



READING AREA TRANSPORTATION STUDY

FFY 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM



ADOPTED MAY 16, 2024



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Public Participation Documentation

EXECUTIVE SUMMARY

INTRODUCTION

The FFY 2025-2028 Transportation Improvement Program (TIP) was adopted by the Reading Area Transportation Study Coordinating Committee, the designated Metropolitan Planning Organization (MPO) for transportation in Berks County, on May 16, 2024. It covers the four-year period from October 1, 2024 through September 30, 2028.

PROGRAM SUMMARY

The TIP contains 112 highway, bridge, and transit projects totaling \$365,803,185 for the phases to be advanced during the next four years. It includes 95 projects valued at \$284,194,806 addressing the highway system and bridges and 17 projects valued at \$81,608,379 addressing the transit system.

Cost Summary by Program, Reading MPO TIP					
	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Highway Program	\$62,797,000	\$63,748,000	\$79,010,500	\$78,69,306	\$284,194,806
Transit Program (BARTA)	\$19,815,113	\$19,840,978	\$20,430,634	\$21,521,648	\$81,608,379
Grand Total Cost – 4-Year Highway and Transit Program:					\$365,803,185

There is also a statewide Interstate Management Program that is separate from the regional TIP. Two projects located in Berks County with a value of \$13,942,000 are included in that program.

GENERAL OVERVIEW OF THE TIP

- The TIP covers a four-year period and is updated every other year.
- The TIP is the agreed upon list of specific priority projects.
- The TIP is authorization to seek funding.
- The TIP shows estimated costs and schedule by project phase.
- The TIP is financially constrained.
- The TIP may be changed after it is adopted.
- The TIP is NOT a final schedule of project implementation.
- The TIP is NOT a guarantee of project implementation.

TIP DOCUMENT

This TIP document does not need to be read from cover to cover and is developed in sections to help the reader locate information of interest.

Section 1 provides the background information on this TIP and informs the reader of the steps involved in TIP development.

Section 2 provides information on the TIP Financial Plan as well as how project selection occurs and how those projects selected using federal transportation funds help achieve national performance goals. Projects that have been implemented or delayed are identified and narratives that provide an explanation of the work to be performed for all highway, bridge, and interstate projects programmed on the TIP are included. Project maps identifying the location and distribution of projects across Berks County can be found at the end of this section.

Similarly, Section 3 provides information on the Transit Financial Plan, transit project selection process, and transit performance measures. The transit narratives can be found at the end of this section.

Finally, the appendices provide the following information:

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

REGIONAL CONSENSUS

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

PUBLIC PARTICIPATION

The public review and comment period for this TIP began on March 24, 2024, and ended on April 23, 2024. Two public meetings were held during this period (April 8, 2024, and April 11, 2024). There was a total of 7 comments received during this period. The comments received and responses to those comments can be found in Appendix E.

FEDERAL REQUIREMENTS

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

The IIJA authorizes over \$567 billion nationwide for transportation purposes over the five-year period FFY 2022 - 2026. Funds are administered through the US Department of Transportation's Federal highway Administration (FHWA) and Federal Transit Administration (FTA). Additional funds are made available by the Commonwealth of Pennsylvania to match federal funding in various ratios, and to provide 100 percent financing of selected projects. Documentation of the funding can be found in Appendix B.

TIP RELATION TO THE LONG-RANGE TRANSPORTATION PLAN

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

TIP RELATION TO THE CLEAN AIR ACT

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of State Implementation Plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The regionally significant projects in the FFY 2025-2028 TIP are a subset of the regionally significant projects contained in the long-range transportation plan.

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

TIP RELATION TO THE CIVIL RIGHTS ACT

The preparation of an Environmental Justice Summary is required by Executive Order 12898 of 1994 and is based on Title VI of the Civil Rights Act of 1964. It requires recipients of federal aid to certify and ensure nondiscrimination in the use of those funds. In support of that, a separate document, the FFY 2025-2028 Environmental Justice (EJ) Summary was prepared. The report found no disproportionately high or adverse effects to minority and low-income populations throughout Berks County. A summary of the EJ Summary can be found in Appendix E.