

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
March 18, 2021, 10:00 a.m.**

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Mark Gordon, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jeffrey W. Leithauser, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Stephen Shanley, Allegheny County Department of Public Works
- Austin McDaniel, Greene County Planning and Community Development
- Jason Theakston, Washington County Planning Commission
- Connor Shapiro, Westmoreland County Department of Planning and Development
- Jennifer Crobak, FHWA
- Brandon Leach, PennDOT
- Matthew Crea, PennDOT
- Alice Hammond, PennDOT
- Brendan Coticchia, City of Pittsburgh
- Lynn Manion, Airport Corridor Transportation Association
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Harold Swan, PennDOT District 10-0
- Brian Allen, PennDOT District 10-0
- Eric Buchan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Evan Tobin, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Dan Laird, Hill International
- Jeffrey F. Strejeck, Bergmann Associates
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Dave Totten, SPC Staff

Attendance cont'd on next page:

Attendance cont'd:

Lillian Gabreski, SPC Staff
 Greg Shermeto, SPC Staff
 Erika Eagan, SPC Staff
 Josh Spano, SPC Staff

- **Indicates TTC voting member**

1. **Call to Order**

Andy Waple called the meeting to order at 10:00 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on February 18th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Jeremy Kelly to approve the minutes of the February TTC minutes as presented. The TTC approved.

4. **FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office**

Jen Crobak began the report by updating the TTC about the Census, mentioning that on February 19th the US Census published a Federal Register notice that provided the bureaus with proposed urban area designations based on the result of the 2020 Census. The bureau is requesting public comments on this notice, which will be open until May 20th. Jen also mentioned that EPA has recently announced up to \$6 million available in the annual environmental justice grant program, which are grants available to non-profit and community-based organizations that promote and support activities that would support low income and minority populations. Jen also made a note on an upcoming virtual workshop, hosted by Federal Highway, who are teaming up with the Pedestrian and Bicycle Information Center, on the basics of bikeway selections at intersections with parking. The virtual workshop will be on April 7th and registration is currently open for planners and the public.

Kevin McCullough gave an update to the Pathways Program P3 Initiative, mentioning that in the last month there hasn't been many significant changes, except for the announcement of the candidate major bridges which includes one on I-79 in Allegheny County. All the major bridges were selected for preliminary approval, and next initiatives will look at studies regarding detour routes and preliminary engineering. Half of the major bridge projects have had virtual public meetings, with the other half upcoming soon. There will be links to those public meetings, as well as other information about the major bridge projects, posted on the PennDOT funding website. Press updates have been released announcing the 9 preliminary bridge projects, and there is public support both for and against some of the bridges, as well as legislative work that is working against some of the projects.

Kevin also mentioned that on the PennDOT website there is a press release on the new transportation revenue options commission, or TROC. This was established recently by an executive order, with the idea being to develop a comprehensive funding recommendation for the Pennsylvania transportation network. This will be looking into new technology and options regarding to funding for transportation projects, moving away from the gas tax as it is unreliable source of funding going forward with the increase of hybrid

and electric vehicles, as well as the change to teleworking due to COVID-19. The committee will be comprised of transportation and economic community stakeholders in both the public and private sectors, and they will have their first meeting next week. The report of the commission's activities will be due to the Governor on August 1st, 2021, so much will be discussed about the commission in the following months.

Andy Waple made a comment on the Senate Transportation Committee, who approved the SB382 bill that changes the P3 project process, giving more legislative oversight on that process. Kevin McCullough mentioned that the bill is being monitored closely to see if there will be any changes to the current process, but the 9 identified projects are continuing into preliminary engineering, and if for some reason they are then unable to be pursued through the pathways program, they may be discussed as part of the TROC recommendations. Kevin also quickly went over the \$100 billion in funding which came out of the COVID-19 relief bill, however much of that funding will be going to FEMA, transit, airport operations, aerospace manufacturing, and Amtrak, which is very important, but does not directly impact highway and bridge infrastructure.

5. **Action on Modifications to the 2021-2024 TIP**

A. PennDOT District 10-0

Harold Swan went over the three amendments and four administrative actions for PennDOT District 10-0 that needed TTC approval. The first amendment was for a bridge replacement project which carries SR 1021 (Conerty Road) over Buffalo Run in Donegal Township, Butler County. District 10-0 requests to advance final design from FFY 2022 to FFY 2021, change the funding from 100% State to 100% Federal utilizing toll credits, and program \$337,700 into that phase. The District also requests to advance right-of-way from FFY 2022 to FFY 2021, change the funding from 100% State to 100% Federal utilizing toll credits, and program \$62,000 into that phase. The source will be the SPC District 10 Highway/Bridge Line Item. The FFY 2022 State funds from both phases will be placed into the SPC District 10 Highway/Bridge Line Item.

The second amendment was for a bridge replacement project which carries Township Road #372 (Taggart Road) over Slippery Rock Creek in Worth Township, Butler County. District 10-0 requests to add preliminary engineering and program \$420,000 (100% Federal Spike funds utilizing toll credits) in FFY 2021. The district also requests to add final design and program \$300,000 (100% Federal Spike funds utilizing toll credits) in FFY 2022. The district also requests to add utilities and program \$130,000 (100% Federal Spike funds utilizing toll credits) in FFY 2022. The district also requests to add right-of-way and program \$23,000 (100% Federal Spike funds utilizing toll credits) in FFY 2022. The district also requests to add construction and program \$1,127,000 (100% Federal Spike funds utilizing toll credits) and \$420,000 (Local) in FFY 2023. The source for all phases will be the STP Reserve Line Item.

The third amendment was for the installation of bicycle and pedestrian facilities along the southern end of the Hoodlebug Trail connector from a PennDOT installed pedestrian underpass (along Route 119) to the intersection with Township Road #841 (Cornell Road) in Burrell Township, Indiana County. The district requests to add construction and program \$350,000 (100% Federal Transportation Alternatives [TA] funds utilizing toll credits) in FFY 2021. The source will be the SPC Region TAU Line Item.

The first administrative action was for the widening of the PA 286 (Oakland Avenue) corridor from two to four through lanes, the addition of five-foot bike lanes and five-foot sidewalks in both the northbound and southbound direction from the US 422 Interchange to Rustic Lodge Road, and improvements (which will include traffic signal upgrades, additional turning lanes, ADA curb ramps, and crosswalks at traffic signals) to

eight intersections along PA 286 in White Township, Indiana County. The District requests to increase construction and add \$90,000 (100% Federal utilizing toll credits) in FFY 2021 for a design omission work order for the removal of an asbestos waterline in the roadway benching. The source will be the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a signal upgrade project is located along PA 356/68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The district requests to change right-of-way funding from 80% Federal and 20% State to 100% Federal and program \$24,743 in FFY 2021. The District also requests to change the construction funding from 80% Federal and 20% State to 100% Federal and program \$300,000 in FFY 2021. The source will be the deobligation of surplus utility and right-of-way funds from Lincoln Way Improvements on October 19, 2020. The State funds from PA 356 Moraine Pointe to Campus Lane Signal Upgrade will be placed into the SPC District 10 Highway/Bridge Line Item.

The third administrative action was for a bridge replacement project carries SR 3016 (Jacksonville Road) over Two Lick Creek in Center Township and Homer City Borough, Indiana County. The district requests to increase right-of-way and add \$169,055 (100% Federal utilizing toll credits) in FFY 2021 for the necessary displacement of an apartment building that was hoped to be avoided in the original scope of work. The source will be the District 10 Highway/Bridge Line Item. The fourth administrative action was for a bridge replacement project carries PA 488 (East Portersville Road) over Interstate 79 northbound and southbound in Muddy Creek Township, Butler County. The District requests to increase preliminary engineering funds and add \$8,000 (80% Federal and 20% State) in FFY 2021 for additional design effort necessary to develop a traffic control plan and design field view plan based on maintaining two lanes of traffic at all times. The source will be the SPC District 10 Highway/Bridge Line Item.

Mark Gordon made a motion to approve the amendments and administrative actions from PennDOT District 10-0, which was seconded by Josh Krug. The motion was approved unanimously.

B. PennDOT District 11-0

Rob Miskanic went over the seven amendments and five administrative actions for PennDOT District 11-0 that needed TTC approval. The first amendment was for a bridge preservation project, located at SR 885 over Monongahela River, Carson Street, NS and CSX rail lines in City of Pittsburgh, Allegheny County. The district requests to increase final design phase by \$50K for current design estimate, and the source of funding is the Allegheny Loc Br Pres Line Item. The second amendment was for a bridge preservation project located at 6 structures in Allegheny County. AB03 in Monroeville Boro, AB04 in Monroeville Boro, SQ01 in Ohara Twp., PU02 in Penn Hills, PA02 in Upper St. Clair Township and WB01 in Shaler Twp. The district requests to increase final design phase by \$200K for current design estimate, Source of funding is the Allegheny Loc Br Pres Line Item. The third amendment was for the repair of deteriorated steel and concrete, blast clean & spot paint the rusted areas of the substructure & interior surfaces of the stiffening girder, located on the bridge carrying 6th Street over the Allegheny River and 10th Street bypass. The bridge intersects with Fort Duquesne Boulevard, in the City of Pittsburgh, Allegheny County. The district requests an increase of the final design phase by \$350K for current design estimate, Source of funding is the Allegheny Loc Br Pres and Roadway Line Item.

The fourth amendment was for a highway reconstruction project, located from Fort Pitt Boulevard to Sixth Avenue in the City of Pittsburgh, Allegheny County. The district requests to add the right-of-way phase to active project. Source of funding is the UTL phase of same project. The fifth amendment was for a micro surfacing, guide rail, and pavement marking project, located on SR 3160 in Moon Township, Allegheny County. The district requests to add construction funding to advance micro surfacing project on Business

376. Source of funding is deobligated funds and Betterment Line Item. The sixth amendment was for roadway improvements, located at the east end of Franklin Avenue and the SR 51 entrance/exit to the City of Aliquippa in Beaver County. The district requests the addition of planning and engineering phase to initiate design. The seventh amendment was for a realignment and roadway reconstruction project, located on SR 2004 (Freedom Road) from SR 65 to SR 989 in New Sewickley Township and Conway Borough. Also including Crows Run Road in Conway Borough. As a Spike funded project, the district requests to add the previously approved project to current program, including \$30M from CO STP Reserve Line Item.

The first administrative action was for a safety improvement project, located on State Route 2040 - Lebanon Church Road- from Bombardier Drive to Buttermilk Hollow Road in Pleasant Hills and West Mifflin Boroughs, Allegheny County. The district requests to increase construction funds to cover estimated planning and engineering funds. The second administrative action was for signal improvements in the Central Business District, City of Pittsburgh, Allegheny County. The district requests the addition of funding to construction (\$450K) for additional work. The source of funding is the SR 1001 project that has been deferred. The third administrative action was for 5 signal replacements and 1 new signal installation, located in the City of Pittsburgh's South Side along 18th Street. The district requests to add funding to construction (\$1.45M) for current estimate. The source of funding is the SR 1001 and SR 19 project that has been deferred. The fourth administrative action was for a safety improvement project, located from within the City of Pittsburgh, Allegheny County. This project is a transit flex project, and the district requests to add in matching funds for the FHWA flex process. The fifth administrative action was for bus and bike lanes, located from within the City of Pittsburgh including Downtown, Uptown, Oakland and the East End corridor, all within Allegheny County. This project is a transit flex project, and the district requests to add in matching funds for FHWA flex process.

Joe West asked a question about SR 51/Franklin Avenue project, asking if they were also going to look at the bridge and underpass for that project, which is currently owned by Aliquippa but they have struggled to maintain due to a lack of funds. Rob Miskanic mentioned that there is a study underway for that project before the actual development work begins, but any comments about the area which Joe West could provide would be very helpful. Joe West also asked about the SR 2004/Freedom Rd. upgrade project, in which he wanted to ensure that they straighten the road out when they redesign it. Rob mentioned that design for the road has finished and construction is due to begin in May. Doug Seeley spoke about the Aliquippa project, mentioning a meeting that recently happened discussing the interchange improvements in that intersection, since it is not a traditional interchange. The study will look at improvements to access the interchange ramps, as well as access under the bridge to the area along the river, which creates a pinch point, to see if there is a different access point or a way to improve access under the railroad for traffic to flow through.

Kevin McCullough also mentioned last month's flex projects adding matching funds, in which PennDOT coordinated with Federal Highways and Federal Highways worked with FTA to flex CMAQ funds to the Port Authority for 5 projects, were all accepted by the FTA to be administered, and Kevin thanked all three districts for their help on moving funds around and making sure that the Port Authority projects were able to be worked on.

Joe West made a motion to approve the administrative actions from PennDOT District 11-0, which was seconded by Ann Ogoreuc. The motion was approved unanimously.

C. PennDOT District 12-0

Angela Saunders went over eight administrative actions for PennDOT District 12-0 that needed TTC approval. The first administrative action was for reconstruction of PA 906 from the southern termini of the four-lane section to Tenth Street, located in the city of Monessen, Westmoreland County. The district requests to increase funding on the construction phase due to additional costs incurred while in construction. A-581 funds from the District 12 Highway/Bridge Line Item are being used for the increase. The second administrative action was for a replacement of the structure carrying PA 366 Westbound over Pucketa Creek, located in the city of Lower Burrell, Westmoreland County. The district requests the deobligation of remaining STU funds from the construction phase, as the project is complete. The third administrative action was for the reconstruction of PA 906 (Donner Avenue) from the Valley Independent building to the Monessen Riverfront Business Park, located in Monessen City, Westmoreland County. The district requests the deobligation of remaining STU funds from the Construction phase, as the project is complete. The fourth administrative action was for capacity improvements through the PA 21 corridor, located in South Union Township and City of Uniontown, Fayette County. The district requests the deobligation of remaining NHPP funds from the construction phase, as the project is complete.

The fifth administrative action was for a replacement of the structure carrying PA 88 (Dilliner Point Marion Road) over Whiteley Creek in Monongahela Township, Greene County. The district requests to adjust the cash flow of the construction phase, as the project will not be let for construction on the FFY 2021 TIP. The sixth administrative action was for the rehabilitation of the structure carrying PA 711 (Crawford Avenue) over the Youghiogheny River, State Route 1037 (South Water Street), and CSX Railroad in the city of Connellsville, Fayette County. The district is requesting the addition of the Final Design, Utility, and Right of Way phases to the FFY 2021 TIP. These phases were previously programmed, the project schedule was not progressed enough to encumber the funds prior to the expiration of the FFY 2019 TIP. Funding will be sourced from A-185 and A-581 from the Highway/Bridge Line Item. The seventh administrative action was for improvements to the Layton Bridge (SR 4038, Layton Street) over the Youghiogheny River and Trail, located in Perry Township, Fayette County. The district requests the addition of the Preliminary Engineering phase to the FFY 2021 TIP to increase the phase using STU funds from the Highway/Bridge Line Item. The eighth administrative action was for the replacement of the structure carrying PA 286 (Saltsburg Road) over Wolford Run, located in Bell Township, Westmoreland County. The district requests the addition of the Construction phase to the FFY 2021 TIP using A-185 funds from the Highway/Bridge Line Item.

Daniel Carpenter made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Joe West. The motion was approved unanimously.

6. Gateway 228 Corridor Improvements

Mark Gordon began by discussing how funding was secured for the corridor improvements, which included prioritization efforts through SPC and review of past studies, as well as working with the economic development and planning groups in order to gather data in order to put together a historical background of the project area, as well as safety and economic data. In 2018 dollars, \$130 million (of a total \$271 million needed) had been expended on the Route 228 corridor, however with a limited budget for future projects in the area and as a very active corridor for the region, new funding was needed. Butler County implemented a \$5 registration fee, implemented their own infrastructure bank and used Marcellus Impact fees to fuel that bank, and accomplished \$20 million of projects, with another \$22 million worth of projects beginning shortly. Cranberry Township then put \$500,000 towards their first Federal BUILD grant, and Butler County added another \$3.1 million to the grant, which showed that the projects had a good enough funding stream to be

successful. This in turn led to a second \$25 million BUILD grant, which included \$17.3 million of local funding across three municipalities for the county.

Eric Buchan continued the presentation, discussing the initial BUILD grant which centered around the needs associated with the quickly developing Route 228 corridor, which stretches from the Beaver County line to Route 356 in Buffalo Township and included SR 3020 and SR 228. The detailed application focused the need for improvements to the corridor to support the rapid development occurring in the region. In the 2018 BUILD grant cycle, the corridor was awarded \$20 million out of the nationwide \$1.5 Billion in BUILD funds, and was one of only two projects in Pennsylvania. On the initial BUILD grant, there were two projects which received funds; One was the SR 228, Section 270 in Middlesex Township which had \$30 million in construction costs for widening from 2 to 5 lanes and some realignment, as well as 4 structures and one new signal, and the other was the SR 3020, Section 297 in Cranberry Township which had \$10 million in construction costs for widening to 5 lanes, upgrading signals, and adding bike lanes.

With the BUILD grant awarded in December 2018, the funds had a June 2020 deadline for executing the agreement for the grant, with a September 2020 deadline for the last day to obligate those funds, creating an expedited schedule for both of the projects. Other difficult hurdles for the projects other than the expedited schedules included design administration roles, associated legal agreements for the BUILD grant and the Contribution Agreement for local funds, regulatory permits, Phase III Archaeological Data Recovery, and Right of Way acquisition of residential, commercial, and conditional clearance near SR 228, as well as a preliminary right of way objection which was filed late in final design for SR 3020. Planning and Engineering were successfully submitted and approved as of September 2020, and both projects let on January 7, 2021. The second BUILD grant was awarded to Butler County in 2020 for \$25 million. This was due to the success of the first Build grant through many challenges, and will be utilized on the Route 228 (Three Degree Road) and SR 3020 (Powell to Haine School Road) projects.

7. Potential Federal Earmarks Discussion

Andy Waple went over the potential return of Federal Earmarks in 2020, which includes enough funding for each member of Congress to be able to submit a number of projects. Currently, the rumors are that there will be a \$17 million threshold for each member of Congress to submit projects, and in response to that SPC has been looking at the TIP with PennDOT District managers and programming managers to create a list of projects which meet the preliminary criteria. That preliminary criteria includes a project that it is currently on the TIP or STIP, an outline of funding sources currently on the project, a description of the project that has already been laid out for public comment, the project phases being requested and projects that have already passed environmental clearance.

SPC will be utilizing the priority list of projects that was developed in Summer 2020 for the earmarks list going forward, as well as looking over the TIP for any other projects which may be considered. SPC and the PennDOT district and programming managers will hold another meeting next week, and are hopeful to begin reaching out to County and City of Pittsburgh leaders afterwards to gather comments and suggestions. The Appropriations committee and committee deadlines are currently to be held on April 14th, so work should be complete on this before that date. Andy is also working on scheduling virtual meetings with the elected congressional delegation to begin to brief them on the potential projects.

8. **2023 TIP Update and 2023 TYP (Twelve Year Program) Update Public Comment Period**

Ryan Gordon provided an update to the 2023 TIP, mentioning that this will be the first of monthly updates for here on out until the adoption period in 2022. Ryan first gave some highlights on the 2021 TIP period, which included participation by SPC staff and District Executive Staff in the statewide financial guidance work group, which included 18 work group meetings, 13 public meetings, and 100% virtual public comments. It also included an enhancement in BOF candidates, which will continue into the 2023 update. Moving onto 2023, there is a lot of uncertainty at the Federal level currently, with FAST Act reauthorization, Federal Infrastructure Legislation, and the Federal Earmarks still under discussion. There is also uncertainty at the State Level, with revenues and transportation funds, as well as the P3 tolling initiative being worked on.

SPC will have 2 members in the Statewide Financial Guidance workgroup, Andy Waple and Cheryl from District 11-0, which will help to provide input for the region. SPC anticipates that there will be a continued transfer of regional NHPP TIP funds to the Statewide Interstate TIP, as well as a continuation of integrating performance-based planning and programming. The timeline for the 2023 TIP has not changed since it was developed, but changes may be made on it as we continue through the process. One of the first things on the timeline is the early public comment period, which is currently underway. There is an online public forum on March 23rd, which will include presentations from the secretary and deputy secretary from PennDOT. There is also an online survey for comments which will be used for review and discussion for the 2023 TYP. That survey is open currently and will close on April 14, 2021.

Early milestones for the 2023 TIP include the financial guidance workgroup, which is active currently through May, with the final financial guidance available around July. The deadline for submitting new candidate projects will be around the end of June. There will be updates in the April and May TTC meetings, with the first workgroup meeting around early July, and a second workgroup meeting in late July-early August, with the possibility of a third workgroup meeting in September. The third meeting was proposed after the end of 2021 TIP survey showed a majority of answers requesting additional meetings or time to assess PennDOT asset management system outputs and candidate projects. Next steps for the TIP update will be for workgroup members to share the information for the public comment period and to review the draft timeline and send any comments back to SPC, as well as discussing candidate projects with staff. SPC will work on procedural framework including process flow and workgroup outlines, as well as developing candidate project resources and candidate projects. SPC staff will also set up a SharePoint site for use in the 2023 update, and will participate in statewide general and procedural guidance development.

9. **Route 8 Corridor Operations Planning Study**

Domenic D'Andrea gave a presentation on the Route 8 Corridor Operations Planning Study from Duncan Avenue to Bakerstown Road in Hampton and Richland Townships, Allegheny County. Domenic began by describing the project, which is to analyze the State Route 8 Corridor and identifying potential transportation operations and safety improvements throughout the corridor, mentioning that this is the fourth operations and safety traffic study that had been developed in the region in the last few years. Field work for the project was completed in October, with multiple site visits and background information on the study provided by PennDOT District 11-0, Richland Township, Hampton Township, and SPC. The site visits showed that the corridor has good access management in some parts, as well as backplates and retroflected tape on most signals, APA ramps and countdown pedestrian signalization in intersections, adequate lighting, and lane markings. The traffic signals were also updated with an adaptive system, which is intended to maximize operational efficiency for traffic flow.

Next, SPC looked over the long-term shared visions of Hampton and Richland Townships for the corridor. Hampton Township wanted pedestrian connectivity from school and community center to Route 8, providing multimodal access along and across the corridor. They wished for an improved appearance for the corridor, and an improved intersection between Route 8 and Wildwood Road. Richland Township wanted to explore feasibility of Unified Access Management and to explore the possibility of designating and constructing pedestrian or bicycle routes along Route 8. They also wanted to evaluate the feasibility of developing a Hampton-Richland-Valencia rail trail, and to develop a township pedestrian/bicycle master plan to connect parks, schools, and other civic amenities.

Domenic then went into areas needing improvement along the corridor, starting with poor access management in a business area near Pioneer Road. With multiple businesses all with their own access points, a consolidation of driveways would cut down on access points and minimize conflict points along the corridor, and the addition of ordinances that addresses access management in bot townships could also be helpful. Another corridor wide issue found was a large amount of angle and rear end crashes, as well as traffic congestion, due to left turns. Due to this, center left turn areas would be considered beneficial in three areas: Wildwood Road to McNeil Road, Bardonner Road to the Pennsylvania Turnpike, and Hardies Road to Ewalt Road. Another issue found was inadequate turn lane storage along numerous roads. By extending some of these turn lanes further back for future projected volumes, many congestion issues could be avoided.

Another issue found was a large amount of sediment and debris located in undesirable concrete locations. By periodically cleaning up curb ramps and sidewalks, as well as providing proper vegetation management and weed control, and by retrofitting detectible warning surfaces, many debris issues could be avoided. AN upgrade of lighting throughout the corridor could also improve darker areas, particularly near residential areas between Anderson Drive and Duncan Avenue, as well as upgrading existing lights to LED white lighting which use less energy and has better color distinction. There is also concerns with speeding along the corridor. The solution to that could be to add adequate speed limit signage and speed minder signs, as well as increasing enforcement where possible. Additional transit service and pedestrian services along the corridor are also needed, including bus pull offs and sidewalks with a buffer, as well as additional park and ride locations.

Domenic then identified key intersections which needed improvement, starting with Harts Run Road. Harts Run Road needs a replacement of pavement markings, as well as the installation of new reflective “No Ped Crossing” signage. The hillside needs to be monitored for stability as debris is falling onto the southbound lanes, and long term the bridge should be replaced and widened to add capacity of vehicles turning right onto State Route 8. Another improvement would be to add additional destination and trail signage to Rachel Carson Trail, which is currently not very well marked and is located in a mid-block area near a major intersection of Wildwood Road. Additional capacity through the side streets of Wildwood Road is another issue, with consideration of adding a left-turn signal phasing to the side streets and additional capacity in order for levels of service, especially school bus traffic, to improve the intersection. Another intersection at Tally Road, just north of Wildwood Road, needs additional legal pedestrian crossings and mid crosswalk markings installed. Finally, removing the sloped barrier entering the Turnpike and replace it with a standard impact guardrail.

Looking at potential funding mechanisms, State and Federal transportation funds through the TIP could fund many of these improvements. State discretionary funding programs, including DCED multimodal funds, DCNR greenways and trails program, DCED Municipal Assistance Program, DCNR Growing Greener, PennDOT Rail Freight Assistance Program, or DCED Keystone Communities, could also be used for funding. SPC programs that could be used include the Transportation Alternatives Program, the Livability through Smart

Transportation Program, and the Congestion Mitigation and Air Quality Program. Green Light GO, ARLE, and the SPC signal program could be used for signal improvements, and Liquid Fuels and Act 13 for local roadway improvements, among others.

10. **Other Business/Status Reports**

There was no other business or status reports to update.

11. **Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:57 am.