

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
March 17, 2022, 10:00 a.m.**

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

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joe West, Beaver County Planning Commission
- Joel MacKay, 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
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Gabrielle Neubert, Greene County Office of Planning and Development
- Austin McDaniel, Washington County Planning
- Lisa Cessna, Washington County Planning
- Brandon Leach, PennDOT Central Office
- Scott Harshman, Port of Pittsburgh
- Ed Typanski, Port Authority of Allegheny County
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Harold Swan, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Evan Tobin, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Darryl Phillips, HDR
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Andy Waple, SPC Deputy Executive Director, Programs
- Domenic D'Andrea, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Chuck Imbrogno, SPC Staff
- Josh Spano, SPC Staff
- Jared Bedekovich, SPC Staff
- Dan Bernazzoli, SPC Staff
- Ronda Craig, SPC Staff
- Lillian Gabreski, SPC Staff

- **Indicates TTC voting member**

Attendees Cont'd:

Anthony Hickton, SPC Staff
Stephanie Kambic, SPC Staff
Greg Shermeto, SPC Staff
Sara Walfoort, SPC Staff
John Weber, SPC Staff

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 17th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Jeremy Kelly to approve the minutes of the February 17th TTC meeting.

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

Kevin McCullough began the report by going over the Statewide TIP, or the STIP, Memorandum of Understanding (MOU), mentioning it was passed and signed on Tuesday. The STIP MOU sets the rules on how to administer, amend, and modify the TIP every month, and when the districts go over the actions on modifications every month, this MOU is used to decide what is an amendment or an administrative action. The STIP MOU is an overarching MOU for the entire state of Pennsylvania, which fits the regional TIP's all underneath it, laying the framework which can then be developed by each of the regions. Kevin mentioned that there will be discussion of the SPC regional TIP MOU later in this meeting. Kevin went on to discuss financial guidance, mentioning that on March 10th the final financial guidance was distributed after the appropriations bill was passed on March 9th. The guidance was given out to all planning partners and currently, districts 10-0, 11-0, and 12-0 are all in the process of tweaking their draft TIPs in order to work out the details from the guidance. There have currently been 8 meetings in each district which have gone into a lot of detail on the financial guidance, so this is to make everyone aware that only minor tweaks have happened and any major changes will be communicated with the regions and counties.

Kevin next discussed the IJA funding update, starting with mentioning that the House of Representatives and Senate reached an agreement on the 2022 omnibus appropriations package, which opens up the additional funds for FY 2022 in order to be spent. On March 9th, the House passed their side, followed by the Senate on March 10th. This is a \$1.5 trillion, 2,741-page funding measure, with a lot of detail inside. This will free up FHWA and other federal agencies to be able to send out rule-making on items, such as the carbon reduction program. It also helps to let Central Office know how much they are able to obligate in federal funds, and it allows the implementation of highway trust fund programs authorized by IJA funding. With the bill being \$1.5 trillion, there are additional general fund "plus-ups" in the measure, which provides the funding levels that are guaranteed in the IJA that are above what the highway trust fund can provide. Since we are currently well above what we spend in the highway trust fund, this general fund will continue to supplement funding for all additional spending. Kevin quickly went over some funding totals, which included \$58.2 billion in highway trust fund obligation limitation, with \$9.5 billion in appropriations, and \$2.4 billion from the general fund "plus-ups". There will be \$1.1 million nationally for BRIP, or bridge deck formula

funding, \$847 million for earmarks, \$250 million for protect discretionary grants, and \$100 million for Appalachian development highways. FTA will receive \$13.4 billion in highway trust funds obligation limitation, and \$4.3 billion from IIJA, \$2.9 billion from the general fund “plus-ups” and \$2.2 in capital investment grants.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0 IIJA Modifications

Harold Swan went over nine administrative actions for PennDOT District 10-0. The first administrative action was for the reserve line item for Federal IIJA funds that are additional to the region. The second administrative action was for a bridge replacement project which carries SR 3039 (Anthony Run Road) over Anthony Run in Armstrong Township, Indiana County. The district requests the increase of the preliminary engineering phase and to add \$130,184 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item. The third administrative action was for a bridge replacement project which carries Township Road #584 (Geibel Road) over Bonnie Brook in Summit Township, Butler County. The district requests to increase preliminary engineering and add \$134,286 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item. The fourth administrative action was for a bridge replacement project which carries SR 1045 (Locust Lane) over Broadhead Run in Canoe Township, Indiana County. The district is requesting to increase preliminary engineering and add \$87,486 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item.

The fifth administrative action was for a bridge replacement project which carries SR 2012 (River Road) over Blacklick Creek in East Wheatfield Township, Indiana County. The district is requesting to increase preliminary engineering and add \$77,486 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item. The sixth administrative action was for a bridge replacement project which carries SR 2012 (River Road) over Mardis Run in Buffington Township, Indiana County. The district is requesting to increase preliminary engineering and add \$118,886 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item. The seventh administrative action was for a bridge replacement project which carries SR 3007 (Clarksburg Road) over Blacklegs Creek in Conemaugh Township, Indiana County. The district requests to increase preliminary engineering and add \$118,886 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item. The eighth administrative action was for a bride replacement project which carries SR 3010 (Rearick Road) over Blacklegs Creek in Young Township, Indiana County. The district requests to increase preliminary engineering and add \$132,786 (100% Federal utilizing toll credits) in FFY 2022 to fully fund the phase. The source will be the IIJA SPC District 10 Reserve Line Item. The ninth administrative action was for a bridge rehabilitation project which carries SR 3031 (Lions Road) over US 422 eastbound and westbound in Butler Township, Butler County. The district requests to add preliminary engineering and program \$250,000 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IIJA SPC District 10 Reserve Line Item.

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

B. PennDOT District 11-0 IJJA Modifications

John Quatman went over three amendments and one administrative action for PennDOT District 11-0. The first amendment was for the District 11-0 IJJA reserve line item, which will be adding additional IJJA funds to the District 11-0 line item, including \$431,000 in STP funds, \$2,988,000 in BOF funds, \$1,770,000 in TAU funds, and \$1,545,000 in STU funds. The second amendment was for a bridge improvement project, located on Thompson Run in Penn Hills and Monroeville, Allegheny County. The district requests to add \$500,000 in BOF funding, and \$300,000 in STP funding for planning and engineering to initiate design for a two-structure improvement, with the source of funding coming from the District 11-0 IJJA Line Item. The third amendment was for a superstructure replacement, located on Campbells Run Bridge No. 3 (CM03) carrying Railroad Avenue over Campbells Run in Carnegie Borough, Allegheny County. The district requests the addition of \$330,000 in planning and engineering funds to initiate design efforts, with the source of funding coming from the District 11-0 IJJA line item. The one administrative action was for a mill and over lay project, located on PA 3007, Brodhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County. The district is requesting to add \$131,000 in STP funds and \$1,545,000 in STU funds on the construction phase in FY 2022 for better cash flow, with the source of funding coming from the District 11-0 IJJA line item.

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

C. PennDOT District 12-0 IJJA Modifications

Josh Theakston went over the three administrative actions for PennDOT District 12-0. The first administrative action was for corridor improvements to PA 981 from the intersection of SR 981 and PA 819 northward along 981 to Norvelt, located in Mount Pleasant and Unity Townships, Westmoreland County. The district requests to advance a portion of the existing construction funding in FFY 2022/2023 to adjust cash flow, with the source of funding coming from additional IJJA funds that were added to the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying State Route 2027 (Maple Drive) over Interstate 70, located in Speers Borough, Washington County. The district requests to advance a portion of the existing construction funding in FFY 2022/2023 to adjust cash flow, with the source of funding coming from additional IJJA funds that were added to the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the structure carrying State Route 2025 (Ankney Hill Road) over Welty Run, located in Mount Pleasant Township, Westmoreland County. The district requests to add the utility and right of way phases to the TIP in FFY 2022 and to advance the construction phase from FFY 2023 TIP to FFY 2022, with the source of funding coming from additional IJJA funds that were added to the District 12 IJJA Reserve Line Item (MPMS# 117925).

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

D. PennDOT District 10-0

Harold Swan went over one amendment and three administrative actions for PennDOT District 10-0. The amendment was for a bridge replacement project which carries SR 3007 (Meridian Road) over

Connoquenessing Creek in Butler Township, Butler County. The district requests to advance preliminary engineering, program \$350,000 in FFY 2022, and change the funding type from 100% Federal utilizing toll credits to 100% State. The source will be the SPC District 10 Highway/Bridge Line Item. The FFY 2025 funds will be placed into the SPC District 10 Highway/Bridge Line Item. The first administrative action was for a bridge replacement project which carries SR 3020 (Freedom Road) over Interstate 76 (PA Turnpike) in Cranberry Township, Butler County. The district requests to increase utilities and add \$60,000 (80% Federal and 20% State) in FFY 2022 for utility relocation work. The source will be the SPC District 10 Highway/Bridge 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 construction and add \$814,523 (80% Federal and 20% State) in FFY 2022 for a low bid cost increase. The source of funds will come from the deobligation of surplus construction Funds for US 119 Three Bridges, the deobligation of surplus preliminary engineering funds for Saxonburg Boulevard Bridge #2, and from the SPC District 10 Highway/Bridge Line Item. The third administrative action was for intersection improvements and replacement of the 12-span Karns Crossing Bridge that spans over the Bessemer and Lake Erie and the Buffalo and Pittsburgh Railroads, as well as replacement of the twin-cell arch culvert of the existing structure carrying PA 68 over Connoquenessing Creek in Butler and Summit Townships, Butler County. The district requests to increase preliminary engineering and add \$10,000 (80% Federal and 20% State) in FFY 2022 for railroad funding that includes the review and approval of a utility relocation plan by the impacted railroads. The District also requests to increase final design and add \$150,000 (80% Federal and 20% State) in FFY 2022 for changes in scope that include the design of a utility relocation plan and a lighting plan along with water, electric, and utility relocations. The source will be the SPC District 10 Highway/Bridge Line Item.

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

E. PennDOT District 11-0

John Quatman went over the three amendments and eight administrative actions for PennDOT District 11-0. The first amendment was for a bridge replacement project, located on McLaughlin Run #01 in Bridgeville Brough, Allegheny County. The district is requesting to add a planning and engineering stage to initiate design, and the source of funds will come from the AL Local BPRS Group 4 project. The second amendment was for a bridge improvement project, located on Wible Run Bridge #11 carrying Anderson Road over Wible Run in Shaler Township, Allegheny County. The district requests the addition of a planning and engineering phase to initiate design, and the source of funds will come from the AL Local BPRS Group 4 project. The third amendment was for a bridge improvement project, located on Big Sewickley Creek Bridge No. 7 carrying Spang Road over Big Sewickley Creek in Marshall Township, Allegheny County. The district requests the addition of a planning and engineering phase to initiate design, and the source of funds will come from the Allegheny County Local Bridge line item.

The first administrative action was for a bridge preservation project, located on McKees Rocks Bridge which carries SR 3104 over the Ohio River in the City of Pittsburgh, Stowe Township and McKees Rocks Borough, Allegheny County. The district requests to increase construction funds for current estimate with railroad involvement, with the source of funds coming from the Allegheny County Bridge Line Item. The second

administrative action was for bridge preservation on 4 structures, located on Ivory Avenue over I-279 in the City of Pittsburgh, PT15 in Bethel Park, PD03 and PD04 in Ross Township, Allegheny County. The district is requesting the addition of a final design phase in FY 2023, with the source of funding coming from the construction phase of same project, with construction will be deferred to FY 2024 and fully funded on Draft TIP. The third administrative action was for a bridge preservation project, located on Smithfield Street Bridge in City of Pittsburgh, Allegheny County. The district requests to increase the construction phase for high bid and oversight, with the source of funding coming from Tarentum Bridge, Mercer Road Bridge and Eight Avenue over Homestead Run projects. The fourth administrative action was for a bridge replacement project, located on SR 65, Mercer Road over Branch of Bennett Run in North Sewickley Township, Beaver County. The district requests to defer construction to FY 2023 for current schedule, with the source of funding coming from the Smithfield Street Reconstruction Phase 1 Project.

The fifth administrative action was for a bridge replacement project, located on PA 978, Millers Run Road over Dolphin Run, near State Route 3026, in South Fayette Township, Allegheny County. The district requests to increase the right-of-way phase for current property damage estimates, with the source of funding coming from construction phase of Millers Run, PA 28 over Yutes Run and Clinton Road Projects. The sixth administrative action was for repairing deteriorated steel and concrete, sandblast clean and spot paint the rusted areas of the substructure and interior surfaces of the stiffening girders on the structure, located on 6th Street over the Allegheny River and the 10th Street Bypass in the City of Pittsburgh, Allegheny County. The district requests to adjust construction funding to standard percentage breakdown by increasing federal and state shares and reducing local share, with the source of funding coming from available deobligations and Allegheny County Local Bridge line item. The seventh administrative action was for a highway reconstruction and bridge replacement, located on SR19, West End Bypass to I-376 including Shaler St Bridge over SR 19 and SR 51 in the City of Pittsburgh, Allegheny County. The district is requesting to increase the construction phase for unforeseen field conditions, with the source of funding coming from the MA08 – Glenwood Bridge (project let late 2022) and numerous deobligations. The eighth administrative action was for an intersection improvement project, located on SR 3009 (South Park Road) and SR 3010 (Logan Road) in Bethel Park Borough, Allegheny County. The district is requesting the addition of a construction phase for project close out, with the source of funding coming from available deobligations.

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

F. PennDOT District 12-0

Josh Theakston went over the three administrative actions for PennDOT District 12-0. The first administrative action was for the replacement and/or removal of 15 traffic signals at various intersections along PA 88 NB (McKean Avenue) and PA 88 SB (Fallowfield Ave), along with other miscellaneous improvements, located in Charleroi Borough, Washington County. The district is requesting to add the Preliminary Engineering phase to the TIP to increase in FFY 2022, with the source of funds coming from the SPC CMAQ Line Item (MPMS# 84078). The second administrative action was for improvements to the existing skewed intersection of SR 519 and SR 1055 (a.k.a. Brownlee Road, to the south, and Thomas Eighty-Four Road, to the west), located in North Strabane Township, Washington County. The district requests to add the Right of Way and Construction phases to the TIP in FFY 2022 to remove accrued unbilled costs incurred, with the source of funding coming from the SPC Regional Safety Line Item (MPMS# 76430). The third administrative action was for the reconstruction of PA 136 (Ginger Hill Road) along the existing

alignment maintaining the existing vertical alignment, and other miscellaneous construction activities, located in Fallowfield, Nottingham, and Carroll Townships, Washington County. The district is requesting to add the Preliminary Engineering phase to the TIP in FFY 2022 to remove accrued unbilled cost incurred, with the source of funding coming from the SPC Regional Safety Line Item (MPMS# 76430).

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

6. 2023 TIP Update

Ryan Gordon gave an update on the 2023 TIP, mentioning that the final round of TIP work groups concluded in early March. Only minor changes have been made since then, and will more than likely be finalized by tomorrow. Once those changes are complete, a final draft will be sent to the work groups, which will lead into the final version. Ryan then went onto the regional TIP Memorandum of Understanding (MOU), and mentioned that Kevin gave a good overview of this on the statewide level in his discussion. The TIP MOU sits under the umbrella of the STIP MOU, and pertains more to what happens in the TTC, as it governs what happens during our modifications each month. These are reviewed every 2 years, and we compare them to what we are seeing on a monthly basis from the districts, as well as how the new STIP MOU is created. SPC looks to make any needed consistency updates which are relevant to the region, and see what needs to be improved upon or tweaked.

For the 2023 TIP, the review of the STIP MOU and edits for the TIP MOU have begun. Ryan and Greg Shermeto created a working draft of the 2023 TIP MOU, which was shared with Kevin McCullough, Central Office, and the Districts, who all reviewed and discussed tweaks and changes. A draft TIP MOU was created out of these discussions, which was in the agenda packet. Ryan mentioned that if there are any questions or comments on the draft MOU to contact either himself or Kevin McCullough. Ryan touched on a few highlights from the MOU update, going over the processing flow chart that SPC uses for modifying actions. This flow chart shows the four ways a TIP action can be modified, either via a major amendment, a regular amendment, an administrative action requiring TTC approval, or an administrative action for informational purposes only. Ryan mentioned that the largest change that was made in the STIP and the TIP MOU was in the cost thresholds that distinguish whether the project is an administrative action or an amendment, which has increased from \$5 million to \$7.5 million. SPC has also added a clarification in the statewide managed programs, in which a project is adding or removing a phase, and if that project is a statewide managed project, it will be processed as an amendment at the statewide level, not the regional level. These projects will then be processed at SPC's level as administrative actions. This is to eliminate the possibility that a federally funded, statewide managed project, will remain consistent at both the STIP and TIP levels. Another change made to the MOU is a clarifying statement that if multiple phases of a project are being changed, the funding will be looked at cumulatively, so that funding multiple sections of a project reaches the \$7.5 million threshold combined, it will make the project an amendment. Ryan also noted that there have been no changes with the major amendment process compared to the last MOU, and much of the MOU is consistent with what SPC has already been doing. Any questions or comments can be passed over to Greg, Ryan, or Kevin, as work will continue for a few more weeks.

Ryan moved on to discuss the SMART program application period, which is currently open. Pre-applications for the program are currently being submitted, and SPC is making sure that anyone who hasn't submitted a pre-application yet to do so as soon as possible. The final applications for the program will be due on April 8th. Lillian Gabreski went over some highlights from the projects which have already been submitted for pre-

applications, beginning by going over the selection process. SPC staff will evaluate projects using the five SMART transportation themes and five ancillary factors. A nonpartisan deliverability committee will be appointed and will evaluate each candidate project in terms of its availability to be delivered on time and within budget. TTC will then utilize Decision Lens to analyze weighted project scoring and make a recommendation to the commission on projects selected to receive SMART funding during the May TTC meeting. The pre-applications that have been received by SPC are the downtown Kittanning revitalization project from Armstrong County, the SR 4005-PA 954 to Oakland Ave Pedestrian Improvement project from District 10-0 and Indiana County, the Homestead Eighth Avenue Transit and Pedestrian Improvements project from Allegheny County, the Phase 1 Brodhead Road Safety and Intermodal Improvement Project from Beaver County, the Mitchell Road Multimodal Project Phase 1 from Lawrence County, the Sheepskin Trail City of Uniontown Section project from Fayette County, the WHT West of SR 66 to Ball Park Court Design-Build project from Westmoreland County, and District 12-0 submissions of the Fayette County Sheepskin Trail Southern Section project, the PA 66 Pavement Preservation in Westmoreland County project, and the Waynesburg Betterment project in Greene County. There are also pending project submissions from the City of Pittsburgh and District 11-0, as well as Washington County.

Josh Theakston asked the question if liquid fuel funding could be used as a local match for these projects, which Lillian answered that her understanding was that it would be acceptable, which was seconded by Ryan Gordon and Kevin McCullough.

7. Public Participation Panel Update

Jared Bedekovich went over the SPC Public Participation Panel (PPP), in which during the last commissioners meeting, SPC requested that all counties and the City of Pittsburgh go through and reacquaint and adjust their members by April 27th. This is in order to make sure every County is ready for the upcoming Spring public comment period. Due to COVID and going virtual for the past 2 years, SPC wanted to make sure that the PPP members were still aware of their responsibilities and roles as we work back towards our public meetings. SPC will be sending out a list of everyone's PPP members as they currently stand, as well as a guidebook that delves into the roles and responsibilities for the members, sometime next week.

8. Brodhead Road Corridor Planning Study

Josh Spano gave a presentation of the Brodhead Road Corridor Planning Study, which was a SMART funded project, beginning with an overview of the project area. The project is in Beaver County on an 11-mile corridor, from Center Township to the Allegheny County line. It encompasses 3 different municipalities, 9 existing traffic signals, and 13 stop-controlled intersections. The goal of the project was to identify transportation operations and safety projects along the corridor in the short, mid, and long-term, as well as to improve operations and reduce congestion, improve livability, quality of life, develop pedestrian and bicycle facilities, improve freight movements, and encourage economic and community development. A steering committee was created in order to guide the development of the plan. Four meetings were held with the steering committee, in which they reviewed responses and data, as well as selected projects, alternatives, and policies for inclusion in the plan.

The first part of the plan was determining the needs of the corridor and reviewing existing conditions. This initial research included data collection and analysis, such as field reconnaissance, retro-reflectivity assessment to document visibility problems, daily traffic and intersection counts, safety and crash data, signal operations, walkability and bike-ability assessments, travel time data, and sight distance evaluation, and freight analysis. Next was public outreach, which included stakeholder outreach, who provided input on

corridor concerns, needs, and ideas. There was a public meeting which was attended by over 60 people, which gathered more information and data on the area, as there was also the development of a Wikimap, which gathered 114 comments on the area, including 55% who raised vehicle traffic concerns on the area, mostly centered around the "Five Points Intersection", as well as the Pleasant Drive intersection. An online survey was held, which gathered 77 responses on the area, including issues with entering an exiting traffic, road maintenance, and intersection safety. A second public meeting was then held, and the 44 attendees broke out and discussed 5 different geographical areas, focusing on different aspects of each area. Another online survey was then made, which discussed different alternatives for the corridor, in which there was 92 responses. Looking at traffic data for Brodhead Road, without any improvements, by 2045 there will be between a 22-38% increase in traffic along the road, with an additional 12 of the 22 intersections falling into E or F operation ratings (LOS), with 19 of the 22 in some degree of failure.

The corridor plan consists of three components: The actual plan, a project video/simulation which was created, and companion documents which show the data gathering from the public outreach, as well as the crash analysis of the road. Josh Spano then discussed the video, which shows the 11 mile stretch of roadway on Brodhead Road to the Allegheny County line and improvements all the way throughout. It then goes into detail of these improvements in five different areas of Brodhead Road, which were the Center Township Commercial Area, the Center Township Residential and School Area, the Aliquippa Commercial Area, the Hopewell Township Schools and Shopping Center, and the Five Points Area. The Center Township Commercial Area highlights the multimodal improvements to the area, adding a pedestrian trail to Penn State Beaver Campus, and sidewalks through the parking lots in the Township Marketplace. The intersection at Frankfort Road and Brodhead Road was then discussed, with recommendations to remove the existing northbound/eastbound and southbound/westbound slip ramps to calm traffic flows onto Brodhead Road, and to add turning lanes on Brodhead to the intersection. Another alternative is to add a hybrid roundabout in the intersection, with the elimination of the slip ramps as well, and the addition of a southbound/westbound bypass lane for trucks coming from PA 876 onto Brodhead Road.

The Center Township Residential and School Area also highlights some recommended multimodal improvements, including sidewalk connections to Central Valley High School and Center Municipal Park from Brodhead Road. Josh also highlighted improvements to the intersections at North Branch Road and Baker Road. There were also discussions on improvements to the intersection at the intersection of Pleasant Drive and Brodhead Road, including a softening of the radii of the turning lanes, or the addition of a single-lane roundabout with a northbound bypass lane. The Aliquippa Commercial area will continue with the multimodal improvements, including a separated shared use path along Kennedy Drive to the Aliquippa Jr/Sr High School. There will also be improved neighborhood bike infrastructure south of Kennedy Drive. The intersection at Mill Street and Brodhead Road has had discussions on improvements, including an alternative road diet, which would create more extensive sidewalk connections, a shared-use separated path for pedestrians and cyclists, and a bus pull off lane near Admiral Street. There is also an alternative to add additional lanes at the intersection, including turning lanes off Mill Street onto Brodhead Road. Another addition to the Aliquippa Commercial area would be near 20th street, in which enhanced markings and chevrons would be added to the curve to improve safety, as well as clearing the slope and vegetation for greater sight distance around the curve.

The Hopewell Township School and Shopping Center area proposes the addition of sidewalks and pedestrian amenities in and near the shopping center, as well as Hopewell high school. Cycling improvements off of Brodhead Road in the neighborhoods to the south of the shopping center was also recommended. Lastly,

the Five Points area of Brodhead Road will look to add advanced intersection warning signs/pavement marking and nighttime retro-reflective improvements south of the Five Points intersection. It will also add cycling network improvements along the roads off of Brodhead Road. The Five Points intersection includes Brodhead Road, with Heights Road intersecting with Laurel and Gringo Roads meeting at an intersection with Brodhead Road approaching from northbound/southbound. Discussions have looked to see how to make this intersection a 4-point intersection, with the goal to make it more traditional and easier to maneuver. One realignment alternative includes a new 4 leg signal constructed south of the original Five Points intersection, with Heights Road receiving a full access, but not a part of the new signal. The Gringo/Laurel Intersection would become a cul-de-sac on either side, in order to give access to the business entrances currently in place on either road. Another improvement could be to create an underpass for Route 151 (Gringo/Laurel Road) underneath of Brodhead Road, with the creation of a new 3-leg signal south of the current intersection to connect to Route 151 via a new connection at the intersection, as well as a slip ramp for southbound/westbound traffic as well. Heights Road will again be full access but not a part of the signal.

9. **Other Business/Status Reports**

There was no other business or status reports to update.

10. **Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:40 AM.