READING AREA TRANSPORTATION STUDY
MINUTES OF THE JOINT TECHNICAL AND COORDINATING COMMITTEE MEETING HELD IN PERSON AND VIRTUALLY
SEPTEMBER 17, 2026

ATTENDANCE

COORDINATING COMMITTEE
Chris Kufro, PennDOT District Executive, Chair*
David Alas, PennDOT Central (representing Raymond Green) (V)
Linda Kelleher, City of Reading (representing Donna Reed) (V)
Tom McKeon, Berks County Planning Commission
Keith Boatman, South Central Transit Authority (representing Greg Downing) (V)
Dante Santoni, Jr, Reading Regional Airport Authority
Lisha Rowe, 1st Class Townships (Cumru Township)
Arthur Lambert, 2nd Class Townships (Upper Bern Township)
Brian Hoffa, Boroughs (Sinking Spring) (V)
Commissioner Michael Rivera, County of Berks (V)

*Tie-breaking vote only
(V) Attended Virtually

TECHNICAL COMMITTEE
Scott Vottero, PennDOT 5-0, Chair* (V)
Nyomi Nonnemaker, PennDOT Central, Vice Chair (V)
Donald Edwards, City of Reading (V)
Alan Piper, Berks County Planning Commission, MPO Secretary
Amanda Timochenko, Berks County Planning Commission (representing Michael Golembiewski)
Keith Boatman, South Central Transit Authority (V)
Kyle Zeiber, City of Reading (V)

TECHNICAL COMMITTEE MEMBERS NOT ATTENDING
Zachary Tempesco, Reading Regional Airport Authority

*Tie-breaking vote only
(V) Attended Virtually

OTHERS
Michael Donchez, PennDOT 5-0 (V)
Lawrence Petterson, PennDOT 5-0 (V)
Jennifer Ruth, PennDOT 5-0 (V)
Michael McGuire, PennDOT 5-0 (V)
Jonathan Olson, TPD (V)
Ronnique Bishop, FHWA (V)
Matthew Boyer, CommutePA (V)
Lauri Ahlskog, South Central Transit Authority (V)

Daniel Bost, Senator Chris Gebhard (V)
Madison Colaco, Congressman Dan Meuser (V)
Steve Henshaw, Reading Eagle (V)
Ashley Showers, Berks County Planning Commission (V)
Devon Hain, Berks County Planning Commission
Matthew McGough, Berks County Planning Commission (V)

1. CALL TO ORDER

Chairman Kufro called the meeting to order at 1:01 PM.

2. PUBLIC COMMENT/BUSINESS FROM THE FLOOR

There was no public comment.

3. REVIEW/APPROVAL OF THE JULY 9, 2026 TECHNICAL COMMITTEE MEETING MINUTES

Chairman Kufro asked if there were any questions or comments on the July 9, 2026 Technical Committee meeting minutes. There were no questions or comments.

MOTION (Technical): Mr. Boatman made a motion to recommend approval of the July 9, 2026 Technical Committee meeting minutes. Ms. Timochenko seconded the motion and it passed unanimously.

4. REVIEW/APPROVAL OF THE JULY 16, 2026 COORDINATING COMMITTEE MEETING MINUTES

Chairman Kufro asked if there were any questions or comments on the July 16, 2026 Coordinating Committee meeting minutes. There were no questions or comments.

MOTION (Coordinating): Ms. Rowe made a motion to recommend approval of the July 16, 2026 Coordinating Committee meeting minutes. Mr. Alas seconded the motion and it passed unanimously.

5. COMMUTEPA UPDATE

Mr. Boyer presented CommutePA's May and June 2026 Monthly Activity Reports to the Committee. During the month of May, 163 new members were signed up for the program. Over 9,800 trips were tracked, saving over $130,000 for commuters and taking over 180,000 miles off the road because people are carpooling or using other forms of transportation as an alternative to driving alone to work.

In the month of June, 89 new members were signed up for the program. Over 9,000 trips were tracked, saving over $117,000 for commuters and taking over 161,000 miles off the

road because people are carpooling or using other forms of transportation as an alternative to driving alone to work.

Mr. Boyer also informed the committees of the various outreach meetings and events that CommutePA attended or held during the two month period.

6. PENNDOT REQUESTED AMENDMENTS/MODIFICATIONS TO FFY 2025-2028 T.I.P.

Mr. Donchez gave an update on PennDOT's requested Amendments/Modifications to the FFY 2025-2028 Transportation Improvement Program (T.I.P.) from July 2, 2026 to September 10, 2026.

- There were seventeen (17) Administrative Actions – the adjustments address things such as increases for design revisions, moving funds between phases, savings due to low bids, balancing to maintain fiscal constraint, increases per recent estimates, deobligations returned to the region for reassignment, increases to address unforeseen roadway repairs, changes in let dates, increases due to railroad and utility delays, and aligning funds with anticipated needs.

- There were two (2) Statewide Administrative Actions

    - Susquehanna Regional Transportation Partnership (S.R.T.P.) Rideshare Program – adding funds for the S.R.T.P. work order to Planning/Research/Administration (P.R.A.) phase
    - Reading Area Transportation Study (R.A.T.S.) Bridge Overlay Bundle #3 – Adding construction phase to the 2025 program.

- There were no Amendments.

- There were no Interstate Management Administrative Actions.

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

7. PENNDOT UPDATE ON RAPID DEPLOYMENT PROJECTS

Mr. Kufro updated the committees on the status of the Rapid Deployment Project funds that were part of the State budget that passed this past summer. He presented that following careful review of the Motor License Fund, and the potential impact on future projects, the governor, along with the Secretary of Transportation decided to increase the amount of funding available for highway and bridge maintenance projects undertaken and offered for bid by county maintenance districts by an estimated $775 million over the next two fiscal years, 2026-27 and 2027-28. PennDOT will commit to putting $500 million out to bid on projects for the remainder of the construction season. In fiscal year 2027, PennDOT will put an additional; $275 million in projects out to bid throughout the commonwealth.

Projects will be selected by the Secretary of Transportation, in consultation with PennDOT District Executives, consistent with existing formulas and practices. Rapid Deployment projects planned for Berks County include:

- Surface Improvement (Pave) for SR 422 from SR 662 (Old Swede Rd) to SR 422 in Amity and Douglass Township (4.5 miles) Estimated Let Date – 12/17/2026

- Surface Improvement (Pave) for SR 183 from SR 4030 (Plum Creek Rd) to SR 4016 (New Schaefferstown Rd) in Jefferson, and Penn Township, and Bernville Borough (7.4 miles) Estimated Let Date – 12/17/2026

- Surface Improvement (Pave) for SR 4030 from Fairview Rd to SR 1003 (W. Main St) in Leesport (1.7 miles) Estimated Let Date – 12/17/2026

- Surface Improvement (Pave) to SR 2073 from SR 422 (Perkiomen Ave.) to SR 2050 (Dengler St.) in Mount Penn Borough (0.1 miles) Estimated Let Date – 2/25/2027

- Surface Improvement (Pave) for SR 2017 from Old River Rd. to bridge over Schuylkill River in Exeter Township (0.35 miles) Estimated Let Date – 2/25/2027

- Surface Improvement (Pave) to SR 2023 from Twenty third St. to Bridge at Antietam Creek in Lower Alsace Township (2.9 miles) Estimated Let Date – 2/25/2027

- Surface Improvement (Pave) for SR 61 from Railroad by Rockland Street to Segment 120 in Ontelaunee and Muhlenberg Township, and City of Reading (4.3miles) Estimated Let Date – 3/11/2027

8. <u>PENNDOT PRESENTATION ON SR 222 SECTION 24S – US 222 SOUTHBOUND AUXILIARY LANE, (CONNECTION TO US 422 WESTBOUND) BOROUGH OF WYOMISSING (VIRTUAL PRESENATATION)</u>

Mr. Kufro introduced Mr. Michael McGuire (PennDOT Project Manager) to go over the project. Mr. McGuire stated that he will start the presentation and then hand it over to the project consultant (Mr. Jonathan Olson - TPD) to finish the presentation. Mr. McGuire opened by presenting a slide deck on the Route 222 Southbound Auxiliary Lane Project in the Borough of Wyomissing. Mr. McGuire's slide deck contained a map of the project location area. The project involves improvements to the entrance and exit ramps along SR 222 between the SR 0012 / SR 0422 and Paper Mill Road interchanges. The proposed work involves widening and related improvements on southbound SR 0222 to provide an auxiliary lane between the SR 222 Southbound / SR 422 Westbound On Ramp (SR 8042 Ramp K) and the Paper Mill Road Off Ramp (SR 8062 Ramp EB); pavement preservation within the limits of the project, including rigid pavement repairs and an asphalt overlay; and preventative maintenance repairs, including a PPC deck overlay on the Crossing Drive bridge. The project also includes new drainage facilities for stormwater management, and

replacement of the three overhead sign structures within the project limits, and modifications to the existing retaining wall near Ramp EB.

Mr. McGuire handed the presentation over to Mr. Olson to describe in greater detail the intricacies of the project. Mr. Olson presented a map of the project limits so the committee could see the area in question. Mr. Olson went through the elements of the project including the proposed design; typical cross sections of the roadway; proposed right-of-way adjustments and temporary construction easements; proposed sign structure; retaining wall modifications; proposed traffic control during construction; and proposed detours.

The estimated project let date is late 2027. Mr. Olson presented a slide that informed the public of the project public comment period and public survey that will be set up in the future to solicit public input on the project. He is currently working with Wyomissing Borough to get on their borough meeting schedule to present the project to the public and local stakeholders.

Mr. Piper had a question on the detours for the project. Specifically, he was not sure, based on the provided mapping, what is closed during the construction. Mr. Olson answered that it is hard to see on the provided mapping but he explained the detours, closures, and timelines for the closures as follows.

Three detours are proposed to be staged over the course of the project:

- The southbound US 222 / westbound US 422 exit to Paper Mill Road will be closed and traffic will be diverted to State Hill Road.
- The ramp from Crossing Drive to US 222 northbound / US 422 eastbound will be closed and traffic will be diverted to State Hill Road.
- The ramp carrying US 422 westbound to US 222 southbound will be closed and traffic will be diverted to the Spring Ridge Drive exit which will have temporary traffic signals installed to control traffic movements.

Mr. Piper asked how this project will impact the first phase of the State Hill Road project. Mr. McGuire stated that it is being coordinated because both projects cannot be under construction at the same time.

9. <u>UPDATE ON LONG RANGE TRANSPORTATION PLAN, TRANSPORTATION IMPROVEMENT PROGRAM AND RELATED DOCUMENTS</u>

Mr. Piper provided an update to the committees on the status of the L.R.T.P., T.I.P. and associated documents. The plans were submitted to PennDOT and they forwarded them to the State Transportation Commission (S.T.C.). The S.T.C. reviewed and approved them in late July and forwarded them to the United States Department of Transportation (U.S.D.O.T.) for their review. U.S.D.O.T. is currently reviewing the plans. Mr. Piper stated that hopefully in about two weeks U.S.D.O.T. will issue their seal of approval. Once that is complete PennDOT can start obligating funds from the new L.R.T.P. and T.I.P. effective October 1st, 2026.

10. UPDATE ON RATS ACTIVE TRANPORTATION PLAN (A.T.P.) DEVELOPMENT PROCESS AND APPOINMENT OF MPO MEMBER TO ATP STEERING COMMITTEE

Mr. Piper provided a status update on the Active Transportation Plan. He stated that what was formally known as the Berks County Bicycle and Pedestrian Transportation Plan is in the beginning stages of being updated to what will be known as the Active Transportation Plan. Although the terminology is changing somewhat, the plan will still apply to bicycles and pedestrians and expanded into other areas as well.

The process to update the plan will be similar to how the Long Range Transportation Plan (L.R.T.P.) was updated. A steering committee was created to guide the development of the plan. There have been a number of different people invited and accepted the invitation to sit on the steering committee. The steering committee consists of people from various backgrounds and professions. Mr. Piper stated that staff would like a volunteer from the Coordinating Committee to sit on the steering committee. The responsibilities would be similar to what was required for the L.R.T.P. and the goal would be to provide regular updates on plan development as staff moves through the process. The first meeting of the steering committee is scheduled to be held virtually on September 29th and quarterly (all virtual) after that until plan completion. The goal is to have the plan adopted by November 2027.

After some discussion with members of the committee, Ms. Lisha Rowe volunteered to represent the Coordinating Committee on the Active Transportation Plan Steering Committee.

MOTION (Coordinating): Mr. Santoni made a motion to appoint Ms. Rowe as the Reading Area Transportation Study Metropolitan Planning Organization representative to the Active Transportation Plan Steering Committee. Mr. McKeon seconded the motion and it passed unanimously.

11. REVIEW AND ADOPTION OF SOUTH CENTRAL TRANSIT AUTHORITY TRANSIT ASSET MANAGEMENT PLAN F.Y. 2027 PERFORMANCE MEASURE TARGETS

Mr. Boatman presented the Transit Asset Management Plan (T.A.M.P.) Performance Measure Targets for 2027. The T.A.M.P. was updated in accordance with the Moving Ahead for Progress in the 21st Century Act (M.A.P.- 21) and Federal Transit Administration (F.T.A.) guidelines. The goal of the T.A.M.P. is for South Central Transit Authority (S.C.T.A.) to reach and maintain a state of good repair for all of its capital assets through a Performance Based Planning and Programming process.

Annually, Performance Measure Targets are developed for the Asset Classes listed below. The table below compares the FY 2026 Performance Measure Targets and the FY 2026 Actual Measurements with the proposed FY 2027 Performance Measure Targets. The expectation is that by achieving the FY 2027 Performance Measure Targets SCTA will reach

and maintain a state of good repair for the Asset Class identified. Please note that a lower Performance Measure Target equals a better State of Good Repair (S.O.G.R.).

ASSET CLASS	FY 2026 PERFORMANCE MEASURE TARGETS	FY 2026 ACTUAL MEASUREMENT	PROPOSED FY 2027 PERFORMANCE MEASURE TARGETS
Fixed Route Buses/ Directly Operated	0% past Useful Life Benchmark of 12 years	0% past Useful Life Benchmark of 12 years	0% past Useful Life Benchmark of 12 years
Shared Ride Vehicles/ Directly Operated	0% past Useful Life Benchmark of 5 years	0% past Useful Life Benchmark of 5 years	0% past Useful Life Benchmark of 5 years
Shared Ride Vehicles/ Purchased Transportation	0% past Useful Life Benchmark of 5 years	0% past Useful Life Benchmark of 5 years	0% past Useful Life Benchmark of 5 years
Facilities	0% below 3 on the TERM Scale	0% below 3 on the TERM Scale	0% below 3 on the TERM Scale
Equipment	14% past Useful Life Benchmark	14% past Useful Life	0% past Useful Life Benchmark

The Transit Asset Management Process requires S.C.T.A. to annually set performance measure targets and report performance against those targets for three Asset Classes. The asset classes are: Rolling Stock, Facilities, and Equipment.

Rolling stock consists of three separate groups:

- Fixed route buses/directly operated
- Shared ride vehicles/directly operated
- Shared ride vehicles/purchased transportation

Facilities include the seven (7) facilities that S.C.T.A. manages in both Lancaster and Berks Counties. Equipment includes the fifteen (15) pieces of equipment that S.C.T.A. reports the condition of. S.C.T.A. only reports on equipment with a value of $50,000 or more.

MOTION (Technical): Ms. Timochenko made a motion to recommend adoption by the Coordinating Committee of the South Central Transit Authority Transit Asset Management Plan FY 2027 Performance Measures Targets. Mr. Piper seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Rowe made a motion to adopt the South Central Transit Authority Transit Asset Management Plan FY 2027 Performance Measures Targets. Mr. Alas seconded the motion and it passed unanimously.

Since Agenda Items 12 through 16 all relate to meeting federal regulations related to system performance measures and targets (collectively referred to as PM-3), Chairman Kufro requested that Mr. Piper review all related materials prior to votes.

12. REVIEW/APPROVAL OF READING AREA TRANSPORTATION STUDY C.M.A.Q. PERFORMANCE PLAN

13. REVIEW/APPROVAL OF R.A.T.S.-SPECIFIC PEAK HOUR EXCESSIVE DELAY (P.H.E.D.) AND NON-SINGLE OCCUPANCY VEHICLE (NON-S.O.V.) MEASURE TARGETS

14. REVIEW/APPROVAL OF SIGNING REVISED C.M.A.Q. TRAFFIC CONGESTION SYSTEM PERFORMANCE MANAGEMENT ADDENDUM WRITTEN PROVISIONS WITH BOTH L.V.P.C. FOR THE ALLENTOWN-BETHLEHEM-EASTON URBANIZED AREA AND D.V.R.P.C. FOR THE PHILADELPHIA URBAN AREA

15. REVIEW/APPROVAL OF LEHIGH VALLEY TRANSPORTATION STUDY (L.V.T.S.) PHED AND NON-S.O.V. TARGETS

16. REVIEW/APPROVAL OF DELAWARE VALLEY REGIONAL PLANNING COMMISSION (D.V.R.P.C.) PHED AND NON-S.O.V. TARGETS

Mr. Piper presented that the Congestion Mitigation and Air Quality (C.M.A.Q.) Performance Plan documents the Reading Area Transportation Study's (R.A.T.S.) role in meeting federal C.M.A.Q. performance management requirements. These requirements were established under the Moving Ahead for Progress in the 21st Century Act (M.A.P.-21), continued under the Fixing America's Surface Transportation (F.A.S.T.) Act, and continue to apply under the Infrastructure Investment and Jobs Act (I.I.J.A.), which continues the Congestion Mitigation and Air Quality Improvement (C.M.A.Q.) Program under 23 U.S.C. 149. M.P.O.s serving a Transportation Management Area with a population greater than 1 million that includes a nonattainment or maintenance area are required to prepare a C.M.A.Q. Performance Plan. This requirement applies to the Philadelphia, PA-NJ-DE-MD urbanized area. Mr. Piper added that although the Reading M.P.O. does not serve a Transportation Management Area with a population greater than one million, portions of Berks County are located within the Philadelphia Urbanized Area. As a result, F.H.W.A. has determined that the Reading M.P.O. is subject to C.M.A.Q. Performance Plan requirements.

Mr. Piper continued that the Plan reviews, for both Urban Areas, updated Peak Hour Excessive Delay (P.H.E.D.) and Non-Single Occupancy Vehicle (Non-S.O.V.) Travel. These measures and draft targets look at how the overall transportation system functions in terms

of traffic congestion in the Urbanized Area, and how many workers are driving alone vs. using alternative means of transportation. Additionally, On-Road Mobile Emissions Measures and Reduction Targets are reviewed for Pennsylvania statewide, the Philadelphia Urban Area, and the Reading Urban Area. As part of that review, C.M.A.Q. funded projects on the F.F.Y. 2027-2030 Transportation Improvement Program in the Reading Area that contribute to meeting emissions reductions are included. It should be noted that, if targets are not met, there are no negative repercussions.

Mr. Piper noted that we are also required to coordinate with the Lehigh Valley Planning Commission (L.V.P.C.) for two small areas where the Allentown-Bethlehem Urbanized Area extends into Berks County.

Mr. Piper stated that what is required today is to approve our local plan (Item 12), approve the R.A.T.S.-specific target measures under Item 13, approve the signing of the memorandums of agreement with both the Lehigh Valley Planning Commission (L.V.P.C.) and the Delaware Valley Regional Planning Commission (D.V.R.P.C (Item 14), and approve the individual targets that were recommended for each of those areas (Items 15 and 16).

MOTION (Technical): Mr. Piper made a motion to recommend approval by the Coordinating Committee of the R.A.T.S. C.M.A.Q. Performance Plan, R.A.T.S.-Specific Peak Hour Excessive Delay (P.H.E.D.) and Non-Single Occupancy Vehicle (Non-S.O.V.) Measure Targets, Signing of the Revised C.M.A.Q. Congestion System Performance Management Addendum Written Provisions with both L.V.P.C. for the Allentown-Bethlehem Urbanized Area and D.V.R.P.C. for the Philadelphia Urban Area, the L.V.T.S. P.H.E.D. and Non-S.O.V. Targets, and the D.V.R.P.C. P.H.E.D. and Non-S.O.V. Targets. Mr. Boatman seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. McKeon made a motion to approve the R.A.T.S. C.M.A.Q. Performance Plan, R.A.T.S.-Specific Peak Hour Excessive Delay (P.H.E.D.) and Non-Single Occupancy Vehicle (Non-S.O.V.) Measure Targets, Signing of the Revised C.M.A.Q. Congestion System Performance Management Addendum Written Provisions with both L.V.P.C. for the Allentown-Bethlehem Urbanized Area and D.V.R.P.C. for the Philadelphia Urban Area, the L.V.T.S. P.H.E.D. and Non-S.O.V. Targets, and the D.V.R.P.C. P.H.E.D. and Non-S.O.V. Targets. Mr. Rivera seconded the motion and it passed unanimously.

17. REVIEW/RECOMMENDATION MPO RESPONSE TO SURFACE TRANSPORTATION BOARD OFFICE OF ENVIRONMENTAL ANALYSIS REGARDING DOCKET NO. 36873 UNION PACIFIC/NORFOLK SOUTHERN MERGER; PRELIMINARY CONSULTATION

Mr. Piper presented that as part of the process regarding the proposed merger between Norfolk Southern and Union Pacific Railroads the proposal must go through the Surface Transportation Board (S.T.B.) for approval.

As part of the approval process, the S.T.B. must evaluate the potential environmental impacts of the proposed merger in accordance with the National Environmental Policy Act (N.E.P.A.), and S.T.B.s environmental regulations. The S.T.B., through its Office of Environmental Analysis (O.E.A.), will prepare an Environmental Impact Statement (E.I.S.) that will analyze the potential environmental impacts and assist the S.T.B. in making its decision about whether to approve, with conditions, or deny the merger.

S.T.B.'s O.E.A. requested comments from M.P.O.s regarding this merger. Any comments received would be considered and help O.E.A. define potential impacts. The O.E.A. provided agencies affected by the potential merger with an interactive map identifying the rail lines that would see increased train traffic and that could potentially exceed thresholds for both air quality and noise.

Mr. Piper reviewed the mapping with the committee and drafted a letter in response to the S.T.B.'s request and went over the comments with the committees. The following four (4) comments were offered for consideration:

1. We acknowledge the findings listed for the Harrisburg Line (Segment Key 10123) related to a projected Trains Per Day (T.P.D.) Transaction Growth of 8.46 T.P.D. that exceeds the T.P.D. threshold that triggers Air Quality and Noise Analysis. The Berks County portion of this segment contains several at-grade crossings. There is a concern that the increase in traffic could cause additional delays at these crossings which could adversely impact vehicular traffic and potentially delay emergency response vehicles.

2. We acknowledge the findings listed for the Other (Segment Key 12375) related to a projected T.P.D. Transaction Growth of 7.76 T.P.D. that exceeds the T.P.D. threshold for Air Quality Analysis but question why this area does not trigger a Noise Analysis given the surrounding urban area.

3. We acknowledge the findings listed for the Reading Line (Segment Key 10009) related to a projected T.P.D. Transaction Growth of 7.36 T.P.D. that exceeds the T.P.D. threshold for Air Quality Analysis but question why this area does not trigger a Noise Analysis given the surrounding suburban area, and rural area interspersed with multiple boroughs. This area is also marked by a high percentage of at-grade crossings which will require a significant expansion of the number of times locomotives will have to activate warning horns as they approach these crossings.

There is also concern that the increase in traffic could cause additional delays at these crossings which could adversely impact vehicular traffic and potentially delay emergency response vehicles.

4. The Reading M.P.O. is also working with the Schuylkill River Passenger Rail Authority to investigate the restoration of passenger rail service between Reading and Philadelphia under the Federal Rail Administration's Corridor Identification and Development Program, with additional connections beyond Philadelphia as future considerations. The interactive map, excerpt attached, identifies Abrams Yard, line segments including the Norristown Connection, Morrisville Connecting Track and Morrisville Line, as meeting their respective thresholds for environmental analysis based on volume of yard activity and potential air quality impacts, respectively. Similarly, the Harrisburg Division, Harrisburg Line between Harrisburg and Reading, and the Reading Line between Reading and Allentown, are identified as meeting their thresholds for air quality and noise impacts, and for air quality impacts, respectively. It is not clear how the freight traffic levels between Harrisburg, Reading and Allentown, as well as between Abrams Yard and Morrisville, meet the thresholds while the Harrisburg Division Falls-Reading Line between Reading and Abrams Yard does not. All three counties – Berks, Montgomery, and Chester – appear to be non-attainment counties based on information provided on the U.S.E.P.A. website as of August 31, 2026. Additionally, if the traffic volumes at both ends of the Falls Reading Line are sufficient to meet the thresholds, it seems counterintuitive that the Falls-Reading Line itself would not. Could you please provide the basis for the different characterizations regarding meeting the environmental thresholds depicted on the interactive map? Please include any forecasted traffic data for the Falls-Reading Line portion of the Harrisburg Division.

Mr. Piper informed the committees that this is just a request for consultation at this point. The S.T.B. O.E.A. will take the comments received from across the country and incorporate them into the ultimate outcome of their decision regarding the merger. The S.T.B. is requesting comments by September 21, 2026. If the committees approve these comments, Mr. Piper will complete the letter on official R.A.T.S. letterhead and submit it to the S.T.B.'s O.E.A.

Mr. McKeon asked if the analysis needs to be done before the merger can be approved? Mr. Piper answered that he believes so. Mr. McKeon then asked if a deadline was given for when the merger could be approved? Mr. Piper answered that no deadline was given other than for the submittal of comments to the S.T.B. O.E.A.

MOTION (Technical): Ms. Timochenko made a motion to recommend approval by the Coordinating Committee to send the response letter to the Surface Transportation Board Office of Environmental Analysis. Mr. Boatman seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Santoni made a motion to approve sending the response letter to the Surface Transportation Board Office of Environmental Analysis. Ms. Rowe seconded the motion and it passed unanimously.

18. PENNDOT UPDATES ON BRIDGES AND T.A.S.A./M.T.F. PROJECTS

Mr. Piper informed the committees that this information is included in the packets for their review. If there are any questions related to these projects, staff would be happy to answer any of them.

There were no questions.

19. L.T.A.P. PROGRAM UPDATE

Mr. McGough updated the committee on the remaining classes for the 2026 calendar year The following course remains for 2026:

- **Winter Maintenance** – Wednesday, October 21, 2026 8:00AM-12:00PM at the Berks County South Campus Multi-Purpose Room, 400 East Wyomissing Ave, Mohnton, PA 19540

Mr. McGough stated that staff is currently planning for the upcoming 2027 L.T.A.P. program. After courses have been determined and scheduled Mr. McGough will update the committees at subsequent meetings.

20. OTHER BUSINESS/PUBLIC COMMENT

Other Business:

- Mr. Piper informed the committees that State Representative Eric Weaknecht is hosting a community meeting with regards to PA Route 183 on Tuesday, September 22, 2026 from 6:30PM to 8:00PM at Reading Regional Airport. This meeting is to provide a community update on the proposed and planned improvements along the corridor. Mr. Piper said he will be there representing the M.P.O. as well as representatives from PennDOT and the State and local police.

- Mr. Piper presented that in early August 2026 PennDOT released information regarding the awarding of funding for their Green Light Go program. Mr. Piper stated that a considerable amount of money (>$3M) was awarded to Berks County municipalities for improving existing signalized intersections. The funding is based on applications submitted by municipalities for projects in their jurisdictions. Mr. Piper gave kudos to Berks County municipalities for putting together some really good applications for projects.

- Mr. Piper had one other item under Other Business related to the cancellation of the next R.A.T.S. Technical Committee meeting scheduled for October 1, 2026. Mr. Piper stated that he does not foresee anything new to discuss or take action on. Therefore, he suggested cancelling the October 1, 2026 meeting of the R.A.T.S. Technical Committee.

MOTION (Technical): Mr. Piper made a motion to cancel the October 1, 2026 R.A.T.S. Technical Committee meeting. Ms. Timochenko seconded the motion and it passed unanimously.

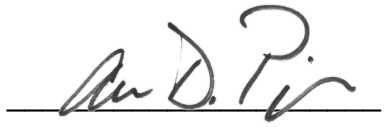
Public Comment:

There was no public comment.

21. ADJOURNMENT

MOTION (Coordinating): Mr. Santoni made a motion to adjourn the meeting. Ms. Rowe seconded the motion and the meeting adjourned at 2:32 PM.

Date: November 12, 2026



Alan D. Piper, M.P.O. Secretary