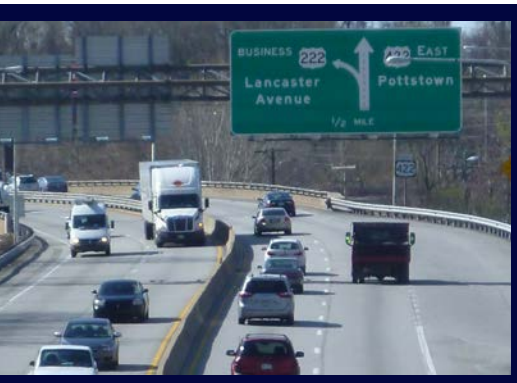
READING AREA TRANSPORTATION STUDY

TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2027-2030



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READING AREA TRANSPORTATION STUDY
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*Please see the *TIP and LRTP Appendix Document* for Supporting Documentation

EXECUTIVE SUMMARY

INTRODUCTION

The FFY 2027-2030 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 21, 2006. The US Department of Transportation approved the TIP on MONTH DAY, YEAR. It covers the four-year period from October 1, 2026, through September 30, 2030.

PROGRAM SUMMARY

The TIP contains 102 highway, bridge, and transit projects totaling $464,167,312 for the phases to be advanced during the next four years. It includes 89 projects valued at $385,269,930 addressing the highway system and bridges and 13 projects valued at $78,897,382 addressing the transit system.

Cost Summary by Program, Reading MPO TIP					
	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
Highway Program	$78,399,287	$102,524,500	$101,922,126	$102,424,017	$385,269,930
Transit Program (BARTA)	$19,359,391	$19,726,037	$19,891,047	$19,920,907	$78,897,382
Grand Total Cost – 4-Year Highway and Transit Program:					$464,167,312

There is also a statewide Interstate Management Program that is separate from the regional TIP. One project located in Berks County with a value of $740,313 is included in that program.

In addition to PennDOT, the Pennsylvania Turnpike Commission (PTC) is also responsible for planning and programming improvements along its 565 miles of roadway statewide. The PTC is currently engaged in a major capital effort to improve the toll road to provide a better ride and increased mobility.

This plan includes a project to completely reconstruct the Turnpike between the Morgantown interchange to a point four miles to the east in Chester County. This project will include reconstruction of two bridges carrying PA 23 (Main Street) and Twin Valley Road over the Turnpike and then widening the Turnpike to three lanes in each direction. The total cost of these improvements is estimated to be about $35 million.

Additionally, the PTC is phasing in Open Road Tolling (ORT) that will eliminate the need for toll booths at interchanges. The PTC is currently removing the toll booths at the Morgantown interchange and will ultimately realign the roadway to provide for a smoother transition to and from PA 10 and I-176.

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.

Section 4 provides additional information relating to the TIP development timeline, additional funding, fiscal constraints, resolutions, agreements, and authorizations.

A separate document, the *FFY 2027 TIP and LRTP Appendix*, provides the following information:

- General and Procedural Guidance
- Performance-Based Management Procedures
- Financial Guidance
- CMAQ Project Selection Process
- Title VI Policy
- Public Participation Plan
- 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 22, 2026, and ended on April 24, 2026. Four public meetings were held during this period (April 7, 2026, April 14, 2026, and 2 meetings on April 21, 2026). There was a total of NUMBER comments received during this period. The comments received and responses to those comments can be found in the TIP and LRTP Appendix document.

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 prior legislation that prescribed transportation investment in a balanced approach through a guaranteed commitment to highways and bridges, public transit, intermodal projects and advanced technologies, created the National Freight Program, an apportioned program to fund freight-related highway improvements and the Nationally Significant Freight and Highway Projects program that provided competitively-selected grants for large-scale highway, bridge, rail-grade crossings, intermodal and freight rail projects. The IIJA also introduced 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 authorized 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. **At the time of writing this document, the IIJA has not been reauthorized, nor has new federal transportation funding legislation been enacted.** Documentation of the funding can be found in Section 4.

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 2027-2030 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 in Section 4.

TIP RELATION TO THE CIVIL RIGHTS ACT

The preparation of a Community Demographic Assessment 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 2027-2030 Community Demographic Assessment (CDA) was prepared. The report found no disproportionately high or adverse effects to concentrations of any population type in Berks County. A summary of the CDA can be found in Section 4.