

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
November 14, 2024, 10:00 a.m.**

Attendees:

- 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
- Kyle Lamb, Greene County Planning and Community Development
- Amy McKinney, Lawrence County
- 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
- Tyler Zeh, Greene County Planning
- Scott Yackuboskey, Indiana County Planning
- Savannah Grooms, Washington County Planning
- Becky Butler, Washington County Planning
- Nathan Clair, Westmoreland County Planning
- Brandon Coticchia, City of Pittsburgh
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Kenana Zejcirovic, FHWA
- Aaron Sukenik, Pittsburgh Downtown Partnership
- Matthew Kelley, CDR Maguire
- David Totten, HDR Inc.
- Domenic DeFazio, PennDOT District 10-0
- Bryan Allen, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Alice Hammond, PennDOT
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lillian Gabreski, SPC Transportation Planning Director
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Chuck Imbrogno, SPC Staff
- Evan Schoss, SPC Staff
- Devon White, SPC Staff

- Indicates TTC voting member

## Attendees Cont'd:

Belachew Ayele, SPC Staff  
 Ronda Craig, SPC Staff  
 Nancy Hirsch, SPC Staff  
 Russell Singer, SPC Staff  
 Greg Shermeto, SPC Staff  
 John Weber, SPC Staff

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:02 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on October 10<sup>th</sup> TTC Meeting Minutes**

A motion was made by Josh Krug and seconded by Jeff Skalican to approve the minutes of the October 10<sup>th</sup> TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office/SPC Transportation Director Report**

Kenana Zejcirovic began the Federal Highways report by mentioning that a handout was sent with the packet this month. This handout gives updates on project awards, available funding, and publications and resources. Kenana mentioned that if there are any questions on the handout, to please let her know. Next, Brandon Leach gave an update on the Pennsylvania Highway Statistics Pub 600, which is now available on the PennDOT website. This publication is updated annually to summarize a variety of highway mileage and travel information for the state. The data is from the annual highway performance monitoring system submittal (HPMS) to FHWA that reflects 2023 travel activity and highway conditions. Brandon will also provide a link to the publication to the TTC. Next, Brandon discussed the National Electric Vehicle Infrastructure (NEVI) program update, of which final guidance was released just before TTC last month. This guidance document outlines implementation of the NEVI program, and was released to all planning partners across the state on October 10<sup>th</sup>. This call to action for the planning partners is to create a document to help fill priority areas for community charging across the state. As we have went through the NEVI program, we have completed the first phase, which was the alternative fuel corridor network, and are now at the point where PennDOT can use the NEVI funds for more targeted, community specific, projects. The deadline for this document will be June 30, 2025. Stakeholder engagement with planning partners to create these lists and to gather public feedback, will be crucial for the document. Data from the NEVI community survey, which closed on October 11<sup>th</sup>, will be made available to planning partner staff in order to give a frame of reference going into stakeholder engagement.

Next, Lillian Gabreski introduced herself as the new Transportation Director for SPC. She then went over the SPC approach to the NEVI program, starting with mentioning the community charging plan, which was sent out in the TTC packet. SPCs plan right now is to work with the county planning directors in order to provide data and background information to help make the most informed decisions on ranking use cases for charging. SPC is anticipating hosting a kick off meeting in January with County planning directors and staff. SPCs data team is reviewing the data which was sent from the community survey, and are working to see what resources SPC can provide in order to help with the decision making for the process. SPC will be

coordinating community outreach meetings as part of the process, and will be discussed in more detail during the January kick off meeting. The end result of the process is that PennDOT plans to spend between \$14-16 million in the SPC region on electric vehicle infrastructure, with half of this funding going to Allegheny County, and the other half going to the surrounding Counties. Next, Lillian spoke on the adoption of the SPC complete streets policy, which was adopted at the October commission meeting. Leanne Chaney of SPC worked on this policy in collaboration with SPC partners for the past few months, and SPC is excited to see it finally adopted. The complete streets process is an approach to planning, designing, building, and operating streets in an equitable and context sensitive manner to prioritize safety, comfort, and connectivity to destinations for all users of the street network. As part of this policy, SPC will screen all applicable projects seeking funding through SPC administered competitive funding projects for adherence to complete street policies, or the accommodation of all existing users of the roadway network from construction through project completion. This will be discussed more as the next round of the competitive programs opens up in the summer of 2025.

## 5. **Action on Modifications to the 2025-2028 TIP**

### A. PennDOT District 10-0

Domenic DeFazio went over the one amendment and nine administrative actions for PennDOT District 10-0. The one amendment was for the construction of an internal access road into a proposed economic development site, located in Center Township, Indiana County. The district requests to add this project and its construction phase in FFY 2025, with the source of funding coming from an ARC Grant award. The first administrative action was for the preservation of the structure carrying US 422 over the Connoquenessing Creek, Shearer Road, and the B&LE Railroad, located in Butler Township, Butler County. The district requests to increase construction in FFYs 2025 and 2026 due to an updated estimate that reflects recent quantities, pricing, contingency, and scope based on the final design process and similar bid results, with the source of funding coming from the FY24 Community Project Funding Award from Congressman Mike Kelly's office and the SPC District 10 Highway/Bridge Line Item, with the funds that were removed being placed into the SPC District 10 Highway/Bridge Line Item. The second administrative action was for the replacement of the structure carrying PA 68 over the B&LE and B&P Railroads and Connoquenessing Creek, located in Butler and Summit Townships, Butler County. The district requests to increase utilities in FFY 2025 due to an updated estimate that reflects discoveries made as part of the design process, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item.

The third administrative action was for the replacement of the structure carrying US 422 over PA 356, located in Butler Township, Butler County. The district requests to increase preliminary engineering in FFY 2025 to fully fund the phase for the selected alternative that includes intersection and safety improvements being incorporated into the project, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item. The fourth administrative action was for the replacement of the structure carrying SR 3007 (Meridian Road) over Connoquenessing Creek, located in Penn Township, Butler County. The district requests to increase preliminary engineering in FFY 2025 due to a change in the scope of work from a one-lane to a two-lane structure with approach modifications being added to the consultant agreement, with the source of funding coming from the US 119 over Crooked Creek project. The fifth administrative action was for the replacement of the structure carrying US 119 over Crooked Creek, located in Rayne Township, Indiana County. The district requests to increase preliminary engineering in FFYs 2025

and 2026 due to a major change in the scope of work that includes the realignment of the adjacent roadway, with the source of funding coming from the Indiana Latex Group and the SPC District 10 Highway/Bridge Line Item. The district also requests to defer final design from FFY 2025 to FFY 2027; to change the utility and right-of-way funding from 100% State to 100% Federal utilizing toll credits; and to defer utilities and right-of-way from FFY 2025 to FFY 2027 to align with the current schedule, with the source of funding coming from the SPC District 10-0 Highway/Bridge Line Item. The sixth administrative action was for the rehabilitation of the structure carrying US 119 over Two Lick Creek, located in Center Township, Indiana County. The district requests to increase final design in FFY 2025 to execute a consultant agreement, with the source of funding coming from the SPC District 10-0 Highway/Bridge Line Item.

The seventh administrative action was for the replacement of the structure carrying SR 2005 (Cherry Run Road) over Cherry Run, located in Plumcreek Township, Armstrong County. The district requests to reprogram final design, utilities, and right-of-way in FFY 2025, with the sources of funding coming from the Clarksburg Bridge #1, Pyra Road Bridge, and Southwest of Euclid Bridge projects. The remaining funds from Southwest of Euclid Bridge will be placed into the SPC District 10-0 Highway/Bridge Line Item. The district also requests to defer construction from FFY 2025 to FFYs 2026-2028 to align with the project schedule, with the funding being placed into the Echo Church Bridge and Rearick Road Bridge #1 projects, and the SPC District 10 Highway/Bridge Line Item. The eighth administrative action was for the replacement of the structure carrying SR 1212 (River Road) over Blacklick Creek, located in East Wheatfield Township, Indiana County. The district requests to increase preliminary engineering in FFY 2025 due to a consultant agreement that includes the full scope of work and to increase utilities in FFY 2025 due to discoveries made as part of the design process, with the source of funding coming from the SPC District 10-0 Highway/Bridge Line Item. The district also requests to advance a portion of construction funds from FFYs 2026 and 2027 to FFY 2025 and to increase construction to reflect quantities and items in the most recent estimate, with the sources of funding coming from the Clarksburg Bridge #1, Pyra Road Bridge, and Rearick Road Bridge #1 projects. The FFYs 2026 and 2027 funds from Pleasant Valley Bridge will be placed into the SPC District 10-0 Highway/Bridge Line Item. The ninth administrative action was for the replacement of the structure carrying SR 1036 (Troy Hill Road) over Cowanshannock Creek, located in Rayburn Township, Armstrong County. The district requests to defer preliminary engineering from FFY 2027 to FFY 2028, with the source of funding coming from the Rayburn Township - North of Kittanning Bridge #2 and Echo Church Bridge projects. The district also requests to defer a portion of final design funds from FFY 2028 to FFY 2029 and to defer utilities and right-of-way from FFY 2028 to FFY 2029, with the funds being sourced into the Rayburn Township - North of Kittanning Bridge #2 project. The district also requests to defer a portion of construction funds from FFY 2029-2031 to FFY 2032, with the funds being sourced into the Coy Bridge #2 project.

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

#### B. PennDOT District 11-0

John Quatman went over the one amendment and twenty-three administrative actions for PennDOT District 11-0. The first amendment was the installation and setup of the City of Pittsburgh's new Traffic Management Center (TMC), located at 412 Boulevard of the Allies, in the City's Central Business District, Allegheny County. The district requests the addition of a construction phase by \$2.8M (OTHF) and \$2.8M (LOC) in FFY 2025 for an anticipated Feb. 2025 project letting, with the source of funding coming from the

Smart PGH (ATCMTD) Phase 3 project. The first administrative action was for an interchange Improvement - bridge preservation, painting, wall preservations, sound barriers, full-depth reconstruction, located on PA 28 at the Highland Park Bridge Interchange (S.R. 8050) between Highland Park Bridge Road (S.R. 1005) and the associated ramps (SR 8952 and 8082) in Aspinwall Fox Chapel, Sharpsburg, O'Hara and City of Pittsburgh in Allegheny County. The district requests to increase the construction phase by \$310K (NHPP) in FFY 2025 to cover delay claim and disputed items of work, with the source of funding coming from the Betterment Reserve line item. The second administrative action was for Hard Shoulder Running, located on the MLK Jr. Easy Busway between Downtown Pittsburgh PA, and Eastern Allegheny County. The district requests to add a study phase by \$150,000 (581) and \$150,000 (OTH) in FFY 2028 to initiate a study to determine the Hard Shoulder Running (HSR) portion of the MPDG project to widen and improve the westbound shoulder of I-376 between Churchill and Edgewood Avenue and construct a new ramp to connect I-376 with the East Busway. The source of funding will come from the Betterment Reserve line item.

The third administrative action was for a mill and overlay, curb repair, drainage upgrades, bridge preservation and guide rail upgrades, located on SR 2048 (Business 22) from Interstate 376 in Churchill to SR 48, Churchill and Monroeville Borough and Wilkins Township, Allegheny County. The district requests to increase the construction phase by \$1,637,000 (NHPP) in FFY 2025 for inlet, drainage, concrete patching and joint repair, with the source of funding comes from the Betterment Reserve line item. The fourth administrative action was for lane widening and signal upgrades, located on SR 50 (Washington Pike) from Thoms Run Road to Mayer Street in Collier Township, Allegheny County. The district requests to increase the construction phase by \$410K (NHPP) in FFY 2025 for Drainage Revisions, Off-Duty Police, Attenuator Repairs, Additional Pedestrian Detours, and other work, with the source of funding coming from the Betterment Reserve line item. The fifth administrative action was for pavement preservation on SR 837, East Carson Street, from the Glenwood Bridge to S. 33rd Street, located in the City of Pittsburgh, Allegheny County. The district requests to add a utility phase by \$150K (NHPP) and a right-of-way phase by \$50K (NHPP) in FFY 2026 for estimated impacts, with the source of funding coming from the same projects preliminary engineering phase. The sixth administrative action was for a 2" mill and overlay, 500 feet reconstruction and bridge preservation, located on SR 65, East Washington Street from Savannah Road to Croton Ave in Shenango Township and the City of New Castle, Lawrence County. The district requests to increase the construction phase by \$700K (STU) in FFY 2025 to cover added work needed to complete project, with the source of funding coming from the Betterment Reserve line item.

The seventh administrative action was for a highway reconstruction project, located on SR 68 from Virginia Avenue to Adams Street in Rochester Borough, Beaver County. The district requests to remove the right-of-way phase by \$500K (STP) in FFY 2025 as signal poles work are no longer part of this project, thus right-of-way acquisition is no longer needed. The funding will be placed back into the Betterment Reserve Allegheny line item. The eighth administrative action was for a culvert replacement, located on SR 1012, Frew Mill Road over a Branch of Big Run in Shenango Township, Lawrence County. The district requests to increase the preliminary engineering phase by \$32K (BOF) in FFY 2025 to cover additional costs, with the source of funding coming from the Bridge-Allegheny County line item. The ninth administrative action was for pedestrian and bicycle safety improvements, including signal replacements, high visibility crosswalks, and curb upgrades, located on Negley Avenue from Friendship Avenue to Broad Street in the City of Pittsburgh, Allegheny County. The district requests to add a construction phase by \$1.5M (TAU) in FFY 2027 for scheduled 2027 letting, with the source of funding coming from the SPC Region TAU line item. The tenth administrative action was for the reconfiguration of the SR 22/30 Steubenville Pike over the I-376

Interchange, which includes a bridge replacement, located on SR 22, Steubenville Pike over the I- 376 Interchange in Robinson Township, Allegheny County. The district requests to increase the construction phase by \$2.4M (BRIP) and \$2.5M (185) in FFY 2026 for updated estimate, with the source of funding coming from the Bridge-Allegheny County line item.

The eleventh 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 \$201,600 (STU) and \$50,400 (LOC) in FFY 2025 for cost to lower roadway due to sidewalks and curbs being installed at a lower elevation, with the source of funding coming from the SPC- Smart Tr. Initiative line item. The twelfth administrative action was for a mill and overlay project, located on SR 51, Clairton Blvd, from Coal Valley Road to the SR 51 cloverleaf in Pleasant Hills Borough, Allegheny County. The district requests to increase the utility phase by \$362K (NHPP) in FFY 2025 to cover PA American Water Agreement, with the source of funding coming from the Betterment Reserve Allegheny line item. The thirteenth administrative action was for safety and accessibility improvements, including crossing improvements and signal replacements, located on Brownsville Road between Stewart Avenue and Calhoun Avenue in the City of Pittsburgh, Allegheny County. The district requests to swap out the local funds (\$545,267) for ARLE funds (\$545,267) to use as State match in FFY 2028. The fourteenth administrative action was for a signal improvement project, located at various locations in Allegheny, Beaver and Lawrence Counties. The district requests to reduce the preliminary engineering phase by \$952,960 (CAQ) and by \$238,240 (LOC) in FFY 2025 for current estimate, with funding being returned to the SPC CMAQ line item.

The fifteenth administrative action was for a signal improvement project, located along Penn Avenue, between 17th Street and 32nd Street, in the Strip District Neighborhood of the City of Pittsburgh, Allegheny County. The district requests to remove the preliminary engineering phase by \$184K (CAQ) and by \$46K (LOC) in FFY 2025, with the funding being placed back into the SPC CMAQ line item. The sixteenth administrative action was for transit improvements and programs, located in Borough of Wilkinsburg, Allegheny County. The district requests to remove the construction phase by \$1,587,408 (CAQ) and \$384K (LOC) in FFY 2025 and reduce by \$2,048,189 (CAQ) and \$1,554,899 (LOC) in FFY 2026, with the funding being placed back into the SPC CMAQ line item. The seventeenth administrative action was for signal improvements, traffic calming, and signal retiming, located along Frankstown Avenue in the City of Pittsburgh, Allegheny County. The district requests to defer the construction phase by \$3,040,286 (CAQ) and \$760K (LOC) in FFY 2025 to FFY 2026 for current project schedule, with the funding being placed back into the SPC CMAQ line item. The eighteenth administrative action was for an 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 defer the construction phase by \$1,035,597 (CAQ) in FFY 2025, by \$5,490,883 (CAQ) in FFY 2026, and by \$1,500,000 (CAQ) in FFY 2027 to use on US 30 project in D11/D12 to cover obligation, with the funding being placed back into the SPC CMAQ line item. The nineteenth administrative action was for highway Safety Improvements, located on State Route 30 from North Versailles Borough in (Allegheny County) to North Huntington Township in (Westmoreland County). The district requests to add a utility phase by \$4.3M (CMAQ) in FFY 2025 and a right of way phase by \$4,534,032 (CMAQ) in FFY 2025 and \$1,965,968 (CMAQ) in FFY 2026, with the source of funding coming from the SPC CMAQ line item.

The twentieth administrative action was for roadway relocation/realignment, box culvert replacement, new roundabout, paving, signing and pavement markings, guiderail, and highway lighting, located on SR 2004 (Freedom Road) from SR 65 to SR 989 and SR 989, Crows Run Road, in New Sewickley Township, Beaver County. The district requests to increase the construction phase by \$1.6M (STP) in FFY 2025 for slide repair, with the source of funding coming from the Betterment Reserve Allegheny line item. The twenty-first administrative action was for traffic system management, located on SR 28 from the Junction of PA 28/I-579/I-279 near the Heinz Plant to the PA 910 Harmar Exit in City of Pittsburgh, Millvale, Shaler, Etna, Sharpsburg, Aspinwall, O'Hara, Blawnox, and Harmar Township, Allegheny County. The district requests to increase the construction phase by \$67K (STU) in FFY 2025 to cover additional costs, with the source of funding coming from the Betterment Reserve Allegheny line item. The twenty-second administrative action was for improvements include reduction in the number of travel lanes from 4 to 3, adequately sized travel lanes, possible addition of a shoulder, signal upgrades with pedestrian accommodations and equipment, and updated ADA accommodations, located on Liberty Avenue, from Grant Street to Herron Avenue, in the Downtown, Strip District, Polish Hill, and Lawrenceville Neighborhoods of the City of Pittsburgh, Allegheny County. The district requests to increase the right-of-way phase by \$480K (STU) and \$120K (LOC) in FFY 2025 for updated estimate, with the source of funding coming from the Betterment Reserve Allegheny line item. The twenty-third administrative action was for a bridge preservation project - clean and seal parapets, located on SR 885 over Monongahela River, Carson Street, NS and CSX rail lines in City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1,440,000 (BRIP), \$270K (183), and \$90K (LOC) in FFY 2025 for added work needed to complete project, with the source of funding coming from the Allegheny County Local Bridge Preservation line item.

Jeff Skalican made a motion to approve the amendment and administrative actions from PennDOT District 11-0, which was seconded by Stephen Shanley. The motion was approved unanimously.

#### C. PennDOT District 12-0

Josh Theakston went over the one amendment and three administrative actions for PennDOT District 12-0. The first amendment was for the rehabilitation/replacement of the structure carrying Rocky Mountain Road Over Little Sewickley Creek, located in Hempfield Township, Westmoreland County. The district requests to add all preconstruction phases of this project to the 2025 TIP in FFY 2025 (for PE and FD) and FY 2026 (for utilities and right-of-way); funds will be drawn from MPM# 31927 (Possum Hollow Road Bridge) and Federal BOF and STP funds will be transferred directly from MPMS# 31927 to MPMS# 31706. The first administrative action was for the replacement of the structure carrying SR 2040 (Main Street) over Redstone Creek, located in the City of Uniontown, Fayette County. The district requests to add the State A-581 construction funding to the 2025 TIP to cover additional utility line support added to structure, hazardous material mitigation, and concrete foundation removals, among other construction items, with the funding coming from MPMS# 116238 (2024 Slide Repairs project). The second administrative action was for district wide slide repairs to be conducted in various locations and various municipalities in all 4 counties. The district requests to add a construction phase using State A-581 funds on the 2025 TIP in FFY 2026 for additional construction work, 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 structures carrying PA 711 (Ligonier Street) over Branch of Tubmill Creek and Hendricks Creek, and the structure carrying PA 711 over Rasler Run, located in Fairfield Township and Ligonier Township, Westmoreland County. The district requests to add a construction phase using Federal BRIP funds on the

2025 TIP in FFY 2025 to cover additional costs, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

#### D. Transit TIP Actions

Devon White went over the seven approved actions from the Transit Operators Committee. The first action was for the Mid-Mon Valley Transit Association, which reprogrammed CMAQ funding for busses from FY25 to FY26. The second action was from Mid Mon Valley Transit Association, which amended their terminal engineering and design line item, which will continue that project from FY24 to FY25. This project was adjusted based on cost estimates for the project to match actual construction costs. The third action was for the Mid Mon Valley Transit Association, which was for the facility equipment replacement project will also continue into FY25 with an increase of \$100,000 in order to match construction estimates. The fourth action was from Mid Mon Valley Transit Association, which was for an adjustment of the office equipment and furniture project to FY25. This project has been on the Transit TIP since FY21, but as bus costs continue to change, they continue to push this project back until other costs stabilize. The fifth action was from the Mid Mon Valley Transit Association, which will be an adjustment of the replacement bus project, from FY25 to FY26. The sixth action was from the Butler Transit Agency, which forwarded an amendment for the installation of bus lifts for FY25. The seventh action was also from Butler Transit Agency, which added a project for bus procurements for approximately \$2 million.

#### 6. **Traffic Incident Management Training and Outreach**

Evan Schoss gave an update on the Traffic Incident Management Training, which was held by SPC at Forbes Road Career Technical College in Monroeville, PA. This training was held during a class entitled Criminal Justice Police Science, which goes over all first responder jobs (Fire, EMS, Police). This was a joint setup by SPC staff and PennDOT maintenance department staff, and helped provide tools for work zone setup with equipment provided through the maintenance department. SPC also shared information on the traffic incident management teams across southwestern Pennsylvania, and invited the members of the class, and anyone else interested, to come and participate in the next nightly meeting, which will be held on Tuesday, November 19<sup>th</sup> at the Churchill Borough municipal building.

#### 7. **UPWP Development Update**

Ryan Gordon gave an update to the development of the 2025-2027 UPWP, mentioning that the draft UPWP which was submitted to Federal Agencies for a 30-day review back in mid-October. SPC anticipates the results of this review within the next week, which then SPC will take the draft UPWP with the agency comments and provide that to the commission in advance of the December commission meeting. Ryan also mentioned that SPC has selected several projects that are new to the 2025 TIP for environmental scoping. This is in accordance to FHWA's Everyday Counts initiative, and SPC has conducted preliminary environmental scoping's on a number of newly selected projects. This is designed to provide additional projects scoping information to project managers and environmental managers that are working on the early stages of these projects. They will be mapped and compared to SPC's environmental GIS screening, looking at constraints and providing additional information when needed to these managers. These will be sent out in the upcoming week to the respective planning and programming managers, and if the project is a local project, it will be sent to the local project sponsor.



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 Josh Spano. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:03 AM.