

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
May 13, 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
- 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
- Jason Theakston, 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
- Lisa Cessna, Washington County Planning Commission
- Tammy Frank, Beaver County Liquid Fuels
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Greene County Planning and Community Development
- Brandon Leach, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- Lynn Manion, Airport Corridor Transportation Association
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Chris Watts, Pittsburgh Downtown Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Harold Swan, 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
- Jessica Setmire, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Dan Laird, Hill International
- Darryl Phillips, HDR
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff
- Erika Eagan, SPC Staff
- Erin Kepple Adams, SPC Staff
- Dan Bernazzoli, 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 April 15th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Mark Gordon to approve the minutes of the April TTC minutes as presented. The TTC approved.

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

Kevin McCullough began the report by discussing Federal funding, mentioning that we are still under the one-year extension of the FAST act, which will expire in September of 2021. Some discussions have been made on a reauthorization bill, as well as some additional infrastructure funds beyond what would usually fit under a surface transportation reauthorization bill. This could have impact on our financial guidance, so all discussions are being monitored by Central Office. Discussions of extending the FAST Act through the end of 2021 are also continuing on a Federal level. Also, discussions of increasing the Gas Tax have gone nowhere on the Federal level. Kevin then spoke on Congressional Earmarks, mentioning that Senators are asking about the earmarks as well, so more information may come out in the near future on that situation. Kevin noted that the earmarks are a good way to bring Senators back to the table to talk specifically about projects, however will end up creating less funding that will be available through the usual formula funding.

Kevin gave an update to the PennDOT Pathways program, exploring to toll 9 bridges across Pennsylvania, with one of those bridges being in the SPC region in the Bridgeville area. There has recently been some legislative action at the State level in order to try and stop the use of tolling on these bridges, however this P3 initiative is to just see if it is possible to toll the bridges until they are fully paid for, and then remove the tolling, since these bridges are currently unable to be funded due to their high cost. On the State funding side of things, the Transportation Revenue Options Committee, or TROC, is also exploring additional funding initiatives beyond the tolling. PennDOT is also hosting a virtual public meeting for its planning and environmental linkages study, which is another funding option for sustainable transportation. This is a companion piece to the TROC, the link can be found on the PennDOT website, and any feedback can be given on the study between April 29 and June 1. All TROC meetings are also recorded and placed on the Talk PA Transportation website for public viewing.

Kevin then discussed the 12-year program update, mentioning that the program kicked off with a survey back in March and went through mid-April, which provided a bunch of public input for the Pennsylvania Long-Range Transportation Plan, as well as the Freight Movement Plan. The procedural guidance work group held their fourth meeting on May 11th, and will be meeting twice a month through June with additional meetings as needed. This will look to give guidance on how to update the STIP/TIP throughout the entire State, and will create a reference manual on how to do that. Kevin mentioned that this will be more of a fine tuning of the processes from two years ago, rather than a complete overhaul. The work group has been split into 7 sub-groups in order of their areas of expertise, which had provided a lot of great input. Goal is to have the draft guidance workbook available by the end of June.

There was a kickoff meeting for financial guidance a little over a month ago, which began to look over changes to the financial guidance from two years ago, which are about to kick in for this update. Part of those changes will be movement of NHPP funds into Interstates. Kevin mentioned that next steps will include CMAQ evaluation and transportation alternatives and safety project prioritization. Andy Waple spoke on the financial guidance, mentioning again that the formulas will be changing based on discussions from the 2021 TIP financial guidance, switching the focus from bridge projects to highway projects. Preliminary numbers for funding are down from the previous TIP due to a significant decrease in NHPP funds, as well as State highway and bridge funds due to a declining gas tax revenue.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over the three amendments and three administrative actions for PennDOT District 10-0. The first amendment was for upgrades and improvements to the flow of traffic with the addition of turning and through lanes, signal retiming, and signal coordination along PA 356 from PA 228 to PA 28 in Buffalo Township, Butler County. The district is requesting to defer final design from FFY 2021 to FFY 2022, change the funding from 80% Federal and 20% State to 100% State, and program \$2,200,000 in FFY 2022. The source will be the SPC District 10 Highway/Bridge Line Item. The Federal funds will be placed into the SPC CMAQ Line Item. The district also requests to change the Federal funding type for utilities from CMAQ to STU and program a total of \$1,600,000 (80% Federal and 20% State) in FFY 2022. The source will be the SPC District 10 Highway/Bridge Line Item. The Federal CMAQ funds will be placed into the SPC CMAQ Line Item. The district also requests to remove the State right-of-way funds in FFY 2021, change the Federal funding type from CMAQ to STU, and program a total of \$4,500,000 (80% Federal and 20% State) in FFY 2022. The source will be the SPC District 10 Highway/Bridge Line Item. The Federal CMAQ funds will be placed into the SPC CMAQ Line Item. The district also requests to defer construction from FFYs 2022 and 2023 to FFYs 2026 to 2028, change the Federal funding type from CMAQ to STU, and program a total of \$12,800,000 (100% Federal utilizing toll credits) in FFYs 2026 to 2028. The source will be the SPC District 10 Highway/Bridge Line Item. The Federal CMAQ funds will be placed into the SPC CMAQ Line Item.

The second amendment was for the relocation and expansion of the existing park-and-ride facility at the intersection of SR 356 (South Pike Road) and SR 2017 (Silverville Road) in Buffalo Township, Butler County. The facility will be relocated from the current location west of SR 2017 to an adjacent location east of SR 2017. The new location will approximately double the capacity of the existing facility (50 spaces to approximately 100 spaces) and will provide safer access to the State Route. The facility will also be designed to accommodate buses to allow for potential future transit service. The district requests the addition of preliminary engineering and program \$50,000 (80% Federal and 20% State), final design and program \$250,000 (80% Federal and 20% State), utilities and program \$25,000 (80% Federal and 20% State), and right-of-way and program \$75,000 (80% Federal and 20% State) in FFY 2021. The district also requests the addition of construction and program \$1,200,000 (80% Federal and 20% State) in FFY 2022. This will be sourced from the SPC CMAQ Line Item and the SPC District 10 Highway/Bridge Line Item. The third amendment was for a safety improvement project, which includes shoulder widening, installation of edge-line rumble strips, and sight distance improvements along SR 3021 (Franklin Road) from PA 228 north to Township Road #307 (Peters Road) in Cranberry Township, Butler County. The District requests to increase final design and add \$205,000 (100% Federal utilizing toll credits) in FFY 2021 to develop an NPDES permit and final right-of-way plan. The District also requests to increase utilities and right-of-way and add \$1,031,000 and \$190,000 (100% Federal utilizing toll credits), respectively, in FFY 2021. The source will be

the SPC Regional Safety Line Item.

The first administrative action was for a signal upgrade along PA 356/68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The District requests to increase preliminary engineering and program \$80,000 (100% Federal utilizing toll credits) in FFY 2021 due to the addition of a right-of-way phase requiring a right-of-way plan. The source will be the SPC CMAQ Line Item. The second administrative action was for a bridge replacement project which 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 and add \$25,750 (80% Federal and 20% State) in FFY 2021 due to in-house core drilling. The sources will be the SPC District 10 Highway/Bridge Line Item and the Portersville Bridge project. The third administrative action was for the slide along SR 2029 (Logansport Road) in Bethel Township, Armstrong County. The District requests to remove the utility and right-of-way funds in FFY 2021 and place them into the SPC District 10 Highway/Bridge Line Item. Chuck Imbrogno made a quick note that the PA 356 corridor improvement project (Amendment 1) will be subject to air quality conformity in the coming months, so the amendment will not be able to be finalized until the conformity report is approved.

Mark Gordon made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded by Josh Krug. The motion was approved unanimously.

B. PennDOT District 11-0

Rob Miskanic went over the seven amendments and three administrative actions for PennDOT District 11-0. The first amendment was for a bridge replacement project, located on Cottage Grove Road (T-534) approximately 550 feet north of the intersection of Cottage Grove Road (T-534) and Mercer Road (S.R. 1005) in Wilmington Township, Lawrence County. The district requests the addition of a new ACT 13 project to TIP as requested by Wilmington Township and Lawrence County. The second amendment was for a bridge rehabilitation project, 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 \$12.35M to construction phase. The third amendment was for a 5 years Maintenance contract for suspension bridge main cable dehumidification system, located on 10th Street over I-376 and CSX railroad from 2nd Ave and Armstrong Tunnel to near Muriel St on the South Side, City of Pittsburgh, Allegheny County. The district requests the addition of funding to final design phase due to additional costs to rebid. The fourth amendment was for a study to determine alternatives to remediate flooding issue, located on SR 1004, Kittanning Pike/Kirkwood Drive in O'Hara Township, Allegheny County. The district requests the addition of a study phase.

The fifth amendment was for a pedestrian wayfinding project, located within the City of Pittsburgh, Allegheny County. The district requests to add approved TAU project to TIP in 2022 and 2023. The sixth amendment was for a safety improvement project, located on various District 11 routes. This project addresses vital safety focus areas by implementing curve and intersection pavement markings, high friction surface treatment and upgraded signage. The locations selected are higher crash locations and locations from the safety network screening lists. By implementing the proposed countermeasures, the project intends to reduce lane departures and intersection crashes. The Districts current safety plan is focused on lane departures and intersection crashes and the proposed project follows that focus. Being that safety funding was eliminated for the 2021 calendar year the project intends to perform low cost improvements in the same measure that we would normally approach the project. In addition, by using HSIP funds this still allows the District to implement safety improvements to our roadways during these financially difficult times. Over all the project shows cost/benefit at each proposed location. The district requests to add HSIP

project construction phase to TIP in 2021. Funding source is the SPC Regional HSIP Line Item. The seventh amendment was for a slide correction, located on SR 2070, Indiana Road, at segment 30 in Penn Hills Borough, Allegheny County. The district requests an increase to the construction phase by \$100K to cover overrun quantities of rock & excavation. The funding source is the Betterment Line Item.

The first administrative action 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 replenish funding as part of amendment for 6th St Bridge, and to change funding from NHPP to STP or STU. The second 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 remove local match funds and initiate 100% federal funds. The third administrative action was for a mill and overlay project, located on SR 51 (Saw Mill Run Boulevard) from West Liberty Ave to SR 376 in the City of Pittsburgh, Allegheny County. The district requests to add a right-of-way phase, and will use 100% state funds.

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

C. PennDOT District 12-0

Angela Saunders went over thirteen administrative actions for PennDOT District 12-0. The first administrative action was for safety improvements to the intersections of PA 519/PA 980/US 19 (SB) exit ramp/US 19 (SB) entrance ramp, PA 519/I-79 (NB) exit ramp, and PA 519/I-79 (SB) exit ramp/I-79 (SB) entrance ramp, located in North Strabane Township, Washington County. The district requests the addition of a construction phase to FFY 2021 TIP in FFY 2021 and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for a bridge preservation of the structures carrying I-70 over Buffalo Creek in Buffalo Township, Washington County. The district requests the addition of a construction phase on the FFY 2021 TIP in FFY 2022 to increase the phase, which will be sourced from sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for bridge improvements to the structure carrying SR 4016 (Main Street) over Redstone Creek in Redstone Township, Fayette County. The district is requesting the addition of preliminary engineering to the FFY 2021 TIP in FFY 2021, which will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fourth administrative action was for the replacement/rehabilitation of SR 2047 (Little Creek Road) over Little Tenmile Creek in Amwall Township, Washington County. The district is requesting the addition of the project to FFY 2021 TIP in FFY 2021 and 2022 to start Preliminary Engineering, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the rehabilitation of the structure carrying SR 3011 (Hargus Creek Road) over Hargus Creek in Center Township, Greene County. The district is requesting the addition of the project to FFY 2021 TIP in FFY 2021 to start Preliminary Engineering, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for bridge improvements on State Route 2008 (Plant Road) over Dunkard Creek, located in Dunkard Tawnship, Greene County. The district is requesting the addition of the project to FFY 2021 TIP in FFY 2021 to start Preliminary Engineering, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508).

The seventh administrative action was for bridge improvements to the structure carrying SR 3009 (Sunset Road) over Buffalo Creek, located in East Finley Township, Washington County. The district is requesting the addition of the project to FFY 2021 TIP in FFY 2021 to start Preliminary Engineering, and will be sourced

from the D12 Highway/Bridge Line Item (MPMS# 76508). The eighth administrative action was for a local project improving the structure carrying North Gallatin Ave over Redstone Creek, located in the City of Uniontown, Fayette County. The district is requesting the addition of the project to FFY 2021 TIP in FFY 2021 to start Preliminary Engineering, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The ninth administrative action was for the rehabilitation of the structure carrying SR 7403 (Catholic Church Bridge) over Pigeon Creek, located in Bentleyville Borough, Washington County. The district is requesting the addition of the project to FFY 2021 TIP in FFY 2021 to start the right-of-way phase and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508).

The tenth administrative action was for the replacement of several traffic signals, along with traffic and roadway improvements on PA 18 from the PA 844 fork to the north to the I-70 ramps just south of the I-70 overpass, located in the city of Washington, Washington County. The district is requesting the addition of a construction phase to the TIP in FFY 2021, and will be sourced from the SPC CMAQ Line Item (MPMS# 84078). The eleventh administrative action was for involves minor traffic signal upgrades and retiming of signalized intersections, located in various locations across Westmoreland County. The district requests the addition of preliminary engineering, final design, and construction phases to the TIP in FFY 2022. This will be sourced from the SPC CMAQ Line Item (MPMS# 84078). The twelfth administrative action was for improvements to the structure carrying SR 3009 (Cracraft Road) over branch of Buffalo Creek, located in East Finley Township, Washington County. The district requests the addition of a construction phase, as the structure is part of the Department Force Bridge Program. Funding will be sourced from the District 12 Highway/Bridge Line item in FFY 2022. The thirteenth administrative action was for improvements to the intersection of State Route 1053 (Georges Station Road) and State Route 1026 (Donohoe Road), located in Hempfield Township, Westmoreland County. The district requests to add preliminary engineering in FFY 2021 and 2022. Funding will be sourced from US 30 @ Georges Station Road project (MPMS# 114390).

Daniel Carpenter made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded Jeremy Kelly. The motion was approved unanimously.

6. Upcoming SPC Long Range Plan Amendment

Chuck Imbrogno went over an upcoming amendment to SPC's Long Range Plan, which will add three projects to the TIP. All three will require air quality conformity assessments, which will require action in the future. The first project is the SR 356 Improvement project in Buffalo Township, Butler County, which is located from PA 228 to PA 28. This project will be a full 3-lane widening project, which requires the air quality conformity to be assessed. The second project will be improvements to Market Place Boulevard in Moon Township, Allegheny County, located between Parkway West and Fed Ex Drive. This was added to the TIP last month, and is a 100% local project, although it is regionally significant. The project has the potential to acquire Federal money, and has been requested as an earmark candidate project. This would require the air quality assessment, so SPC will look to get ahead of that and do the assessment proactively. The third project is the I-79 widening project, located between Bridgeville and the Southern Beltway in Allegheny County, including improvements to the Bridgeville interchange.

Andy Waple asked a question to the District 11-0 members if August would be too late for action to be taken on these amendments, as there is an advertising requirement which must be considered. Chuck Imbrogno added onto that, saying that EPA would be able to have the conformity of those projects by late October, early November at the earliest if the action is taken during the August meeting. Rob Miskanic spoke on these projects, saying that the District was looking to have environmental clearance for the I-79 project complete by early next year, so that timeline should work, although it would be tight. Doug Seeley also commented that

this timeframe should be fine for environmental clearance on those projects. Andy Waple discussed that if there are no issues, then the comment period for these projects will start around late June/early July to late July/early August, and then there will be a review at TTC for recommendation to the commission for the August meeting.

7. **2023 TIP Update**

Ryan Gordon gave an update to the 2023 TIP, starting with a quick overview of what stage SPC is at in the update. Pre-TIP comment period has concluded, and the statewide financial guidance work group is underway. Statewide general and procedural guidance work groups are also underway. Candidate project development has begun, with SPC sending out the candidate template for the 2023 TIP on April 23, 2021. SPC also sent out the 2021 TIP candidate list of candidate projects that went through screening, which has been updated with their current programming status. The deadline for candidate projects will be June 23, 2021. The SharePoint for projects has been updated for the 2023 TIP, and work is underway to update the credentials so that new members can join the TIP SharePoint work groups.

TIP work group meetings have been scheduled for Districts 10 and 11, and the schedule is in line with what was presented on the draft TIP development timeline back in March. The first TIP work group meeting will look to go over what we hope to accomplish in the subsequent meetings, as well as briefly look at some candidate projects. The second meeting will focus on public comments and review of those comments, with the third meeting having an emphasis on project asset management and candidate prioritization. Meetings will be held approximately once a month, starting in July through November (District 10-0's last meeting is in December). Ryan gave a reminder that candidate projects will be submitted using the 2023 candidate template that was mailed out on April 23, and the deadline again is June 23. Air Quality, active and community candidate projects will come through a separate competitive process for the CMAQ, TA, and Smart programs.

Ryan then went over the Regional TA process, mentioning that the process will open for applications this summer. For 2023, SPC has moved up the timeline to sync up with the Statewide TA process. SPC will be utilizing the TTC as its selection committee, and SPC staff will support the selection committee by conducting rankings and scoring using Decision Lens. The TA program for both Region and State will open on June 28, 2021, and pre-applications will be due by September 10, with final application period closing on October 8, 2021. October TTC meeting will review candidate project applications, and final TA Projects will be recommended by TTC during the December meeting. There has been no change in Sponsor eligibility or Project eligibility from the previous TA program. Andy Waple made a note that SPC has typically focused on pedestrian facilities and education for TA projects in the past, and a combination of two or more of the eligible projects in the TA program would score better on an application.

Ryan Gordon continued on the TA program, mentioning that there will be no change in the match approach from the previous TA program, with TA funds being used 100% for construction funds, while all pre-construction activities must be used with local funds. The pre-application is now required for all projects, and the evaluation criteria is similar to the 2021 TIP process, with scoring criteria including consistency with SPC Active Transportation Plan. The electronic submittal must be made to SPC SharePoint, with a deliverability checklist required which is similar to the Smart program. This deliverability used to be rated by TTC members, however some members expressed hesitancy in providing ratings. Due to this, SPC is proposing the creation of a small committee of experts in project deliverability to review the application and to evaluate all candidate TA projects. Andy Waple elaborated that the committee would include one person from each of the PennDOT districts, as well as a candidate from one of SPC's on-call firms and a member from SPC's staff.

Lillian Gabreski gave a review of the current TA program, showing that 4 of the 8 projects have already begun work. The Summit Park Drive complete streets improvement project may begin in late 2021, but its current status has an early 2022 let date. Three Rivers Heritage Trail in Brackenridge has had some initial meetings, and is looking forward to beginning in 2022 as well. The South 21st Street complete street project has been scheduled for 2023, so that project will carry over onto the next TA program. Sheepskin Tail in Springhill Township is in a waiting pattern to see if they can program it for 2022 or if it will be carried over as well. Lillian continued into an update to the Smart program, noting that it will stay at a current yearly funding level on the 2023 TIP. The Smart program application period will open in February 2022, and a draft guidance document will be shared with the TTC before it opens. Lillian gave updates on the current Smart program projects, mentioning that Mellon Terrace Multimodal Facility has been let using flexed Transit Authority funds, and Indian Springs Road/Rustic Lodge Road Intersection funds have been utilized, however the rest of the projects are in a waiting period for 2022 funds or carryover. Angela Saunders made a note that they LVTIP: PA 819 to Norvelt Smart project was also ready to be obligated, as well as the SR 3021 Corridor Improvement project.

8. Allegheny County SMART Road Study Presentation

Ann Ogoreuc gave a presentation on the Allegheny County pedestrian and bicycle assessment Smart project, beginning with the background that Allegheny County was awarded funds for a road study in 2016 for bicycle and pedestrian needs. This study works into additional Allegheny plans, including the 2008 comprehensive land use and development plan, *Allegheny Places*, and the 2021 Allegheny County bicycle and pedestrian transportation plan, *Active Allegheny*. IN 2018, Allegheny County solicited an RFP for the assessment, which assessed every Allegheny County owned roadway for potential bicycle and pedestrian improvements. This was over 300 roads, and 400 miles of roadway, and focused on making connections to parks, trails, transit, and community destinations. The improvements looked at protected bike lanes, paved shoulders and shared use paths, sidewalks, curb extensions, pedestrian islands, enhanced crosswalk crossings, pedestrian and bicycle signals, intersection improvements, and stormwater/green infrastructure initiatives. The study also looked at all road parameters, including roadway classifications, speed limits, vertical grade challenges, topography, highly rural areas, medians, existing sidewalks and shoulders, as well as right-of-way opportunities.

Data collection ended up being a three-step process, involving a review of county right-of-way plans and Google Earth searches to eliminate obvious roadways in order to narrow down searches for unusable roads. A SurveyMonkey was sent out to 112 municipalities, townships, boroughs, and cities in order to gather information about County roads, with had a 40% response rate with 25% of those responses noting a bicycle/pedestrian plan already in place for their area. After evaluating all the roadways, each was assigned a score of 1-5 based on no improvement opportunities (1) to definite improvements needed (5)/ 238, or 73% of roads, were categorized as a 1 or 2, with 17 roads, or 5% categorizing as a 5. Any road ranking higher than a 3 was looked at for additional field views, narrowing the list down to a final candidate list of 31 roads, which after discussions with the County was narrowed down to a final shortlist of 17 roads. A matrix was developed highlighting the improvements needed for each of the 17 roadways, evaluating whether it was going to need bicycle improvements, pedestrian improvements, or both.

Ann then gave an example of one of the selected roads, Kummer Road in McCandless Township. This road was selected due to its proximity to two parks (North Park and Devlin Park), La Roche College, a large shopping area, and newly constructed townhomes. General roadway deficiencies for included no safe bicycle pathways, and a varying shoulder width along the alignment of the road. The intersection of Kummer Road and Ingomar Road was deficient in proper ADA facilities, as well as worn and faded crosswalk pavement marking, as well as

no designated pedestrian crosswalks or ADA facilities at the Kummer Road and Babcock Boulevard intersection. The improvements to be added along Kummer Road between Ingomar Road and Ridgewood Drive were northbound shared lane markings and a southbound 5' bike lane, as well as textured crosswalks at the Ingomar intersection, and well as between Ridgewood Drive and Babcock Boulevard was the addition of northbound and southbound buffered 5' bike lanes. Proposed costs for the project were just over \$1 million.

The 17 projects were formulated for a ranking process, which had a structured approach to identify the highest priority of those projects. Scoring considerations that came into effect included municipal support, major trail connectors, the number of demand generators, and any deliverability constraints to the project. If there was a specific plan in place for the project already, a bonus point was awarded. These projects were then prioritized further as to whether they were short-term, medium-term, or long-term improvement projects. 7 were considered short-term improvements, with prioritization of funding immediately, with public meetings being held on those projects. 4 were considered medium term, with those falling in line after the short-term projects were complete, and 5 were considered long-term projects that would need re-evaluated in the future. One project, Camp Horne Road in Ohio Township, was considered a "just do it" project, as it was a crosswalk/safety improvement with a low cost attached. After reviewing all 17 projects, the County decided to first move forward with a medium-term project, a roadway stabilization project on Churchill Road in Wilkins Township, so that is the project that is currently being prioritized.

9. Other Business/Status Reports

There was no other business or status reports to update.

10. Adjourn

A motion to adjourn was made by Josh Krug. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 12:01 pm.