

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
November 16, 2023, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Dan Distler, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Amy Mathieson, Airport Corridor Transportation Association
- Brendan Cotichia, City of Pittsburgh
- Tammy Frank, Beaver County
- Nathan Clair, Westmoreland County Planning
- Austin McDaniel, Washington County Planning
- Craig Toocheck, Pittsburgh Regional Transit
- Ed Typanski, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Tosh Chambers, Pittsburgh Downtown Partnership
- Vanessa Shamberg, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- John Kennelly, HDR Inc.
- Josh Kisling, HDR Inc.
- Matthew Kelley, CDR Maguire
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Josh Spano, SPC Staff

- **Indicates TTC voting member**

Attendees Cont'd:

Dan Bernazzoli, SPC Staff
 Ronda Craig, SPC Staff
 Erika Eagan, SPC Staff
 Greg Shermeto, SPC Staff
 Catherine Tulley, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Domenic D'Andrea 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 October 12th TTC Meeting Minutes**

A motion was made by Jason Theakston and seconded by Jeff Skalican to approve the minutes of the October 12th TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office and Vanessa Shamberg, FHWA**

Brandon Leach first gave an update on the Safe Routes to Schools program, which final applications for the program were due on September 15th. PennDOT received 133 eligible applications across the state, and announcements for the program should be made in Late Winter/Early Spring of 2024. Brandon reminded the task group of district and planning partners to have their comments back to PennDOT by December 1st. Next, Brandon discussed the Metropolitan Transportation Fund, also known as the MTF Statewide Program, which the application period closed on November 13th. The selection committee for that program will be reviewing applications and announcements for that program will be made early next year. Next, Brandon spoke on the NEVI Round 1A funding opportunity, which the application period will open starting on December 11th. This program is focused on closing remaining gaps along Pennsylvania's alternative fuel corridors for electric vehicle charging, following the previous round 1 project selection. The requirement for the state is to have electric charging infrastructure every 50 miles, and at least one mile of an interchange, of which there are still some gaps across the state. A map of these locations can be found on the PennDOT website, as well as information on the program. On November 20th, there will be a webinar on program, which will also be recorded and posted to the PennDOT website. Lastly, Brandon gave an update to the Pennsylvania carbon reduction program, as a work group has been working for the past few months on a Pennsylvania carbon reduction strategy, which is required by FHWA to be submitted for each state. This work was completed and submitted to FHWA as of yesterday, November 15th, and will be reviewed for approval in the next few weeks.

Vanessa Shamberg gave an update on federal discretionary grants, starting with the Safe Streets for All grant, which awards were just released. Over \$82 million in awards were made for the program across America, with three of those projects selected in Pennsylvania. Another project application period will be upcoming for the program; however, a date has not yet been set at this time. Next, Vanessa spoke on the National Highway Institute, which has recently announced a complete street training series, which is for complete streets planning and design. Vanessa mentioned that there is a link on their website to sign up for the training series, and if anyone is interested to please sign up through the website.

5. **SPC Crash Responder Safety Week Overview**

Josh Spano gave an update on the SPC Crash Responder Safety Week, which is currently occurring. This initiative was started by Federal Highways in order to promote the safety of first responders when responding to scenes on roadways. Whether it is an accident, a dead animal, a broken-down vehicle, or any other reason for the first responders to be on the road, the theme of this week is to protect those who protect you on the roadway. The week also looks to promote that national unified goal of traffic incident management, responder safety, and the quick clearance of roadway incidents. This has also helped to promote communications in responder safety, which includes a series of SPC developed public safety announcements, which includes 13 videos aimed at promoting safe driving and roadway awareness. These videos will include topics such as school bus safety, distracted driving, and promotion of the Slow Down and Move Over roadway signage.

SPC also held a press conference on Tuesday to help promote the Safety Week, which should be available to replay on the SPC website or our social media sites. At the press conference, a background on the week was given, and Commissioner Osche shared her story of her son, a State Trooper, who was injured in a highway accident from a distracted driver, as well as Trooper Rocco Gagliardi, who spoke on his perspectives on the Slow Down and Move Over signage, and how Pennsylvania State Police are actively looking for drivers who are not abiding by the laws. Evan Schoss of SPC staff spoke on the TIM program and what it does on a monthly basis. Ben DeVore, the Allegheny County maintenance manager, gave a PennDOT perspective on freeway construction work and from freeway service patrol from his workers and the County. Lastly, Paul Sabol of Pittsburgh EMS spoke on the challenges that the emergency services face working on the roadways. Josh thanked everyone who attended the press conference and for all the speakers who gave their perspectives on Crash Responder Safety Week.

6. **Priority Climate Action Plan Call for Projects**

Catherine Tulley gave an update on the Priority Climate Action Plan, which SPC received a \$1 million planning grant from EPA to work on a series of climate action plans. The preliminary, or priority, action plan is due on March 1, 2024, and the comprehensive plan is due in 2025, with a status report due at the end of the program in 2027. A steering committee and regional advisory committee for these plans were created, and kickoff meetings are scheduled for late November/early December timeframe. The notice of funding opportunity for climate pollution implementation grants was released on September 20, 2023, and there is \$4.3 billion in nationwide funding available. The applications for these grants are due on April 1, 2024, and potential sponsors are required to coordinate with the entity leading the climate production planning process. What this means is SPC is issuing a call for projects, and for project sponsors to coordinate with SPC so that the strategy being used for proposed projects is included in our priority climate action plan. A project sponsor workshop will be held in early January 2024, and SPC is trying to create an internal list of sponsors who would be interested by December 15th. The official notice to participate is needed by EPA by February 1st.

The climate action program objectives are to implement ambitious, actionable emissions reduction measures that will achieve significant cumulative greenhouse gas (GHG) emission reductions by 2030 and beyond. They should achieve substantial community benefits, particularly in low-income and disadvantaged communities, and complement other funding sources to maximize GHG reductions. Eligible applicants are states, local governments, local air pollution control agencies, regional planning commissions or a coalition of all these eligible applicants. Applications can include GHG reductions from electric power, transportation,

industrial uses, waste and material management, agriculture/natural lands, or a combination of these sectors. Funding will be available across five funding tiers, and applications will be evaluated on a tier by tier basis. These tiers range from at the largest \$200 to \$500 million to the lowest between \$2 and \$10 million. Evaluation criteria includes overall project summary and approach, GHG reduction measures, environmental results and outputs, low-income and disadvantaged communities, job quality, programmatic capability and past performances, and budget and expenditure of grant funds.

7. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over the one amendment and four administrative actions for PennDOT District 10-0. The first amendment was for a bridge replacement project carries Station Street over the south branch of Bear Creek in Bruin Borough, Butler County. The District requests to add this project and its preliminary engineering phase in FFY 2024 and program \$450,000 (100% Federal utilizing toll credits) in that phase, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item. The first administrative action was for a Multimodal Transportation Fund (MTF) project, which includes resurfacing along various routes in Burrell Township, Indiana County. The district requests to add \$795,938 of Multimodal Transportation Funds into the construction phase in FFY 2024, with the source of funds coming from the Multimodal Reserve Line Item. The second administrative action was for a project which includes 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 directions 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 \$714,170 (100% Federal utilizing toll credits) in FFY 2024 to address costs related to final paving design quality issues, pavement elevation design tie-ins to driveways and side roads, final painting/permanent traffic signal quality issues, and additional surveying related to these issues. The source of the funding will be the SPC District 10 Highway/Bridge Line Item.

The third administrative action was for a bridge preservation project which carries US 422 over the Allegheny River in North Buffalo and Manor Townships, Armstrong County. The district requests to increase preliminary engineering and add \$21,230 (100% Federal utilizing toll credits) in FFY 2024 for preconstruction activities related to railroad impacts, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item. The fourth administrative action was for a relocation/realignment project which includes the addition of a travel lane in each direction and a center turn lane (five-lane typical section), construction of four new structures, and realignment of local road connections along PA 228 (Mars Crider Road) from approximately 0.8 mile east of SR 3007 (Three Degree Road) to the intersection of PA 8 in Middlesex Township, Butler County. The district requests to increase utilities and add \$170,000 (80% Federal and 20% State) in FFY 2024 for higher than expected final invoices, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

John Quatman went over the five amendments and nine administrative actions for PennDOT District 11-0. The first amendment was for a mill and overlay project, located on SR 168 and SR 551 in Big Beaver Borough, Darlington Township, South Beaver Township, and Darlington Borough, Beaver County. The district requests to add a construction phase by \$5,500,000 (STP) in FFY 2024 to federalize project, with the source of funding coming from deferring the construction phases of the Smithfield Street Reconstruction Phase 1, Homestead-Duquesne Road Betterment 2 and Allegheny Local BPRS Group 2 projects, as well as the Betterment Reserve line item. The second amendment was for a mill and overlay project, located on the SR 4031 (Babcock Blvd) and Cumberland Road intersection in McCandless Township and ends at the Butler County line on SR 4031 (Babcock Blvd) in Pine Township, Allegheny County. The district requests the addition of a construction phase by \$6,500,000 (STP, STU) in FFY 2024 to federalize project, with the source of funding coming from deferring the construction phase of the Penn Avenue Reconstruction Ph 2, Allegheny County BPRS Group 2 and Patton Street Bridge projects, as well as the Slide and Betterment Reserve line items.

The third amendment was for an asphalt milling and resurfacing project, located on PA 8, Butler Street/William Flinn Hwy from Baker Street in the City of Pittsburgh to Saxonburg Blvd in Shaler Township, Allegheny County. The district requests to increase the construction phase by \$8,600,000 (NHPP) in FFY 2024 to advance the project for a March 2024 letting, with the source of funding coming from the McKeesport Duquesne Bridge project and the Betterment Reserve Allegheny County line item. The fourth amendment was for a bridge preservation project, located on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad in the City of Duquesne and McKeesport, Allegheny County. The district requests to decrease the construction phase by \$8,500,000 (BRIP) in FFY 2024 due to updated project schedule, with the funding being placed into the Bridge-Allegheny County line item. The fifth amendment was for a highway restoration project, located on various routes throughout Allegheny County. The district requests to add a planning and engineering phase by \$250,000 (NHPP) in FFY 2024 to initiate design, with the source of funding coming from the Betterment Reserve line item.

The first administrative action was for a mill and overlay project, located on SR 51, Clairton Blvd, from Peters Creek Road to Provost Road in the City of Pittsburgh, Baldwin, Brentwood, Jefferson, Pleasant Hills and Whitehall Boroughs, all within Allegheny County. The district requests to increase the construction phase by \$500,000 (CMAQ) in FFY 2024 for current estimate, with the source of funding coming from two available deobligations and the SPC CMAQ line item. The second administrative action was for a shared use path for bicyclists and pedestrians and running way for all electric vehicles, located on Sylvan Avenue within the Hazelwood neighborhood with the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$226,068 (STU) and \$56,517 (LOC) in FFY 2024 to cover low bid, with the source of funding coming from the SPC Smart Transportation Initiative line item. The third administrative action was for a bridge rehabilitation project, located on SR 2094 over Youghiogheny River in the City of McKeesport, Allegheny County. The district requests to increase the construction phase by \$220,000 (NHPP) in FFY 2024 to cover additional costs, with the source of funding coming from the Betterment Reserve line item. The fourth administrative action 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 to increase the construction phase by \$720,000 (NHPP), \$135,000 (183), and \$45,000 (LOC) in FFY 2024 to cover added scope,

acceleration, overruns, & oversight, with the source of funding coming from the Bridge-Allegheny County and Allegheny County Local Bridge line items.

The fifth administrative action was for signal upgrades, located on SR 50 in Bridgeville, Heidelberg and Carnegie Boroughs and Collier Township, Allegheny County. The district requests to increase the planning and engineering phase by \$17,000 (CAQ) in FFY 2025 for updated estimate, with the source of funding coming from the project's construction phase and the SR 8 Signal Upgrade project. The sixth administrative action was also for signal upgrades, located on SR 50 in Bridgeville, Heidelberg and Carnegie Boroughs and Collier Township, Allegheny County. The district requests to reduce the planning and engineering phase by \$2,000 (581) in FFY 2024 to transfer state funds to the Betterment Reserve line item. The seventh administrative action was for signal upgrades, located on SR 286 in Plum Borough, Allegheny County. The district requests to increase the planning and engineering phase by \$71,000 (CMAQ) for updated work, with the source of funding coming from the project's construction phase. The eighth administrative action was for signal upgrades, located on SR 8 in Hampton Township, Allegheny County. The district requests to reduce the planning and engineering phase by \$1,000 (581) in FFY 2025 to transfer state funds to the Betterment Reserve line item. The ninth administrative action 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 to increase the planning and engineering phase by \$43,000 (183) in FFY 2023 and by \$45,000 (183) and \$22,000 (LOC) in FFY 2024 for updated estimate, with the source of funding coming from the Allegheny County Local Bridge line item.

Jeff Skalican 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.

C. PennDOT District 12-0

Josh Theakston went over the three administrative actions for PennDOT District 12-0. The first administrative action was for improvements to the structure carrying US 30 (Lincoln Highway) over Loyalhanna Creek, located in Ligonier Township, Westmoreland County. The district requests to add the right-of-way phase in FY 2024 using State A-185 funds, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for structure improvements on State Route 2008 (Plant Road) over Dunkard Creek, located in Dunkard Township, Greene County. The district requests to add the planning and engineering phase in FY 2024 utilizing federal BOF funds, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for improvements to the structure carrying State Route 4016 (Main Street) over Redstone Creek, located in Redstone Township, Fayette County. The district is requesting to add the planning and engineering phase in FY 2024, utilizing federal BOF funds, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508).

Arthur Cappella 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. Transit TIP Amendment Summary

Tom Klevan gave an update on modifications to the Transit TIP, beginning with an addition for the Indiana Transit Authority, adding \$629,564 of state funding for procurement of 2 vehicles. These two minivans will be for the shared ride services in Indiana County. Next was a couple of adjustments for Westmoreland County transit, beginning with an administrative action which will add a total of \$5.4 million in Federal and state funding for a vehicle replacement project, adding three additional busses to a new total of nine busses to be procured. Next was an amendment to add \$150,000 of Federal and state funding for a new project facility security project, to purchase and install security system cameras at the Westmoreland County transit authority facility. The last amendment was for the addition of \$300,000 of Federal and state funding for a driver safety project, which will involve the purchase and installation of driver barriers in the Westmoreland County transit busses.

8. 2025 TIP Update

Ryan Gordon gave an update on the 2025 TIP, beginning with an overview of the fourth round of work group meetings. At these meetings there was a review of the results of the candidate evaluation and screening, as well as a first cut at the carryover TIP in each district. Ryan mentioned that there is still significant work needed to be done to be fiscally constrained in each district, however the results of the candidate projects have been reviewed and are now in order. With priority set on those projects, SPC can now begin pulling projects from the candidate list into the preliminary draft TIP. Round 5 of the TIP work group meetings will take place in November, with District 10-0s meeting taking place November 27th, District 11-0s taking place on November 30th, and District 12-0s taking place on November 20th. These meetings will be dedicated to reviewing the working version of the draft TIP, and looking at what final moves to make into the draft TIP. These meetings will lean heavily on PennDOT district programming managers, and SPC will also assess whether or not a sixth round of work group meetings will be needed afterwards. If necessary, they will be held virtually in the first few weeks of December.

Next, Ryan spoke on the SPC competitive program, which held their second selection committee meeting earlier in the week. Staff provided a full update on the program development process, and presented background information on the technical evaluation that is involved on the three programs. SPC also provided preliminary results of the technical evaluation, and staff will be continuing to evaluate the ancillary factors as well. The deliverability committee is also working to evaluate the projects, and scoring all the candidate projects on their deliverability. The next selection committee meeting will be held on December 4th, and the agenda will include the results of the evaluation and a recommendation of projects to be put forth by SPC for approval after evaluating how much funding will be available for each program. Although the deadline for projects for the programs is December 1st, Brandon has provided an extension to provide him the preliminary project list on December 4th, and Ryan thanked Brandon for that flexibility. Last, Ryan discussed the fall public participation meetings, which SPC is working through the counties to check in with stakeholders and county staff on our 2025 TIP progress. So far, SPC has went out to Allegheny, Greene, Fayette, Indiana, and Westmoreland counties to pass along information on projects and program development. Meetings in Washington, Lawrence, Butler, Armstrong counties and the City of Pittsburgh are upcoming in the next month, and any questions on locations or discussion points on the upcoming meetings can send a message to Ryan or Ronda Craig to discuss.

Tom Klevan gave an update on the Transit TIP one-on-ones, which are one on one meetings with transit staff with public transit project sponsors in the region. These meetings were to discuss candidate projects and getting out Transit TIP project listings. They also were to visit project sponsors and transit authorities in their headquarters, in order for staff to be able to go out and see what the transit authorities do in their own day-to-day work. These meetings also helped to tighten up project listings on the Transit Title 3 TIP update, as well as project costs and timelines, and has helped to shape the draft project listings for the upcoming TIP.

9. **Regional Public Transit- Human Services Coordinated Transportation Plan Update**

Tom Klevan gave a presentation on the Human Services Coordinated Transportation Plan update, which assesses and addresses transportation accessibility across the ten-county region. This plan is a component of SPCs long range transportation plan, and Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individual with Disabilities Program be included in a “locally developed, coordinated public transit-human services transportation plan”. The components of this plan are to identify the regions unmet transportation needs, especially for low income and people with disabilities, and to provide strategies for meeting those local needs and prioritize regional transportation projects for funding and implementation. This plan is required to be updated to the revisions of the demographic data and assessments of available services to current providers, as well as the transportation needs for low income individuals, persons with disabilities, and older adults. It will give a list of strategies, activities, and projects that address the identified gaps and achieve efficiencies in service delivery, as well as discuss project implementation priorities based on feasibility, anticipated resourced, local support, and anticipated level of impact.

The planning process will take input from heal and human services and economic development department administrators regarding transportation access challenges facing the individual counties residents, and will also take input from target populations. It will include key stakeholder input on transportation access issues across the region, and will review recent local studied that address transportation needs of low-income individuals, persons with disabilities, and older adults in the region. There will be a review of local transit development plan to determine impact and accessibility, and a review of local land use development plans as a means to identify potential other transportation impact issues. This will include action items, including development of a listing of service gaps, unmet mobility needs, access strategies, and potential projects, transportation access issues and objectives behind any proposed strategy, action, or project, identification of the existing transportation providers that could play a role in project implementation, potential funding for implementation, detailed descriptions of these strategies, and an estimated implementation schedule and cost. Currently, technical assessment of existing conditions is ongoing, with a convening of key stakeholders and public outreach taking place between January and April. A development of strategies and action items, as well as proposed project listings and implementation will occur between March and May 2024, with a technical committee review and endorsement coming either in May or June 2024. The plan will look to be adopted in the June meeting of the Southwestern Pennsylvania Commission.

10. **UPWP Update**

Domenic D’Andrea gave a presentation of the draft 2024-2025 Unified Planning Work Program (UPWP), which was submitted yesterday to FHWA for review. This UPWP will be a 1-year contract between PennDOT and SPC, which is different than the usual 2-year contract. It will highlight priorities

and initiatives, including the continued implementation of OPS organizational assessment, regional collaboration and coordination, securing financial discretionary funding for high priority infrastructure projects, connectivity improvement program and the long-range transportation plan implementation, and local government assistance. It includes 9 functional program areas, which includes program development, regional transit planning, transportation demand management, regional freight planning, operations and safety, safe and accessible transportation, data systems and modeling, strategic initiatives, and outreach and coordination.

Program development will include 2025-2028 TIP updates, resiliency planning, innovative finance and project delivery, and local government funding and assistance. Transit Planning will include *SmartMoves Connections* implementation and the Human Services Coordinated Transportation Plan. Regional Freight Planning will include an update to the regional freight plan, which includes inland waterways. Transportation Demand Management will include TDM program expansion, outreach and coordination, coordination of activities with TMAs, an Active transportation plan update, and new complete streets policy initiatives. Operations and Safety will include the regional traffic signal program, road safety audits and corridor operations plans, the traffic incident management program, congestion management program, safe and accessible (VRUs), and ITS strategic planning. Data systems and modeling will include travel demand and accessibility and economic modeling, air quality modeling, big data utilization and sharing, performance metric tracking dashboard enhancements, and updated census data. Strategic initiatives will include environmental justice, electric vehicle initiatives, outreach, and funding, and the climate action plan. Outreach and Coordination will include the communications and outreach strategic plan, the public participation plan, the limited English proficiency plan update, and continued website enhancements, including interactive mapping and resource centers.

11. **Other Business/Status Reports**

There was no other business to report.

12. **Adjourn**

A motion to adjourn was made by Arthur Cappella and seconded by Ann Ogoreuc. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:20 AM.