

**Southwestern Pennsylvania Commission
 Combined Transit Operators Committee (TOC) and Transportation Technical Committee (TTC)
 Meeting Minutes via Webex
 July 11, 2024, 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
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Josh Spano, Westmoreland County Planning
- Stephen Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- ❖ Mary Jo Morandini, BCTA
- ❖ John Paul, Butler Transit
- ❖ Ian Ramsey, Freedom Transit
- ❖ Ashley Seman, MMVTA
- ❖ Mavis Rainey, Oakland Transportation Management Association
- ❖ Alan Blahovec, WCTA
- ❖ Aaron Sukenik, Pittsburgh Downtown Partnership
- ❖ David Wohlwill, Pittsburgh Regional Transit
- ❖ Ed Typanski, Pittsburgh Regional Transit
- Savannah Grooms, Washington County Planning
- Nathan Clair, Westmoreland County Planning
- Shubh Thakkar, City of Pittsburgh
- Brendan Coticchia, City of Pittsburgh
- Brandon Leach, PennDOT Central Office
- Seth Davis, Pittsburgh Regional Transit
- Jeffrey Devlin, Pittsburgh Regional Transit
- Ashley Cooper-Brounce, Westmoreland Transit
- Adam Mattis, DCNR
- Matthew Kelley, CDR Maguire
- David White, POGO
- Andy Waple, AECOM
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Alice Hammond, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Dave Hollahan, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Josh Theakston, PennDOT District 12-0
- Domenic D'Andrea, SPC Transportation Director
- DJ Ryan, SPC Strategic Initiatives & Policy Director
- Lillian Gabreski, SPC Staff
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Chuck Imbrogno, SPC Staff
- Devon White, SPC Staff

Attendees Cont'd:

Belachew Ayele, SPC Staff
 Dan Bernazzoli, SPC Staff
 Emily Clarvit, SPC Staff
 Ronda Craig, SPC Staff
 Noelle Dick, SPC Staff
 Julia Ferri, SPC Staff
 Matt Fisher, SPC Staff
 Chris Jaros, SPC Staff
 Nick Mannone, SPC Staff
 Bradley Mavrodis, SPC Staff
 Russell Singer, SPC Staff
 Greg Shermeto, SPC Staff
 John Weber, SPC Staff

- **Indicates TTC voting member**
- ❖ **Indicates TOC 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 June 12th TOC Meeting Minutes**

A motion was made by John Paul and seconded by Mavis Rainey to approve the minutes of the June 12th TOC meeting. The motion was approved unanimously.

4. **Action on June 13th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Stephen Shanley to approve the minutes of the June 13th TTC meeting. The motion was approved unanimously.

5. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office**

Brandon Leach began with an update to the 2025 Statewide Transportation Improvement Program (STIP), which has held its 15-day public comment period from June 18th to July 3rd, and that was very similar to the regional TIP updates. Across the state, PennDOT received approximately 250 comments on the STIP, which are currently being divided up and sent to each of the applicable districts for response development. Brandon also spoke on the FTA transit flex deadline, which will be on August 23rd. Brandon mentioned that he didn't see any upcoming issues with that funding being approved by that date. He also mentioned that the deadline for 4232 approval will be September 6th, and that date has been determined by FHWA to close out the fiscal year. Ryan Gordon asked if there was any date in advance of the deadline that PennDOT would like the flexes sent over, on which Brandon responded there is no advance date that PennDOT needs it before the deadline. Domenic D'Andrea mentioned that there is no FHWA update today, however if there are any people who would like to coordinate any federal discretionary funding applications with SPC to please contact Lillian Gabreski on SPCs staff.

6. **Action on Modifications to the 2023-2026 TIP (Transit)**

Ed Typanski went over the nine administrative actions for the Transit TIP. The first administrative action was for the purchase of new replacement buses for Pittsburgh Regional Transit (PRT). The transit authority requests to increase federal 5339 funds in FFY 2024 in the amount of \$565,983, reduce state funding, and increase local funding. The adjustment of transit funds will be updated within the Transit TIP under the Bus Procurement project. The second administrative action was for the reconstruction of PRT's Panhandle Bridge. The transit authority requests to increase federal 5337 funds in FFY 2024 in the amount of \$12,869,989, add state funding, and add local funding. The adjustment of transit funds will be updated within the Transit TIP under the Panhandle Bridge project. The third administrative action was for PRT bus preventive maintenance motor bus activities. The transit authority requests to decrease federal 5337 funds in FFY 2024 in the amount of \$5,965,970 and add local funding, as FTA has asked that the 5337 adjustment of funds be updated within the Transit TIP under the PM Bus project. The fourth administrative action was for rail preventive maintenance activities. The transit authority requests to decrease federal 5337 funds in FFY 2024 in the amount of \$8,000,000 and decrease local funding, as FTA has asked that the 5337 adjustment of funds be updated within the Transit TIP under the PM Rail project.

The fifth administrative action was for a Fare System Refresh project to replace aging and outdated bus and LRV fareboxes for PRT. The transit authority requests to increase federal 5307 funds in FFY 2024 in the amount of \$2,400,000, increase state funding, and increase local funding. The adjustment of funds will be updated within the Transit TIP under the AFCS Refresh project. The sixth administrative action was for the purchase of new replacement buses for PRT. The transit authority requests to reduce federal 5307 funds in FFY 2024 in the amount of \$770,588, increase state funding, and decrease local funding, as FTA has asked that the 5307 adjustment of funds be updated within the Transit TIP under the Bus Procurement project. The seventh administrative action was for funding preventive maintenance activities for PRT. The transit authority requests to increase federal 5307 funds in FFY 2024 in the amount of \$3,872,318 and decrease local funding, as FTA has asked that the 5307 adjustment of funds be updated within the Transit TIP under the PM Bus project. The eighth administrative action was for funding ACCESS Paratransit. The transit authority requests to increase federal 5307 funds in FFY 2024 in the amount of \$1,993,795, increase state funding, and increase local funding. The 5307 adjustment of funds will be updated within the Transit TIP under the CCOC project. The ninth administrative action was for the Wilkinsburg transit center, comprised of platforms, canopies, lighting, seats, maps and other wayfinding, real time passenger information display boards and security cameras for Allegheny County Transit Authority. The transit authority requests to advance funding by \$3,635,597 (CMAQ) to FFY 2024 to Flex to FTA.

John Paul made a motion to approve the administrative actions from the transit authorities, which was seconded by Mary Jo Morandini. The motion was approved unanimously.

7. **Coordinated Human Services Transportation Plan Update**

Devon White gave an update to the Coordinate Human Services Transportation Plan, which is about improving overall access for transportation disadvantaged populations. Devon mentioned that data from the survey that had been sent around is currently being analyzed. This includes data on population of the region, which has remained even over the past few years, although the population of seniors over 65 has grown by 11% over the past five years. Devon mentioned that there have been four focus groups held with human services organizations, senior populations, low income and disabled populations to gather thoughts on moving forward, noting on successes and drawbacks in the SPC region. One drawback mentioned was

shared ride trips across county lines was considered to be cumbersome for this population. There will be a draft of the Human Services Transportation Plan completed by the end of July, which will include local pilot programs and policies. Devon mentioned that if any agencies have ideas on how to mitigate barriers for disadvantaged populations around the region, to please reach out to himself or Russell Singer in order to consider new ideas for the plan. Devon also mentioned that SPCs communications team is working on gathering photography and video for the plan, so if there are any projects related to the plan that are currently in progress to reach out to Jeremy Papay or Caitlin O'Connor at SPC with those details.

Mavis Rainey asked if there has been any conversation about the challenges with the difference in fares between different transit operators between counties. Devon mentioned that while he was unsure if that question was brought up on the focus groups, he did want to mention that there were over 1,000 comments received from people both within and outside the region who use public transit. Mary Jo Morandini also commented that human service agencies usually subsidize part, if not all, of the fare in the shared ride program, which gives a disparity in fares based on what the human service agencies can afford. General Public fare may vary by transit agency; however, the issue is it is currently not affordable for the transit agencies, and without some subsidy from Pennsylvania the fare system will never be consistent throughout the region.

8. **Action on Modifications to the 2023-2026 TIP (Highway/Bridge)**

A. PennDOT District 10-0

Harold Swan went over the one amendment and two administrative actions for PennDOT District 10-0. The first amendment was for intersection improvements, replacement of the 12-span Karns Crossing Bridge that spans over the Bessemer and Lake Erie Railroad and the Buffalo and Pittsburgh Railroad, and replacement of the twin-cell arch culvert structure carrying PA 68 over Connoquenessing Creek in Butler and Summit Townships, Butler County. The district requests to increase construction and add \$33,225,055 (100% Federal) and (80% Federal and 20% State) in FFYs 2024 and 2026-2031 due to various inflationary and unit cost increases that have occurred over the past several years. The source of funding will come from numerous sources, including \$7,500,000 from a special Federal funding award (\$6,000,000 Federal as part of a Community Project Funding Appropriations Award in FFY 2023 and a \$1,500,000 State match from the SPC District 10 Highway/Bridge Line Item), the 1/112th Infantry Bridge/Graff Ramp Rehabilitation (\$1,166,664 Federal from the deferral of a portion of construction funds from FFY 2024 to FFYs 2029-2030), the Freedom Road Turnpike Bridge (\$435,479 Federal from the deobligation of surplus construction funds), the Shearer Bridge Preservation (\$722,221 Federal and \$180,555 State from the deferral of construction funds), Brady's Run Bridge #3 (\$26,197 Federal from the deobligation of surplus construction funds), SR 22 ITS Enhancement Project - TSMO (\$17,174 Federal from the deobligation of surplus construction funds), Graff Bridge Preservation (\$2,572,700 Federal from the deferral of construction funds), US 422 Prospect PM (\$4,956,000 Federal from the deferral of construction funds), US 119 over Crooked Creek (\$3,083,900 Federal from the deferral of construction funds), State Game Lands 95 Bridge (\$2,076,114 Federal from the deferral of construction funds), SR 3017 Cherry Run Bridge (\$2,026,780 Federal from the deferral of construction funds), SR 3024 over McCarthy Run (\$2,481,596 Federal from the deferral of construction funds), Creekside Bridge #1 (\$2,382,072 Federal from the deferral of construction funds), PA 528 over Lake Arthur (\$31,605 State from the deferral of a portion of construction funds), US 119 over Pine Run

(\$1,969,700 State from the deferral of construction funds), and the SPC District 10 Highway/Bridge Line Item: \$967,853 Federal in FFYs 2024 and 2026 and \$628,445 State in FFY 2027.

The first administrative action was for a safety improvement project, which includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of its intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of its intersection with SR 3007 (Three Degree Road). Also included are sidewalks, Americans with Disabilities Act (ADA) ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The district requests to advance a portion of construction funds in the amount of \$2,092,169 (80% Federal and 20% State) from FFYs 2027-2028 to FFYs 2024-2025. The source will be the SPC District 10 Highway/Bridge Line Item. The second administrative action was for milling of the existing bituminous material, minor drainage, transverse and longitudinal joint repair, and paving of 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 is ramp patching and repaving at the interchange associated with PA 268 and US 422, preventive maintenance work on the bridge carrying PA 268 over US 422 in East Franklin Township, Armstrong County, and bridge work for the structure carrying US 422 over SR 4005 eastbound in Muddy Creek Township, Butler County. The district requests to advance a portion of construction funds in the amount of \$3,401,000 (80% Federal and 20% State) from FFY 2025 to FFY 2024. The sources of funding will come from the SR 4005 Mack Park Bridge project (\$52,000 Federal from the deobligation of surplus right-of-way funds), the PA 28 Allegheny Valley Expressway PM project (\$883,582 Federal from the deobligation of surplus construction funds), Stoney Run Bridge #1 project (\$477,600 Federal of surplus final design, utility, and right-of-way funds), and the SPC District 10 Highway/Bridge Line Item (\$1,987,818 in Federal funds).

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

B. PennDOT District 11-0

John Quatman went over the seven administrative actions for PennDOT District 11-0. The first administrative action was for a signal improvement project, located on SR 4003, McKnight Road, from East Street to Babcock Boulevard in the City of Pittsburgh, Allegheny County. The district requests to advance the construction phase by \$7,450,559 (NHPP/STP/STU) from FFY 2025 to FFY 2024 to capture obligation, with the source of funding coming from multiple available deobligations, the Betterment Reserve line item and the Beaver Avenue line item. The second administrative action was for a signal upgrade project, 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 \$40,000 (CAQ) in FFY 2024 for consultant estimate update, with the source of funding coming from the SPC CMAQ line item. The third administrative action was for signal upgrades, located on SR 0286 in Plum Borough, Allegheny County. The district requests to increase the planning and engineering phase by \$10,000 (CAQ) in FFY 2024 for consultant estimate update, with the source of funding coming from the SPC CMAQ line item. The fourth administrative action was for a safety improvement 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 \$800,000 (CAQ) in FFY 2024 to install temporary signals, with the source of funding coming from the SPC CMAQ line item.

The fifth administrative action was for a safety improvement project, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Road in South Fayette Township, Allegheny County. The district requests to decrease the final design phase by \$500,000 (CAQ) in FFY 2024 and increase the final design phase by \$500,000 (CAQ) in FFY 2025 to defer FD for updated schedule, with the source of funding coming from the SPC CMAQ line item. The sixth administrative action was for the installation of ADA curb ramps, located at various routes in Allegheny, Beaver and Lawrence Counties. The district requests to add a planning and engineering phase by \$50,000 (581) in FFY 2024 to initiate design, with the source of funding coming from the Betterment Reserve line item. The seventh administrative action was for transit improvements and programs in the Borough of Wilkesburg, Allegheny County. The district requests to advance funding by \$3,635,597 (CMAQ) to FFY 2024 to Flex to FTA, with the source of funding coming from the SPC CMAQ line item.

Jeff Skalican made a motion to approve the amendment 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 five administrative actions for PennDOT District 12-0. The first administrative action was for the replacement of the structure carrying PA 331 (Brush Run Road) over a branch of Brush Run, located in Hopewell Township, Washington County. The district requests to add a construction phase to the FFY 2023 TIP in FFY 2025, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying SR 3009 (Old Scales Road) over a Branch of Chartiers Creek, located in South Franklin Township, Washington County. The district requests to add a construction phase to the FFY 2023 TIP in FFY 2025, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the rehabilitation of the structure carrying SR 3014 (Vaneal Road) over Chartiers Creek, located in South Franklin Township, Washington County. The district requests to add a construction phase to the FFY 2023 TIP in FFY 2025, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for signal replacement/upgrades to five signal locations on PA 18, US 40, and PA 136, located in the City of Washington, Washington County. The district requests to remove the construction phase on the FFY 2023 TIP in FFY 2024, with the funding being returned to the SPC CMAQ Line Item (MPMS# 84078). The fifth administrative action was for the replacement of one traffic signal and minor improvements to seven other traffic signals located on Congestion Management Corridor 88 to implement an efficient traffic signal system and coordination timings, located in Greensburg Borough, Westmoreland County. The district requests to remove the construction phase on the FFY 2023 TIP in FFY 2024, with the funding being returned to the SPC CMAQ Line Item (MPMS# 84078).

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

9. **2025 TIP Update**

Ryan Gordon gave an update on the 2025 TIP, stating that the final submission will be turned in to FHWA on July 15th. The comments sent in during the comment period are currently being addressed by Ryan and Brandon Leach, as well as some documentation on project statuses. After the TIP is submitted, an after action survey will be sent out to members who helped with the process over the past two years, which will give those members the ability to submit comments on the process. The results of this survey will be discussed at a future TTC meeting, as well as providing input on the development of the 2027 TIP, of which work will begin in early 2025. Ryan mentioned that the 2025 TIP will begin in October of this year, so while final moves for the 2023 TIP are ongoing, the October modifications will be quite extensive from each of the three districts. Ryan thanked everyone who attended any of the 22 public meetings, 20 TIP work group meetings, 3 Competitive Program meetings, 6 deliverability evaluation committee meetings, and countless other special meetings.

Ryan next gave a recap on the SPC Competitive Programs, which SPC did differently during the 2025 TIP update. The Competitive Programs are the Transportation Alternatives Set-Aside Program (TA), the Congestion Management and Air Quality Program (CMAQ), and the Carbon Reduction Program (CRP). Instead of running each of these programs individually, a consolidated process was created for the 2025 TIP cycle, allowing for one application to be sent in for all three programs. Ryan went over the application process, mentioning that the process took over a year and will restart for the 2027 TIP beginning in the Spring of 2025. Ryan then also went over the make-up of the selection committee, which is made up of one member per each SPC county/city, one PennDOT district member per district, three transit operators (one from an urban transit operator, one from a small urban transit operator, and one from a rural transit operator), two members of PennDOT central office, one member per each TMA, one member from an air quality agency, one member from an active transportation agency, and one member from a freight agency.

Each project was evaluated through three different selection committee meetings, reviewing and prioritizing the projects from a technical, ancillary, and deliverability scoring method. The projects were selected based on the funding available, which in the end SPC selected 8 TA projects for a total of \$7.5 million, 8 CMAQ projects for a total of \$26.3 million, and 2 CRP projects for a total of \$6.6 million. A fourth competitive program, the Smart Transportation for Livable Communities (STLC), also selected 9 projects for an additional \$5.1 million. Ryan mentioned that the next anticipated cycle for the SPC competitive programs for the 2027 TIP will begin in June of 2025, and suggested that potential sponsors start thinking about potential candidate project ideas for the application. Ryan Gordon also mentioned that the SPC TA program is synched up to be at the same time as PennDOT's TA program, and that projects could be eligible and submitted for both programs, with the potential of receiving funding from both SPC and PennDOT's TA programs.

Domenic D'Andrea asked if there was any feedback from the TTC about the consolidated programs in the 2025 TIP. David White of POGO mentioned that he was an applicant for the consolidated programs this year, and that he appreciated the new process to combine the different programs into a single application process, as well as the ability to interact with staff and for them to be able to answer any questions about the application which he may have had. He also mentioned that the soft deadlines which allow for the opportunity to add additional information or clarify on other information makes the process very polished. David White encouraged SPC to continue their processes learned during this

program cycle for other funding opportunities in the future. Dan Distler also agreed that SPC was very helpful throughout the process. Ryan made a note that the requirement of a pre-application process that was added was a good tool in selecting good projects to head to the final application round, and helped the process in answering any questions which may have come about during the process as well.

10. **FY2025 UPWP Presentation**

Domenic D'Andrea gave a presentation on the FY2025 Unified Planning Work Program (UPWP), which was adopted by FHWA and FTA, and will help to implement the vision goals and strategies for the Long Range Plan, as well as the recommendations from SPCs recent reorganization, in order to help better serve the SPC region. This UPWP runs from July 2024 to June 2025, which is different than the usual 2-year cycle that the UPWP runs on, as it is to realign the MPO/RPOs to develop the UPWP in non-TIP development years. The next UPWP will be back to a 2-year schedule, running from July 2025 to June 2027. This UPWP is split up into eight functional program areas: Plans and Programs, Regional Transit, Transportation Demand Management, Regional Freight planning, Operations and Safety, Data and Modeling, Strategic Initiatives/Environment, and Outreach and Coordination.

Plans and Programs is run by Ryan Gordon, and work will involve 2025-2028 TIP administration, resiliency planning, competitive program administration, and local government funding and technical assistance. Transit Planning, ran by Devon White, will include Transit Planning implementation and the Human Services Coordinated Transportation Plan, Regional Freight Planning implementation, and inland waterways. Transportation Demand Management, ran by Anthony Hickton, will include TDM program expansion, outreach, and coordination with TMAs, as well as an Active Transportation plan update and updates to complete streets policy initiatives. Operations and Safety, led by Evan Schoss, will include work on the Regional Traffic Signal Program, Road Safety Audits and Corridor Operations Plans, the Traffic Incident Management Program, the Congestion Management Program, and ITS strategic planning. Data and Modeling, led by Chuck Imbrogno, will work on Travel Demand and Accessibility and Economic modeling, big data utilization and sharing, HPMS traffic counting, and performance metric tracking dashboard enhancements, as well as Census Data. Strategic Initiatives and Environment, ran by DJ Ryan, is working on environmental justice, electric vehicle initiatives, outreach, and funding, the Climate Action Plan, and Broadband Connectivity. Outreach and Support activities is a part of all group's workloads, and SPC will work to update our communications and outreach support plan, the Public Participation Plan, the Limited English Proficiency Plan, and continue with website enhancements, including interactive mapping and resource centers. Brandon Leach gave a commendation on the quick work by SPC to come out with a one-year UPWP the same year as the TIP update, mentioning it was quite the effort all around the organization. He also mentioned that the guidance for the next UPWP update will be coming out sometime in the next month.

11. **Updated SPC Data Overview**

Chuck Imbrogno introduced the SPC data team, which presented an overview to the County Planning Directors forum this past Monday. Emily Clarvit began the presentation, going over the GIS data web portal, which is now a part of the SPC website. She gave an update to the recently created land use cover mapping, which has a three-tier classification system, with each tier giving more specific information. The first-tier information gives build ups on land cover percentages, showing the difference in urban build-up, forest, agricultural, rangeland, water, and barren land across each area that the user focuses in on. The tiers become more and more focused, with the third tier becoming specific as to urban and rural density,

commercial uses, different crops and pasture types, etc. This could be focused by Region, County, or Municipality, and can give detailed land use data down to street level. Emily mentioned that one thing they are looking to add to these maps is Transit data, so if any transit providers could send over maps of transit stops in the region, it would be very helpful. A question was asked if there will be any maps which show past land use, to see where the land density is heading in certain regions. Emily mentioned that SPC does have some past layers for review, but it is difficult to compare to the newer layers as these layers are much more detailed than the older layers in how they used to be broken down.

Next, Nick Mannone gave a presentation on the latest Census Data and how to best utilize it. The most recent Census release was the 2020 Census, but other data also being utilized includes the 2018-2022 American Community Survey 5-year estimates and the Annual Population and Housing Estimates from 2020 to 2023. The SPC regions population decreased by 2.4% between 2010 and 2020, with most counties falling by more than that percentage in the region. Allegheny and Washington Counties have stayed rather stagnant over the past decade, while the only County which has seen an increase in population since 2010 is Beaver County. Nick mentioned that in the last three years since the Census, the SPC population has decreased by another 1.3%. Next, Nick discussed the SPC regional data center, which is currently available on the SPC website. This data center hosts multiple years of Census data, as well as public facing transportation and forecasting data, all updated to its most recent availability. It also has visualizations, reports, excel tables, and more to showcase this data. Nick gave a demonstration of how to find this information via the SPC website, and how to navigate the various data points.

Chris Jaros gave an overview of the SPC GIS website, which Chris mentioned that the website does allow you to download the SPC GIS data for use. Chris showed the GIS data for the Active Transportation update, and he mentioned that the data team is currently going to the different counties in SPC to gather data on, including cycling data. Chris showed that you can break down the Active Transportation data by county or city, much like the land use cover mapping. It also breaks it down by pedestrian and bicycle networks, as well as showing visualizations on the locations of these networks. The data also shows curb cuts on intersections across every municipality in the region, which Chris mentioned that if PennDOT has any other data on curb ramps to please send him that information so he can update the maps as accurately as possible. Other data maps currently being worked on include Alternative Fuel vehicle registrations and a disability representation map, and SPC will soon be working on a major economic development data project, of which any information on employment projections or upcoming economic development projects, as well as other associated information would be helpful to the SPC data team.

Chuck Imbrogno mentioned that there will be a fillable form set up on the SPC data website, to provide any information on this topic at any point. He asked for the County managers to please pass this information along to the municipalities, as they would be able to provide the most up to date information on large economic development projects going on in the region. Lillian Gabreski last gave a quick spotlight on the Environmental Justice Justice40 mapping, which went live on the SPC website yesterday. These layers are a part of the analysis which happens for the 2025 TIP and the Long-Range Plan, and is constantly updated with new data. The data shows where low-income population and minority populations are higher than the regional average, and also links to the climate and economic justice screening tool which documents how we are considering environmental justice in SPC planning efforts.

12. **Other Business/Status Reports**

DJ Ryan gave an overview of the Climate Pollution Reduction Grant (CPRG) that SPC is working on, mentioned that currently there are two phases happening at once. One is for the \$1 million planning grant from the EPA, which SPC submitted the required priority climate action plan back in March. That plan is the first of two plans that were required to submit to the EPA for the planning grant. The second phase is the comprehensive climate action plan, of which public engagement is required. There will be a meeting in each of the 11 jurisdictions of SPC beginning in early fall for this plan, and those are currently being scheduled. Locations will be slightly more non-traditional, located in some places that are not necessarily County Seats but need a little bit more attention. Those locations will be finalized and discussed at a future TTC meeting. The second grant is for an implementation grant for \$200 million from the EPA's CPRG funds. This was submitted back in April with the goal to establish a local competitive fund in the region to fund projects which reduce greenhouse gas emissions. SPC is hoping to hear back soon about whether we will receive funding from this grant, with the goal to release funding guidance for the competitive program within three weeks of the announcement of the application being accepted. SPC is hopeful that we will receive funding through this grant, and have had great support through the process from City, County, and regional elected officials.

13. **Adjourn**

A motion to adjourn was made by Josh Krug and seconded by Joel MacKay. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:55 AM.