

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
December 7, 2023, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Dan Distler, 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
- Daniel Carpenter, Westmoreland County Planning
- Steven Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Amy Mathieson, Airport Corridor Transportation Association
- Brendan Coticchia, City of Pittsburgh
- Jaclyn Karolski, Allegheny County
- Tammy Frank, Beaver County
- Nathan Clair, Westmoreland County Planning
- Austin McDaniel, Washington County Planning
- Seth Davis, Pittsburgh Regional Transit
- Vanessa Shamberg, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Neal Daley, HW Lochner
- Leanne Doran, KCI Technologies Inc.
- Matthew Kelley, CDR Maguire
- Doug Smith, WSP Inc.
- 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
- Doug Seeley, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Tom Klevan, SPC Staff
- Erika Eagan, SPC Staff
- Greg Shermeto, SPC Staff
- John Weber, SPC Staff

- **Indicates TTC voting member**

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 November 16<sup>th</sup> TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Jeremy Kelly to approve the minutes of the November 16<sup>th</sup> 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 began the program center report by highlighting the vulnerable road user safety assessment. Over the past few months there were a number of community sessions across the state, including the SPC region, which consultants came in to get an understanding on the vulnerable road user needs in each region, as well as to find high risk areas in an effort to make these assessments. PennDOT thanks the hundreds of people across the state who did come and participate in these meetings and gave feedback. Brandon mentioned that there was a couple of highlights specific to SPC, as well as vulnerable user crash facts with high risk areas in the region, and important feedback as the what specific regions can do to assess the vulnerable road users, such as the rate of accidents and fatalities that are specific to regions. Brandon noted that he will share a link to this data in the comment section, and Domenic D'Andrea mentioned that there were 32 high risk areas that were noted in the SPC area, with 18 of those within the City of Pittsburgh limits. Many of these areas were places with high pedestrian and bicycle activity, including areas in other downtowns, such as Greensburg and Uniontown. Next, Brandon discussed safety performance target settings, of which a letter was released on November 13<sup>th</sup> to establish the safety targets for 2024. The date to submit these target settings will be February 27, 2024, and these targets will depend on either SPC establishing their own targets, or by supporting PennDOT's targets. Domenic D'Andrea mentioned that the plan is to do some analysis on SPCs targets with historical data, and to go in front of the commission in February with our target settings, so we will more than likely present our targets to TTC in January. Typically, SPC follows the target settings made by PennDOT, although we have once in the past made our own target settings.

Vanessa Shamberg spoke on a couple of opportunities of discretionary funding, beginning with the RAISE funding grant for 2024, which was announced on November 30<sup>th</sup>. This announced \$1.5 billion to be made available for funding, with applications due on February 28<sup>th</sup>, 2024. RAISE grants are for funding a wide range of surface transportation projects, including safety, quality of life, mobility, community connectivity, economic competitiveness, and general state of good repair projects. Next, Vanessa discussed the ATTAIN grant program, which has \$120 million available for funding advanced transportation, technology, and innovation projects. The maximum amount for these projects is \$12 million, and grant applications are due on February 2<sup>nd</sup>, 2024. Vanessa reminded everyone of the FHWA website, which has an updated timeline of grants which will be released over the upcoming year, and encouraged the members to use this website as a resource. Domenic D'Andrea asked if the second request for projects for the bridge investment program has an opening date, which Vanessa answered that they don't have a date yet, however it is anticipated to open in the next few months.

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

### A. PennDOT District 10-0

Harold Swan went over the one administrative action for PennDOT District 10-0. The administrative action was for a safety improvement project which includes signal upgrades that will improve coordination, control, signal phasing, and timing and adds vehicle detection to reduce congestion and lower carbon monoxide and particulate matter emissions at various locations along the PA 68/PA 356 Corridor in Butler City, Butler County. The district requests to increase final design and add \$155,000 (80% Federal and 20% State) in FFY 2024 to address project complexities that were discovered during the preliminary engineering phase requiring design work. The sources will be from the PA 8 Main Street Signal Improvements project (\$74,161 Federal), the SPC CMAQ Line Item (\$49,839 Federal) and the SPC District 10 Highway/Bridge Line Item (\$31,000 State).

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 one amendment and two administrative actions for PennDOT District 11-0. The first amendment was for a mill and overlay project, located on SR 68, Midland Beaver Road from segment 10 to segment 210 in Center and Chippewa Townships, Beaver County. The district requests to decrease the planning and engineering phase by \$350,000 (NHPP) in FFY 2024, the final design phase by \$350,000 (581) in FFY 2026, and the construction phase by \$13,248,000 (NHPP) in FFY 2027+ to remove the project from TIP. The funding will be placed into the Betterment Reserve Allegheny County line item. The first administrative action was for Intelligent Transportation System (ITS) improvement intended to improve traffic safety and operations, located on I-376 between the Grant Street interchange (MP 70.5) and the eastern terminus of I-376 at the Pennsylvania Turnpike and US 22 (MP 84.5) in Allegheny County. The district requests to fund swap NHPP funds for CRPU funds for final design in the amount of \$2,250,000 (CRPU) and Utilities by \$523,290 in FFY 2023 to utilize available CRPU funding, with the source of funding coming from the SPC Regional CRP/CRPU line item. The second administrative action was for Diesel Emissions Reductions and Alternative Fuel Technologies, located in Multiple Municipalities throughout the SPC Region. The district requests to advance \$1,628,592 (CRPU) from FFY 2027 to FFY 2023 and swapping out CMAQ with CRPU to utilize available CRPU funding. The source of funding will come from the SPC Regional CRP/CRPU line item, with CMAQ funds being placed back in the SPC CMAQ 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

Angela Saunders went over the one administrative action for PennDOT District 12-0. The administrative action was for the replacement of the pedestrian structure over I-70 (From Ross Street to Carson Street) which will include updating the ADA facilities, located in Rostraver Township, Westmoreland County. The district requests to add a final design phase in in FFY 2024 and 2025, with the funding being drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

6. **2025 TIP Update**

Ryan Gordon gave an update on the 2025 TIP, of which the preliminary draft is looking to be finalized by end of December. The fifth round of work group meetings were completed in November, of which Ryan thanked all the participants in all three regions. During these meetings, there as a review of the preliminary version of the working draft TIP. The District 10-0 version is fiscally constrained and balanced, with a few minor revisions noted during the meetings. There will be a work group consensus pending the sharing of the final preliminary version and a list of candidate projects which will be sent out the work group members for documentation purposes. The next major item needed will be PennDOT District 10-0 members sharing the 2025 TYP with SPC so that we may begin calibrating the long-range plan with our draft TIP. There will also be central office handout preliminary draft TIP review sessions, which are currently scheduled to be held in January.

In District 11-0, a revised carryover TIP was worked on, which needed significant work in order to be budgeted correctly. Work on the carryover TIP is continuing, with some problematic cash flow issues still on some projects. A sixth work group meeting will be held in District 11-0 to nail down some of the final issues with the TIP, and it will be held virtually on December 14<sup>th</sup> at 1pm. It will be a group review of all TIP work, with a group consensus on projects and clash flow by the end of the meeting. Next steps after will be the same as District 10-0, with 2025 TYP review and central office draft TIP review sessions. District 12-0 was similar to District 11-0, with work group meeting 5 working on capturing all carryover projects in a bridge-heavy district. A sixth work group meeting will take place in order to finalize all projects and clash flow, which will be held virtually on December 14<sup>th</sup> at 10am. This will also be followed by TYP review and central office draft TIP review sessions. Ryan mentioned that after all of the draft TIP work is complete, he will be reaching out to executive level staff in all three districts in order to set up work group meetings regarding the long-range plan calibration, as with a number of the cost increases on projects there will be some pushing out of projects into the 2<sup>nd</sup> stage of the long-range plan. Those meetings are anticipated to take place sometime in February.

Next, Ryan went over the SPC competitive programs, of which the third and final selection committee meeting was held on December 4<sup>th</sup>. That meeting concluded with project approvals, and Ryan thanked everyone who served on that committee. Ryan reminded everyone that the SPC competitive program was a consolidation of the process for the TA, CMAQ, and CRP programs for the 2025 TIP selection round. This process consolidated the application period and process, while adding in the new carbon reduction program. There was an informational webinar in the first week of the application period, and a data-driven candidate project evaluation utilizing Decision Lens, as well as the use of two impartial

deliverability committees. Approval of the projects was completed by a regionally diverse committee of transportation professionals and agency representatives. Projects were evaluated through an evaluation criterion of technical, ancillary, and deliverability. The technical and ancillary scoring was completed by SPC staff, while the deliverability was done by the deliverability committee. The evaluations were then weighted, using the same weighted evaluation that was applied during the last three TIPs (50% Technical, 10% Ancillary, 40% Deliverability). Priority rankings for each program were set by the results of these weighted project evaluations, and these priorities rank projects that deliver the greatest benefit and deliverability based on the objectives of each program.

Ryan then went over the final recommendations for the three competitive programs. The CMAQ program had \$28 million available for projects, and using the weighted evaluation scoring, was able to fund the top 8 projects for the CMAQ projects, totaling \$26,375,608. Ryan mentioned that the next ranked project for funding would be funded if additional funding becomes available, but only if the entire requested funds become available to be funded. Next, the TASA program had \$7,652,000 available for funding, and using the weighted evaluation scoring, was able to fund the 8 highest ranked TASA projects, not including projects which were already selected for CMAQ funding, for a total of \$7,598,143. The next ranked TASA project would also be funded if additional funding becomes available. Lastly, the CRP program had \$9.5 million available for projects, and using the weighted evaluation scoring, and removing projects funded with CMAQ and TASA scoring, the top two projects were funded for a total of \$6,663,600. Once again, the next ranked project on the CRP scoring list will be funded if available funding becomes more than the funds requested for that project.

Jeff Skalican made a motion to endorse a recommendation of approval from TTC to the commission for the eight CMAQ projects, which was seconded by Joel MacKay. The motion was approved unanimously. Ann Ogoreuc made a motion to endorse a recommendation of approval from TTC to the commission for the eight TASA projects, which was seconded by Jeff Skalican. The motion was approved unanimously. Jeff Skalican made a motion to endorse a recommendation of approval from TTC to the commission for the two CRP projects, which was seconded by Josh Krug. The motion was approved unanimously. Ryan mentioned that SPC will be working with Brandon Leach in order to get the awarded projects programmed into the Draft TIP.

Lastly, Ryan discussed the public participation meetings, of which 10 of 11 meetings are now complete. The final meeting will be in Armstrong County on December 8<sup>th</sup> at 3pm. Attendance at all ten meetings was good, with commissioner participation and representatives and stakeholders from each county attending. Joel MacKay made a comment that the meeting in Butler County was very well ran and that SPC did a great job explaining to the public how complex the process is for getting projects funded. Angela Saunders made a comment that in some counties, such as Greene County, there was some discussion about how to involve and reach out to more of the public for upcoming public meetings. Domenic D'Andrea mentioned that a potential idea would be to schedule our public meetings to coincide with a meeting of municipality leaders to involve more people.

## 7. **UPWP Update**

Domenic D'Andrea gave a presentation of the draft 2024-2025 Unified Planning Work Program (UPWP), which represents the work plan for SPC during the 12-month period between July 1, 2024 and June 31, 2025. It implements the plans and future recommendations which came out of SPCs

reorganization plan from a few years prior, and will continue the implementation of SPCs long-range plan, *SmartMoves for a Changing Region* and *SmartMoves Connections – A Regional Vision for Public Transit*. Some of the initiatives of the UPWP include regional collaboration and coordination, securing financial discretionary funding for high priority infrastructure projects, connectivity improvement program implementation, and local government assistance. This UPWP is a contract between PennDOT and SPC and will only be for one year instead of the usual 2-year contract. It will remain focused, yet flexible, and will highlight 8 functional program areas: Plans and Programs, Regional Transit, Transportation Demand Management, Regional Freight Planning, Operations and Safety, Data and Modeling, Strategic Initiatives and Environment, 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 commencing an update to the regional freight plan, which includes inland waterways. Transportation Demand Management will include TDM program expansion, 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, and the congestion management program. 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, 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.

8. **Other Business/Status Reports**

There was no other business to report.

9. **Adjourn**

A motion to adjourn was made by Jeff Skalican and seconded by Danial Carpenter. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:18 AM.