

DRAFT  
READING AREA TRANSPORTATION STUDY  
MINUTES OF THE JOINT TECHNICAL AND COORDINATING COMMITTEE MEETING  
HELD IN PERSON AND VIRTUALLY  
NOVEMBER 13, 2025

ATTENDANCE

COORDINATING COMMITTEE

Chris Kufro, PennDOT District Executive, Chair\*  
Raymond Green, PennDOT Central (V)  
Donna Reed, City of Reading  
Tom McKeon, Berks County Planning Commission  
Keith Boatman, South Central Transit Authority (V)  
Dante Santoni, Jr, Reading Regional Airport Authority  
Lisha Rowe, 1<sup>st</sup> Class Townships (Cumru Township)  
Arthur Lambert, 2<sup>nd</sup> Class Townships (Upper Bern Township)  
Brian Hoffa, Boroughs (Sinking Spring) (V)

\*Tie-breaking vote only  
(V) Attended Virtually

COORDINATING COMMITTEE MEMBERS NOT ATTENDING

Commissioner Michael Rivera, County of Berks

TECHNICAL COMMITTEE

Michael Donchez, PennDOT 5-0 (V)  
Nyomi Nonnemaker, PennDOT Central (V)  
Tim Krall, City of Reading (V)  
Alan Piper, Berks County Planning Commission, MPO Secretary  
Keith Boatman, South Central Transit Authority (V)  
Michael Golembiewski, Berks County Planning Commission  
Kyle Zeiber, City of Reading (V)

TECHNICAL COMMITTEE MEMBERS NOT ATTENDING

Scott Vottero, PennDOT 5-0, Chair\*  
Zachary Tempesco, Reading Regional Airport Authority

OTHERS

Jennifer Ruth, PennDOT 5-0 (V)  
Nick Raio, PennDOT Central (V)  
Ashley Showers, Berks County Planning Commission (V)  
Matt Boyer, CommutePA (V)  
Lynne Burns (V)  
Joanne Gianotto  
Amanda Timochenko, Berks County Planning Commission  
Matthew McGough, Berks County Planning Commission (V)  
Devon Hain, Berks County Planning Commission

1. CALL TO ORDER

Chairman Kufro called the meeting to order at 1:04 PM.

2. PUBLIC COMMENT/BUSINESS FROM THE FLOOR

There was no public comment.

3. REVIEW/APPROVAL OF MINUTES FROM SEPTEMBER 4, 2025 TECHNICAL COMMITTEE MEETING

Chairman Kufro asked if there were any questions or comments on the September 4, 2025, Technical Committee minutes. There were no questions or comments.

MOTION (Technical): Mr. Golembiewski made a motion to approve the September 4, 2025, Technical Committee meeting minutes. Mr. Boatman seconded the motion and it passed unanimously.

4. REVIEW/APPROVAL OF MINUTES FROM SEPTEMBER 18, 2025 COORDINATING COMMITTEE MEETING

Chairman Kufro asked if there were any questions or comments on the September 18, 2025, Coordinating Committee minutes. There were no questions or comments.

MOTION (Coordinating): Ms. Rowe made a motion to approve the September 18, 2025, Coordinating Committee meeting minutes. Ms. Reed seconded the motion and it passed unanimously.

5. NOMINATION OF OFFICERS FOR 2026

Mr. Piper stated that the November meeting is when nominations for officers occurs for formal election at the January meeting. The current slate of officers for the Technical Committee is the Assistant District Executive for Design for Chairman and PennDOT Central Office representative as the Vice Chairman.

MOTION (Technical): Mr. Piper made a motion to renominate the current slate of officers for the Technical Committee. Mr. Golembiewski seconded the motion and it passed unanimously.

Mr. Piper stated that the current slate of officers for the Coordinating Committee is the PennDOT District Executive as the Chairman and Mr. Tom McKeon, the Berks County Planning Commission representative, as the Vice Chairman.

MOTION (Coordinating): Ms. Reed made a motion to renominate the current slate of officers for the Coordinating Committee. Mr. Santoni seconded the motion and it passed unanimously.

6. REVIEW/APPROVAL OF 2026 MEETING SCHEDULE

Mr. Piper stated that the proposed 2026 Reading Area Transportation Study meeting schedule mirrors the 2025 meeting schedule. The Technical Committee will continue to meet virtually by Microsoft Teams on the first Thursday of every month except for the January 4<sup>th</sup> meeting being changed to January 8<sup>th</sup> and the July 2<sup>nd</sup> meeting being changed to July 9<sup>th</sup>. The Coordinating Committee will continue to meet using the hybrid meeting option at the Berks County Planning Commission on the third Thursday of every other month beginning in January except for the November meeting as this meeting will be a Joint Technical and Coordinating Committee meeting on November 12<sup>th</sup> (the 2<sup>nd</sup> Thursday of the month).

MOTION (Technical): Mr. Zeiber made a motion to recommend approval of the 2026 Reading Area Transportation Study meeting schedule. Mr. Boatman seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Rowe made a motion to approve the 2026 Reading Area Transportation Study meeting schedule. Mr. Hoffa seconded the motion and it passed unanimously.

7. REVIEW/APPROVAL OF THE 2025 SAFETY REPORT

Ms. Timochenko presented the 2025 Traffic Safety Report. Ms. Timochenko stated that it is the third iteration of the Traffic Safety Report, and the goal of the report is to identify ways to reduce the number of crashes on Berks County roadways and prevent fatalities and serious injuries through the examination of crash trends and identification and programming of mitigation strategies. The report covers the timeframe of 2020 to 2024 and uses the Pennsylvania Crash Information Tool (PCIT) to source its data. The annual Traffic Safety Report builds on data provided by PennDOT for the PM1 Safety Measures. These measures assess safety on all public roads and define a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

Ms. Timochenko continued that new to the document this year is the added section that evaluates safety related projects that have been completed. It identifies crash trends for a five-year period prior to the project being completed and for a five-year period after the project was completed. In this report staff evaluated the SR 183 and New Schaefferstown Road intersection project that was completed in 2019.

Ms. Timochenko went on to describe the rating system for the plan. If the trend is identified as increasing it means the change from 2020 to 2024 was greater than a 5 percent change during that period. If the trend is steady there is less than a 5 percent change and if it is decreasing, there is a 5 percent decrease or greater during the 2020 to 2024 time period.

Mr. McKeon questioned who is responsible for pedestrian signals. Mr. Piper informed Mr. McKeon that ultimately it is the responsibility of the municipality to maintain the traffic signal once it is installed. Mr. McKeon then asked how do you get a signal or pedestrian

safety measure installed if there is not one there already. He referenced that at the intersection of Park Road and Penn Avenue in Wyomissing there is not one and it is rather dangerous. Mr. Kufro and Mr. Piper added that there are grant programs available to install signals or pedestrian safety amenities. They both went over some of the funding opportunities currently available for such projects and how to approach PennDOT regarding implementing a proposed project to address such needs.

MOTION (Technical): Ms. Nonnemaker made a motion to recommend approval of the 2025 Traffic Safety Report. Mr. Golembiewski seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Reed made a motion to approve the 2025 Traffic Safety Report. Mr. Santoni seconded the motion and it passed unanimously.

#### 8. REVIEW/APPROVAL OF THE 2025 PAVEMENT/BRIDGE REPORT

Ms. Hain presented the 2025 Bridge Conditions Report. The annual Pavement and Bridge Condition Report expands on the data provided by PennDOT for the PM2 Pavement and Bridge Measures. These measures assess the conditions of pavement and bridges on the National Highway System (NHS). As Reading MPO's interests extend beyond those included in PennDOT's Performance Measure Annual Reports, the data is analyzed not only for road and bridge groups for PennDOT-owned assets but for Local Federal Aid (LFA) roads and locally owned bridges.

Ms. Hain went on to explain the trends and the rating system for the report and how the report evaluates the bridge and pavement conditions in Berks County.

MOTION (Technical): Mr. Boatman made a motion to recommend approval of the 2025 Pavement and Bridge Condition Report. Mr. Piper seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Green made a motion to approve the 2025 Pavement and Bridge Condition Report. Ms. Reed seconded the motion and it passed unanimously.

#### 9. REVIEW/APPROVAL OF THE CONGESTION MANAGEMENT PROCESS REPORT

Mr. McGough stated that development of a Congestion Management Process (CMP) is a federal requirement for Urbanized Areas (UA) over 200,000 in population. The first RATS CMP was adopted in 1996 and the last update was completed and adopted in 2023. The CMP for approval today includes corridor analysis using data sources such as INRIX and National Performance Management Research Data Sets for identifying travel time reliability in congested corridors and bottleneck locations. Ultimately, the goal of the CMP is to

identify congested corridors and locations that can be considered for project development for inclusion on the TIP and the Long Range Transportation Plan (LRTP).

The US DOT defines congestion as ‘the level at which the transportation network performance is no longer acceptable due to traffic interference.’ There are two types of congestion. Recurring congestion is congestion that happens most days during predictable times at the same locations such as congestion during daily peak travel hours. Non-recurring congestion is congestion that occurs at seemingly random times with varied reasons for the congestion such as a weather event or construction that causes congestion at times and places that it usually does not occur.

The primary goals and objectives within the CMP are derived from the Reading Area Transportation Study FFY 2027-2050 Long Range Transportation Plan. Those five goals and objectives are:

- **Goal #1: Safety** – keep travelers safe and secure for all modes of transportation
- **Goal #2: Maintenance** – maintain and improve the existing multi-modal transportation system and services within fiscal constraints
- **Goal #3: Economic Development** – invest in projects that strengthen and enhance economic development and tourism opportunities
- **Goal #4: Improved Connections and Choices** – give travelers a variety of well-designed transportation choices that are in good condition.
- **Goal #5: Environmental Sustainability** – enhance the County transportation system to address environmental impacts

The five goals and objectives are further expanded upon in the CMP with 6 additional objectives to reduce congestion on Berks County roadways. Those 6 objectives include:

- **Reduce Congestion** – minimize growth of recurring congestion, anticipate and prepare for non-recurring congestion, alleviate bottlenecks, and implement cost-effective mitigation strategies where feasible.
- **Increase Accessibility and Mobility** – provide connectivity between motorized and non-motorized modes, use planning and zoning to promote connectivity between adjacent land uses, maximize and expand transit opportunities and accessibility, and increase connectivity opportunities between freight producers and haulers.
- **Remove Barriers to Freight Movement** – alleviate traffic bottlenecks on freight routes, use economic development agencies and local/regional planning to promote freight accessibility to rail, improve freight access to regional roadway network.
- **Increase Safety** – make safety improvements in high-crash corridors and implement low-cost improvements in corridor-wide applications.
- **Ensure Congestion Mitigation Strategies Support Comprehensive Planning and LRTP Principles** – maximize investments from limited resources, promote investments in existing corridors that support Future Growth Areas and areas designated for Economic Development, continue investments in connectivity-enhancement projects and programs, continue promotion and expansion of transit

opportunities, promote residential and commercial growth in corridors where transit exists, and promote industrial and warehouse growth in corridors where Arterial/Interstate access exists.

- **Integration of PM3 Performance Measures** – prioritize transportation investments by integrating national PM3 reliability and traffic congestion performance measures.

Mitigation Strategies are identified within the CMP to address both recurring and non-recurring congestion. The collection of strategies includes measures that can be applied either countywide or to specific corridors. These strategies cover all modes of transportation as well as ways to encourage more efficient patterns of land use and development. In most situations, more than one mitigation strategy can and should be applied in an effort to reduce or eliminate congestion.

Land use based strategies include options to think about during the development or redevelopment of commercial or residential sites. They include options like coordinating with BARTA early in the development process to ensure there are no missed opportunities for offering transit if needed and requiring new developments to add options for accessibility and connectivity. Alternative mode strategies include offering choice of travel so that the only option is not single occupancy vehicle. Education strategies involve keeping the motoring public aware of all of the various impacts of congestion on our roadways and how to effectively reduce it. Making full use of existing roadway capacity strategies include employing new technology and training to reduce congestion utilizing low-cost improvements instead of costly capacity building projects. Safety improvement strategies include identifying areas with a high incidence of crashes and figuring out ways to eliminate or better manage incidents. And the last strategy involves using new construction as a last resort.

There are eight measures that help us determine and evaluate the overall CMP network for Berks County. Those eight measures include:

- **National Highway System (NHS)** – the NHS serves as the basis for our network which moves large volumes of traffic over longer distances while still providing for local and regional travel.
- **High Volume/Capacity (V/C) Segments** – these ratios examine the number of vehicles traversing a roadway in a given period versus the roadway's physical capacity.
- **Travel Time Index (TTI)** – this is a measure derived from the INRIX travel time data and is defined as the ratio of the peak period average travel time to the free-flow travel time for a given roadway segment.
- **Planning Time Index (PTI)** – this is a measure derived from the INRIX travel time data and is defined as the ratio of the peak period 95<sup>th</sup> percent travel time to the free-flow travel time for a given road segment.
- **High Crash Corridors** – these are corridors that have a high frequency of reportable crashes based on data from the Pennsylvania Crash Information Tool (PCIT).

- **Freight Corridors** – these are identified as major freight corridors based on PennDOT’s 2045 Freight Movement Plan.
- **Bottlenecks** – these are specific locations on roadways that routinely and predictably experience congestion because the traffic volumes exceed highway capacity.
- **Transit Routes** – these are routes where BARTA currently provides fixed-route transit service.

The CMP identifies 33 individual corridors that comprise the CMP network. Each corridor is mapped and contains a summary description, a list of planned improvements identified on the current TIP, a list of planned off-corridor improvements, a list of recommended strategies, and a synopsis of roadway measures.

The CMP includes implementation and future actions that include network monitoring, project tracking, project evaluation, and an update schedule. The CMP will be updated in between TIP cycles to be used as part of the TIP development process and inclusion in the LRTP.

MOTION (Technical): Mr. Golembiewski made a motion to recommend approval of the Congestion Management Process Report. Mr. Krall seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Santoni made a motion to approve the Congestion Management Process Report. Ms. Reed seconded the motion and it passed unanimously.

10. REVIEW/RECOMMENDATION ON SUBMISSION OF PROPOSED REVISIONS TO BERKS COUNTY FEDERAL AID FUNCTIONAL CLASSIFICATION SYSTEM

Mr. Golembiewski presented that every ten years after the decennial census new urban area boundaries come out. Some steps related to that have been made at prior meetings. This submission is in regard to the functional classification of area roadways and one of the final steps in that process. The functional classification of a particular roadway is defined on two basic premises, the type of area it serves and the amount of traffic it serves – a local road serves a local area, and they feed collectors, and then higher up are arterials, freeways/expressways, and then the interstate system. There is a review of roadways in the area based on population changes and changes in development. Then recommendations are made to make changes to the functional classification of some of the roadways. This is done because the classification comes with different design standards. As the staff is going into a TIP update the standards come into play when developing the TIP.

RATS staff has completed an extensive review of the Functional Classification system in Berks County. Staff met internally on numerous occasions and held a formal stakeholder meeting with FHWA, PennDOT District 5-0, and Central Office representatives on August 6, 2025. The proposed changes are a result of those conversations.

Mr. Golembiewski presented a map to the committee. The major changes to the system being recommended include 68 miles worth of changes, upgrading 117 segments (55 miles) and downgrading 29 segments (12.5 miles). Two of the biggest changes involve PA 183 from SR 12 to I-78 and the entirety of PA 73 in Berks County. Both of these highways are recommended to be upgraded from a Minor Arterial to an Other Principal Arterial. PA 737, from US 222 to SR 4028 (Old 22) is recommended to be upgraded from a Major Collector to Minor Arterial.

Mr. Golembiewski is requesting action by the committees to forward the proposed changes to PennDOT and the Federal Highway Administration for their review and ultimate approval. Mr. Golembiewski stated that the review and ultimate approval will take around a year to complete.

MOTION (Technical): Mr. Piper made a motion to recommend forwarding the Proposed Revisions to the Berks County Federal Aid Functional Classification System to the Coordinating Committee for formal approval. Mr. Golembiewski seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Rowe made a motion to approve submitting to PennDOT the Proposed Revisions to the Berks County Federal Aid Functional Classification System. Ms. Reed seconded the motion and it passed unanimously.

#### 11. REVIEW/APPROVAL OF 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 August 28, 2025, to November 5, 2025.

- There are sixteen (16) Administrative Actions - the adjustments deal with increases for right-of-way acquisition, deobligations returned to the region for reassignment, maintaining fiscal constraint, aligning funds with anticipated and year of expenditure need, cash flow to utilize available funds and release due to low bid savings, increase to address right-of-way estimates, adding Act 13 projects to the TIP, increases for final design and preliminary engineering supplements, increase to address consultant assistance in project delivery and construction for replacement of bridges in the County, increase to address difference between final design estimate and negotiated agreement amount plus internal costs, and funds assigned to a breakout project from MPMS #121039
- There is one (1) Statewide Administrative Action - the action deals with advancing funds due to August redistribution and balancing source to maintain fiscal constraint.

- There is one (1) Amendment – the amendment deals with an increase for recent right-of-way estimates for West Shore Bypass Project - Phase 1(MPMS 114439)
- There are no Interstate Management Administrative amendments.

Mr. Piper asked a question related to the West Shore Bypass – Phase 1 project amendment. He wanted confirmation that the increase in costs for right-of-way acquisition is related to the number of properties involved, and that the acquisitions did not include any commercial or residential relocations. Mr. Donchez confirmed that was the case. Mr. Piper also wanted to inform the committees about administrative action #8 which includes the listing for three County bridges. These County bridges need to be included on the TIP because these bridges will be using Act 13 funding received by the County from PennDOT. These funds are considered a “local” but must be included on the TIP.

All modifications presented in the chart do not adversely affect the project delivery schedules or air quality conformity.

MOTION (Technical): Mr. Piper made a motion to recommend approval of the amendment for West Shore Bypass – Phase 1 Right-of-Way and to forward it to the Coordinating Committee for their approval. Mr. Krall seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Green made a motion to approve the amendment for West Shore Bypass – Phase 1 Right-of-Way. Mr. Hoffa seconded the motion and it passed unanimously.

## 12. REVIEW/APPROVAL OF FFY 2027-2030 DRAFT HIGHWAY AND BRIDGE TIP PROJECT LIST FOR SUBMISSION TO PENNDOT

Mr. Piper presented the draft FFY 2027 – 2030 Highway and Bridge TIP project list to the committees. Mr. Piper explained that as part of the process of developing the draft TIP staff needs to review the available funds for the area, the status of current projects, and looking to see if there are any additional opportunities to add projects to the program. As part of PennDOT’s overall process the MPO needs to get to a point where we make a recommendation to PennDOT before the end of the year on the draft project listing, which is then reviewed in detail by PennDOT Central office. They will then get back to the MPO with concurrence or changes to the project list before the MPO makes a formal adoption of the draft project listing.

Mr. Piper presented the draft proposed FFY 2027-2030 project listing spreadsheet and described the funding as relatively steady. Any variation is from two factors. One of them being the fact that we are still experiencing impacts from having to go back and assign funding that was allocated to our area back to the State for the Interstate program improvements. These shifts extend through the end of FFY 2028. Once that point is reached the numbers will flatline – unless the State decides it needs more funding. The other factor is that the MPO is obligated by the rules of planning and programming that we do not assume

increases in funding beyond what is included in current federal legislation (IIJA). The IIJA expires at the end of fiscal year 2026 which means the MPO cannot assume more dollars will be available than what is included in the bill so the numbers are flatlined in the TIP and LRTP based on the funding levels that were included in the last year of the IIJA. There could be some variation in statewide funding based on formulas used to allocate those funds. These funds are based on system conditions, and the statewide changes netted the MPO about a 3.6% decrease in funding over what the MPO was already anticipating so that is where the TIP development process started from.

Mr. Piper continued that this decrease is not necessarily a good place to start but the good part is the fact that PennDOT has given support to the major projects in the region. The support is in the form of spike funding. The spike funding is discretionary funding that is held by the Secretary of Transportation under different funding programs, and they can allocate the funding out to specific projects. The MPO is fortunate enough to have funding for two of our major projects included in those discretionary programs.

On the Federal Surface Transportation Program spike funds the MPO received \$11.7M that will be applied to the US 222 North Widening Project. Under that same program the MPO received an additional \$245M that will be applied to the US 422 West Shore Bypass Project. Also, on the US 422 Phase 1 Project there is an additional \$61M of State spike funding. That funding does not come out all in one year and is spread out over a number of years that are commensurate with where the MPO thinks the construction of that project is going to occur. Mr. Piper wanted to make it clear that the MPO would not be doing either of these two projects without that discretionary funding. He thanked PennDOT for making the funding available to the MPO for these major projects.

Using that information as the funding basis the MPO has been going through a series of meetings with PennDOT to go over all of the projects that were included on the TIP and those projects are contained in the summary spreadsheet provided to the committee. Mr. Piper stated that the MPO was not required to take any projects off of the TIP to meet the funding requirements. There were quite a few projects that were already implemented.

Mr. Piper presented the changes to the draft TIP and went through them with the committees. The first of which is the fact that the MPO does have an additional funding source that has to do with the MPO having an agreement with the Delaware Valley Regional Planning Commission (DVRPC). This agreement provides \$335,000/year in their Surface Transportation Urban program funding. This is because there is a portion of their urban area that extends into Berks County. More on this will be discussed under item #14 on the agenda.

The SR 73 at Friedenber Road (SR 2023) project was able to be moved from the LRTP by moving the preliminary design phase to the TIP. That allows the project to get started and the project should be the last traffic action that was required in that part of the region. The next project was TSMO (Transportation Systems Operations and Maintenance) funding for replacing an old dynamic messaging sign on Interstate 78.

The MPO was able to advance some of the improvements along the PA 183 corridor that were previously discussed with the committee. The design of the replacement of two bridges along Old Route 22 are continuing to move forward and the funding is programmed to evaluate the intersection at PA 183 and Old Route 22 which is currently a flashing beacon. The preliminary recommendation at the intersection is a roundabout but that has not been officially determined yet. Additionally, the MPO programmed the preliminary engineering for what is known as the 183/Shartlesville Road intersection in the Bernville Area. A significant change in the PA 183 corridor the MPO did to make the funding work.

This project extends from Solly Road through North Heidelberg Road. A significant change in the PA 183 corridor the MPO did to make the funding work was at the area at the southern end of PA 183 just north of US 222 where it currently experiences a bottleneck situation. The MPO is doing a study in that area but did not have enough funds to carry preliminary engineering for that project forward into the TIP. It is included in the LRTP. One of the keys that the MPO used to make decisions on where to defer funds is look at projects that improve safety first as opposed to congestion.

The PA 222 Auxiliary Lane is another project to alleviate the bottleneck that occurs where PA 222 South merges into the Warren Street Bypass in the area of the Berkshire Mall. There is secondary project that was also looked at for the northbound area. In the last TIP those projects were combined together but unfortunately because of funding the MPO had to separate them and focus on clearing the southbound bottleneck first. So currently those projects are split apart.

The RATS Bridge Preservation #11 is part of series of bridge preservation projects included in the TIP. This includes the preservation of multiple bridges along the US 422/West Shore Bypass corridor. This project is to preserve bridges until the full reconstruction of that corridor can take place.

Another project that was split into two separate projects is the traffic signals optimization/improvement project along US 422 East extending from the end of the Pottstown bypass into Exeter Township. Another bridge that was included in the LRTP was the 5<sup>th</sup> Street bridge over PA 12 which was originally slated to be a replacement but after full evaluation by PennDOT it was determined that because of prior improvements it did not warrant a complete replacement but rather a rehabilitation.

The first two phases of the State Hill Road safety project were adjusted to start at a different phase than originally proposed. PennDOT determined that it made more sense to start at a different intersection because of drainage issues at the intersection. This was done to alleviate the drainage issues first then move on to the other phases of the project. The original schedule was to start at Colony Drive and move towards Penn Avenue. The change deals with the order and timing of these intersection improvements.

Another project that was added was the Hamburg Traffic Study implementation. A few years ago a study was completed to identify transportation operation issues in the Borough of Hamburg. This project will implement specific recommendations that came out of that study.

The High Boulevard Bridge was a bridge project on the LRTP and now on the TIP. There is also bridge removal project on the TIP. This project includes the removal of a bridge on Penn Avenue over the Maiden Creek in Lenhartsville. This bridge has been closed for quite some time so removal of this bridge will ultimately get it off of the overall system. There are three County owned bridges also added to the TIP project listing.

Mr. Piper added that there are still a couple of projects that the MPO would like to add to the TIP. The MPO is still evaluating these projects for inclusion. All of these projects are listed in the TIP project list spreadsheet presented to the committee at the beginning of Mr. Piper's presentation.

As discussed previously, the draft TIP will be forwarded to PennDOT after formal approval to do so by the committees. PennDOT will review and examine it in January to make sure it aligns with their overall policies and funding by making sure that all of the projects meet the required use of dollars that the MPO has assigned to them. Hopefully this draft will be returned to the MPO by the next meeting. The feedback received by PennDOT would allow the MPO to adopt the draft TIP project listing in January 2026. That would then be incorporated into the draft TIP and LRTP and presented to the MPO committees. It would then go out for public review and comment and ultimately be formally adopted in May 2026.

MOTION (Technical): Mr. Golembiewski made a motion to recommend submission of the FFY 2027-2030 Draft Highway and Bridge TIP project list for Berks County to PennDOT. Ms. Nonnemaker seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Rowe made a motion to approve submission of the FFY 2027-2030 Draft Highway and Bridge TIP project list for Berks County to PennDOT. Ms. Reed seconded the motion and it passed unanimously.

13. REVIEW/APPROVAL OF FFY 2027-2030 DRAFT TRANSIT TIP PROJECT LIST FOR SUBMISSION TO PENNDOT

Mr. Boatman presented the draft Transit Transportation Improvement Program spreadsheet and stated this is roughly the same process that was discussed in the prior presentation to the committees. The draft transit TIP includes a number of items including the Operating Assistance and ADA services as required by the Federal Transit Administration. The draft also includes the development of the Public Transit Agency Safety Plan, asset preventative maintenance, bus and vehicle replacement, software upgrades, Franklin Street Station upgrades, Transit Development Plan updates, Borough of Sinking Spring (BOSS) Mobility Hub and general facility improvements.

MOTION (Technical): Mr. Piper made a motion to recommend submission of the FFY 2027-2030 Draft Transit TIP project list for Berks County to

PennDOT. Mr. Boatman seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Green made a motion to approve submission of the FFY 2027-2030 Draft Transit TIP project list for Berks County to PennDOT. Ms. Reed seconded the motion and it passed unanimously.

14. REVIEW/APPROVAL OF REVISION TO MEMORANDUM OF UNDERSTANDING WITH DELAWARE VALLEY REGIONAL PLANNING COMMISSION REGARDING MPO BOUNDARIES AND COORDINATION OF TRANSPORTATION PLANNING AND PROGRAMMING

Mr. Golembiewski presented that at the September 19<sup>th</sup>, 2024 Reading Area Transportation Study Coordinating Committee meeting the committee executed an updated MPO Boundaries and Coordination of Transportation Planning and Programming memorandum of understanding (MOU) with the Delaware Valley Regional Planning Commission (DVRPC).

Since that time there has been updated Urban Area mapping that shows a portion of the newly created Birdsboro-Amity, PA Urban Area extending into Chester County. The MOU between RATS and DVRPC is proposed to be updated so that language is incorporated into the MOU to acknowledge this change. There is no funding allocation change proposed or associated with this MOU revision.

MOTION (Technical): Mr. Piper made a motion to recommend approval of the revision to the MOU with DVRPC regarding MPO boundaries and coordination of transportation planning and programming. Mr. Golembiewski seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Santoni made a motion to approve the revision to the MOU with DVRPC regarding MPO boundaries and coordination of transportation planning and programming. Ms. Reed seconded the motion and it passed unanimously.

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

Ms. Timochenko updated the committee on the status of the LRTP development process. Ms. Timochenko informed the committee that staff was currently working on updating chapters of the LRTP based on the input from the August 18<sup>th</sup> Steering Committee meeting. The next LRTP Steering Committee meeting is scheduled for November 17<sup>th</sup> and at that meeting MPO staff will be presenting the Congestion Management Process, Roads and Bridges, Issues and Needs, as well as the LRTP Amendment Procedures sections.

The Agency Coordination Meeting is scheduled for December 10<sup>th</sup> to present the LRTP to PennDOT and various environmental agencies and get their feedback. The next LRTP Steering Committee meeting is tentatively scheduled for some time in February.

#### 16. UPDATE ON TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA) PROGRAM

Ms. Hain presented an update on the TASA program to the committees for their information. Ms. Hain informed the committees that the 2025 TASA Program round opened in July with final applications to the program due on October 31<sup>st</sup>. Ms. Hain stated that staff just received the applications from PennDOT earlier in the week and staff is currently reviewing them. Ms. Hain informed the committees that the MPO received three applicants to the program. Those applicants included the Berks County Redevelopment Authority for the Colebrookdale Railroad, Exeter School District for a new ADA accessible bridge over the Antietam Creek to replace an existing bridge on their campus and Sinking Spring Borough for a stormwater ditch along Broad Street and bridge to connect to an existing trail system.

The next step is to put these project proposals into a consolidated package for the Technical Committee to review and score for potential funding. After that the committees can make a formal recommendation on funding to PennDOT before the January 31<sup>st</sup>, 2026 submittal deadline.

Because there are insufficient agenda items for the next RATS Technical Committee scheduled for December 4<sup>th</sup>, 2025 Mr. Piper suggested that the official RATS Technical Committee meeting be cancelled and instead hold a workshop meeting just to review and score these applications. Mr. Golembiewski suggested making a formal motion on this suggestion.

MOTION (Technical): Mr. Golembiewski made a motion to cancel the December 4<sup>th</sup>, 2025 Technical Committee meeting and instead hold it as a workshop to gather and score the TASA applications. Mr. Piper seconded the motion and it passed unanimously.

#### 17. COMMUTEPA UPDATE

Mr. Boyer presented the September and October 2025 Monthly Activity Reports to the committee for their information. In September CommutePA added 221 new members, recorded 9,334 commuter trips, saved commuters \$112,745 in gas money, and reduced 161,063 miles on the road by carpooling, biking, or using public transit. Participants in the program burned a combined 325,042 calories by using other modes of transportation like biking or walking and saved 6,742 gallons of fuel.

In October CommutePA added 192 new members, recorded 10,415 commuter trips, saved commuters \$124,261 in gas money, and reduced 177,515 miles on the road by carpooling, biking, or using public transportation. Participants in the program burned a combined 371,408 calories and saved 7,448 gallons of fuel.

Mr. Boyer then detailed the outreach that was done during the months of September and October.

#### 18. PENNDOT UPDATES ON HIGHWAY AND BRIDGE PROJECTS

Mr. Kufro referred to the spreadsheets that were included with the meeting materials that contained the updates on highway and bridge projects in the region. He asked the committees if there were any questions regarding the listings. There were no questions.

#### 19. OTHER BUSINESS/PUBLIC COMMENT

- Ms. Reed had a question about the timeline for the Schuylkill Avenue Bridge project. Mr. Piper added that he also had been in correspondence with the City of Reading regarding the project. The questions about the timeline came about because of conflicting information about the project completion date. Ms. Reed said business owners in the area were concerned because they were hearing mixed messages about the timeline. Mr. Piper reached out to PennDOT and was informed that there were some delays, but the project will be completed sometime in 2026.
- Mr. Piper wanted to confirm with the committees that there will be no need for a special meeting of the Technical and Coordinating Committees in December since we approved the first draft of the TIP/LRTP project listings today. The Technical Committee will be meeting on December 4<sup>th</sup> to score the TASA projects. This meeting will replace the regularly scheduled RATS Technical Committee on December 4<sup>th</sup>.
- The the next meeting of the Technical Committee will be held on January 8<sup>th</sup>, 2026 and the next meeting for the Coordinating Committee will be held on January 15<sup>th</sup>, 2026.

There were no public comments.

#### 20. ADJOURNMENT

MOTION: Mr. Santoni made a motion to adjourn the meeting. Ms. Reed seconded the motion and the meeting adjourned at 3:14 PM.

Date: \_\_\_\_\_

\_\_\_\_\_  
Alan D. Piper