

DRAFT
READING AREA TRANSPORTATION STUDY
MINUTES OF THE COORDINATING COMMITTEE MEETING HELD IN-PERSON AND
VIRTUALLY SEPTEMBER 18, 2025

ATTENDANCE

COORDINATING COMMITTEE

Alan Piper, Berks County Planning Commission (Acting Chair in the Absence of Chris Kufro)
Raymond Green, PennDOT Program Center (V)
Dante Santoni, Jr., Reading Regional Airport Authority
Donna Reed, City of Reading
Brian Hoffa, Boroughs (Sinking Spring) (V)
Keith Boatman, South Central Transit Authority (representing Greg Downing) (V)
Tom McKeon, Berks County Planning Commission, Vice Chair (V) (Joined Meeting in Progress)

COORDINATING COMMITTEE MEMBERS NOT ATTENDING

Chris Kufro, PennDOT District Executive, Chair*
Lisha Rowe, 1st Class Townships (Cumru Township)
Arthur Lambert, 2nd Class Townships (Upper Bern Township)
Commissioner Michael Rivera, County of Berks

*Tie-breaking vote only
(V) Attended Virtually

OTHERS

Michael Donchez, PennDOT 5-0 (V)
Nick Raio, PennDOT Central (V)
Scott Voterro, PennDOT 5-0 (V)
Jennifer Ruth, PennDOT 5-0 (V)
Nyomi Nonnemaker, PennDOT Central (V)
Jeff Rai, PennDOT 5-0 (V)
Ronnique Bishop, FHWA (V)
Joshua Golumb, PennDOT 5-0 Consultant Project Manager (V)
Donald Lerch, RK&K (V)
Ryan Noffke, HDR (V)
Wayne Martin, PennDOT Project Consultant (V)
Lauri Ahlskog, South Central Transit Authority (V)
Matthew Boyer, CommutePA
Terrance Trego, Senator Scott Martin (V)
Daniel Bost, Senator Chris Gebhard (V)
Lynne Burns (V)
Amanda Timochenko, Berks County Planning Commission
Devon Hain, Berks County Planning Commission
David Hunter, Berks County Planning Commission
Matthew McGough, Berks County Planning Commission (V)
Melissa Lewis, Berks County Information Systems (V)

1. CALL TO ORDER

Acting Chair Piper called the meeting to order at 1:06PM.

2. PUBLIC COMMENT/BUSINESS FROM THE FLOOR

There was no public comment.

3. REVIEW/APPROVAL OF MINUTES FROM JULY 17, 2025 COORDINATING COMMITTEE MEETING

Acting Chair Piper asked if there were any questions or comments on the July 17, 2025 Coordinating Committee meeting minutes. There were no questions or comments.

MOTION: Ms. Reed made a motion to approve the July 17, 2025 Coordinating Committee meeting minutes. Mr. Santoni seconded the motion and it passed unanimously.

4. PENNDOT UPDATES ON THE SR 3023 (STATE HILL ROAD) CORRIDOR PROJECTS

Mr. Joshua Golumb introduced himself as the replacement for Mr. Don Lerch as PennDOT's consultant project manager. Mr. Golumb continued by introducing Mr. Wayne Martin (PennDOT's project consultant from Wallace Montgomery) who continued with the slide deck presentation on the project for SR 3023 (State Hill Road), Colony Drive to SR 3422 (Penn Avenue).

Mr. Martin provided overview of the project area. The project along State Hill Road is broken into three phases moving west to east. They are known as sections: 04S (beginning at Colony Drive and widening to a five lane cross section and new roundabouts proposed at Woodland Road and Greenwood Mall); 05S (roundabouts at the US 422 southbound on/off ramps, northbound US 422 on/off ramps, and at Granite Pointe Drive/ Spring Street), and 06S (State Hill Road and Penn Avenue intersection). He informed the committee that the westernmost portion of the project is currently in final design and the central and eastern portions are in preliminary design.

Mr. Martin then provided a geometry layout and right-of-way slide for the current design of the roundabouts for part of the project (05S). Mr. Martin explained that these roundabouts are multi-lane hybrid design. What he means by hybrid is that the State Hill Road approaches will be multi-lane while others will most likely be single lane depending on their location within the project area.

Mr. Martin then proceeded to discuss stormwater in the area and presented a slide that showed the drainage areas for the corridor. He discussed the frequent drainage problems that occur under the railroad bridge between Granite Pointe Drive and Penn Avenue. He continued that this project will be designed to accommodate the stormwater associated with it as well as some of the issues with the recurring flood area, but this project is not designed to take care of

all of the stormwater issues that occur in the area. There is a dry retention basin proposed as well as facilities (green infrastructure) within the right-of-way in front of the Berkshire Mall property as elements of this project.

Mr. Martin then presented the project schedule. Although subject to change the current schedule is for section 05S to start in May of 2027 with a 2-year construction duration, section 04S to start in May of 2028 with a construction duration of 3 years, and section 06S to start in May 2028 with a 2-year construction duration. Mr. Martin informed the committee that reason the 05S project will start before the others is because of stormwater. It will be easier to control both the stormwater and traffic during construction for this part of the project and then once done move on to the other phases.

Mr. Martin then went on to explain how they will maintain traffic circulation during during all phases of the project. He continued that for phase 04S there are two proposed detours during construction. It includes a minimum one lane of traffic maintained in each direction at all times. Some temporary lane closures under flagging operation may occur during the construction. Emergency vehicle access will be maintained at all times and access to all businesses will also be maintained.

For phase 05S there will be a total of four detours – one during stage 2 and three during stage 5 of construction. There will be a minimum of one lane of traffic maintained in each direction at all times. Temporary lane closures under flagging operations may occur at various times during construction. Emergency vehicle access and access to businesses will be maintained.

Mr. Martin then presented section 06S. He started by describing the cultural resources in the area of the project and how the project may impact properties and/or the Wyomissing Historic District. Mr. Martin explained that multiple alternatives were examined at this intersection. The alternatives included options for the construction of a roundabout vs. the construction of a new signalized intersection at State Hill Road and Penn Avenue. He proceeded to inform the committee of the advantages and disadvantages of each design. He then showed and described five different slides – two roundabout options and three signalized options for the intersection. Mr. Martin finished the presentation by providing a slide detailing/summarizing the alternatives for the intersection. Based on the analysis, the consultants are recommending that the preferred improvement is for an intersection option with either Alternatives 3 or 3A. These alternatives satisfy traffic needs and have the minimum impact on the district and surrounding properties. The primary difference between Alternative 3 and 3A is the a second right turn lane is proposed under 3A for westbound traffic on Penn Avenue turning onto State Hill Road. This would have additional impacts to the sidewalk area along Penn Avenue and will require some minor adjustments to building entrances.

Mr. Piper asked for clarification to the presentation by asking Mr. Martin the exact phasing of the project. Mr. Piper asked if the first phase is to construct the roundabouts that handle the ramps to and from US 422 as well as the Spring Street / Granite Pointe Drive intersection, the next phase would be extending west from there including the roundabouts at

the mall and Woodland Road and the five-lane widening to the western end of the project limits, and the final phase would be the intersection at State Hill Road and Penn Avenue? Mr. Martin said that is how they currently have the project planned out. There may be some shifting around in the time line as PennDOT accommodates other planned projects in the area.

Mr. Piper also wanted to be clear that the recommended alternatives (3 and 3A) for the the intersection of State Hill Road and Penn Avenue involved the least amount of property to be acquired for the project. As planned, there is only one full property acquisition required (northwest corner of Penn Avenue and State Hill Road). Mr. Martin said that is correct but there are still some discussions to be had regarding parking. Mr. Lerch added that the one building would be acquired for the project but that once the project is complete the remainder of the lot could be turned back to the owner. The current recommendation requires only this one total acquisition along the whole corridor but there are many sliver takes along the entire corridor.

Mr. Lerch added that they are working on scheduling a public information meeting regarding the Section 05S part of the project (US 222 Ramps and Spring Street / Granite Pointe Drive). Currently, that meeting is scheduled for October 20, 2025 at the Wyomissing Hills Elementary Center. Mr. Lerch also said that a simulation video on how the project will operate has been developed. This will be available at the public meeting along with graphics of the project. Notifications for the meeting will be sent out within the next couple of weeks.

Mr. Santoni inquired as to whether the Borough of Wyomissing is opposed to the project? Mr. Piper added that the Borough was not opposed to the project, just the roundabout proposal at State Hill Road and Penn Avenue. Mr. Piper informed the committee that PennDOT and their consultants have met with the Borough numerous times to discuss this project. Mr. Lerch added that the Borough is not opposed to roundabouts, just the one being proposed at Penn Avenue and State Hill Road. Their opposition to the roundabouts also involve maintaining the roundabouts once installed. Mr. Lerch explained that the design called for landscaping and planting in the middle of the roundabouts. Wyomissing Borough is not interested in taking care of that landscaping so the alternative will be concrete slabs in the center of the roundabout.

5. PRESENTATION ON IMAGINE BERKS COMPREHENSIVE PLAN

Mr. Hunter presented a slide deck detailing the Imagine Berks Comprehensive Plan. He discussed what the comprehensive plan is and how it is used. Mr. Hunter described how this plan will be an “Implementable Comprehensive Plan” in that it will focus on relevant land use issues, the creation of workable ideas and action plans, identification of capacity and implementation partners, and community ownership.

Mr. Hunter explained that the Pennsylvania Municipalities Code (PA MPC) dictates what should be included in the comprehensive plan, and he went over the ten elements required to be included in the plan by the MPC. The process for plan development was discussed as well as the tools used to develop the plan and analysis.

Mr. Hunter continued his presentation by showing the committee the draft Berks County corridor buildout analysis that is being done as part of the comprehensive plan update. This buildout analysis identifies parcels that are vacant and/or underutilized based on existing zoning. The next step after identification would be to engage municipalities about the future of these parcels and how they can be developed for their best potential use. Mr. Hunter noted that the corridor analysis will not identify transportation impacts at this time. That may be evaluated in a later phase.

Mr. Piper added that the Berks County Comprehensive plan serves as the land use basis for our Long Range Transportation Plan (LRTP). This analysis will ultimately get reflected back into the LRTP. Because the plans are on different development schedules and the LRTP is anticipated to be complete by early next year, the County Comprehensive Plan corridor analysis will not be ready by the adoption of the updated LRTP. It is envisioned that the analysis will be incorporated into the LRTP in the next 4-year update of the LRTP.

Mr. Hunter presented a link to the survey for the plan and asked the committee to take a minute to fill it out when they get a chance.

6. PENNDOT REQUESTED AMENDMENTS/MODIFICATIONS TO FFY 2025-2028 TIP

Mr. Donchez gave an update on PennDOT's requested Amendments/Modifications to the FFY 2025-2028 Transportation Improvement Program (TIP) from July 3, 2025 to August 27, 2025.

- There were five (5) Administrative Actions – the actions address increases for recent phase estimates, increases for stormwater and maintenance inspections, increases for phase supplements, reductions due to assignment of PROTECT funds, moving final design funds to better align with anticipated clearance dates, increases for a qualified bog turtle surveyor and other miscellaneous costs.
- There was one (1) Statewide Administrative Actions – the action involved a decrease to the construction phase to meet obligation amount due to low bid and inspections for the Berks 2025 High Friction Surface Treatments projects.
- There was (1) Interstate Management Administration Action – this action involved cash flow due to funds not being obligated in FFY 2025 to maintain fiscal constraint for the I-78 Grimes Interchange Removal Project.

None of the modifications presented in the chart adversely affect the project delivery schedules or air quality conformity.

Mr. piper wanted to point out to the committee that the RATS Bridge Preservation Project (Item #3) on the fiscal constraint chart is a significant project. This project is related to activities for keeping the bridges on the West Shore Bypass open until they can be addressed during the reconstruction of the West Shore Bypass.

7. UPDATE ON FY 2025 – 2027 SOUTH CENTRAL TRANSIT AUTHORITY (SCTA) REIMBURSEMENT AGREEMENT

Mr. Piper provided an update on the status of the SCTA reimbursement agreement. Mr. Piper stated that the agreement was signed by the Berks County Commissioners on September 4, 2025. It was then forwarded to SCTA for their execution which occurred last evening on September 17, 2025. It was then forwarded to Berks County Purchasing office for filing.

8. UPDATE ON FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN DEVELOPMENT

Ms. Timochenko presented that the Long Range Transportation Plan (LRTP) Steering Committee last met on August 17, 2025 via Microsoft Teams. During that meeting the outcomes of the State Transportation Commission (STC) Public Outreach Survey as they pertained to Berks County were reviewed and discussed. Staff also presented the draft sections of the LRTP including the Freight, Transit, Safety and Security sections. Edits were recommended to some of the sections. The edits will be completed, and the information will then be posted on the LRTP development portal within the Berks County Planning Commission (BCPC) website.

Ms. Timochenko continued that staff will review and incorporate survey and public outreach responses into the project and development process. The update of sections including Amendment Procedures, Issues and Needs, Congestion Management Process (CMP) and Roads and Bridges will be taking place. During this time staff will continue updating the LRTP Development Portal on the BCPC website. The next meeting of the LRTP Steering Committee is scheduled for November 17, 2025, from 1PM -2:30PM.

Ms. Timochenko added that before the end of the calendar year staff would like to coordinate with SCTA about incorporating the SCTA Capital Improvement Program into Chapter 4 of the LRTP like what was done in the current LRTP. This would also apply to the Reading Regional Airport Authority's Capital Improvement Program. Ms. Timochenko stated staff would be looking to coordinated with Zack Tempesco from the Reading Regional Airport regarding their Capital Improvement Program.

9. UPDATE ON TRANSPORTATION SET-ASIDE (TASA) PROGRAM

Ms. Hain presented that back in June of 2025 the TASA program draft application period started and ran until September 5, 2025. During this time, we received three draft applications for projects in Berks County. The next step will be to schedule meetings with PennDOT and the applicants to go over their applications giving them time to make any changes as final applications are due at the end of October. Staff will be able to view the final applications in early November 2025. Staff will give an update on the applications at the joint meeting of the Technical and Coordinating Committees on November 13, 2025. After that meeting and once formally reviewed by staff the applications will be taken before the RATS Technical Committee for scoring and recommendation of funding.

Ms. Hain informed the committee the three applicants were for:

- Berks County Redevelopment Authority/Colebrookdale Railroad - Pedestrian Accessibility Project
- Exeter School District – Pedestrian Connector Bridge and Paths
- Sinking Spring Borough – Broad Street Drainage and Pedestrian Bridge Restoration

10. UPDATE ON PROPOSED DRAFT FEDERAL AID FUNCTIONAL CLASSIFICATION REVISIONS

Mr. Piper presented that in July staff presented to the committee that they had started the process of updating the current Federal Aid Functional Classification of Berks County roadway designations for any revisions. There were some initial staff discussions, and a proposal was developed of potential changes to be submitted to the Federal Highway Administration (FHWA). The proposal was reviewed by PennDOT Central Office, District 5-0 staff, and County staff in August. During that meeting staff received comments and recommendations. After that meeting there were internal discussions regarding additional functional classification revisions. Staff will complete these revisions and be looking for a formal recommendation on the final proposal from the committees in November. There will then be a formal submittal to PennDOT and the FHWA. Any recommended changes must be approved by both PennDOT and FHWA.

11. LTAP PROGRAM UPDATE

Mr. McGough presented an update on the FY 2024-2025 Local Technical Assistance Program (LTAP). Mr. McGough started his presentation by giving a background of the program. Mr. McGough stated that FY 2024-2025 was RATS' ninth full year offering the program locally. During this time staff coordinated and administered seven classes and trained approximately 118 people on various transportation related topics. Moving forward staff will continue to coordinate the program in Berks County.

12. COMMUTEPA UPDATE

Mr. Boyer presented the July and August 2025 Monthly Activity Report to the committee for their information. In July CommutePA added 94 new members, recorded 9,008 commuter trips, saved commuters \$123,523 in gas money, and reduced 176,461 miles on the road by carpooling, biking, or using public transit. Participants in the program burned a combined 301,041 calories by using other modes of transportation like biking or walking and saved 7,310 gallons of fuel.

In August CommutePA added 155 new members, recorded 8,483 commuter trips, saved commuters \$112,336 in gas money, and reduced 160,479 miles on the road by carpooling, biking, or using public transportation. Participants in the program burned a combined 307,561 calories and saved 6,657 gallons of fuel.

Mr. Boyer presented a slide detailing the outreach that was done during the months of July and August.

13. OTHER BUSINESS/PUBLIC COMMENT

Mr. Piper had three items to discuss:

- Next Tuesday evening September 23, 2025 PennDOT will be holding a public officials and general public meeting for the design of the Oley Turnpike Road and Route 662 roundabout intersection project. The meeting for public officials will start at 4:30PM and end at 5:30PM. The general public meeting will be from 6:00PM to 8:00PM. The meeting will be held at the Oley Fairgrounds at 26 Jefferson Street in Oley.
- On October 9, 2025 PennDOT Secretary Mike Carroll will be having an event to mark the completion of the I-78 reconstruction project in Berks County. This project was the largest Federally funded project in the State this year. Details on time and place of the meeting have yet to be confirmed but once it is Mr. Piper will forward that information to the committee. (event cancelled)
- Staff is still working with SCTA on scheduling a tour of BARTA facilities. Also, staff was offered the same type of tour for the Reading Regional Airport and is in the process of scheduling that as well.

Ms. Ahlskog presented that BARTA will be submitting service and route changes to their system. The proposed changes involve some routes as well as times and can be found on the BARTA website. Currently the proposal is in the public review period. Mr. Piper commented that if Ms. Ahlskog wanted to forward him the information regarding the proposed route changes, he can forward it to the MPO contacts as well.

Ms. Reed discussed the City of Reading pursuing eminent domain on a property along Route 61 next to the municipal stadium. If that were going to be the case, then the City may be looking to eliminate the one jug-handle at the intersection next to the property. Ms. Reed brings this up just for information as to what may be occurring some time in the future.

There were no public comments.

14. ADJOURNMENT

MOTION: Ms. Reed made a motion to adjourn the meeting. Mr. Santoni seconded the motion and the meeting adjourned at 2:24PM.

Date: _____

Alan D. Piper

(MPO Secretary)

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