

**RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #3
FEBRUARY 24, 2025, VIA MICROSOFT TEAMS**

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Ed Burns (Burns Logistics Specialists)
Lawrence Peterson (PennDOT District 5-0)	Lisha Rowe (RATS Coordinating Committee Board Member)
Lauri Ahlskog (South Central Transit Auth.)	Nick Raio (PennDOT Central Office)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Alex Roche (Greater Reading Chamber Alliance)	Donna Reed (RATS Coordinating Committee Board Member)
Keith Boatman (South Central Transit Auth.)	Elaine Schaefer (Schuylkill River Greenways NHA)
Ron Young (PennDOT District 5-0)	Ronique Bishop (FHWA)
Ashley Showers (BCPC staff)	Matthew McGough (BCPC staff)
David Hunter (Schuylkill River Passenger Rail Authority)	Devon Hain (BCPC staff)
Nyomi Nonnemaker (PennDOT Central Office)	Chris Kufro (PennDOT District 5-0)
Stephanie Quigley (Abilities in Motion)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:01 PM. She welcomed everyone and reviewed the agenda for the meeting.

(Slide 2) **Summary of Public Meetings & Outreach** Ms. Timochenko began by giving a brief overview of the series of LRTP Public Outreach meetings held throughout the county between October 1 and October 15th. In total there were 45 registrants (not including staff) and 26 actual participants, along with 15 Survey Responses received. Today's discussion is the result of the comments received at those meetings. **(Editor's Note: Slides reviewed by Ms. Timochenko can be accessed here)**. Ms. Timochenko then reviewed the following slides which detailed the results of the comments received and staff's responses.

(Slide 3) **Vision Statement** Showed the proposed rewording of the Vision Statement. All agreed with the proposal.

(Slide 4) **Goal 1** No proposed changes; all agreed initially. Mr. Hunter proposed changing "no matter" with "regardless of". Agreement was made on "...secure for all modes of...".

(Slide 5) **Goal 1 – Objective** Showed the proposed rewording of the Objective which condenses the original statement and addresses Performance Measures but does not affect what it says. All agreed with the proposal.

(Slide 6) **Goal 1 – Objective** Reduces the word count of the statement without materially changing the meaning, and also leaves it more encompassing. All agreed with the proposal.

(Slide 7) **Goal 1 – Objective** Removes the word “hazards” as it is implied in the statement. All agreed with the proposal.

(Slide 8) **Goal 1 – Objective** The proposed rewording consolidated the objective; however, the group wanted a slight modification to change “...plans and identify...” to “...plans to identify...”. All agreed with the reworded Objective and the modification.

(Slide 9) **Goal 1 – Objective** Initially there were no changes proposed. Mr. Burns commented that the objective as written could inadvertently be pointing out ‘lower safety’. Recommendation was made to change the wording to “...that increase safety awareness”. All agreed with the proposed amendment.

(Slide 10) **Goal 1 – NEW OBJECTIVE** Ms. Timochenko read the proposed new Objective to be added. A recommendation was made to consolidate the wording to “...efficient emergency vehicle access where...”. All agreed with the proposed change and the overall addition of the new Objective.

(Slide 11) **Goal 2** – Slight rewording was proposed. Mr. Burns recommended changing “fiscal constraints” to “budget”. The group decided to keep “fiscal constraints” as it is the terminology used across transportation agencies and in guidance documents. All agreed.

(Slide 12) **Goal 2 – Objective** Slight rewording was proposed. Question regarding the meaning of “effectiveness” within the context of this statement was asked. After some discussion, “effectiveness” was changed to “efficiency”. No other comments were received, and all agreed with the proposed rewording.

(Slide 13) **Goal 2 – Objectives** No changes were proposed. All agreed.

(Slide 14) **Goal 2 – Objective** Slight rewording was proposed. Suggestion was made to replace “utilizing” with “using”. All agreed.

(Slide 15) **Goal 2 – Objective** This was proposed for removal as it duplicates many other goals/objectives. All agreed to remove it.

(Slide 16) **Goal 3** – The overall goal was determined to be excessively wordy and proposed to be condensed. All agreed with the proposed rewording.

(Slide 17) **Goal 3 – Objective** Slight rewording was proposed. “People” placed before “Freight”, and “freight” to replace “materials, goods”. Ms. Showers recommended a further rewording, “Implement best practices that will enable the efficient movement of people and freight”. All agreed with Ms. Showers’ recommendation.

(Slide 18) **Goal 3 – Objectives** There were originally no proposed changes. It was recommended to remove the words “newly created” from the Schuylkill River Passenger Rail Authority goal, since the Authority has been in existence for three years. All agreed.

(Slide 19) **Goal 3 – Objective** Minor rewording proposed, substituting “Promote” for “Provide”. No comments were received.

(Slide 20) **Goal 3 – Objective** The proposal had two parts: Rewording the original statement, and also moving this Objective from Goal 3 to Goal 4. After some discussion, all agreed with both changes.

(Slide 21) **Goal 3 – NEW OBJECTIVE** Adds a new Objective related to the implementation of the newly-adopted Eastern PA Freight Alliance’s Regional Freight Plan. All agreed with adding.

(Slide 22) **Goal 4** – No changes were proposed. All agreed.

(Slide 23) **Goal 4 – Objectives** No changes were originally proposed. Mr. Golembiewski recommended substituting “accommodations” for “paths” in the third goal to avoid the restrictive nature of the current wording. The Objective from Goal 3 (slide 20) was proposed to replace the first and second Objectives due to duplication/repetition. All agreed with the proposed changes.

(Slide 24) **Goal 5** – This goal needed significant rewording due to overall difficulty in how it read. The proposed rewording was deemed to be just as difficult to read. Several suggested modifications were discussed at length. The final suggestion was to break the overall Goal into one that was smaller, with some of the content turned into individual Objectives that support the revised Goal. It was finally decided that staff would revise this Goal as suggested to state “Enhance the County transportation system to address environmental impacts.” The remaining wording from the proposed Goal will become a new Objective that states “Identify transportation system assets that are vulnerable to natural hazards and continue coordination with appropriate agencies to develop protection and recovery strategies through hazard mitigation planning.”

(Slide 25) **Goal 5 – Objectives** There were originally no proposed changes. Mr. Golembiewski suggested amending the Air Quality Objective to be more consistent with the current status: Maintain the County’s Air Quality attainment status for fine particulates and improve the marginal nonattainment status for Ozone. All agreed with the proposed changes.

(Slide 26) **Goal 5 – Objective** The Objective was proposed for rewording to consolidate it. All agreed with the proposal. This Objective will be combined with the new Objective created from the remaining portion of Goal 5 that became a new Objective.

(Slide 27) **Goal 5 – Objective** The Objective was proposed for minor revision for clarification. Ms. Showers suggested a full rewrite: “Collaborate with local, regional, state and federal organizations and agencies to prevent, minimize, or mitigate potential negative environmental and social impacts from planned projects”. All agreed with this rewrite.

(Slide 28) **Goal 5 – Objective** This Objective was condensed for readability purposes. There was discussion regarding the purpose being to provide information prior to reaching any type of mitigation stage of development. Minor rewording was proposed to remove “mitigation” from the Objective. All agreed with the proposal.

(Slide 29) **Goal 5 – Objective** This Objective was slightly revised to incorporate the term “stormwater”. All agreed. Mr. Roche made a general comment that putting the Objectives in “plain language” would help in clarifying what they are trying to accomplish. There was general agreement with this.

(Slides 30 and 31) Ms. Timochenko discussed the next round of Public Outreach meetings and proposed schedule. We are considering six (6) public meetings (one each in most of the Planning Regions with two in the Metro Region), and two virtual meetings (morning and evening). We would discuss the revised Goals and Objectives and start to get public input on current and perceived future transportation needs. We are finalizing meeting dates and locations, but are targeting late March and into April. The next Steering Committee meeting would review the outcomes of the second round of Public Meetings and would also have some draft Plan sections for review.

Ms. Timochenko thanked all for their time today and announced the next meeting date is presently scheduled for Monday,

May 19, 2025, beginning at 1:00 PM, via MS Teams. Most attendees concurred. The meeting concluded at 2:30 PM.

Prepared by,

Michael D. Golembiewski

Transportation Modeler

BERKS COUNTY PLANNING COMMISSION