

DRAFT
READING AREA TRANSPORTATION STUDY
MINUTES OF THE COORDINATING COMMITTEE MEETING HELD VIRTUALLY
JULY 15, 2021

ATTENDANCE

COORDINATING COMMITTEE

Chris Kufro, PennDOT 5-0 Acting Chair *
Kristin Mulkerin, PennDOT Program Center
Commissioner Michael Rivera, County of Berks
Donna Reed, City of Reading
Jeff Glisson for Dave Kilmer, SCTA/BARTA
Joseph Rudderow, Reading Regional Airport Authority
Leonard “Chip” Bilger, II, 1st Class Townships (Cumru Township)

*Tie-breaking Vote only

COORDINATING COMMITTEE MEMBERS NOT ATTENDING

James Oswald, 2nd Class Townships (Lower Alsace Township)

OTHERS

Jen Crobak, FHWA
Scott Vottero, PennDOT
Jim Mosca, PennDOT Central Office
Amanda Leindecker, PennDOT 5-0
Jeff Rai, PennDOT 5-0
David Alas, PennDOT Central
Michael Donchez, PennDOT 5-0
Alan D. Piper, Berks County Planning Commission, MPO Secretary
David Hunter, Berks County Planning Commission
Michael Golembiewski, Berks County Planning Commission
Regina Zdradzinski, Berk County Planning Commission
Shanice Ellison, Berks County Planning Commission
Devon Hain, Berks County Planning Commission
Laura Mursch, Berks County Planning Commission
Jessica Blauser, County of Berks
Matt Boyer, Commuter Services of PA
Marta Gabriel, Sen. Toomey
Shawn Gamble, Congressman Dan Meuser’s Office
Ken McFadden, Urban Engineers
Greg Scafonas, PE, Urban Engineers
Rev. Evelyn Morrison, MBA, City of Reading
Sheila Perez, City of Reading
Heather Berger, Berks County IS
Lori Schneider, Berks County IS
Steve Henshaw, Reading Eagle

1. CALL TO ORDER

Mr. Piper took a verbal roll call of the Committee members. Acting Chairman Kufro then called the meeting to order at 1:00 p.m.

2. BUSINESS FROM THE FLOOR

Ms. Reed stated that there are concerns about large truck traffic deviating off the prescribed route to the Amazon Warehouse in Muhlenberg Township through residential city streets to the Rt. 12/Rt. 61 area. She wanted to know if this issue should be addressed at this meeting. She is hoping for a meeting between Muhlenberg Township and the City of Reading to help with this situation. Acting Chairman Kufro said that, unless there is a specific truck restriction on the roads being used, it would be difficult to do anything. Ms. Reed said the road is posted on River Road in both the Muhlenberg and Reading sections. Acting Chairman Kufro said that if the trucks are on posted roads, then it is an enforcement issue. Ms. Reed said she will contact both areas and see what can be done.

3. REVIEW AND APPROVAL OF THE MINUTES OF COORDINATING COMMITTEE MEETING OF MAY 20, 2021

Acting Chairman Kufro asked if there were any questions or comments on the May 20, 2021 Coordinating Committee meeting minutes. There were no questions or comments.

MOTION: Ms. Reed made a motion to approve the May 20, 2021 Coordinating Committee meeting minutes. Mr. McKeon seconded the motion and it passed unanimously.

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

Mr. Donchez gave an update on PennDOT's requested Amendments/Modifications to FFY 2021-2024 TIP from April 24, 2021 to July 2, 2021.

- There were no Amendments.
- There were four (4) Administrative Actions and one (1) Statewide Administrative Action— each of these involve shifting funding among existing projects to reflect current needs.

Mr. Donchez stated that Administrative Action #3 deals with the Stony Run Valley Road over Maiden Creek. There is a Preliminary Engineering cost increase on this, which is a result of the scope change on this particular project. The project was originally identified as a super structure replacement. Based upon recent information received on the bridge status, the project should be changed to a complete bridge replacement. The increase is to address additional design services needed for the scope change on the project.

5. SCTA REQUESTED MODIFICATIONS TO FFY 2021-2024 TIP

Mr. Glisson stated that the Transit TIP Administrative Actions have been processed through the staff and PennDOT. The changes made in funding for the listed projects were to reflect the proposed and approved program of projects for this Federal Fiscal Year utilizing the Federal 5307 funds and 5339 funds for vehicle replacement. The remarks include more detail regarding the changes. These are all Administrative Actions and require no action.

13. MAJOR PROJECT STATUS REPORT

This item was moved up on the agenda to accommodate PennDOT's Design Team presentation of the update on the S.R. 222, Section 28M Widening Project.

This project covers the S.R. 222 section south of the Kutztown Bypass coming into Maiden creek. The plan is to have a public plans presentation/meeting in the fall. The Design Team was asked to give this group a preview of where the project stands.

Mr. Ken McFadden, the project manager for the consulting firm, Urban Engineers, began the presentation. He stated that the project consists of a 4.5 mile stretch along US 222 in Berks County. It starts at the Schaeffer Road intersection where a roundabout is currently under construction, as part of the 22S project. It will travel northbound and tie into the Rt. 662 roundabout and then into the Kutztown Bypass from the northern end.

The existing US 222 is posted at 55 mph and consists of one 11 ft. travel lane in each direction with 8 ft. outside shoulders and an 11ft. 2-way left lane turn lane. It is classified as a rural principle arterial with a 27,000 vehicle ADT with 20% trucks.

The purpose of this project is to address traffic congestion, improve safety, and make it more efficient for the traveling public. The need for this project is that crash rates are well above the statewide averages. Rear and head-on collisions along this corridor are 2.5 times higher than the state average. 20% of the vehicles on this roadway are trucks which account for 15% of the vehicles involved in the crashes, which is about 3 times the state average. Pleasant Hill Road has been identified as a crash-cluster location, which is 6 times higher than the state average. Fatal crashes along this road are twice as likely than comparable state roads. Level of service on this corridor is currently an E, which means there is increased congestion and the volumes are approaching capacity. By 2046, the level of service will be even lower, borderline failing.

Mr. McFadden said that some of the environmental features along this corridor are constraints. US 222 bisects the Richmond-Maxatawny Rural Historic District, where the entire project is located. There are two individually National Register eligible properties; Kauffman Farm at Pleasant Hill and Hoch Farm, located approximately ¼ mile north of Rt. 662.

There are cemeteries along the corridor at the beginning of the project; the Berks County Memorial Gardens and Kirby Cemetery, which is north of Pleasant Hill. Phase 1 Archaeological testing is complete with a recommendation to advance Phase 2 testing at the Stanley Kirby Farm and at the Merkel Farm, north of Krause Road.

There are twenty- two farming operations along the corridor, numerous agricultural conservation easements, agricultural security areas, and wetlands. Moselem Creek, at the north end of the corridor is designated as high-quality water. As well, where the bridge passes over the Moselem Creek the wetlands are considered exceptional value.

An alternative analysis was done to identify the preferred alignment that addressed both safety and mobility along the corridor while minimizing the environmental and community impacts. A four-lane roadway is the approved alternative. This would consist of two 12-foot lanes in each direction, two ten-foot outside shoulders, a four-foot wide inside shoulder in each direction, and a two-foot concrete barrier down the middle. There will be no left turn lanes along Rt. 222 from the side roads. There will be dedicated right turn lanes at six side roads for a total width of 78 ft.

There will be two hybrid roundabouts which will consist of two lanes along US 222 and one lane through the side roads. The inside lane in the roundabouts will be 14 feet wide and the outside lane will be 17 feet wide. The thru lane will be 18 feet wide along the corridor. These hybrid roundabouts will be located at Pleasant Hill Road and at Richmond Road and will be a case 2 approach. This means the roundabout can accommodate a trailer length of 53 feet, where the wheelbase matches 62 feet.

There will be no pedestrian crossing at the Pleasant Hill roundabout but that could change. The impact to Kauffman Farm has been minimized. There will be pedestrian crossing at the Richmond Road roundabout. There are school/pedestrian crossings there currently for the Mennonite children using the school and for farm equipment. At the end of the project, there is a barrier tying into the Kutztown Bypass. A spur is being added to Ramp A allowing for U-turns to be made since there are no opportunities for turns from Rt. 662 to the bypass.

Lighting is recommended and will be designed at each roundabout. PennDOT will be approaching the townships. Usually, PennDOT will pay for the light installation. They will reach out to the local government to come up with an agreement/maintenance/energy plan. If the local government does not want to pay, PennDOT will install the empty conduits to provide the local government an opportunity to install lighting later.

There is an opportunity for landscaping at the roundabouts including signage, sidewalks, and pedestrian access.

The first thing to do during construction is to install the roundabouts while maintaining the one lane of traffic that currently exists now. When they are constructed, one lane of traffic in both directions will be maintained on US 222. There will be a barrier so no left-hand turns can be made. Detours are not anticipated during construction.

The project is in Preliminary Design and there will be a public meeting scheduled in the fall of 2021. Phase 2 Archaeological testing will be conducted in late summer/early fall of this year. Final Preliminary Design will be given to PennDOT for review and approval and is anticipated to be completed in early spring 2022. The let date is March 2024 and is anticipated

to require two construction seasons to complete. This project is anticipated to be completed in 2026.

Mr. Rudderow asked if there will be signals along the corridor. Mr. McFadden said there will be no traffic signals along the corridor. There will be a 4-lane roadway with roundabouts at Pleasant Hill Road and Richmond Road. Mr. Rudderow asked if there will be restricted turning on any of the roads that don't have roundabouts. Mr. McFadden said there will be no left turn lanes within this corridor. It will be right turn everywhere.

Mr. Piper asked for a copy of the presentation to give to the members. Acting Chairman Kufro asked Mr. McFadden to send him the link.

Mr. Golembiewski stated that it was mentioned that there will be no pedestrian accommodation plan for Pleasant Hill Road. His concern is with bicyclist accommodations. There are Mennonites in that area that do ride their bicycles on that corridor. Residents are concerned at the new roundabout on Rt. 183 by the airport with having to be forced into the lane of traffic with their bicycles and are not comfortable with that situation. In this particular corridor, with two lanes of traffic including tractor trailers, there will need to be bicycle accommodations at those roundabouts. Mr. McFadden said they will be reaching out to the local townships as the design progresses. The Design Team will be presenting the roundabout projects to them and talk about their desire for pedestrian crossing specifically at Pleasant Hill Road. They have already planned on providing pedestrian access at Richmond Road. As far as the bicycle lane, the outside shoulders are being widened to 10-feet to accommodate the horse and buggy traffic that currently exists. Bicyclists will also be able to use the wider outside shoulders. At Richmond Road, bicyclists will be able to cross like a pedestrian if they are not comfortable using the lane in the roundabout. He will not promise a pedestrian access at Pleasant Hill Road if the township is against it.

Mr. Piper gave an update on the Major Project Status Report.

6. REVIEW/APPROVAL OF FTA COMPLIANT DRAFT TITLE VI PROGRAM

Mr. Golembiewski stated that formal notification was received in March 2021 regarding the results of our MPO Certification Review. FTA officials submitted one Corrective Action noting that we did not have an FTA compliant Title VI Program. It requires that any program using Federal funding does not discriminate based on race, color, or national origin. The documents we produced met the policies, procedures, and items that FHWA officials required. However, because we receive FTA funding through PennDOT, we are also subject to their (FTA) regulations which require that all of those items, which we already had, be combined into one, cohesive program and submitted to PennDOT.

Back in March 2021, this body approved our response to that Corrective Action which is the development of a Draft Title VI Program. This document, including appendices, is over 200 pages long with the meat of this program located in the first 12 pages. The program gives a brief introduction to RATS and the makeup of the committees. An overview of the Title VI requirements (Civil Rights Act of 1964) is included.

Mr. Golembiewski stated that Title VI and Environmental Justice are similar. However, under FTA regulations, they are strict in keeping Title VI separate from Environmental Justice. Environmental Justice incorporates all the other unique communities into non-discrimination. There are a few requirements needed in the Title VI Program. Some are general for anyone who receives funding whether it is the MPO, SCTA/BARTA, Reading Regional Airport, etc.

FTA requires us to have this program, but they do not provide concurrence as PennDOT's Bureau of Equal Opportunity (BEO) is responsible for approving this Title VI Program document. Their staff reached out to Mr. Golembiewski with a few minor concerns. One of the more noteworthy concerns addresses our Notice to the Public that was adopted in 2016. When it was adopted, the Notice to the Public met FHWA requirements that it be all inclusive. Currently, FHWA and FTA want two specific policies: one addressing Title VI and another one being a general non-discrimination policy addressing everyone. Staff has updated this Title VI Program to reflect these requirements.

Mr. Piper stated that once this is approved, this will be the final document. Mr. Golembiewski concurred.

MOTION: Ms. Reed made a motion to approve the document contingent on receiving any comments by the end of this meeting that would need to be addressed. Mr. Rudderow seconded the motion and it passed unanimously.

Mr. Golembiewski said that, given the timeline for streaming and the way YouTube works, he respectfully requested time at the end of the meeting should we receive some comment. Acting Chairman Kufro agreed.

Note: See Other Business regarding additional comments. No comments were received that required modifications to any of the documents.

7. REVIEW/APPROVAL OF READING MPO NON-DISCRIMINATION POLICY

Mr. Golembiewski noted that this policy states that 'no person shall on the basis of race, color, national origin, income, gender, gender identity, age, religious preference, creed, or disability, be excluded from participation in or denied the benefits of, or be subjected to any discrimination under any program or activity for which the MPO receives Federal financial assistance.' This notice would be translated in Spanish and would be posted in appropriate places and available to everyone.

The Technical Committee reviewed this as well at their meeting last week and forwarded it to this board with a recommendation to adopt.

MOTION: Commissioner Barnhardt made a motion to approve the policy. Commissioner Rivera seconded the motion and it passed unanimously.

Mr. Piper and Acting Chairman Kufro thanked Mr. Golembiewski for putting together this policy and the Title VI Program in such a short amount of time.

8. UPDATE ON RATS PARTICIPATION IN REGIONAL FREIGHT PLAN

Mr. Piper stated that it was previously discussed that we were going to join with some of our surrounding MPOs to submit a request for supplemental planning funding to PennDOT to develop a detailed freight plan that would be incorporated as an element of our Long Range Transportation Plan (LRTP).

Lehigh Valley, along with RATS, Lebanon County, Northeastern Pennsylvania Alliance (NEPA), Lackawanna and Luzerne MPOs submitted the proposal to PennDOT, and PennDOT has agreed to fund the project. This will be a \$350,000 study. \$280,000 of that money will come from PennDOT and the other \$70,000 would be divided based on population among the various MPOs that are part of this study. The project will be administered through the Lehigh Valley Planning Commission but will incorporate input from all the partners, outreach efforts, and specific recommendations for each of the participating MPO areas.

The study will look at freight movements and impediments to freight movements within those areas and identify recommendations for actions that we can take as an MPO or include in our plan. This will help to ensure we have mobility, safety, and infrastructure systems that are designed to handle the freight traffic and ensure our economic competitiveness within our region. There is growth along the I-78 corridor and expanding growth in traffic along the Rt. 61 corridor, Rt. 12 corridor, US 222 corridor and along Rt. 183. Recommendations are needed to safely accommodate this increase in growth.

Mr. Piper stated that we will be looking at roads, bridges and the impacts on freight-related rail and air cargo systems. Notification stating that funding was approved was received in the beginning of July. A meeting was held with the MPOs in the region regarding the process to organize this, which will take several months to develop the RFP, to solicit a consultant and tie down all of the legal documentation for coordination between the five MPOs. It will take approximately 18-24 months to conduct the study and for the recommendations to come back.

Mr. Hunter said that this is certainly significant that five MPOs are coming together to work together. He commended Becky Bradley from the Lehigh Valley Planning Commission, who has done the heavy lifting. We look forward to embarking with the other MPOs and sharing the information as we move forward.

9. UPDATE ON FFY 2023 TRANSPORTATION IMPROVEMENT PLAN DEVELOPMENT PROCESS

Mr. Piper said there are several different items related to the process that have begun. They are:

- STC Survey Results - It was mentioned in March 2021 that the State Transportation Commission kicked off the Twelve-Year Program Update by conducting a survey and holding an on-line public meeting. As part of that survey, participants had the opportunity to make specific recommendations for projects anywhere in the state. The STC compiled the results into two types of brochures: one provided results at the statewide level and the other provided

results for individual MPOs. There were 153 recommendations listed in Berks County. Out of the 153 recommendations, the mapping process identified 62 of them that were considered already addressed based on projects we have incorporated into the TIP. Most of the projects recommended related to roadway issues, 6 were related to bridge, 6 related to bike and walking, 3 to transit and 4 to what recommenders identify as freight.

There were 313 surveys from Berks County and respondents were roughly 50% male, 45% female and 2% preferred not to answer. The average age was approximately in the 55-64 category. The main modes of transportation in order were as follows: 1) driving alone; 2) walking; and 3) aviation. Priorities were ranked as follows: 1) roadway pavement; 2) traffic flow; 3) bridges; 4) interstate highways; 5) passenger rail; 6) freight; 7) walking; 8) transit; 9) bicycling; and 10) aviation.

All these comments are used in our development of the LRTP and the TIP. The responses were reviewed, and the results were broken out project-specific by municipalities.

- General and Procedural Guidance – The Draft Pennsylvania’s 2023 Transportation Program General and Procedural Guidance document is now available. It identifies how an entire TIP should be put together and identifies what must be included in a TIP. This document has been approved by PennDOT and the MPOs, and the final document is anticipated to be released within the next few days.
- Financial Guidance – In 2023, the update fully implements the phase-ins to apply performance-based planning and programming and life cycle costs across all 4 years of the TIP program. In the FFY 2021 TIP, the first two years, FY 2021 - 2022, were based on the old scenario. Performance-based planning and programming and life cycle costs are now based on this new guidance.

Additionally, the enhanced Interstate Program is still being carried forward. The decision was to move \$50 million a year out of the National Highway Fund and into the Interstate Program until the point it reached \$1 billion. This means that in 2021, the shift to the Interstate Program was \$50 million, in 2022 it was \$100 million, and will continue at that additional \$50 million growth rate per year until it reaches \$1 billion in FFY 2028. That had an impact on several programs.

Because there is no new federal legislation, all federal funds are assumed to be flat across all years of the program. State revenues are projected to drop by \$152 million. While there is discussion at the state and federal levels on new legislation, none of that is approved at this time, so the Financial Guidance that is being developed does not reflect any estimates for what may come out of that. With the funds being flat, we are in the range of \$1.7 billion in federal funds and another \$760 million in state funds for a total of \$2.5 billion statewide to be allocated across all the programs per year.

The different programs are formula driven. All of the information that gets fed into those formulas are updated for this Financial Guidance update which include: 2019 Vehicle Miles Traveled (VMT), 2019 lane miles, Truck VMT, Bridge and Pavement Asset Management

Factors (which helps gauge level of need for basic maintenance), bridge deck area and crash data which focuses mainly on fatalities and serious injuries.

The National Highway Performance Program is calculated 40% towards bridges and 60% towards highways. The bridge money is calculated by 75% deck area of all bridges in the area and 25% based on the bridge Asset Management Factor. Highway funding is calculated by 25% lane miles, 25% VMT, 25% truck VMT and 25% based on Pavement Asset Management Factor.

The Surface Transportation Block Grant Program is based on 40% bridges and 60% highway. The data for the National Highway Performance Program (NHPP) only relates to roadways and bridges on the National Highway System (NHS). The STP bridge funding relates to the deck area of all bridges, while the highway portion is based on 50% lane miles, 25% VMT and 25% trucks. There is also STP Set-Aside for urban areas and one for off-system bridges based on deck area. There is local and statewide Transportation Alternatives Program (TAP) funding, which are distributed to large areas based on a formula and the remainder is retained for statewide distribution. State highway dollars are allocated based on 25% VMT, 25% truck VMT, 50% lane miles and state bridge funds are related to the proportionate value of deck area for all bridges.

Highway Safety Improvement Program funding is allocated by formula. There is a minimum of \$500,000 that goes to each planning region. \$35 million is retained statewide and the balance of dollars are allocated based on a 39:1 share of fatal and injury crashes vs. property damages only. The more fatal and serious injury crashes in a region, the higher the percentage of safety funding would be received.

As in the past, all National Highway Freight Program funding is being retained for statewide distribution to the Interstate System. The Highway Rail Grade Crossing Program is also being administered statewide as opposed to doling out small bits of money to the various regions.

CMAQ funds are based on population and a multiplier used based on air quality conformity classification as non-attainment or maintenance. Only certain areas are eligible to receive CMAQ funding. Berks County is one area that is eligible.

Federal funding is assumed for public transit funds and will be flat again based on the FAST Act. State funding will be based on the annual budgeting process. When the Turnpike contribution is terminated in FFY 2023, it is assumed funding will be picked up by a vehicle sales tax. There will be flat revenues on that side, as well.

Mr. Piper said that by reviewing the preliminary budget numbers that are available in the Financial Guidance Document, it shows all the dollars that are available by going through the formulas. It shows tables breaking out the dollars available and how the dollars break out to each of the MPOs. The areas using a population-based formula at the federal level have remained unchanged. Highway safety and CMAQ money increased slightly. TAP money was flat. Surface Transportation Urban (STU) funding, which is based on population, stayed flat.

Because of the update in the data that goes into the formulas, there are further reductions than what were anticipated in the NHPP funding. The range was from 4.5%-17% of anticipated changes in NHPP funding. There were minor changes in Surface Transportation Program (STP) funding. State dollars flatten out and we are still losing in that phase. State bridges are losing approximately 15% a year. Over the course of the 12 years that would be covered by this program update, \$23 million would be lost based on the prior program. It is 4.7% per year lower in the aggregate over what was looked at.

There will be problems with project costs that will be growing at a rate of 3% or more against a budget that is dropping at nearly 5% per year. All the MPOs met on June 29, 2021 to review both the General and Procedural Guidance and the Financial Guidance. There was consensus to approve them and final documentation of both should be issued within the next few weeks. If new money is made available, it goes back into the top of the formula and gets re-allocated. This applies at both the state and federal level.

10. UPDATE ON NEW TRANSPORTATION ALTERNATIVES PROGRAM FUNDING CYCLE

Mr. Piper stated that we are in the new funding cycle for Transportation Alternatives Set-Aside program funding. The program kicked off in June and is accepting applications through October 15, 2021. The process has not changed much from the past as far as eligibility, projects, and the formula. The application process has changed. One of the most significant changes is the fact that, in the past, an applicant had until the final deadline to put an application together then submit it. It was recommended that they coordinate with the MPO and the District but that did not always occur. That resulted with some projects making it into the system that were inappropriate or had issues. The project submission process for municipalities/applicants is changed to require registration if they are intending to apply. A pre-application is due by August 16, 2021. Following the pre-application submission, they will be scheduled to meet with PennDOT and the MPO. There will be an opportunity to either revise or withdraw their application. A final application is due on October 15, 2021. Once those final applications are in, they are back on the normal schedule where they are reviewed locally for those that fall within our area, and at the statewide level for the other funds.

Mr. Piper said that, locally, there is \$278,000 per year that we can distribute to project. The state has approximately \$18 million to distribute under the statewide program.

11. COMMUTER SERVICES UPDATE

Mr. Boyer stated that Commuter Services is a program of the Susquehanna Transportation Regional Partnership across nine counties in South Central Pennsylvania.

Mr. Boyer stated that the Monthly Activity Report is provided to the Board of Directors monthly. There is an increase number of blue- and white-collar businesses opening their doors again. The outreach staff is moving from a 100% virtual outreach to a mixture of on-site and virtual events. There were 82 new members during the month of June from our partner and employer organizations that joined into the Commuter Services of PA system and are tracking

trips. \$98,000 was saved by the commuters that used a green mode of transportation rather than driving by themselves in a car. A large majority of this money saved is a result of the teleworking community that is either remaining teleworking as we move out of COVID-19 or is slowly transitioning back into their other mode of transportation.

As teleworking decreases, there are increases in transit, as well as carpooling and vanpooling. Vanpooling is becoming more important as employers have an increase in open vacancies. It is more economical to pay for or subsidize a van rather than to train and retrain people for a job.

Some of the companies that Commuter Services met with this month include BARTA, Boscov's, EI Berks, Gage Personnel, Godiva Chocolates, Belco Community Credit Union and Sweet Street Desserts.

A regional Bike Share Initiative was completed with other counties. An RFI was put out to help other counties find a replacement for the now defunct Zagster Bike Share. Tandem replied and several communities in various counties are already engaged with them. The process is very informative and aids other localities in finding a bike share program in their respective areas.

12. DISCUSSION OF DRAFT READING MPO BYLAW UPDATE

Mr. Piper stated that it has been a very long time since the bylaws were updated. There was an effort this year to make changes, which are highlighted on the handout. The majority are to accommodate what we have been doing over the last year or so, which is to allow for online meetings, and voting virtually as opposed to in-person voting.

Mr. Piper wanted to provide a copy of the draft to members to preview and see if there is anything else members recommended for incorporation into these bylaws before they are formally approved. Comments should be received within the next 30 days to bring recommendations back for changes at the September 2021 meeting. There are changes developing, because of COVID-19, related to resuming in-person meetings and potentially looking at hybrid meetings. The guidelines and regulations will be evaluated and related as the information becomes available. The guidance will need to be incorporated into the revised bylaws and presented to the board.

14. OTHER BUSINESS

- Mr. Piper stated that, it was announced last week that there were five municipalities in Berks County that received funding under the Green Light Go Program. All the projects are related to receiving funds to upgrade traffic signal controllers and redo timing within their municipalities. It is good to see the municipalities applying for things that help improve the flow of traffic and safety along the corridors in Berks County.
- Mr. Golembiewski stated that there were comments regarding Title VI Program from Rev. Evelyn Morrison. She is a local advocate from Reading, PA. The first comment

was a question: What was the review timeline on the Title VI Program? Mr. Golembiewski's response was that there was no specific review timeline. We were informed by FTA of the need for this program back in March 2021, but no timeline was attached. We discussed the requirements at the March MPO meetings, both Technical and Coordinating meetings, which were public meetings, reviewed the program in depth at the May MPO meetings, both Technical and Coordinating (both public meetings), and adopted this afternoon.

Rev. Evelyn Morrison's second comment: "We are not having any input before the vote. There is a lag time after our comments are typed." Mr. Golembiewski's response was that the vote was taken and subject to comments received from the public. He spoke with her during the week by phone and e-mail. He will be in touch with her if there are any other concerns and they will be brought to this board. No follow-up comments were received.

- Acting Chairman Kufro asked if the next meeting on September 16th will be a combined meeting of the Coordinating and Technical Committees. Mr. Piper said no because of COVID-19. The meetings were set up this year to be separate and virtual. With changing regulations coming out, we may need to adjust that. He is anticipating the meetings will remain virtual through the end of this year. The goal would be that, if we could develop the capabilities, Mr. Piper would like to conduct hybrid meetings to provide the opportunity for as many people as possible to attend the meetings but have them available online as well. Details need to be worked out as we move forward.

Acting Chairman Kufro stated that PennDOT will be opening offices in August for employees but are being advised to limit meeting sizes for now. He suggested keeping the meetings modified by attending in person or virtual for now. Mr. Piper noted the information will be passed out when available. The Coordinating Committee meeting is September 16, 2021 at 1:00 PM. There is a Technical Committee meeting scheduled for August 2021. He is not sure if that meeting is needed.

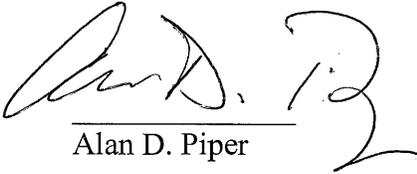
Mr. Rudderow stated that joint meetings had been held at the airport in the past and that the space might provide for smaller committee meetings. There is plenty of space and is available to keep as an option.

- Acting Chairman Kufro stated he has been filling in for Mr. Rebert, who has been Acting District Executive in District 6. He will be returning to District 5 on July 26, 2021. Acting Chairman Kufro expects to be chairing the next Technical Committee meeting and expects Mr. Rebert to be back as Chairman of the Coordinating Committee meeting in September.

15. ADJOURNMENT

MOTION: Mr. Rudderow made a motion to adjourn the meeting. Commissioner Barnhardt seconded the motion and the meeting adjourned at 2:22 p.m.

Date: 9/16/21



Alan D. Piper