

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
January 18, 2024, 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
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning
- 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
- Tyler Zeh, Greene County
- Nathan Clair, Westmoreland County Planning
- Ed Typanski, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Vanessa Shamberg, FHWA
- Brandon Leach, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- Kelly Rigot, HW Lochner
- Andy Waple, AECOM
- Matthew Kelley, CDR Maguire
- Lucinda Beattie, Western Pennsylvanians for Passenger Rail
- 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
- Dina Salemi, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Domenic D'Andrea, SPC Transportation Director
- DJ Ryan, SPC Director of Strategic Initiatives
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Tom Klevan, SPC Staff
- Leanne Chaney, SPC Staff
- Emily Clarivit, SPC Staff
- Ronda Craig, SPC Staff

- **Indicates TTC voting member**

Attendees Cont'd:

Erika Eagan, SPC Staff
 Lillian Gabreski, SPC Staff
 Chris Jaros, SPC Staff
 Mason Secreti, SPC Staff
 Greg Shermeto, SPC Staff
 John Weber, SPC Staff
 Sara Walfoort, 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 December 7th TTC Meeting Minutes**

A motion was made by Amy McKinney and seconded by Jeff Skalican to approve the minutes of the December 7th 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 discussing the PA gas tax, which the rates of the gas tax have been lowered at the start of the year. The rate was reduced by 3.5 cents for regular gas, and 4.4 cents for diesel fuels. The new gas tax rate shouldn't affect any scheduled projects, as with the budget that was signed last year there was \$125 million moved into the motor license fund revenues from the PA state police to PennDOT, of which the additional revenue should support the road and bridge projects in lieu of the reduction in gas taxes. Next, Brandon discussed the NEVI Funding Round 1A, which is currently open for projects and will be open until January 26th at 5pm. A link was provided in the agenda to the website for the NEVI, and it also provides step by step instructions on how to apply for the funds. Brandon mentioned that there will be subsequent funding rounds after this round, so if your project does not fit the criteria this round, it may on a future opportunity as PennDOT fills the alternative fuel corridor requirements. Lastly, Brandon discussed the Pennsylvania carbon reduction strategy, of which the plan was submitted last month to FHWA for approval, and PennDOT is anticipating to be completed sometime mid-February. In an effort to help identify eligible projects for the program, a resource was shared with planning partners and PennDOT districts to determine project eligibility and give instruction on what types of projects are eligible.

Vanessa Shamberg discussed current funding opportunities with FHWA, including a link to a calendar on FHWA's website highlighting upcoming NOFOs. First, Vanessa mentioned the RAISE program, which is currently open with applications due on February 28th. This program provides grants up to \$25 million for a wide range of surface transportation projects that will improve safety, quality of life, and connectivity. Next, Vanessa spoke on the Active Transportation Infrastructure Investment program, which was funded through the FY23 appropriations bill, which was around \$45 million available in grants this year. The program is to connect active transportation programs and spines, and to promote walking and biking routes in local communities. Lastly, the Safe Streets for All program is anticipated to open as well in February, and Vanessa

will provide more information on that program next month. Domenic D'Andrea made a note that SPC is having discussions with stakeholders in regard to the Bridge Investment Program, and SPC is potentially looking at supporting an application. There will be a webinar on the bridge investment program on January 25th by USDOT, and other one on January 30th in regards to benefit-cost. Art Cappella asked a question on the Active Transportation Infrastructure program, noting if it is for design, construction, or both. Vanessa answered that \$1 million has been set aside for planning/design, which at least 30% will go to construction of projects and 30% will go to active transportation spine projects. More information on the actual breakdown will come with the NOFO, which is currently unavailable, but once it is available Vanessa will send it out to the TTC.

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

A. PennDOT District 10-0

Harold Swan went over the three amendments, one administrative action, and four informational items for PennDOT District 10-0. The first amendment was for a streetscape project, which includes new concrete curbs and sidewalks, pedestrian lighting, parking meters, benches, trash receptacles, and improved ADA access along Market Street in Kittanning Borough, Armstrong County. The district requests to add this project and its preliminary engineering phase in FFY 2024 and program \$175,000 (80% Federal and 20% Local) in that phase, with the source of funding coming from the SPC Smart Transportation Initiative Reserve Line Item. The second amendment was for a preventive maintenance project, which includes milling of the existing bituminous material, minor drainage, transverse and longitudinal joint repair, and paving of the bituminous leveling and wearing courses along US 422 from the Butler County line east to 0.37 mile west of the East Franklin Township line in West Franklin and East Franklin Townships and Worthington Borough, Armstrong County. Also included will be ramp patching and repaving at the interchange associated with PA 268 and US 422, which includes preventive maintenance work on the bridge carrying PA 268 over US 422. Bridge work is also included for the structure carrying US 422 over SR 4005 eastbound in Muddy Creek Township, Butler County. The district requests to change a portion of the funding from 100% State to 80% Federal and 20% State, increase construction, and add \$10,186,000 (80% Federal and 20% State) in FFYs 2024-2026 due to the addition of bridge work, ramp work, and unit cost increases, as well as a general adjustment to adequately reflect the price per square foot of the project. The sources of funding will come from the SPC District 10 Highway/Bridge Line Item (\$4,155,900 Federal in FFYs 2024-2026 and \$72,722 Federal in FFY 2028), the US 119 over Two Lick Creek project (\$5,245,100 Federal), the Stoney Run Bridge #1 project (\$1,967,000 Federal), the Hayes Run PM project (\$1,400,000 Federal), and the Mars Railroad Bridge West Expansion project (\$494,278 Federal). The third amendment was for the construction of a multi-purpose pedestrian bridge over US 22 to connect Hoodlebug and Blairsville Riverfront Trails that will expand the multi-state trail network to provide a safe route to school and reduce short distance vehicular use in Burrell Township, Indiana County. The district requests to increase construction and add \$2,816,881 (100% Federal utilizing toll credits) in FFY 2024, with the source of funding coming from the SPC Regional CRP/CRPU line item.

The one administrative action 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 construction and add \$3,607,007 (100% State) in FFYs 2025 and 2026 to cover a low bid

cost increase. The source will be the SPC District 10 Highway/Bridge Line Item. The first of the informational purpose projects was to address the slides along SR 3025 (Park Road) from 0.30 mile north of PA 286 to 0.37 mile south of SR 3027 (Blacklegs Road) in Young Township, Indiana County. The district requests to add the construction phase in FFY 2023 and program \$1,300,000 (100% Federal utilizing toll credits) into that phase. The source will be the Protect Reserve Line Item. The second of the informational purpose projects was to address the slides along SR 3025 (Park Road) from 0.30 mile north of PA 286 to 0.22 mile south of SR 3027 (Blacklegs Road) in Young Township, Indiana County. The District requests to add the construction phase in FFY 2023 and program \$1,600,000 (100% Federal utilizing toll credits) into that phase. The source will be the Protect Reserve Line Item. The third informational purpose project was to address the slides at various locations along SR 3007 from Railroad Street to Smith Road in Penn Township, Butler County. The district requests to add the utility, right-of-way, and construction phases in FFY 2023 and program \$50,000, \$50,000, and \$1,400,000 (100% Federal utilizing toll credits), respectively, into those phases. The source will be the Protect Reserve Line Item. The fourth informational purpose project was for an intersection improvement project includes widening of PA 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) west to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County. The district requests to add the final design, utility, and right-of-way phases in FFY 2024 and program \$2,300,000, \$4,200,000, and \$9,300,000 (100% Federal utilizing toll credits), respectively, into those phases. The source will be the Statewide Highway Reserve Line Item.

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

B. PennDOT District 11-0

Stephanie Ma went over the five amendments and four administrative actions for PennDOT District 11-0. The first amendment was for intersection improvements including widening and addition of turn lanes, located at the intersection for State Route 8 (William Flynn Highway) and State Route 4070 (Wildwood Road) in Hampton Township, Allegheny County. The district requests the addition of a planning and engineering phase by \$400,000 (NHPP) and decrease by \$400,000 (LOC) in FFY 2024 to TIP to initiate design, with the source of funding coming from and being placed into the Betterment Reserve Allegheny County line item. The second amendment was for lighting upgrades, located at five interchanges along Interstate 376 in Beaver County. The district is requesting to add a planning and engineering phase by \$400,000 (CRPU) in FFY 2023 to initiate design work, with the source of funding coming from the SPC Regional CRP/CRPU line item. The third amendment was for the replacement of the north and south portal roofs of the Liberty Tunnel, located in the City of Pittsburgh, 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 fourth amendment was for a bridge replacement project, located on the McKeesport Bridge ramps #1 over CSX Railroad at West 5th Avenue in the City of McKeesport, Allegheny County. The district requests to add a planning and engineering phase by \$400,000 (BOF) in FFY 2024 to initiate design, with the source of funding coming from the Bridge-Allegheny County line item. The fifth amendment was for a bridge replacement project, located on the McKeesport Bridge ramps #2 over CSX Railroad and Pacific Avenue in the City of McKeesport, Allegheny County. The district requests to add a planning and engineering phase by \$400,000 (BRIP) in FFY 2024 to initiate design, with the source of funding coming from the Bridge-Allegheny County line item.

The first administrative action was for a mill and overlay project, located on SR 19, Perry Highway in Scott and Slippery Rock Townships, Lawrence County. The district requests the addition of a planning and engineering phase by \$200,000 (185) to TIP in FFY 2024 to initiate design, with the source of funds coming from the Bridge- Allegheny County line item. The second administrative action was for a bridge rehabilitation on two structures, located on Boulevard of the Allies over Schenley Park, Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County. This project also includes the Panther Hollow overpass. The district requests to reduce funding to make project 100% Federal with TOLL Credits, and funding will be placed back into the Betterment Reserve and Bridge-Allegheny County line items. The third administrative action was for a bridge removal, located over PA 51, Saw Mill Run boulevard in the City of Pittsburgh, Allegheny County. The district requests to add final design by \$240,000 (BOF), \$45,000 (183), and \$15,000 (LOC) in FFY 2024, right-of-way by \$80,000 (BOF), \$15,000 (183), and \$5,000 (LOC) in FFY 2024, and advancing construction funding to 2024, with the source of funds coming from the City of Pittsburgh's Bridge Preservation line item. The fourth administrative action was for traffic flow improvements, located on SR 2004 Freedom Crider Road at SR 2006 (Lovi Road) in New Sewickley Township, Beaver County. The district requests to increase the planning and engineering phase by \$140,000 (CAQ) and \$35,000 (581) in FFY 2024 for consultant design and department review, with the source of funds coming from the Betterment Reserve line item AND 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

Josh Theakston went over the three administrative actions for PennDOT District 12-0. The first administrative action was for is the replacement of the structure carrying SR 7302 over Catfish Creek (Tributary to Chartiers Creek), located in the City of Washington, Washington County. The district is requesting to add a construction phase funding with Federal STP funds in FFY 2024, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of SR 7207 (Valley View Road) over Chartiers Creek, located in Cecil Township, Washington County. The district is requesting to add a construction phase with Federal BRIP funds in FFY 2025, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the rehabilitation/replacement of the structure carrying West Pittsburgh Street over Raccoon Creek, located in Burgettstown Borough, Washington County. The district requests to swap funding for all phases from BOF funds to STP funds. Federal BOF funds will be returned to, and STP funds will be 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 Jeremy Kelly. The motion was approved unanimously.

D. Transit TIP Amendment Summary

Tom Klevan gave a summary of the six actions taken on the Transit TIP at the previous days TOC meeting, beginning with Butler County transit authority, who had an amendment to add a new project for accounting software, which will be \$125,000 in state funding and \$4,000 in local funding in FY2024. Butler County transit authority also asked for an administrative action to move the replacement fare collection equipment

from FY2025 to FY2024, and to reduce the total by \$158,000. Butler County transit authority is also entering into a contract with Mode Shift for equipment to be funded, with \$330,000 dollars of state funds and \$11,000 of local funding. This new equipment will replace the existing connect card system, and the project should be getting started by the end of the month. Next, the Mid-Mon Valley transit authority had two actions, the first being an amendment to add their own fare box project to replace their existing connect card system, which will be funded with \$436,000 in federal funds, \$105,000 in State funds, and \$3,500 in local funds. Mid-Mon Valley transit authority also had an administrative action to move design and engineering work for the proposed Speers industrial park multimodal hub from FY2023 to FY2024, and to reduce the cost of work by \$170,000. This project includes a roundabout to improve bus access to the site. Engineering and design is now budgeted for \$104,000 in federal funds, \$25,000 in state funds, and \$839 in local funds, for a total project cost of \$130,000. Two more amendments were requested by SPC, in order to add vehicle procurements, which participate in the Pennsylvania shared ride program. These were purchased through a Pennsylvania block grant through FTA, known as the enhancement mobility of seniors and individual with disabilities program. The grant was for \$720,000 in 5310 funds and \$180,000 in local funding for 10 accessible busses in Allegheny county, and one bus in Beaver county for \$80,000 federal 5310 funds and \$20,000 in local funding.

6. **SPC Data Team Update**

Chris Jaros gave a presentation on some of the data that can be found on SPCs new data website. The data is categorized by department, meaning different data can be found via the GIS team, the Data team, the Transportation team, or the Water Resource team. Chris reviewed some of the data maps which are on the website, beginning with the SPC disability representation map. With the updated 2020 Census data, and American Community 5-year estimate surveys, SPC has been able to put together a map of disability representation for the 10-county region of Southwestern Pennsylvania by Census tract. The regional average for an individual with at least one disability is 14.6%, and with the representation map you are able to zoom into any census tract, where it will break down the disabilities by type and demographic. Next, Chris reviewed the regional pedestrian network map on the website, which is the network of all sidewalks, crosswalks, steps, and connecting trails in the 10-county region. Chris also mentioned he is currently working on finding all the curb ramps as well to add to this pedestrian work map. The data shows what type of pedestrian improvement it is, and the length/mile of the improvement. There is also the ability to add transit tops to the mapping, which clicking the transit stop can send you into a street view of that location. Chris asked the TTC to review the maps for inconsistencies, and to send him an email with any issues with the pedestrian network map.

Emily Clarvit next presented a map on the alternative fuel vehicles that are registered in Pennsylvania by zip code. By clicking on a zip code area, you can check that type of electric vehicles are represented, including battery electric vehicles, conventional hybrids, plug-in hybrids, or hydrogen fuel cell electric vehicles. Emily showed that a zoom into the SPC region also shows where alternative fueling stations are located throughout the region, as well as the type of station, which includes electric vehicle charging, ethanol 85, compressed natural gas, liquefied propane gas, biodiesel, or liquefied natural gas. Emily mentioned that it does not show the difference between public or private fueling stations, however most shown are public use. Emily mentioned that all these maps and more are available on the SPC data website, and any questions on these maps can be directed towards Emily and Chris.

7. **2025 TIP Update**

Ryan Gordon gave an update on the 2025 TIP, of which the preliminary draft has been submitted for Central Office review. SPC competitive programs have been selected, and where applicable, programmed on the pre-draft TIP. There will be a Central Office pre-draft TIP review call meeting on January 29th, and district TIP work groups will be kept up to date of any changes made to the draft TIP. The next round of TIP work group meetings will focus on calibration for the 2025 LRTP with the 2025 TYP, with preliminary agenda, materials, and information provided in advance of the meetings. Ryan mentioned some recent milestones hit in the TIP, including the project list for the TIP and LRTP being approved, and both of those will look to be approved by TTC in the March meeting. AQ conformity, EJ analysis, and document preparation will take place in April. The Smart Transportation for Livable Communities (STLC) program, which used to be known as the Smart program, applications and candidate project evaluations are to take place starting in February and ending in May. The final part of the TIP will be the public comment period and public participation panels, which will take place between May and early June, before the final document is completed by the end of June.

Ryan next gave more details on the STLC program, which is a federal funding reimbursement program with \$3 million available per year regionwide. Projects need a 20% non-federal match, and planning studies and design proposals may not exceed \$250,000, while construction proposals may not exceed \$1,000,000. Eligible projects include bicycle and pedestrian projects, corridor management and congestion reduction, intermodal and transit-oriented development projects, planning and redevelopment, road and intersection improvements, streetscapes and traffic calming, and electric vehicle charging stations. Eligible project sponsors include one project each per SPC member county governments, one for the City of Pittsburgh, and one additional project per county, if submitted through PennDOT Districts 10-0, 11-0, and 12-0. The 2024 program guidance for the STLC program will be released near the end of January, while application forms and information will be provided at February's TTC meeting. The pre-applications will be due on March 4th, 2024, and the final applications will be due on April 8, 2024. SPC staff will evaluate projects using the five STLC transportation themes and five ancillary factors. A non-partisan deliverability committee will evaluate each candidate project in terms of its availability to be delivered on time and within budget, using the same ratings as the other competitive programs (TASA/CRP/CMAQ). Staff will utilize Decision Lens to analyze weighted project scoring and make a recommendation to TTC at the May meeting and the Commission on selected projects to receive the funding. Harold Swan asked the question if the same project selection committee that was used for the Competitive Programs will be used for the STLC program. Ryan answered that it is still up in the air, but would have that answer by the time the program guidance comes out.

8. **Climate Pollution Reduction Action Grant Update**

Mason Secreti gave a presentation on the SPC climate pollution reduction implementation grants workshop, which will provide \$4.6 billion in grants to State and local governments, tribes, and territories to fund greenhouse gas reduction strategies. The goal is to fund ambitious projects with a measurable effect on greenhouse gas emission reduction, and to benefit disadvantaged communities. SPC is currently finishing up its Priority Climate Action plan (PCAP), which should be completed by March 1st. This will include a high-level regional greenhouse gas inventory to document the existing conditions, and other components, in the region. This community benefit analysis is vital to the process as any implementation projects have to be mentioned in the action plan to be eligible for

funding. A secondary component to the planning grant is the Comprehensive Climate Action Plan, which will be worked on after the action plan is completed, and will be due in August of 2025. The pollution reduction implementation grants have a letter of intent due on February 1st, with a full application due on April 1st, 2024. These awards are expected to be announced in July of 2024 and funds awarded in October of 2024. Unlike other grant programs, this will only be a one-time grant program, meaning that it is necessary to place any projects we can onto the PCAP so they can be added to the grant application. With the PCAP due in March and the grant application due in April, there is a very quick window for these projects to be implemented into the application.

On January 8th, SPC hosted a workshop for any interested parties for the application. Approximately 100 stakeholders and potential project sponsors came to this workshop, and SPC will be working cooperatively with regional partners on the development of two regional applications, targeting the two most regionally competitive implementation grant funding tiers. There will be five funding tiers based on EPA funding guidance, and they expect to award no more than two awards per region. Government entities are the only eligible applicants; however, nonprofits and private entities are eligible to participate at subgrantees. Regional coordination and community involvement are being looked at in the applications as just as important as the emissions reduction. Currently, a memorandum of agreement is being written up to explain the partner agencies and responsibilities for these applications, as SPC has received approximately 75 project proposals for these grants. The next step will be to work with our consultant team to evaluate these proposals, using criteria from the notice of funding opportunity to focus in on the projects with the best reduction strategies.

9. **Other Business/Status Reports**

There was no other business to report.

10. **Adjourn**

A motion to adjourn was made by Josh Krug and seconded by Jeff Skalican. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:16 AM.