</b>	<b>98,396</b>	<b>393,582</b>
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
<i>Remaining STP</i>	<i>230,362</i>	<i>235,301</i>	<i>242,224</i>	<i>249,284</i>	<i>957,171</i>
Less Spike (20% of Remaining STP)	46,072	47,060	48,445	49,857	191,434
<b>STP Funds to Distribute</b>	<b>184,290</b>	<b>188,241</b>	<b>193,779</b>	<b>199,427</b>	<b>765,377</b>

<b>Highway Safety Improvement Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
HSIP Apportionment	125,942	128,604	131,320	134,090	519,956
<b>Less Base of \$500K to each MPO/RPO</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>48,000</b>
<b>Less Statewide Reserve</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>160,000</b>
<b>HSIP Funds to Distribute</b>	<b>73,942</b>	<b>76,604</b>	<b>79,320</b>	<b>82,090</b>	<b>311,956</b>

<b>Congestion Mitigation and Air Quality</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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
<b>CMAQ Funds to distribute</b>	<b>90,562</b>	<b>92,838</b>	<b>95,160</b>	<b>97,528</b>	<b>376,089</b>

<b>National Highway Freight Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Interstate Program	56,879	58,016	59,177	60,360	234,432

<b>Transportation Alternatives</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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
<b>Mandatory Distribution for Urban Areas</b>	<b>16,647</b>	<b>16,994</b>	<b>17,349</b>	<b>17,710</b>	<b>68,700</b>
<b>TAP Funds – Statewide Competitive Program</b>	<b>28,766</b>	<b>29,366</b>	<b>29,979</b>	<b>30,604</b>	<b>118,714</b>

<b>Railway-Highway Safety Crossings</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Statewide Program	7,184	7,184	7,184	7,184	28,737

<b>Bridge Formula Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Special Bridge Formula Program Apportionment	327,179	327,179	327,179	327,179	1,308,714
<b>15% Off System Bridge Funds to Distribute</b>	<b>49,077</b>	<b>49,077</b>	<b>49,077</b>	<b>49,077</b>	<b>196,307</b>
<b>Special Bridge Formula Funds to Distribute</b>	<b>278,102</b>	<b>278,102</b>	<b>278,102</b>	<b>278,102</b>	<b>1,112,407</b>

<b>Carbon Reduction Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Carbon Reduction Apportionment	64,634	65,672	66,731	67,811	264,848
<b>Carbon Reduction Program</b>	<b>64,634</b>	<b>65,672</b>	<b>66,731</b>	<b>67,811</b>	<b>264,848</b>

<b>PROTECT Formula Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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)**

<b>State Funds</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>114,150</b>	<b>117,750</b>	<b>118,950</b>	<b>124,650</b>	<b>475,500</b>

<b>State Highway (Capital)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
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 TILF (Economic Development)	25,000	25,000	25,000	25,000	100,000
<b>State Highway (Capital) Funds to Distribute</b>	<b>309,736</b>	<b>334,333</b>	<b>340,308</b>	<b>372,757</b>	<b>1,357,134</b>

<b>State Bridge</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>State Bridge Funds to Distribute</b>	<b>282,000</b>	<b>277,000</b>	<b>277,000</b>	<b>276,000</b>	<b>1,112,000</b>

<b>Total Distributed/Statewide Reserve</b>	<b>3,125,222</b>	<b>3,186,799</b>	<b>3,236,510</b>	<b>3,317,047</b>	<b>12,865,578</b>
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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	0	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
<b>Total Urban</b>	<b>375,579</b>	<b>150,183</b>	<b>194,348</b>	<b>170,880</b>	<b>118,033</b>	<b>78,689</b>	<b>0</b>	<b>0</b>	<b>90,562</b>	<b>16,647</b>	<b>178,760</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,551,358</b>
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
<b>Total Rural</b>	<b>38,340</b>	<b>34,107</b>	<b>41,912</b>	<b>29,780</b>	<b>29,440</b>	<b>7,253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,826</b>
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
<b>GRAND TOTAL</b>	<b>1,166,606</b>	<b>184,290</b>	<b>423,886</b>	<b>282,000</b>	<b>147,472</b>	<b>125,942</b>	<b>56,879</b>	<b>7,184</b>	<b>90,562</b>	<b>45,412</b>	<b>178,760</b>	<b>64,634</b>	<b>73,493</b>	<b>278,102</b>	<b>3,125,222</b>

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
<b>Total Urban</b>	<b>354,635</b>	<b>153,403</b>	<b>210,643</b>	<b>167,609</b>	<b>118,033</b>	<b>81,181</b>	<b>0</b>	<b>0</b>	<b>92,838</b>	<b>16,994</b>	<b>182,336</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,555,349</b>
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
<b>Total Rural</b>	<b>36,202</b>	<b>34,838</b>	<b>45,560</b>	<b>29,163</b>	<b>29,440</b>	<b>7,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>212,621</b>
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
<b>GRAND TOTAL</b>	<b>1,188,215</b>	<b>188,241</b>	<b>452,083</b>	<b>277,000</b>	<b>147,472</b>	<b>128,604</b>	<b>58,016</b>	<b>7,184</b>	<b>92,838</b>	<b>46,360</b>	<b>182,336</b>	<b>65,672</b>	<b>74,674</b>	<b>278,102</b>	<b>3,186,799</b>

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
<b>Total Urban</b>	<b>335,707</b>	<b>157,916</b>	<b>214,590</b>	<b>167,589</b>	<b>118,033</b>	<b>83,722</b>	<b>0</b>	<b>0</b>	<b>95,160</b>	<b>17,349</b>	<b>185,982</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,553,725</b>
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
<b>Total Rural</b>	<b>34,270</b>	<b>35,863</b>	<b>46,443</b>	<b>29,155</b>	<b>29,440</b>	<b>7,598</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>212,763</b>
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
<b>GRAND TOTAL</b>	<b>1,212,140</b>	<b>193,779</b>	<b>459,258</b>	<b>277,000</b>	<b>147,472</b>	<b>131,320</b>	<b>59,177</b>	<b>7,184</b>	<b>95,160</b>	<b>47,327</b>	<b>185,982</b>	<b>66,731</b>	<b>75,878</b>	<b>278,102</b>	<b>3,236,510</b>

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
<b>Total Urban</b>	<b>317,126</b>	<b>162,519</b>	<b>236,096</b>	<b>166,899</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,569,604</b>
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
<b>Total Rural</b>	<b>32,373</b>	<b>36,908</b>	<b>51,259</b>	<b>29,019</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>216,769</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>67,811</b>	<b>77,106</b>	<b>278,102</b>	<b>3,317,047</b>

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
<b>Total Urban</b>	<b>1,383,046</b>	<b>624,022</b>	<b>855,676</b>	<b>672,978</b>	<b>472,131</b>	<b>329,906</b>	<b>0</b>	<b>0</b>	<b>376,089</b>	<b>68,700</b>	<b>736,780</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,230,036</b>
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
<b>Total Rural</b>	<b>141,185</b>	<b>141,715</b>	<b>185,174</b>	<b>117,117</b>	<b>117,759</b>	<b>30,051</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>852,979</b>
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
<b>GRAND TOTAL</b>	<b>4,803,504</b>	<b>765,737</b>	<b>1,832,634</b>	<b>1,112,000</b>	<b>589,890</b>	<b>519,956</b>	<b>234,432</b>	<b>28,737</b>	<b>376,089</b>	<b>187,414</b>	<b>736,780</b>	<b>264,848</b>	<b>301,151</b>	<b>1,112,407</b>	<b>12,865,578</b>

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
<b>Total Urban</b>	<b>280,831</b>	<b>162,519</b>	<b>236,059</b>	<b>166,863</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,533,236</b>
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
<b>Total Rural</b>	<b>28,668</b>	<b>36,908</b>	<b>51,245</b>	<b>29,005</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>213,036</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>236,016</b>	<b>166,819</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,506,124</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,229</b>	<b>28,989</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,245</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,992</b>	<b>166,795</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,506,076</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,220</b>	<b>28,980</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,228</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,946</b>	<b>166,750</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,985</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,203</b>	<b>28,963</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,194</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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
<b>Total Urban</b>	<b>1,042,248</b>	<b>650,076</b>	<b>944,013</b>	<b>667,227</b>	<b>472,131</b>	<b>345,255</b>	<b>0</b>	<b>0</b>	<b>390,114</b>	<b>70,841</b>	<b>758,808</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,051,422</b>
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
<b>Total Rural</b>	<b>106,396</b>	<b>147,632</b>	<b>204,897</b>	<b>115,937</b>	<b>117,759</b>	<b>31,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>843,703</b>
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
<b>GRAND TOTAL</b>	<b>4,946,170</b>	<b>797,708</b>	<b>1,989,629</b>	<b>1,104,000</b>	<b>589,890</b>	<b>536,360</b>	<b>241,441</b>	<b>28,737</b>	<b>390,114</b>	<b>193,255</b>	<b>758,808</b>	<b>220,352</b>	<b>250,556</b>	<b>1,112,407</b>	<b>13,159,426</b>

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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,906</b>	<b>166,710</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,905</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,188</b>	<b>28,948</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,164</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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

**Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,857</b>	<b>166,660</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,806</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,170</b>	<b>28,930</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,127</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,830</b>	<b>166,633</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,752</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,160</b>	<b>28,920</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,107</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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 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	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
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,779</b>	<b>166,582</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,650</b>
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
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,141</b>	<b>28,901</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,069</b>
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
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

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	5,742	0	0	0	0	5,830	55,723
<b>Total Urban</b>	<b>1,015,223</b>	<b>650,076</b>	<b>943,371</b>	<b>666,585</b>	<b>472,131</b>	<b>345,255</b>	<b>0</b>	<b>0</b>	<b>390,114</b>	<b>70,841</b>	<b>758,808</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,023,113</b>
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
<b>Total Rural</b>	<b>103,637</b>	<b>147,632</b>	<b>204,659</b>	<b>115,699</b>	<b>117,759</b>	<b>31,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>840,468</b>
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
<b>GRAND TOTAL</b>	<b>4,946,170</b>	<b>797,708</b>	<b>1,989,629</b>	<b>1,104,000</b>	<b>589,890</b>	<b>536,360</b>	<b>241,441</b>	<b>28,737</b>	<b>390,114</b>	<b>193,255</b>	<b>758,808</b>	<b>220,352</b>	<b>250,556</b>	<b>1,112,407</b>	<b>13,159,426</b>

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	<b>1,823.26</b>	459.39	461.14	462.09	463.91	465.51	467.48	468.58	470.62	<b>5,541.98</b>
SPC	276,302.9	31.59%	9,829.42	9,864.17	9,881.55	9,919.45	<b>39,494.59</b>	9,951.05	9,988.95	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	<b>120,047.51</b>
Harrisburg	34,925.0	3.99%	1,242.45	1,246.84	1,249.04	1,253.83	<b>4,992.16</b>	1,257.82	1,262.62	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	<b>15,174.14</b>
Scranton/WB	13,629.0	1.56%	484.85	486.56	487.42	489.29	<b>1,948.12</b>	490.85	492.72	493.73	495.68	497.39	499.50	500.67	502.85	<b>5,921.50</b>
Lehigh Valley	41,874.0	4.79%	1,489.66	1,494.93	1,497.56	1,503.30	<b>5,985.45</b>	1,508.09	1,513.84	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	<b>18,193.33</b>
NEPA	70,903.5	8.11%	2,522.38	2,531.30	2,535.75	2,545.48	<b>10,134.91</b>	2,553.59	2,563.32	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	<b>30,806.01</b>
SEDA-COG	30,389.6	3.47%	1,081.10	1,084.93	1,086.84	1,091.01	<b>4,343.87</b>	1,094.48	1,098.65	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	<b>13,203.61</b>
Altoona	6,584.4	0.75%	234.24	235.07	235.48	236.38	<b>941.17</b>	237.14	238.04	238.53	239.47	240.30	241.32	241.88	242.93	<b>2,860.78</b>
Johnstown	3,702.1	0.42%	131.70	132.17	132.40	132.91	<b>529.18</b>	133.33	133.84	134.11	134.64	135.11	135.68	136.00	136.59	<b>1,608.48</b>
Centre County	16,835.4	1.92%	598.92	601.03	602.09	604.40	<b>2,406.44</b>	606.33	608.64	609.89	612.29	614.41	617.01	618.45	621.15	<b>7,314.61</b>
Williamsport	11,654.8	1.33%	414.62	416.08	416.82	418.41	<b>1,665.93</b>	419.75	421.35	422.21	423.88	425.34	427.14	428.14	430.01	<b>5,063.75</b>
Erie	2,079.0	0.24%	73.96	74.22	74.35	74.64	<b>297.17</b>	74.88	75.16	75.31	75.61	75.87	76.19	76.37	76.71	<b>903.28</b>
Lancaster	45,475.8	5.20%	1,617.79	1,623.51	1,626.37	1,632.61	<b>6,500.29</b>	1,637.81	1,644.05	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	<b>19,758.23</b>
York	20,394.8	2.33%	725.54	728.11	729.39	732.19	<b>2,915.22</b>	734.52	737.32	738.83	741.75	744.31	747.46	749.21	752.47	<b>8,861.09</b>
Reading	8,141.2	0.93%	289.62	290.65	291.16	292.27	<b>1,163.70</b>	293.21	294.32	294.93	296.09	297.11	298.37	299.07	300.37	<b>3,537.17</b>
Lebanon	1,655.0	0.19%	58.88	59.08	59.19	59.42	<b>236.56</b>	59.60	59.83	59.95	60.19	60.40	60.65	60.80	61.06	<b>719.06</b>
Mercer	3,586.9	0.41%	127.60	128.05	128.28	128.77	<b>512.71</b>	129.18	129.67	129.94	130.45	130.90	131.46	131.77	132.34	<b>1,558.43</b>
Adams	28,042.5	3.21%	997.61	1,001.13	1,002.90	1,006.74	<b>4,008.38</b>	1,009.95	1,013.80	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	<b>12,183.85</b>
Franklin	8,918.4	1.02%	317.27	318.39	318.95	320.18	<b>1,274.79</b>	321.20	322.42	323.08	324.36	325.48	326.86	327.62	329.05	<b>3,874.85</b>
<b>Northwest</b>	<b>44,543.1</b>	<b>5.09%</b>	<b>1,584.61</b>	<b>1,590.21</b>	<b>1,593.02</b>	<b>1,599.13</b>	<b>6,366.97</b>	<b>1,604.22</b>	<b>1,610.33</b>	<b>1,613.64</b>	<b>1,620.01</b>	<b>1,625.61</b>	<b>1,632.48</b>	<b>1,636.30</b>	<b>1,643.43</b>	<b>19,352.99</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.73%</b>	<b>2,404.98</b>	<b>2,413.48</b>	<b>2,417.73</b>	<b>2,427.01</b>	<b>9,663.19</b>	<b>2,434.74</b>	<b>2,444.01</b>	<b>2,449.03</b>	<b>2,458.70</b>	<b>2,467.20</b>	<b>2,477.63</b>	<b>2,483.43</b>	<b>2,494.25</b>	<b>29,372.19</b>
<b>N. Tier</b>	<b>57,527.4</b>	<b>6.58%</b>	<b>2,046.53</b>	<b>2,053.76</b>	<b>2,057.38</b>	<b>2,065.27</b>	<b>8,222.94</b>	<b>2,071.85</b>	<b>2,079.74</b>	<b>2,084.02</b>	<b>2,092.24</b>	<b>2,099.47</b>	<b>2,108.35</b>	<b>2,113.29</b>	<b>2,122.49</b>	<b>24,994.39</b>
<b>S. Alleghenies</b>	<b>60,493.3</b>	<b>6.92%</b>	<b>2,152.04</b>	<b>2,159.65</b>	<b>2,163.45</b>	<b>2,171.75</b>	<b>8,646.88</b>	<b>2,178.67</b>	<b>2,186.97</b>	<b>2,191.46</b>	<b>2,200.11</b>	<b>2,207.71</b>	<b>2,217.05</b>	<b>2,222.24</b>	<b>2,231.92</b>	<b>26,283.00</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.76%</b>	<b>235.47</b>	<b>236.30</b>	<b>236.71</b>	<b>237.62</b>	<b>946.10</b>	<b>238.38</b>	<b>239.29</b>	<b>239.78</b>	<b>240.73</b>	<b>241.56</b>	<b>242.58</b>	<b>243.15</b>	<b>244.21</b>	<b>2,875.77</b>
<b>Total (No IM)</b>	<b>874,635.9</b>	<b>100.00%</b>	<b>31,115.00</b>	<b>31,225.00</b>	<b>31,280.00</b>	<b>31,400.00</b>	<b>125,020.00</b>	<b>31,500.00</b>	<b>31,620.00</b>	<b>31,685.00</b>	<b>31,810.00</b>	<b>31,920.00</b>	<b>32,055.00</b>	<b>32,130.00</b>	<b>32,270.00</b>	<b>380,010.00</b>



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	
<b>NHPP</b>	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		
<b>STP</b>	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
1/4 Non-NHS Truck VMT		
<b>State Highway</b>	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
<b>State Bridge</b>	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
<b>Federal Off-System Bridge</b>	Deck Area State and Local Bridges > 20 feet	
<b>HSIP</b>	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$35 million Statewide	
<b>Rail</b>	Statewide Program	
<b>NHFP</b>	Interstate Program	
<b>CMAQ</b>	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
<b>TAP</b>	Statewide Program; funds designated to urban areas distributed according to federal formula	
<b>STP-Urban</b>	Funds distributed according to federal formula	
<b>Bridge Investment Program</b>	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	
	<b>Urban Total</b>	<b>482,920</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,620,598</b>
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
		<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>
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	
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>
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
	<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	27,630	0	0	27,630
	Other Unallocated (Urban/Rural)	41,990	27,656	0	69,646
	<b>GRAND TOTAL</b>	<b>552,540</b>	<b>1,133,906</b>	<b>83,423</b>	<b>1,769,869</b>

\* 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	
		<b>Urban Total</b>	<b>489,890</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,627,568</b>
	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	
		<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
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		
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>	
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	
		<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	28,030	0	0	28,030	
	Other Unallocated (Urban/Rural)	42,600	56,004	0	98,604	
	<b>GRAND TOTAL</b>	<b>560,520</b>	<b>1,162,254</b>	<b>83,423</b>	<b>1,806,197</b>	

\* 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 * Improvement	Operating # Assistance	Shared Ride @	Total	
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	
	<b>Urban Total</b>	<b>495,500</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,633,178</b>	
	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	
<b>Rural Total</b>		<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>	
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		
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>		
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	
<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>		
	PennDOT Discretion	28,350	0	0	28,350	
	Other Unallocated (Urban/Rural)	43,090	85,060	0	128,150	
	<b>GRAND TOTAL</b>	<b>566,940</b>	<b>1,191,310</b>	<b>83,423</b>	<b>1,841,673</b>	

\* 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	
	<b>Urban Total</b>	<b>494,940</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,632,618</b>	
	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	
<b>Rural Total</b>		<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>	
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		
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>		
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	
<b>Other Agency Total</b>	<b>0</b>	<b>4,407</b>	<b>0</b>	<b>4,407</b>		
	PennDOT Discretion	28,320	0	0	28,320	
	Other Unallocated (Urban/Rural)	43,040	114,843	0	157,883	
	<b>GRAND TOTAL</b>	<b>566,300</b>	<b>1,221,093</b>	<b>83,423</b>	<b>1,870,816</b>	

\* 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	6,566	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	
	<b>Urban Total</b>	<b>1,963,250</b>	<b>4,326,928</b>	<b>223,784</b>	<b>6,513,962</b>	
	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	
<b>Rural Total</b>		<b>0</b>	<b>80,444</b>	<b>21,152</b>	<b>101,596</b>	
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		
<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>88,756</b>	<b>88,756</b>		
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	
<b>Other Agency Total</b>	<b>0</b>	<b>17,628</b>	<b>0</b>	<b>17,628</b>		
	PennDOT Discretion	112,330	0	0	112,330	
	Other Unallocated (Urban/Rural)	170,720	283,563	0	454,283	
	<b>GRAND TOTAL</b>	<b>2,246,300</b>	<b>4,708,563</b>	<b>333,692</b>	<b>7,288,555</b>	

\* 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	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
<b>Large Urban</b>	<b>6,601</b>	<b>3,903</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,504</b>
<b>Small Urban</b>	<b>1,656</b>	<b>0</b>	<b>2,224</b>	<b>0</b>	<b>0</b>	<b>1,888</b>	<b>5,768</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>11,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	<b>15,285</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,486</b>	<b>21,578</b>	<b>0</b>	<b>0</b>	<b>24,064</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>	<b>0</b>	<b>0</b>	<b>3,808</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

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)	Total
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
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

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 2025							
	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
<b>Large Urban</b>	<b>6,601</b>	<b>3,903</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,504</b>
<b>Small Urban</b>	<b>1,656</b>	<b>0</b>	<b>2,224</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,888</b>	<b>5,768</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>11,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	<b>15,285</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,486</b>	<b>21,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,064</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,808</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>	

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

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\*\* 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	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
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

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**Appendix 7  
Financial Guidance  
Federal Transit Funding 2023-2026 (\$000)**

Federal Transit	Total FFY 2023 - 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*	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
<b>Large Urban</b>	26,404	15,612	0	0	0	0	42,016
<b>Small Urban</b>	6,624	0	8,896	0	0	7,552	23,072
<b>Large or Small Urban</b>	0	47,140	0	0	0	14,000	61,140
<b>Non Urbanized</b>	0	0	9,944	86,312	0	0	96,256
<b>Intercity Bus</b>	0	0	0	15,232	0	0	15,232
<b>Appalachian Counties</b>	0	0	0	0	19,152	0	19,152
<b>TOTALS</b>	<b>801,692</b>	<b>646,832</b>	<b>50,934</b>	<b>101,544</b>	<b>19,152</b>	<b>82,800</b>	<b>1,702,954</b>

Date prepared: 5/25/2021

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**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
<b>Total Urban</b>	<b>361,521</b>	<b>1,620,351</b>	<b>1,981,872</b>	<b>361,521</b>	<b>1,627,321</b>	<b>1,988,842</b>	<b>361,521</b>	<b>1,632,931</b>	<b>1,994,452</b>	<b>361,521</b>	<b>1,632,371</b>	<b>1,993,892</b>	<b>1,446,086</b>	<b>6,512,974</b>	<b>7,959,060</b>
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
<b>Total Rural</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>66,580</b>	<b>66,580</b>
<b>Unallocated</b>	<b>64,217</b>	<b>97,276</b>	<b>161,493</b>	<b>64,217</b>	<b>126,634</b>	<b>190,851</b>	<b>64,217</b>	<b>156,500</b>	<b>220,717</b>	<b>64,217</b>	<b>186,203</b>	<b>250,420</b>	<b>256,868</b>	<b>566,613</b>	<b>823,481</b>
<b>Multiple -- SCTA*</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>89,108</b>	<b>89,108</b>
<b>Multiple -- CPTA*</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>53,280</b>	<b>53,280</b>
<b>Grand Total</b>	<b>425,738</b>	<b>1,769,869</b>	<b>2,195,608</b>	<b>425,738</b>	<b>1,806,197</b>	<b>2,231,935</b>	<b>425,738</b>	<b>1,841,673</b>	<b>2,267,412</b>	<b>425,738</b>	<b>1,870,816</b>	<b>2,296,554</b>	<b>1,702,954</b>	<b>7,288,555</b>	<b>8,991,509</b>

\* 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

# LONG RANGE TRANSPORTATION PLAN 2022

## Reading Area Transportation Study Coordinating Committee

PennDOT District 5-0	Mr. Michael W. Rebert, District Executive (Chairman)
PennDOT Central Office	Ms. Kristin Mulkerin, Div. Chief, Center for Prog. Dev. Mr. James Mosca, Transportation Planning Manager*
Berks County Commissioners	Mr. Michael Rivera, Commissioner
Berks County Planning Commission	Mr. Thomas McKeon, Board Member (Vice Chairman) Mr. Alan Piper, Transportation Planner III (MPO Sec.)*
City of Reading	Ms. Donna Reed, Council Member Mr. Jeffrey Waltman, Council President*
Berks County Boroughs	Mr. Brian Hoffa, Borough Council Member (Sinking Spring Borough)
Berks County 1st Class Townships	Mr. Samuel Kalbach, Township Commissioner (Cumru Township)
Berks County 2nd Class Townships	Vacant
South Central Transit Authority /	Mr. Kevin Barnhardt, Board Member
Berks Area Regional Transportation Authority	Mr. Greg Downing, Executive Director*
Reading Regional Airport Authority	Mr. Raymond Blydenburgh, Board Member

*\*Denotes Board Alternate*

## Reading Area Transportation Study Technical Committee

PennDOT District 5-0	Mr. David Rostron, Acting A.D.E. for Design (Chairman) Mr. Michael <i>Donchez</i> , Trans. Planning Specialist*
PennDOT Central Office	Mr. David Alas, Trans. Planning Spec. Supv. (Vice Chair) Ms. Crystal Heshmat, Trans. Planning Specialist Trainee* Berks County
Planning Commission	Mr. Alan Piper, Transportation Planner III (MPO Sec.) Mr. Glenn Knoblauch, BCPC Board Member*
Berks County Planning Commission	Mr. Michael Golembiewski, Transportation Modeler Mr. Glenn Knoblauch, BCPC Board Member*
City of Reading	Mr. Kyle Zeiber, Department of Public Works
City of Reading	Mr. Timothy Krall, Department of Public Works
South Central Transit Authority /	Mr. Jeffrey Glisson, Dir. of Capital Projects/Planning
Berks Area Regional Transportation Authority	Mr. Greg Downing, Executive Director*
Reading Regional Airport Authority	Vacant

*\*Denotes Board Alternate*

## Berks County Planning Commission Staff for this Report

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