



Borough of Sinking Spring
BOSS FORWARD
REVITALIZATION COMMITTEE
3940 Penn Avenue
Sinking Spring, PA 19608
M: (484) 269-4902
samloth@comcast.net

Web: www.bossforward.org FB: www.facebook.com/boss2020/

SINKING SPRING
BOSS FORWARD REVITALIZATION COMMITTEE
BOARD OF DIRECTORS

MEETING MINUTES
JUNE 16, 2022

Call to Order

Merlin Weaver (BOSS President) called the meeting to order at 7:00 PM at the Borough of Sinking Spring Council Chambers, 3940 Penn Avenue, 19608.

Present

Merlin Weaver (President-RBAR-ED)
Lisa Gantner (Member-SSB Recreation-D/SCG)
Mike Hart (Member-Borough Manager-ED)
Sam Loth (BOSS Coordinator-CDS-ED-D/SCG-P)

Note: Teams: ED-Economic, D/SCG-Design/Safe-Clean-Green, P-Promotion

Absent

Bernie Campbell (Vice President-Whirley Drinks-ED) A
Jaime Perez (Member-Resident-P) A
Brian Hoffa (Member-Chair SSB Econ Comm-P) A
Robert Metzger (Member-SSB Econ Comm-ED) A

A Quorum was NOT present.

Approval of Minutes

Table a Motion to approve the Meeting Minutes of May 19, 2022, until the next BOSS Meeting on July 21, 2022.

Treasurer's Report

- Lisa Gantner: The balance remains steady at \$3,402.53 with no activity. Lisa submitted payment of \$150 for annual membership to the Smart Growth America Affiliate, LOCUS. Lisa reported that as part of the membership application, LOCUS will contact Sam Loth by telephone to establish BOSS as a member.

Table a Motion to approve the Treasurer's Report for May 2022 until the next BOSS Meeting on July 21, 2022.

PROJECTS

BOSS Central Business District Infrastructure Improvement Project (CBD-IIP)

Phase 2 Construction Challenges

- Mike Hart: Reported that while construction is underway, the decision by PennDOT to place the Phase 2 project into the Federal ECMS regulatory process, has slowed the overall timeline of construction. This decision was made unilaterally by PennDOT because the \$ 783,805 PennDOT MTF Grant that was awarded to Sinking Spring toward Phase 2 construction contains Federal dollars. Everything that is worked on must be PennDOT certified. PennDOT Inspectors are required to be on-site to witness products being manufactured. Meanwhile, products needed to complete construction cannot often be manufactured on a schedule matching the project. The ECMS designation exacerbates the supply chain issues that are presently plaguing all of America.
- Mike Hart: PennDOT representative Laura Montgomery (McCormick-Taylor) has been especially helpful as our project liaison with PennDOT. She has worked diligently with my office to move the supply chain issues forward to a quicker conclusion. For example, the piping we need may be available through the ECMS process in three weeks. A vendor has been identified in Pittsburgh. Unexpected requirements are delaying us; for example, two large “jelly fish” manufactured inlets that act as filters are needed but are not available at this time. These two inlet/filters will cost an additional \$200,000.
- Sam Loth: I’ve done quite a bit of research into this issue, and I have not found alternative practices to the ECMS process. It is unlikely that BOSS can effect a change in status for the project. Are we still in danger of losing any amount of grant funding because of the persistent delays caused by this bureaucracy?
- Mike Hart: I will endeavor to use every penny of grant funding available but some grant awards are in jeopardy.
- Sam Loth: Mike, if you can, please use the DCED MTF funding originally earmarked for Phases 3-1 & 3-2 for the completion of Phase 2 including all the A.D.D. along Krick Avenue and the full ingress/egress connection to our new Main Street thoroughfare! I will direct my attention to new grant applications that can replace the construction funding for Phase 3.

Phase 3 – Main Street Through Route (Columbia Avenue to Shillington Road)

- Sam Loth: I have been directed by the BOSS Committee to focus my attention on the two Multimodal Transportation Fund grant programs from PennDOT and DCED. PennDOT’s application period is presently undetermined while DCED’s application period is 03/01/22 – 07/31/22. BOSS wants me to write applications for the cost of the Shillington Road Ingress/Egress with Main Street on the western side of Shillington Road. If constructed, this would create a new four-way intersection along Shillington Road between Penn Avenue and the Norfolk-Southern Railroad Bridge.
- Sam Loth: I cannot complete and will not submit the DCED application by July 31, 2022 for the FY-2023-2024 State Fiscal Year funding. I will determine the PennDOT time-frame and apply if appropriate. The goal for this Phase 3-4 connection is to settle on the original BOSS Official Map three-way intersection that also squares off parcels of land for development.

Phase 4 PennDOT Redesign of Penn/Shillington/Mull Intersection

- Sam Loth: Over the past 6-8 weeks, BOSS has fashioned an approach responding to PennDOT’s changes to the Official Map design for our Phase 4 intersection.
 - Conduct an Economic Impact Analysis of the proposed PennDOT intersection redesign. Compare the beneficial tax revenue to the County, School District and Borough of the original design vs the new PennDOT design; determine if there would be losses in tax revenues because of the land use changes that would occur under the PennDOT intersection and land use redesign.
 - Prepare a formal Position Statement on the 4-Phased Revitalization Project that emphasizes the economic development goals behind the BOSS proposed infrastructure changes. Clearly state that these proposed improvements are designed to strengthen the economic sustainability of the Borough over the long term. Quote PennDOT’s publications/guidelines/handbooks to emphasize that PennDOT is not following their own published texts and maintain that PennDOT has not properly scoped the project in cooperation with county and local planners as texts suggest.
 - Contact the regional public transit agencies BARTA (Berks County) and the SRTA (Lancaster County) regarding the long-range proposed plan to locate a ‘bus transfer station’ within the Borough’s revitalization zone. Advance this proposal for the benefit of transit efficiency and measure whether PennDOT’s redesign of the land use will negatively affect transit’s ability to implement the bus transfer site.

- Once documents are available, circulate them, have Borough Council approve them and then contact PennDOT 5-0 and request a sit-down meeting to attempt a resolution on design changes.
 - If PennDOT does not respond favorably to the BOSS Official Map construction request, the next step will be to ask local, county and state officials to contact PennDOT and support the BOSS Official Map Plan.
- Sam Loth: There are other stakeholders that benefit/suffer depending upon final decisions on design changes; examples include ADA stakeholders whose mobility in the BOSS CBD would be impacted, public ridership of transit buses, children, disabled and others who desire to navigate the major traffic intersections at the pedestrian level.
 - Sam Loth: Should the BOSS Committee reach out to local businesses that will be impacted? Examples include Senda Auto Sales, the Public Laundromat, Jiffy Lube, McDonalds, Rita's Water Ice and the commercial property owners with land along the western side of Shillington Road.
 - **Consensus: Proceed with the BOSS strategy. If PennDOT is unresponsive, consider this option.**

Phase 3/4 – New through route connecting Columbia Avenue with Shillington Road: Main Street Extension

- Sam Loth: Some questions I have that must be answered to complete any Multimodal Transportation Fund grant application:
 - Will the Borough or PennDOT lead this project?
 - Which properties along Shillington Road will require A.D.D.?
 - Who will pay for these acquisitions and who will conduct the negotiations/appraisals, etc.?
 - Will the Berks County Redevelopment Authority be involved in this project?
 - Will the Borough be responsible for the 30% MTF Program match or will this requirement be waived?
 - Who will assist with the Budgets and estimates for the project? Will ARRO Engineers be involved?
 - Will PennDOT construct the “Main Street Extension Connector to Shillington Road”?
- Mike Hart: In our previous meeting with PennDOT in April 2022, PennDOT indicated that they will build the Ingress/Egress between Shillington Road and the Main Street Extension.
- Lisa Gantner: There are two additional residential developments that are under construction immediately adjacent to our NTC and revitalization design. The golf course development on the north side of Penn Avenue and the Hoffman Industries development on the south side of the railroad bridge on Shillington Road. The Hoffman development builds 400 low-income apartments. These two developments will add traffic into the CBD redesign. Research the vehicle count for the Hoffman Industries project.

New Town Center Redevelopment Project (NTC)

D&E Consultants D-1 Form-based Code Ordinance (Final Draft)

- Sam Loth: The Berks County Planning Commission generated a detailed review letter of the proposed D&E final draft of the D-1 Ordinance. After speaking with Mark Evans (D&E), I support the immediate passage of the D-1 Ordinance. Design Guidelines can be written after-the-fact.

BOSS TEAMS

BOSS Promotion & Publicity Team

Promotional Event with SS Fire Company

- Lisa Gantner: The BOSS Promotion Team and the SSB Fire Company are planning a jointly hosted “Trucktoberfest” on Sunday, September 18, 2022 (rain date Sep 24th). The group has organized and conferred with Borough Council at its meeting on June 9, 2022. Council member Dave Miller has volunteered to assist at the event.

BOSS 3-YEAR ACTION PLAN

Projects & Grant Timelines

FY-2022 – FY-2024

- Sam Loth: This document is secondary to the Phase 4 strategy and the Facade grant application to be written this summer. We can resume work on this in the Fall.

OLD & NEW BUSINESS

[BOSS Website Design & Development](#)

- Merlin Weaver: Marshall Pickard, Website Designer has a test site for BOSS Forward currently posted. Please review the site and comment to Marshall if you have suggestions or comments.

[Meeting Continuance](#)

Lisa Gantner to table the present session at 8:30 PM. Continuance to July 21, 2022 meeting.

NEXT 'LIVE' MEETING
Thursday, July 21, 2022 at 7:00 PM
Borough Council Chambers