

DRAFT
READING AREA TRANSPORTATION STUDY
MINUTES OF THE JOINT TECHNICAL/COORDINATING COMMITTEE MEETING HELD
VIRTUALLY
NOVEMBER 10, 2022

ATTENDANCE

TECHNICAL COMMITTEE

Scott Vottero, PennDOT 5-0 Acting Chair*
David Alas, PennDOT Central
Alan Piper, Berks County Planning Commission, MPO Secretary
Michael Golembiewski, Berks County Planning Commission
Jeff Glisson, South Central Transit Authority
Tim Krall, City of Reading
Kyle Zeiber, City of Reading

TECHNICAL COMMITTEE MEMBERS NOT ATTENDING

Zachary Tempesco, Reading Regional Airport Authority

COORDINATING COMMITTEE

Michael Rebert, PennDOT 5-0 Chair*
Mark Tobin, PennDOT Program Center
Donna Reed, City of Reading
Tom McKeon, Berks County Planning Commission
Sam Kalbach, 1st Class Townships (Cumru Township)
Commissioner Kevin Barnhardt, South Central Transit Authority
Commissioner Michael Rivera, County of Berks
Mike Kocher, 2nd Class Townships (Spring Township)
Brian Hoffa, Boroughs (Sinking Spring)

*Tie-breaking vote only

COORDINATING COMMITTEE MEMBERS NOT ATTENDING

Vacant, Reading Regional Airport Authority

OTHERS

Chris Miller, City of Reading, Alternate
Crystal Heshmat, PennDOT Central
Michael Donchez, PennDOT 5-0
Vanessa Koenigkramer, PennDOT 5-0
Matthew Boyer, Commuter Services of PA
Greg Downing, South Central Transit Authority
Lauri Ahlskog, South Central Transit Authority
Jeff Rai, PennDOT 5-0
Ashley Showers, Berks County Planning Commission
Matthew McGough, Berks County Planning Commission

Malcom Townes, Berks County Information Systems
Heather Berger, Berks County Information Systems
IS Production, Berks County Information Systems

1. CALL TO ORDER

Chairman Rebert called the meeting to order at 1:03 PM.

2. BUSINESS FROM THE FLOOR

There was no business from the floor. Mr. Golembiewski stated that there was no public comment.

3. REVIEW/APPROVAL OF MINUTES FROM COORDINATING COMMITTEE OF SEPTEMBER 15, 2022

Chairman Rebert asked if there were any questions or comments on the September 15, 2022 Coordinating Committee minutes.

MOTION (Coordinating): Mr. Kalbach made a motion to approve the September 15, 2022 Coordinating Committee meeting minutes. Mr. McKeon seconded the motion and it passed unanimously with Mr. Kocher abstaining.

4. REVIEW/APPROVAL ON MINUTES FROM TECHNICAL COMMITTEE OF OCTOBER 6, 2022

Chairman Rebert asked if there were any questions or comments on the October 6, 2022 Technical Committee minutes.

MOTION (Technical): Mr. Krall made a motion to approve the October 6, 2022 Technical Committee meeting minutes. Mr. Golembiewski seconded the motion and it passed unanimously.

5. REVIEW/APPROVAL OF 2023 MEETING SCHEDULE

Mr. Piper stated the proposed meeting schedule for 2023 includes Technical Committee meetings to be held on the first Thursday of every month and Coordinating Committee meetings to be held on the third Thursday of every other month. The exception is that the November 2023 meeting is scheduled to be a Joint Technical and Coordinating Committee meeting on the second Thursday of that month. The logistics for conducting hybrid meetings are inconclusive at this time. Therefore, all proposed meetings remain scheduled to be virtual throughout 2023. The schedule and potential to return to in-person meetings can be reviewed at any time throughout the year and will be readvertised if changed.

Ms. Reed asked why the Committees would remain virtual instead of returning to in-person meetings. Mr. Rebert responded that returning to in-person is an option but that there are time savings involved when remaining virtual. Mr. Barnhardt noted that he supports hybrid meetings and they could be set up and held in the Commissioners Board Room. Mr. Rivera noted his support for hybrid meetings as well.

Mr. Piper asked the Technical Committee what their preference would be for the type of meetings scheduled. Mr. Krall noted his support for hybrid meetings as they do aid in efficient time management.

Mr. Piper asked the Technical Committee if anyone would support meetings to remain virtual. Mr. Krall noted he supports the virtual or hybrid options. Mr. Zeiber and Mr. Glisson agreed.

Mr. Piper asked the Technical Committee what their preference is for meeting in July 2023 and whether they would prefer to meet during the week of July 4, 2023 on July 6, 2023 or would prefer to meet after the week of July 4, 2023 on July 13, 2023. Mr. Krall and Mr. Golembiewski noted either date is good for them. Acting Chairman Vottero (Technical Committee) noted July 6, 2023 is good for him. Mr. Piper stated that the Technical Committee meeting will be scheduled for July 6, 2023.

Ms. Reed asked that the March 16, 2023 meeting day for the Coordinating Committee meeting be changed. Mr. Piper stated that the meeting day can be changed to March 9, 2023 for the Coordinating Committee meeting. Mr. Golembiewski recommended that the March 2023 meeting also be a Joint Technical and Coordinating Committee meeting.

MOTION (Technical): Mr. Golembiewski made a motion to recommend approval to hold a Joint Technical and Coordinating Committee meeting on March 9, 2023. Mr. Piper seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Reed made a motion to approve holding a Joint Technical and Coordinating Committee meeting on March 9, 2023. Mr. Kalbach seconded the motion and it passed unanimously.

Mr. Piper noted he will revise the schedule to reflect that the Technical Committee will be held virtually and the Coordinating Committee and Joint meetings will be held using the hybrid option, subject to the availability of the Berks County Commissioners Board Room.

MOTION (Technical): Mr. Piper made a motion to recommend approval of the 2023 Technical Committee meeting schedule, as amended. Mr. Krall seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Reed made a motion to approve the 2023 Coordinating Committee hybrid meeting schedule, as amended. Mr. Kalbach seconded the motion and it passed unanimously.

6. NOMINATION OF OFFICERS (COORDINATING AND TECHNICAL COMMITTEES)

Mr. Piper stated that the November meeting is used to nominate officers and the election of officers occurs at the January meeting. The current slate of officers for the Coordinating Committee is the District Executive for District 5-0 as the Chairman and the Berks County Planning Commission representative as the Vice-Chairman.

MOTION (Coordinating): Mr. Rivera made a motion to recommend nomination of the existing officers. Ms. Reed seconded the motion and it passed unanimously.

Mr. Piper stated that the current slate of officers for the Technical Committee is the Assistant District Executive for Design in District 5-0 as the Chairman and the PennDOT Central Office representative as the Vice-Chairman.

MOTION (Technical): Mr. Piper made a motion to recommend approval of the nomination of the existing officers. Mr. Golembiewski seconded the motion and it passed unanimously.

7. REVIEW/RECOMMENDATION ON SUPPLEMENTAL PLANNING FUNDS FROM IJA

Mr. Piper stated that when the Infrastructure Investment and Jobs Act (IIJA) was passed in November 2021, additional money was made available for distribution across a variety of planning programs. PennDOT has offered the Reading MPO an increase of an additional 7% in the base Highway planning funding category for the two years of our current Unified Planning Work Program (UPWP) agreement. In the IIJA, there is a new Set-Aside Program called Increasing Safe and Accessible Transportation Options (ISATO) which requires that at least 2.5% of our Federal planning funds are used on planning activities that increase safe and accessible options for multiple travel modes for all ages and abilities. These ISATO funds would be given to the Reading MPO at 100% Federal funding. There would be no change coming to us in the state planning funds that we receive and there is no change coming to the MPO in the Transit planning funds.

In addition, PennDOT has a program in place that if an MPO is using less than 95% of its planning funding, based on prior expenditures, then PennDOT will begin to reduce that MPO's allocated funds. There is a penalty associated with not using allocated funds. The Reading MPO did not meet the allocation funding threshold for the last 2 years. However, the last 2 years included the COVID years and PennDOT is not counting those years towards the penalty.

As a result, staff reviewed the anticipated drawdown of allocated funds and anticipated expenditures over time and feel that the extra 7% that PennDOT is offering is not needed. The MPO anticipates holding the base allocation of funds. The recommendation would be to hold our base allocation from PennDOT but to modify the UPWP to include the 2.5% of the ISATO at a rate that matches our current funding level. We anticipate that that number is

going to be roughly \$10,875 per year for a total of about \$21,750 over the two years of the work program. In order not to have to make significant changes to our overall work program we would add that as a separate line item similar to what we have for the LTAP program. And then we would work with the Department as they go through the process of defining exactly how these funds can be used in the most appropriate manner and write that up in the revision to the work program.

A motion is needed from the Committee for authorization to prepare and submit an amendment to the 2022-2024 UPWP that adds the Federal distribution of ISATO funding to the program.

MOTION (Technical): Mr. Golembiewski made a motion to recommend authorization to prepare and submit an amendment to the FFY 2022-2024 UPWP that adds the Federal distribution of ISATO funding to the program. Mr. Glisson seconded the motion and it passed unanimously.

MOTION (Coordinating): Ms. Reed made a motion to authorize to prepare and submit an amendment to the FFY 2022-2024 UPWP that adds the Federal distribution of ISATO funding to the program. Mr. Kocher seconded the motion and it passed unanimously.

8. PENNDOT REQUESTED AMENDMENTS/MODIFICATIONS TO FFY 2021-2024 TIP

Mr. Donchez gave an update on PennDOT's requested Amendments/Modifications to the FFY 2021-2024 TIP from August 27, 2022 to September 29, 2022.

- There are ten (10) Administrative Actions – the adjustments deal with increases for revised estimates, increases to meet low-bid and estimated costs for projects, various right of way claims, and aligning funds to meet projected let dates.
- There is one (1) Statewide Administrative Action – this adjustment deals with shifting statewide Highway Safety Improvement Program (HSIP) funds to the SR 12 Elizabeth Avenue preliminary engineering phase to advance eligible tasks to be completed during this time frame to attain environmental clearance.
- There is one (1) Interstate Management TIP Administrative Action – this adjustment deals with the I-78 (12M) project to address remediation of slope failure adjacent to the roadway.
- There are no Amendments.

Mr. Donchez noted that these administrative actions close out adjustments to the FFY 2021-2024 TIP.

9. PENNDOT REQUESTED AMENDMENTS/MODIFICATIONS TO FFY 2023-2026 TIP

Mr. Donchez gave an update on PennDOT's requested Amendments/Modifications to the FFY 2023-2026 TIP from October 1, 2022 to November 3, 2022.

- There is one (1) Administrative Action – this adjustment deals with the Morgantown Road over the Tributary of Conestoga Creek project for utility and right of way phases. There will be no utility impacts so those funds will return to the Highway and Bridge Line Item and the right of way phase is to address acquisition needs.
- There is one (1) Amendment – this adjustment deals with the addition of 2 TASA projects (Albright College Pedestrian Safety Initiative and Ontelaunee Township Stormwater Improvements). These were TASA projects that were selected from the regional distribution and they will be funded through the TAP Reserve Line Item. These projects were not previously on the TIP and due to their addition to the TIP, constitute an amendment.

MOTION (Technical): Mr. Piper made a motion to recommend approval of the Amendment to add the Albright College Pedestrian Safety Initiative and the Ontelaunee Township Stormwater Improvements TASA projects to the FFY 2023-2026 TIP. Mr. Krall seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Rivera made a motion to approve the Amendment to add the Albright College Pedestrian Safety Initiative and the Ontelaunee Township Stormwater Improvements TASA projects to the FFY 2023-2026 TIP. Ms. Reed seconded the motion and it passed unanimously.

10. REVIEW/APPROVAL OF COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN FOR BERKS COUNTY

Mr. McGough stated that the development of the Coordinated Public Transit-Human Services Transportation Plan Update was a coordinated effort between the Reading MPO and South Central Transit Authority (SCTA).

The plan is an update to the 2013 plan and the overall purpose of the plan is to improve transportation services for persons with disabilities and elderly populations in Berks County through a better coordinated transportation system utilizing transit providers and other agencies that serve those populations. Federal regulations require human service transportation providers that wish to receive Federal 5310 funding to reference the plan and identify how their applications are consistent with the goals and objectives identified within the plan.

This plan was developed by preparing and updating an inventory of the existing transportation system and analyzing the demographic and economic characteristics in Berks

County. The analysis included the identification of new transportation needs and additional strategies to maximize existing resources in order to maintain and/or increase service levels and travel mobility options for elderly and disabled populations.

As part of the outreach effort to engage agencies that provide human service transportation options throughout Berks County, a survey was sent out to both private and non-profit human service transportation providers. A total of 52 surveys were distributed. The survey responses included a variety of considerations for incorporation into the plan and helped to develop the goals found within the plan. The 6 goals are: 1) Improve communication among providers to fill gaps and eliminate unnecessary duplication of service; 2) Collaborate to improve and increase transportation services; 3) Promote mobility options to increase awareness; 4) Expand service characteristics to meet specific needs; 5) Improve safety and accessibility to vehicles, stops and shelters; and 6) Incorporate new technology and capital to improve mobility options.

The objective of this plan update is to continue to build upon the success of the current coordinated transportation system already operated by BARTA as well as provide strategies for improving the overall human service transportation network in Berks County. The 5 strategies include: 1) prioritization; 2) mobility management; 3) volunteer driver networks; 4) non-profit programs; and 5) coordinating/advisory committee. These strategies provide the framework for sustaining existing services, expanding existing services, and introducing new services to provide the best travel mobility options for elderly and disabled populations.

Mr. Kalbach asked what the process is for BARTA to expand its route. Mr. Glisson replied that SCTA is currently in the process of updating its Transit Development Plan which involves reviewing and assessing current BARTA service routes and potential future service routes. Another way that BARTA may expand its route service is through an annual route schedule planning process where requests for expansion are received, reviewed and assessed by evaluating potential need, ridership, and accessibility.

Mr. Kocher asked why Spring Township is identified on the 65 Years and Older Population by Municipality map as having under 600 persons. Mr. McGough replied that the population data is derived from the U.S. Census Bureau. Mr. Golembiewski stated that he'll review the data for potential discrepancies and will make any necessary adjustments. Mr. Golembiewski reviewed the data and confirmed the discrepancy and will ensure the information is corrected within the document.

Mr. McKeon noted that this document does not provide a comprehensive analysis of the target populations and is primarily focused on the Federal 5310 Program. This plan needs to be in place to allow for the allocations of that funding program to occur. As a result, contributions of family care givers who provide the majority of the transportation for these target populations are not included in this document. In addition, ride hailing services such as Lyft and Uber that are paid by Medicare and Medicaid plans are also not included. There are a tremendous number of services and providers, but for family care givers that provide transportation, it would be good to have potentially a one stop mobility manager so that the need could be connected to the right service provider. Mr. McGough confirmed that this is a

narrowly focused plan in that it specifically addresses the Federal 5310 Program in order for those transit providers to receive that funding.

MOTION (Technical): Mr. Piper made a motion to recommend approval of the Coordinated Public Transit Human Services Transportation Plan Update for Berks County subject to final map review and any necessary corrections completed. Mr. Krall seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Hoffa made a motion to approve the Coordinated Public Transit Human Services Transportation Plan Update for Berks County subject to final map review and any necessary corrections completed. Mr. Rivera seconded the motion and it passed unanimously.

11. REVIEW/APPROVAL OF SCTA TRANSIT ASSET MANAGEMENT PLAN PERFORMANCE TARGETS

Mr. Glisson stated there are two requirements by the Federal Transit Administration (FTA) for implementation of the Federal guidelines for transit providers which include development of a Transit Asset Management Plan (TAMP) and development of annual transit performance measure targets. The SCTA TAMP is required to be updated every four years and the most recent TAMP was adopted by the Reading MPO in September 2021.

FTA guidelines require preparation of performance measure targets for three Asset Classes. 1) Rolling Stock is the percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB). 2) Facilities is the percentage of facilities that are below a 3 on the FTA’s Transit Economic Recovery Model (TERM) Scale which ranges from 5.0 as Excellent to 1.0 as Poor. 3) Equipment is the percentage of non-revenue service and maintenance vehicles and equipment with a value of \$50,000 or more past their ULB.

The SCTA Transit Performance Measure Targets are as follows:

ASSET CLASS	FY 2022 PERFORMANCE MEASURE TARGETS	PROPOSED FY 2023 PERFORMANCE MEASURE TARGETS
Fixed Route Buses/ Directly Operated	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
Shared Ride Vehicles/ Purchased Transportation	8% 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
Equipment	10% past Useful Life Benchmark	18% past Useful Life Benchmark

The expectation is that by achieving the FFY 2023 Performance Measure Targets that SCTA will reach and maintain a State of Good Repair (SOGR) for the Asset Classes. A lower Performance Measure Target equals a better State of Good Repair. SCTA was successful in reaching its FFY 2022 Performance Measure Targets except for the Shared Ride Vehicles/Purchased Transportation Asset Class where 18% of the vehicles exceeded their ULB of 5 years. This was mainly due to the delay in delivery of those vehicles due to economic supply chain issues that developed as a result of the COVID pandemic.

In terms of the investment that occurred over the last year to help meet the targets, four new buses were delivered to BARTA for a total investment of approximately \$2.9 million. Some Shared Ride vehicles were delivered for a total approximate investment of \$640,000. For facilities, a major project was the rehabilitation of the expansion joints at the Park and Transit facility and sealed bus lanes at the BARTA Transportation Center (BTC) facility for an investment of approximately \$740,000. As well, three inground bus lifts were placed at the Reading Maintenance facility for a total investment of approximately \$540,000.

SCTA is confident it will meet the FFY 2023 Performance Measure Targets that have been proposed based on the funding already in place or will be applied for to help implement SCTA's Capital Improvement Program.

The Reading MPO has a role in developing and agreeing upon the Transit Performance Measure Targets for SCTA. Before the funding for a project is approved by the FTA, the project must be identified on the MPO's TIP.

The SCTA Board will be reviewing and taking action on these Performance Measure Targets at their meeting next week. SCTA asks that the Reading MPO take action to approve these Transit Performance Measure Targets for FFY 2023 based on the MPO's role in this collaborative process. Please note that if a change is made to the targets based on the action of the SCTA Board or the Lancaster MPO, the revised Performance Measure Targets would be brought back to the Reading MPO for review and approval.

MOTION (Technical): Mr. Krall made a motion to recommend adoption of SCTA's FFY 2023 Transit Performance Measure Targets for SCTA's Transit Asset Management Plan. Mr. Piper seconded the motion and it passed unanimously.

MOTION (Coordinating): Mr. Rivera made a motion to adopt SCTA's FFY 2023 Transit Performance Measure Targets for SCTA's Transit Asset Management Plan. Mr. Kalbach seconded the motion and it passed unanimously.

12. UPDATE ON STATUS OF SCTA TRANSIT DEVELOPMENT PLAN

Mr. Glisson stated that Lauri Ahlskog is the manager of planning and compliance for SCTA and is serving as the project manager for the update of the SCTA Transit Development Plan (TDP).

Ms. Ahlskog stated the kickoff meeting for the update to the TDP was held last week. The consultant selected to conduct the update to the TDP is Four Square Integrated Transportation Planning.

The TDP is a 10-year plan for transit improvements in Berks County and Lancaster County. The plan is for Fixed-Route Bus and Paratransit services. The development of the TDP includes identifying demographics, travel trends, land use patterns, evaluating current service in the BARTA region and Red Rose Transit service in Lancaster County. A survey will be conducted to garner input from existing riders and the general public. Goals and strategies will be established as part of the plan development to address transit needs and service to address connecting new employers to employees and vice versa. Opportunities for growth will be evaluated and availability of funding will be assessed to address implementation of the goals. A new component to the development of this plan will be an evaluation of microtransit or on-demand transit.

The Berks County Planning Commission will be a key stakeholder and participant in the development of this plan as well as businesses, Commuter Services, and other key stakeholders. The plan is anticipated to be completed within approximately one year with adoption by the SCTA Board anticipated in the fall of 2023.

Mr. Piper noted that Berks County is currently in the process of working on the implementation of its Imagine Berks plan which is the economic development plan for the County. Incorporating transit services as well as freight services are important elements of the Imagine Berks plan and therefore Berks County will be a highly interested participant in the development of SCTA's Transit Development Plan.

13. UPDATE ON EASTERN PA FREIGHT PLAN

Mr. Piper stated that the Eastern PA Freight Alliance is a group of MPOs (Reading, Northeastern PA Alliance, Lehigh Valley, Lebanon, and Lackawanna/Luzerne) that jointly executed an agreement with WSP Consultants to prepare a regional freight plan. They are currently in the initial stage of the data collection phase for the development of this plan. The goal is to have a final report available by September 2023. It is anticipated that the goals and recommendations of the Eastern PA Freight Plan will be completed and available for inclusion in the next TIP and Long Range Transportation Plan (LRTP) update.

There will be periodic reports that will be included for discussion at our MPO meetings as they become available.

14. UPDATE ON SCHUYLKILL RIVER PASSENGER RAIL AUTHORITY

Mr. Piper stated that the Schuylkill River Passenger Rail Authority (SRPRA) has hired an interim Executive Director. The SRPRA is still in the process of organizing as an Authority. The Greater Reading Chamber is working with the City of Reading, Berks County, and the Authority to initially identify potential passenger rail station locations in downtown Reading based on the physical needs of the rail line, potential for redevelopment, and access to transit services. A scope of work is still in the process of being developed. As information becomes available, it will be presented to the Committees.

15. MAJOR PROJECT STATUS REPORT/BRIDGE PROJECT STATUS REPORT

Mr. Piper provided an update on the status of major projects.

16. COMMUTER SERVICES UPDATE

Mr. Boyer stated that Commuter Services outreach staff continues to meet with groups, individuals, and businesses. The outreach team has been engaging employers during their health and wellness fairs. A growing number of employers are providing employees additional benefits or credits for participating in green travel modes. Commuter Services recently completed a college month promotion across Commuter Services' nine county area. Currently, a car free month promotion is underway.

At the January 2023 meeting, Commuter Services plans to give an update on the program and the accomplishments of the program over the last 18 years and where the involvement of the current MPO participants stands.

The outreach team has been in contact with Ashley Furniture, Amazon in Hamburg, Albright College, TIMET, Berks Career Link, Berks Pretrial Services, Berks Technical Institute, and Berks Fire and Water within the past 30-45 days.

During the month of October, 171 new members joined the program, over 8,600 trips were tracked, and over 161,000 miles not driven were recorded for a savings of over \$100,000 as a result of using green modes of transportation.

On behalf of the Susquehanna Regional Transportation Partnership (SRTP), Mr. Boyer thanked the Reading MPO and Berks County, as well as Mr. Golembiewski for his service as Chairman of the SRTP Board over the past four years.

17. OTHER BUSINESS

- **Carbon Reduction Program** - Mr. Piper stated that the Department released new information regarding the Carbon Reduction Program (an IJJA program). A portion of those dollars are mandatorily distributed to the various MPOs. It is a Set-Aside Program similar to the funding the MPO receives for the Transportation Alternatives Program (TAP). Berks County will receive approximately \$3.6 million total over the next four

years of the TIP and includes money received for the 5th year of the IJA for FFY 2022. The program details are still being developed. One regulation that is in place for this program is that the State needs to develop a Carbon Reduction Strategy in conjunction with the various MPOs that are designated under the program. The Strategy is due by November 15, 2023. Once the Strategy is in place, the MPO would look to implement specific projects that meet the requirements of the Strategy. These funds will be coming into the area and the MPO will continue to work with the Department as they develop the Strategy and look to identify appropriate uses for those funds. Those funds will most likely be used in conjunction with other programs rather than as an independent funding source.

Mr. Tobin stated that while the Strategy is due next November, the funds are available for obligation now. Funds can start to be obligated and projects implemented prior to Federal Highway Administration (FHWA) receiving the State's Strategy. As the funds are being moved off the Statewide program and into the Regional program, projects can be identified now and move forward. It is strongly encouraged that any projects that are already funded that would be eligible for this program swap funding sources and use the Carbon Reduction Program funding to free up funding for other highway and bridge projects.

- **PA 183 Town Hall Meeting** - Mr. Piper stated that representatives from five municipalities, the Department, County Commissioners and legislatures were invited to a Town Hall meeting that was held in Bernville at Penn-Bernville Elementary School last night. The meeting was hosted by Bernville Borough Council. The purpose of the meeting was to address residents' concerns for safety issues along the Route 183 corridor in northwestern Berks County. The corridor for discussion extends from Bern Township north to just beyond Bernville.

The turnout for the meeting exceeded expectations. There were over 100 attendees and over 30 of those attendees made statements regarding various safety issues related to the corridor. The majority of safety concerns expressed at the meeting revolved around speeding, hazardous driving conditions along Route 183, uncontrolled intersections, and the growing volume of traffic. In addition to the Route 183 corridor, concerns were expressed regarding Bernville-Shartlesville Road (SR 4011) and the increased use of it as a connector to the warehouses above Shartlesville.

Mr. Piper and the Berks County Commissioners have made a commitment to regroup and evaluate the best ways to address the concerns that were expressed at the Town Hall meeting. The aim is to consolidate the concerns and examine options to best address some of the issues in the short-term, mid-term, and long-term. Another meeting with the municipalities will be held to review the preliminary findings, develop a potential scope of work for addressing the issues over time and look for ways to fund a long-term study of the corridor. Once all the material and information is gathered, the options will be presented to the RATS Committees for consideration and potential programming.

- **Mr. Glisson's Retirement from SCTA** - Ms. Ahlskog informed the Committee that this meeting will be Mr. Glisson's last Coordinating Committee meeting and thanked him for imparting his knowledge and the assistance provided by him throughout the years. Mr. Keith Boatman will be Mr. Glisson's replacement as SCTA representative for the Reading MPO.

Mr. Glisson stated he will be retiring from his current position at SCTA but will continue to work for SCTA on a part-time basis.

Mr. Piper noted that it has been a pleasure to work with Mr. Glisson and thanked him for his service and expertise throughout the years.

Several RATS Committee members also thanked Mr. Glisson and expressed appreciation for his contributions.

18. ADJOURNMENT

MOTION: Mr. Rivera made a motion to adjourn the meeting. Mr. Kalbach seconded the motion and the meeting adjourned at 3:00 PM.

Date: _____

Alan D. Piper