

DRAFT
READING AREA TRANSPORTATION STUDY
MINUTES OF THE TECHNICAL COMMITTEE MEETING HELD VIRTUALLY
MAY 4, 2023

ATTENDANCE

TECHNICAL COMMITTEE

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

NOT PARTICIPATING

Zachary Tempesco, Reading Regional Airport Authority

OTHERS

Vanessa Shamborg, Federal Highway Administration
James Mosca, PennDOT Central
Amanda Leindecker, PennDOT 5-0
Michael Donchez, PennDOT 5-0
Vanessa Koenigkramer, PennDOT 5-0
Kerri Cutright, PennDOT 5-0
Lauri Ahlskog, South Central Transit Authority
Amanda Timochenko, Berks County Planning Commission
Shanice Ellison, Berks County Planning Commission
Devon Hain, Berks County Planning Commission
Matthew McGough, Berks County Planning Commission
Heather Berger, Berks County Information Systems
IS Production, Berks County Information Systems

1. CALL TO ORDER

Chairman Vottero called the meeting to order at 1:31 PM.

2. BUSINESS FROM THE FLOOR

Ms. Shamborg noted that under the Infrastructure Investment and Jobs Act (IIJA), there are several discretionary grant programs that are currently open to applicants.

- Charging and Fueling Infrastructure Discretionary Grant Program – this program provides funding for EV charging stations and other opportunities to reduce greenhouse gases. Applications are due at the end of May 2023.

- Safe Streets for All – This program is for planning and implementing safety-related projects across the nation. Last year Pennsylvania had 10 planning grants awarded. Applications are due by July 10, 2023.
- PROTECT – This program is for planning and implementing resiliency-related projects. Applications are due in August 2023.
- Wildlife Crossing Pilot Program – this program is for transportation projects that reduce vehicle collisions with wildlife and improve habitat connectivity. Applications are due August 1, 2023.
- Reduction of Truck Emissions at Port Facilities – this program provides funding to reduce truck idling and emissions at ports. Applications are due June 26, 2023.

Mr. Golembiewski stated that there was no public comment.

3. REVIEW/RECOMMENDATION OF MINUTES FROM TECHNICAL COMMITTEE MEETING OF APRIL 6, 2023

Chairman Vottero asked if there were any questions or comments on the April 6, 2023, Technical Committee meeting minutes.

MOTION: Mr. Golembiewski made a motion to approve the April 6, 2023, Technical Committee meeting minutes. Mr. Alas seconded the motion and it passed unanimously.

4. 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 Transportation Improvement Program (TIP) from March 30, 2023, to April 28, 2023.

- There are four (4) Administrative Actions – the adjustments deal with increases for construction costs, revised estimates, increases to meet low-bid and estimated costs for projects, and aligning funds to meet projected let dates.
- There are two (2) Statewide Administrative Actions – the adjustments deal with increases for low bid amounts and adding Carbon Reduction Program funds to the Reading area.
- There are two (2) Amendments – the first adjustment is for the PA 61 Restoration Phase 2A project for a \$4.7 million construction cost increase for materials, fuel costs, trucking costs, equipment costs, labor costs, and aggregate costs. The adjustment includes adding full depth shoulder reconstruction for approximately \$1.8 million, traffic control during construction for approximately \$900,000, concrete pavement patching and concrete median barriers, and several other smaller items that add up to the \$4.7 million. To cover the cost increase, funds from the US 222 Widening project, Urban Reserve Line Item, and Highway and Bridge Reserve Line Item will be used. The US 222 Widening project let date was pushed from 2024 to 2025 which freed up those funds for use.

The second adjustment is for the SR 61 Bridge Rehabilitation project for approximately a \$4 million construction cost increase for materials, fuel, trucking, equipment, aggregate, and labor. The adjustment includes unit cost increases for items such as concrete for the bridge and roadway element increased 65% in unit costs for approximately \$1.3 million, concrete repairs on the superstructure and substructure for approximately \$570,000, latex modified overlay for the deck for approximately \$500,000, and several other smaller items that add up to the approximately \$4 million. To cover the cost increase, funds from the US 222 Widening project and Highway and Bridge Reserve Line Item will be used.

Both of these projects will be let on July 13, 2023 and will be let as a parent/child. Both of these increases will be contingent upon PMC approval which is anticipated to be received later this month.

Mr. Piper noted that these two projects are the first phases of the reconstruction of the Route 61 corridor in the Hamburg area. These two projects cover everything in the area from 4th Street to the I-78 interchange. The roadway reconstruction goes from just north of the 4th Street intersection up to the bridge over the Schuylkill River. The bridge rehabilitation is to the bridge over the Schuylkill River, State Street, and railroad.

MOTION: Mr. Piper made a motion to recommend approval of the amendments for the cost increases related to the two Route 61 projects. Mr. Krall seconded the motion and it passed unanimously.

5. UPDATE ON FFY 2025 TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

Mr. Piper stated that for the past month the State Transportation Commission (STC) had its public comment period open for the update of the state's Twelve-Year Program (TYP). As a reminder, we use the results from their surveys to help us develop the Reading MPO Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP). The STC survey just closed at the end of April 2023.

The state exceeded their goal of 10,000 survey participants and received nearly 10,600 responses which is the highest ever for public participation during the public comment period. STC will go through the results during the months of May and June to compile and sort the data by MPOs across the state. Once complete, STC will provide both statewide results and Berks County results to the Reading MPO. Once we receive that data, we will report the results at a future meeting.

In addition, while the public comment period on the TYP is closed, the STC will be leaving the transportation survey open until September 2023 for additional project recommendations and to allow additional concerns to be received. We will be doing some follow up public outreach to inform people of the opportunity.

Mr. Piper stated that a few weeks ago the MPOs across the state met and provided concurrence on both the Financial Guidance and the General and Procedural Guidance for the FFY 2025-2028 TIP.

As far as the Highway and Bridge dollars are concerned, there are a few trends of note. Because we have new Census data and because we re-evaluate the road conditions every year, there were some minor adjustments in programs that relate to those categories. We lost about 3% in our National Highway Performance Program funds, 1% in STP funds, and 10% in Highway Safety Improvement Program (HSIP) funds. The reduction in HSIP funds to the MPO is related to the fact that there was an increase in the Set-Aside that is held by the state for statewide distribution. State Highway and Bridge Programs are projected to increase significantly. The state Highway increase is approximately 13% in 2025 up to 41% in 2028. The state Bridge Program increases approximately 14% across the 4-year TIP. The NHPP has a continuing decrease across the 4-year TIP cycle that is still a direct result of the agreement to transfer additional funding to the Interstate Program. In 2028, the annual transfers from the NHPP funds hold steady from that year moving forward.

For the 4-year TIP, the overall total funding amounts to approximately 7.3% higher than we were anticipating under the prior program. The balance of the TYP from 2029 through 2036 has a funding increase of approximately 10% in an individual year over the projections. There is no growth built in from 2029 to 2036 because that is after both the state and federal legislation has been enacted. So as a standard, the funding level remains steady after the last year the legislation covers.

The next steps for the TIP program development will be to begin to put together a survey for us to send out to municipalities and the public to get additional feedback on potential projects. We will also begin coordination with the District staff in the various program areas to start looking at projects to be carried forward, adjustments that may be necessary, and any future projects.

Based on the administrative actions and amendments that are being brought to the Committees, Mr. Piper asked Chairman Vottero if the biggest issue will be the hit we are taking on existing projects resulting from inflation. Chairman Vottero concurred that inflation is highly impacting current TIP projects and will continue to impact costs for programmed projects. Over the past 2 years, there's been approximately a 15% increase in costs resulting from inflation.

Mr. Mosca stated that the results from the public outreach for the state's TYP will be shared with MPOs and RPOs to support the development of their TIPs. There is an increased amount in state money relative to the federal money due to certain federal programs reducing funding availability to redistribute those funds to other programs. In addition, the discussion on inflation is an issue that is being dealt with across the Commonwealth. With development of TIPs, the state is adhering to a schedule that has been utilized in the past that the expectation of the deadline for draft TIP program project list submissions to the Program Center is December 31, 2023. In addition, there are several federal opportunities to apply for additional transportation funding across the Commonwealth for MPOs and RPOs.

6. REVIEW AND RECOMMENDATION OF RATS ANNUAL PAVEMENT AND BRIDGE CONDITION REPORT

Ms. Hain stated that the draft Annual Pavement and Bridge Condition Report has been formatted and cleaned up since the last meeting. In the report, Section 1 is the introduction, Section 2 reviews pavement conditions, Section 3 reviews bridge conditions, Section 4 is the mapping for pavement and bridge conditions, and Section 5 is the projects on the current TIP that address pavement and bridge conditions.

The goal of the report is to help guide investment decisions to keep Berks County's roads and bridges in good order by determining potential projects for inclusion in the Reading Area Transportation Study TIP and LRTP.

The report includes information on RATS consistency with the statewide Performance Measures. There are 6 Performance Measures: 4 for pavements and 2 for bridges. With this report, since RATS interests extend beyond those included in PennDOT's Performance Measures Annual Reports which are given to us every year in August, the data is analyzed not only for road and bridge groups reported in that report but also for the local Federal Aid roads and locally owned bridges.

The report includes reported pavement data from the MAP-21 Reported Road Groups, PennDOT Reported Road Groups, and RATS Reported Road Groups. MAP-21 Pavement Performance looks at good condition pavement by Business Plan Network and poor condition pavement by Business Plan Network. This report includes National Highway System (NHS) fair condition pavement in addition to the good and poor condition pavement for a more complete picture of the pavement conditions in Berks County.

One thing we wanted to do in this report is to develop a quick and easy way to look at the information, see where we need to invest money, and identify areas in good and poor conditions. So, we developed a Pavement Condition Scorecard that identifies the trends and provides a brief description for each indicator identified. In addition, a chart for pavement IRI on the Business Plan Network and trend graphs for each level of the Business Plan Network from 2017-2021 are included in the report.

The report includes reported bridge data from the Map-21 Reported Bridge Groups, PennDOT Reported Bridge Groups, and RATS Reported Bridge Groups. MAP-21 Bridge Performance looks at poor condition bridges and good condition bridges on the Business Plan Network based on NHS bridges that are greater than or equal to 20 feet in length. This report includes NHS fair condition bridges for a more complete picture of bridge conditions in Berks County.

Once again, a Bridge Condition Scorecard was developed that identifies the trends and provides a brief description for each indicator identified. The same process was followed for looking at state-owned bridges by deck for bridges greater than or equal to 8 feet in length. Local-owned bridge conditions by number of bridges and by deck area for bridges that are

greater than or equal to 20 feet in length on the Business Plan Network was included in the report.

Mr. Piper noted that charts for the local-owned bridges compared to the charts for the state-owned bridges identify a larger number of locally-owned bridges in poor condition than the state-owned bridges. A lot of time has been spent on improving the state-owned system of bridges, but at some point, a lot more will have to be done to address those locally-owned poor condition bridges.

Mr. Krall asked if the locally-owned railroad bridges are vehicular bridges that are owned by the railroad or by the municipality. Mr. Piper replied that the locally-owned railroad bridges are vehicular bridges that are owned by the railroad according the bridge data system.

Ms. Hain stated that the report includes a countywide map of the IRI for the National Highway System roads in Berks County and regional maps that include the IRI, pavement, and bridge conditions.

The report also includes the projects programmed on the FFY 2023-2026 TIP that directly address pavement and bridge conditions. Additional projects that may include pavement and bridge improvements as part of a different type of project are included in the text.

MOTION: Mr. Piper made a motion to recommend approval to the Coordinating Committee of the RATS Annual Pavement and Bridge Condition Report. Mr. Golembiewski seconded the motion and it passed unanimously.

7. REVIEW AND RECOMMENDATION OF RATS TRAFFIC SAFETY REPORT

Ms. Timochenko stated that the goal is to update this report annually to be used as a tool to help identify and program projects on both the TIP and the LRTP. Ms. Timochenko noted that she will briefly recap some of the highlights within the plan rather than reviewing all the contents of the plan again.

The report does include the Statewide and RATS MPO Safety Performance Measures that were adopted in January of this year, the data covers the 5-year period from 2017-2021 and was derived primarily from the PennDOT Pennsylvania Crash Information Tool, and the report includes a trend summary similar to the State Transportation Commission's Scorecard for fatal and suspected serious injury crashes.

In addition, the information regarding the District 5-0 Highway Safety Plan has been updated to include their identified priority emphasis areas and strategies to reduce fatal and injury crashes across the District.

The District reviewed the report and provided a few comments which were relatively minor edits and those comments were addressed and corrected in the draft available today. There were no other additional comments that were received regarding the report.

Ms. Timochenko stated that she will answer any questions, and if there are no questions, requests the Committee to make a motion to recommend approval of the report to the Coordinating Committee.

Ms. Leindecker asked if when the Traffic Unit at PennDOT reviewed the report, did they include the Vulnerable Road User (VRU) information as part of the safety plan. Ms. Timochenko responded that data regarding VRUs was included in the report for informational purposes. Mr. Piper stated that we will continue to monitor VRU data and information and continue to include it and expand upon it where necessary. The goal of this report is to identify areas of concern and use it as a basis moving forward in the various project programming areas. Chairman Vottero noted that there are 2 measures that account for VRUs in the report.

Mr. Krall asked if the crash reports are just for state highways or do they include local roads. Mr. Piper replied that local roads are included but for the most part the map of PennDOT Crash Locations with Greater than 20 Reportable Crashes shows mainly state roads. The map is a composite of crashes over a 5-year period.

MOTION: Mr. Krall made a motion to recommend approval by the Coordinating Committee of the RATS Traffic Safety Report. Mr. Golembiewski seconded the motion and it passed unanimously.

8. REVIEW AND RECOMMENDATION OF URBAN AREA SMOOTHING

Mr. Golembiewski stated that at the last meeting we discussed the Urban Area 'Smoothing' concept. Every ten years, after the Decennial Census, Urban Areas are defined by the Census Bureau based on the Decennial Census. They used to be defined purely on a population basis. This time the Urban Areas are defined based on both population and housing. With those changes in criteria, along with the changes in population and growth in Berks County, the Urban Area definition itself has changed.

The purple area on the Urban Area Smoothing with 1-Mile Buffer map indicates the 2020 Urban Area. The goal of the 'Smoothing' is to take some of the ragged boundaries and try to smooth them out so they make more sense and encompass more roadways.

The 'Smoothing' process is a transportation specific process. No other agency in government does this. The whole point is to make design criteria for roadways be similar rather than jumping between design criteria for urban and rural segments of the same road. Both urban and rural categories have different design criteria that have to be met when developing improvements.

If you recall from the September 2022 meeting, we had to do the updated Performance Measures with Lehigh Valley Planning Commission for the portions of their Urban Area that extends into Berks County. We will no longer have to do that with Lehigh Valley, but will have to do that with Philadelphia since that Urban Area now extends into Berks County.

Mr. Golembiewski reiterated that the purple areas on the map identify the Urban Areas as defined by the Census Bureau. The dark green on the map identifies the areas proposed for 'Smoothing' and inclusion in the Urban Area boundaries. On the map, urban roadways are identified in red and rural roadways are identified in dark purple. Once the whole 'Smoothing' process is approved by PennDOT and then ultimately the Federal Highway Administration (FHWA), some of these designations will change based on the 'Smoothing' process. Mr. Golembiewski reviewed the proposed areas for inclusion in the Urban Area on the map.

We have reached out to all of the MPOs that surround us. Lancaster County has said they concur with the proposed areas for inclusion along Berks County's border with them and had no additional comments. We have not yet received any comments from Lebanon County. DVRPC made a recommendation to include a few more potential areas along the portion of the Philadelphia Urban Area that extends into Berks County but gave concurrence with the proposed 'Smoothing' as it stands. Lehigh Valley has said that they will have to get back to us after reviewing the proposed 'Smoothing'. We've asked the surrounding MPOs to get back to us by May 17, 2023, which is the day before the Coordinating Committee meeting.

The next step in this process is that, upon approval by the Coordinating Committee, we would submit our recommendation to PennDOT Central Office. PennDOT Central Office, upon their approval, will collect all of the Urban Area 'Smoothing' recommendations across the state, and forward them to FHWA for their concurrence.

What we are asking for today is a recommendation to the Coordinating Committee to submit this Urban Area 'Smoothing' to PennDOT for their approval contingent upon receiving comments from those surrounding MPOs.

MOTION: Mr. Alas made a motion to recommend approval by the Coordinating Committee of the Urban Area 'Smoothing'. Mr. Krall seconded the motion and it passed unanimously.

9. REVIEW AND RECOMMENDATION ON DRAFT RATS PUBLIC PARTICIPATION PLAN

Mr. Golembiewski stated that he will discuss the draft RATS Public Participation Plan (PPP) and the draft RATS Limited English Proficiency Plan (LEP) separately but will ask for one motion at the end of the discussion of these two items.

The PPP that we have was last adopted in 2017. The PPP and LEP work together. This is required by a number of federal regulations that require us to have each of these documents not only as a Transportation Management Area (TMA), which is an urban area with over a 200,000 population, but there are regulations that are specific to the LRTP, TIP, and Air Quality Conformity that also require us to have these processes in place.

The PPP details how we get information to the public and how we get information back from the public, how we get timely feedback and how we effectively address that feedback throughout the entire planning process. Ultimately, our desire is to have meaningful dialogue throughout all parts of the planning process. Mr. Golembiewski reviewed the components found within the document.

10. REVIEW AND RECOMMENDATION ON DRAFT RATS LIMITED ENGLISH PROFICIENCY PLAN

Mr. Golembiewski stated that the latest LEP was adopted at the same time as the PPP in 2017. This document is more specific in that it addresses public outreach with those populations that do not have a grasp of the English language.

This LEP process is a result of an Executive Order signed by President Clinton back in 1994. The LEP process is similar to the PPP process. At our last Certification Review in 2020, no formal recommendations were given. However, it was noted at that review that there are certain efforts that we said we would make regarding documents and outreach. The spirit of those recommendations was met but we did not address them to the letter. As we move forward in the future, we will need to make sure that we are doing those things that we said we would do. For example, we should be including language taglines in every single document that we produce, we should be including a paragraph in Spanish noting that documents will be provided in different language formats as requested.

There are four factors that the federal government tells us we have to look at. The four factors are:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or service
- The frequency with which LEP individuals encounter the program and/or activities
- The nature and importance of the program, activity or service provided to people's lives, and
- The resources available to the federal financial recipient and costs

When we look at language groups, the Census Bureau asks the question in the American Community Survey (ACS) 'Do you speak English less than very well or not at all?'. Then they break it down to a number of non-English speaking groups. Anyone that is familiar with Berks County knows that there are over 26,000 Spanish speaking persons in the County that do not speak any English. The second highest non-English speaking population in Berks County falls into the Other Indo-European language group. Other Indo-European includes anything from Portuguese, German, Italian, Russian, Polish, Eastern European languages, and several more totaling 42 languages that fall into the Other Indo-European category.

The way the legislation is written, we must make accommodations for any non-English speaking language group that is 1,000 persons or more, or 1% of the total non-English speaking population. In our case, with over 26,000 Spanish speaking only individuals in the County, that is the population that we must make accommodations for directly. We have to

be able to provide opportunities for non-English speaking populations to access our documents and communicate with us.

Everyone travels using the transportation system and how we plan is important to every single person using the system. As a result, we will take reasonable steps to make sure everyone has access to our decisions and our processes.

The two main resources we need to utilize are document translation and oral interpretation. Translation is for the written word and interpretation is the spoken word. Neither RATS nor the Berks County Planning Commission directly contract for these services. They are available to us through the County. Berks County has 3 individuals that do written translations and 1 firm that does the on demand oral interpretation or meeting interpretation as necessary. As far as RATS goes, it is up to us to make sure that the County is maintaining those contracts and that we have access to them when necessary. It is also incumbent on us to make sure that we know how to use those services.

It is our policy to ensure that we are identifying those non-English speaking communities, we are reaching out to them, and providing language assistance to anybody that needs it at any time.

PennDOT does their own PPP and LEP process. We do planning on a countywide level and that is generally how we gear our outreach. When it comes down to a project specific process, that's generally PennDOT and their consultants leading that charge. So, they follow their own written processes for that outreach.

Like the PPP, this LEP will go out for a 45- day public comment period. Both of these documents will have public meeting components during the public comment period. We are currently in the process of determining how those meetings will be held and how many meetings we will provide. We anticipate getting ads in the Reading Eagle with the comment period beginning at the end of May 2023 and ending sometime roughly in the second week of July 2023. It would be a little bit after the Technical Committee meeting but would be at least a week and half before the Coordinating Committee meeting. So, we would still be able to address public comments as necessary, get the survey information into the documents, address in the document any issues that come out of the survey, and provide the final documents to the Coordinating Committee for approval in July.

Chairman Vottero noted that from PennDOT's public meetings, the bigger issue is voice communication versus written. It is important to be able to communicate with someone out in the public that attend a public plans display and communicate with that person. Mr. Golembiewski noted that one of the challenges that we've had is that we do not run our website. The County of Berks has the web software and they put forth the policies when it comes to what can get posted and how it can get posted. All of our documents are in Adobe PDF format. We had been told in the past that a lot of screen readers for the blind cannot process our PDF documents. In addition, in the past on the fly language translators couldn't process documents in PDF. Both these types of software can now process PDF documents. But we are still working with our IS Department to make sure that everything that we do can

be translatable, or if it cannot be, we make the efforts in our office and go through those contracts to get the information translated. Chairman Vottero noted that technology has helped us in regards to translations and accessibility.

MOTION: Mr. Piper made a motion to recommend approval by the Coordinating Committee to release the draft PPP and draft LEP for a 45-day public comment period. Mr. Boatman seconded the motion and it passed unanimously.

11. PENNDOT UPDATES ON BRIDGE PROJECTS

Chairman Vottero gave an update on the status of bridge projects.

Mr. Piper noted that in the May 5, 2023 Reading Eagle newspaper that PennDOT placed an advertisement that beginning next Monday through June 5, 2023 that a virtual public plans display will be offered and available on PennDOT's website for the SR 183 Schuylkill Avenue over Norfolk Southern Railroad project.

Mr. Piper noted that because the SR 2087 and SR 2005 bridge projects are side by side, PennDOT made a good decision to have the projects work together since each bridge is going to serve as the other bridges' detour during construction. That is why the SR 2087 Center Avenue over Norfolk Southern Railroad bridge project let date was pushed out in order to tie together the two bridge projects.

12. COMMUTER SERVICES UPDATE

Mr. Golembiewski stated that Commuter Services staff continues to interact with local employers with recent site visits to Boscov's, Penn State Health St. Joseph, Ashley Furniture, PA Career Link, and Reading Area Community College. In addition, Commuter Services staff met with Representative Johanny Cepeda-Freytiz and participated in the Berks County Health Fair.

Commuter Services wrapped up the Earth Month promotion at the end of April, 2023. Currently, Commuter Services staff is gearing up for the Staffing Agency Showdown promotion for a competition between staffing agencies. May is Bike Month and the Bike to Work week ride will be on Friday, May 19. This is the first Bike to Work week ride that has been organized since 2019 as a result of COVID. Reading Hospital / Tower Health and Penske Racing Shocks are sponsoring the event. In addition, Commuter Services will be receiving two e-bikes through donation; one will be given to the West Reading Police Department and the second one will be given to the Reading Police.

Commuter Services is very involved in the regional bike share initiative to facilitate installation of bike share programs across county borders within Commuter Services' nine county region. In Berks County, some of the partners Commuter Services is currently working with include Wyomissing Borough, Tower Health, and Alvernia University.

Commuter Services continues to work to develop regional congestion management planning with PennDOT providing guidance.

Commuter Services is in the process of trying to obtain Safe Routes to Schools funding.

During the month of April, 242 new members joined the program, over 8,750 trips were tracked, and nearly 140,000 miles not driven were recorded for a savings of over \$87,000 as a result of using green modes of transportation.

13. OTHER BUSINESS

- Mr. Piper stated that a request by Hamburg Borough for a letter of consistency was made regarding their application to WalkWorks to develop an active transportation plan for the Borough. Part of the application process requires a letter of consistency from the regional MPO. The application is consistent with the MPO plans and with Berks County plans. The grant request is for \$30,000.

MOTION: Mr. Krall made a motion to recommend approval by the Coordinating Committee to send a letter of consistency to Hamburg Borough regarding their application to WalkWorks to develop an active transportation plan. Mr. Golembiewski seconded the motion and it passed unanimously.

- Mr. Piper stated that Mr. Michael Carroll has been appointed and confirmed as the Pennsylvania Secretary of Transportation. As a result, it is anticipated that many of the people in 'Acting' positions in transportation across the state will be confirmed and become permanent positions. Mr. Mosca noted that Ms. Kristin Mulkerin has been confirmed as the Director of the Office of Strategic Planning for PennDOT. In addition, Mr. Mark Tobin is currently the Acting Division Chief for the Transportation Program Development Division at PennDOT.

14. ADJOURNMENT

MOTION: Mr. Krall made a motion to adjourn the meeting. Mr. Piper seconded the motion and the meeting adjourned at 3:04 PM.

Date: _____

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Alan D. Piper