

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
January 16, 2025, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Dan Distler, Beaver County Planning and Economic Development
- Mark Gordon, Butler County Planning and Economic Development
- Kyle Lamb, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Becky Butler, Washington County Planning
- Joshua Spano, Westmoreland County Planning
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Tosh Chambers, Pittsburgh Downtown Partnership
- David Thompson, Beaver County Planning and Economic Development
- Tammy Frank, Beaver County Liquid Fuels
- Savannah Grooms, Washington County Planning
- Trajan Jones, Indiana Borough
- Kathryn Simpson, Pittsburgh Regional Transit
- Seth Davis, Pittsburgh Regional Transit
- Craig Toocheck, Pittsburgh Regional Transit
- Samuel Buckley, Pittsburgh Regional Transit
- Julia Cornell, PennDOT Central Office
- Adam Mattis, DCNR
- Andy Waple, AECOM
- David Totten, HDR Inc.
- Dan Laird, GAI Consultants
- Kathryn Schlesinger, Michael Baker Intl.
- Doug Smith, CEC Inc.
- Thomas Quinn, Pittsburghers for Public Transit
- Domenic DeFazio, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, 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
 Leanne Chaney, SPC Staff
 Julia Ferri, SPC Staff
 Greg Shermeto, SPC Staff
 Sara Walfoort, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:01 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on December 5th TTC Meeting Minutes**

A motion was made by Becky Butler and seconded by Jeff Skalican to approve the minutes of the December 5th TTC meeting. The motion was approved unanimously.

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

Ryan Gordon gave the update from FHWA and PennDOT Central Office, as both Brandon Leach and Kenana Zejcirovic were unable to attend the meeting. Ryan began with FHWA's notes, which mentioned the upcoming application deadlines for USDOT discretionary grant opportunities. Applications are due for the Rebuilding American Infrastructure with Sustainability and Equity, also known as RAISE, on January 30th. FHWA also wanted to mention that the Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation, also known as the PROTECT program, has their application period ending on February 24th. Brandon Leach also provided notes to Ryan from PennDOT Central Office, which began with the approval of 30 rail-freight improvement projects that will enhance the freight mobility in creating and sustaining 355 jobs across Pennsylvania. These investments are aligned with Governor Shapiro's commitment to improving Pennsylvania's infrastructure, as well as supporting economic growth. Pennsylvania's 65 railroads are the most in any state, and PennDOT is committed to working with private rail operators and rail serviced businesses, in constructing and maintaining lines to assist in maintaining and improving Pennsylvania's 5600 miles of freight lines. Sara Walfoort commented on the application process for the rail-freight improvement projects, noting that 30% of the funds for the program and 29% of the projects by number are located within the SPC region. These include relatively small projects around \$100k up to projects worth over \$6 million per grant. Sara mentioned that the program is usually around \$30 million from PennDOT, however this year it was raised to \$55 million, and that SPC is very happy with the result of the funding.

Lillian Gabreski gave the SPC Transportation Director report, beginning with the WalkWorks grant opportunity, which has opened for its ninth round of funding. This grant is for the development of active transportation plans from July 2025 through June 2026. There will be a webinar on the grant of February 4th, and the deadline for submitting questions in March 7th, with applications due on March 21st. Lillian then went over a chart, highlighting the upcoming SPC planning initiatives for the upcoming fiscal year, beginning with the NEVI community charging feedback period. This will have public outreach starting in March, with a final list of potential priority communities listed to PennDOT by June 30th. The Active Transportation update

is also currently ongoing, with a link to the current survey in the chart. Public outreach on the plan is just wrapping up, with submission and commission adoption taking place in June. Next, SPC has the human services coordinated transportation plan, which is almost complete, with an anticipated completion date in February for commission adoption. SPC also has the Allegheny County Safety Action Plan, which we received competitive Safe Streets for All Federal DOT funding to work on. This is ongoing through the end of 2025, with a link for feedback on the plan in the chart. Public outreach is just beginning on this plan, with plans for meetings running through March, with times and dates coming soon. Lastly, the SPC regional safety action plan is also beginning, with public outreach beginning in February and running through April, with Commission adoption in June as well. More information on that safety action plan and the public outreach will also be passed along soon.

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

A. PennDOT District 10-0

Domenic DeFazio went over the three administrative actions for PennDOT District 10-0. The first administrative action was for safety improvements, including signal upgrades to reduce congestion as well as to lower carbon monoxide and particulate matter emissions at various locations along the SR 68/SR 356 corridor, located in Butler City, Butler County. The district requests to increase construction and add \$923,421 (80% Federal/ 20% State) due to a final estimate that reflects current unit prices, additional sidewalks, stormwater repairs, and additional traffic mast arms. The sources of funding include the D10 4c SINC-UP Project: \$26,257 (CAQ – FFY 2025) from the deobligation of surplus construction funds, the PA 356 Moraine Point to Campus Lane Signal Upgrade: \$101,976 (CAQ – FFY 2025) from the deobligation of surplus preliminary engineering funds, the D10/SPC Carbon Reduction Line Item: \$615,640 (CRP – FFYs 2025-2026), and the SR 8 Butler City to SR 308: \$179,368 (581 – FFY 2026) of unneeded construction funds. The second administrative action was for a bridge replacement of the structure carrying SR 2012 (River Road) over Mardis Run, located in Buffington Township, Indiana County. The district requests to increase utilities and add \$7,000 (BOF – FFY 2025) to include a waterline relocation in the scope of work, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item. The third administrative action was for bridge replacement(s) of three structures carrying PA 56 over Sugar Run and two other tributaries to the Kiskiminetas River, located in Apollo Borough and Kiskiminetas Township, Armstrong County. The district requests to increase utilities and add \$130,479 (581 – FFYs 2025 and 2026) to include inspection costs and additional work that was incorporated into the project, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

John Quatman went over the one amendment and nine administrative actions for PennDOT District 11-0. The first amendment was for a bridge preservation project, located on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad in the City of Duquesne and McKeesport, Allegheny County. The district requests to increase the construction phase by \$5.6M (BRIP) in FFY 2025, \$5.561M (NHPP) in FFY 2028 and by \$5.839M (NHPP) in FFY 2029 for current construction estimate. The district also

requests to decrease the construction phase by \$4M (185) in FFY 2025, \$2M (185) in FFY 2026 and FFY 2028 to convert to 100% Federal. The source of funding will come from the PA 65, Ohio River Boulevard project, the City of Pittsburgh's Bridge Preservation line item and the District's Bridge and Betterment line items. The first administrative action was for a mill and overlay project, located on SR 19, Perry Highway from SR 1004 to SR 108 in Scott Township, Lawrence County. The district requests to remove the construction phase by \$6.4M (STP) and \$1.6M (581) from TYP in FFY 2029, with the funding being placed into the Betterment Reserve line item. The second administrative action was for a safety improvement project, located on SR 130, Allegheny River Boulevard @ Sandy Creek Road in Penn Hills Township, Allegheny County. The district requests to add a study phase by \$50K (581) in FFY 2025 to initiate study, with the source of funding coming from the Betterment Reserve line item.

The third administrative action was for a safety 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 add a final design phase by \$800K (CAQ) and \$200K (LOC) in FFY 2026 for final design tasks, as well as a right-of-way phase by \$80k (CAQ) and \$20K (LOC) in FFY 2026 to cover right of way costs. The source of funding will come from the SPC CMAQ line item. The fourth administrative action was for interchange improvements, including the construction of ramp and bridge and extension of ramp construction, located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel, including US 19 (Banksville Road), US 19/PA 51 at Woodville ramps and Banksville Interchange Ramps (SR 8075) in the City of Pittsburgh, Allegheny County. The district requests to increase the final design phase by \$240,222 (CAQ) in FFY 2025 to cover updated design consultant estimate, with the source of funding coming from through numerous deobligations. The fifth administrative action was for a bridge replacement project, located on SR 1021 over Pine Run in Marion Township, Beaver County. The district requests to add a right-of-way phase by \$75K (185) in FFY 2025 to cover updated right of way tasks, with the source of funding coming from the District's Bridge-Allegheny County line item.

The sixth administrative action was for a bridge replacement project, located on SR 1021 over Pine Run in Marion Township, Beaver County. The district requests to increase the construction phase by \$950K (185) in FFY 2026 for current estimate, with the source of funding coming from the District's Bridge-Allegheny County line item. The seventh administrative action was for a bridge rehabilitation project, located on PA 366, Tarentum Bridge over Norfolk Southern Rail and Allegheny River, in Tarentum Borough, Allegheny County. The district requests to add a final design phase by \$3M in FFY 2026 to cover final design tasks, with the source of funding coming from the Betterment Reserve line item. The eighth 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 advance the preliminary engineering phase to FFY 2026 by \$388,866 (CAQ) and by \$97,216 (LOC) for current project schedule, with the source of funding coming from the SPC CMAQ Line Item. The ninth administrative action was also 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 defer the construction phase to FFY 2027 and FFY 2028 by \$3,214,600 (CAQ), \$545,267 (ARLE) and by \$258,390 (LOC) for current project schedule, while also removing all local funding. The source of the funding will come from 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 Becky Butler. The motion was approved unanimously.

C. PennDOT District 12-0

Josh Theakston went over the one amendment and seven administrative actions for PennDOT District 12-0. The first amendment was for intersection improvements on US 119 at McClure Road and Kingview Road, which will eliminate two signalized intersections on US Route 119 with Kingview Road and McClure Road, and a new full-access interchange would be constructed in between the two existing intersections, with a new bridge carrying a new connector road being constructed, located in Upper Tyrone and Bullsken Townships, Fayette County. The district requests to add construction funds using Federal NHPP, BRIP, and STP, and State A-581 and A-185 funds, and adjust the cash flow on the FFY 2025 TIP and TYP in FFY 2025, 2026 and 2028 and 2029. The source of the funding will come from the District 12 Highway/Bridge Line Item (MPMS# 76508). The first administrative action was for the rehabilitation of the structure carrying PA 136 (Main Street) over Youghiogheny River, located in West Newton Borough, Westmoreland County. The district is requesting to adjust the cash flow of the construction phase, utilizing Federal BRIP, STP, and STU funds, in FFY 2025, 2026, 2027, and 2028 to correspond with the project schedule. The source of funding will be transferred through the District 12-0 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the Layton Bridge (State Route 4038, Layton Street) over the Youghiogheny River and Great Allegheny Passage Trail. The district is requesting to advance the construction phase from the later TIP years into FFY 2025 and 2026, using Federal BRIP, STP, and STU funds. The source of this funding will come from the District 12-0 Highway/Bridge Line Item (MPMS# 76508).

The third administrative action was for the replacement and/or removal of 15 traffic signals at various intersections along PA 88 NB (McKean Avenue) and PA 88 SB (Fallowfield Ave), along with other miscellaneous improvements, located in Charleroi Borough, Washington County. The district is requesting to add a construction phase, using Federal CMAQ funds, to the TIP in FFY 2025, with the funds coming from the 119 SW Greensburg CMAQ project. The fourth administrative action was for the replacement of one traffic signal and minor improvements to seven other traffic signals located on Congestion Management Corridor 88 in order to implement an efficient traffic signal system and coordination timings, located in various locations in Westmoreland County. The district is requesting to reduce the CMAQ funding in the construction phase on the 2025 TIP in FFY 2025, replace those funds with CRP funds in FFY 2026 and 2027 to fully fund the construction phase, and move the savings in 2025 to the preliminary engineering phase of this project in FFY 2025 to add it to the program, as well as to increase the construction phase of the project in the third administrative action. The fifth administrative action was for traffic signal, pedestrian accommodations, and intersection improvements on US 0040 and PA 0051 along Corridor 116 to address existing traffic congestion issues, located in the City of Uniontown, Fayette County. The district is requesting to reduce the construction phase on the 2025 TIP in FFY 2026 to fund the preliminary engineering phase of the Sheepskin Trail – City of Uniontown Connection project. The movement of Federal CRPU funds between the projects will flow through the District 12-0 Highway/Bridge Line Item (MPMS# 76508).

The sixth administrative action was for the design and construction of the Sheepskin Trail through the City of Uniontown., Fayette County. The district is requesting to add a toll credit match and funding from the fifth administrative action to the construction phase on the 2025 TIP in FFY 2026 and FFY 2027, as well as to add the preliminary engineering phase of this project to the 2025 TIP in FFY 2025. This funding is being

added due to a portion of the work on the fifth administrative action project being completed on this one, with Federal CRPU and CRP funds being drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was for the rehabilitation of the structure carrying SR 1010 (River Road) over Pumpkin Run, located in Rices Landing Borough, Greene County. The district is requesting to add a final design and right-of-way phase, utilizing Federal BRIP and STP funds, to the 2025 TIP in FY 2025, and a utility phase funding to the 2025 TIP in FY 2026. The funding will come from the District 12-0 Highway/Bridge Line Item (MPMS# 76508). District 12-0 also requested a number of project deobligations, including two projects with CMAQ funding. These two projects that were deobligated were the FACO Signals-1 project (preliminary engineering and right-of-way phases), and the D12 SPC 4c SINC-UP project (final design phase).

Art Cappella made a motion to approve the amendments and administrative actions from PennDOT District 12-0, which was seconded by Josh Spano. The motion was approved unanimously.

D. Transit TIP Actions

Devon White went over the approved actions from the Transit Operators Committee, beginning with an ACTA approved bus replacement project, which adds \$55,000 in cost changes to the original budget. Beaver County added a new project for a collision avoidance system, which moves the exterior mirrors inside of the busses. They also approved an expressway travel center renovation that was originally set for FY2025, however it has been pushed out to FY 2026. Beaver County also moved their support equipment project from FY 2024 to FY 2025. Washington County transit added a small transit bus project worth \$1 million to FY 2025, which will add a number of small transit busses to their fleet. Washington County transit also moved a bus shelter project from FY 2025 to FY 2026, moving \$437,000 for new shelters. Lastly, Westmoreland County transit added \$172,000 in funding for shared ride vehicles in FY 2025.

6. **PM1 Safety Measures Update**

Evan Schoss gave a presentation of Transportation Performance Safety Measures, which are requirements to carry out the HSIP program at SPC. The performance requirements to carry out the program include five year rolling averages for the number of fatalities on all public roads, the rate of fatalities on all public roads per 100 million vehicle miles travelled, the number of serious injuries on all public roads, the rate of serious injuries on all public roads per 100 million vehicle miles travelled, and the number of non-motorized fatalities and non-motorized serious injuries on all public roads. MPOs are given the option of agreeing with the State DOT targets for these measures, or the MPOs can establish a numerical target specific to the MPO planning area for each of the five measures. PennDOT's targets include a 2% annual reduction for fatality goals, with a 0% reduction for serious injury goals, the same as last year for both targets.

Looking at the numbers for these targets, both across Pennsylvania and in the SPC region. Vehicle miles have increased across both the SPC region (3.33%) and across all of Pennsylvania (3.5%). Fatalities have increased 2.5% across Pennsylvania, but in the SPC region, fatalities have decreased 4.25%. Serious injuries are up as well across Pennsylvania (.8%), however in the SPC region serious injuries have decreased 3.6%. Non-motorized fatalities are up in both Pennsylvania (7%) and the SPC region (20.8%), with non-motorized serious injuries also seeing increases in both Pennsylvania (12.7%) and the SPC region (4.5%). Based on the targets set by PennDOT, for 2025 SPC will be looking to reduce

fatalities by 2%, lowering their target of 198.94 fatalities in 2024 to 194.96 fatalities in 2025. SPC will also look to maintain a 0% increase in serious injuries from 2024, remaining at 939 serious injuries for the year. Non-motorized serious injuries and fatalities will also look to keep the 2% decrease in fatalities and a 0% in serious injuries, which would lower the 2024 target of 121.42 non-motorized serious injuries and fatalities to a 2025 target of 120.85 non-motorized serious injuries and fatalities. Evan mentioned that when this initiative began, there was a hope of a 2% decrease in fatalities every year over a 20-year period, and while there have been decreases in fatalities, we are still above where we would like to be in terms of number of fatalities in the region. A number of planning initiatives, including Safe Streets for All, are looking to address some different types of crash causations in order to hopefully drive down fatalities even more than 2% a year in the upcoming years. Lillian Gabreski mentioned that this will be presented to the Commission in February, however since we are adopting PennDOT's recommendation, it will not need to be approved by the Commission.

7. **SPC Active Transportation Update**

Leanne Chaney gave an update on the development of SPC Active Transportation Update, which will update the regional active transportation plan, as well as the active transportation profile reports that were developed in each county, as well as the City of Pittsburgh. These reports were developed in 2017-18, and were adopted regionwide in 2019, however much in the region has changed since then. SPC is working with consultant teams McCormick-Taylor, Toole Design Group, and Evolve EA, as well as completing other tasks in-house. There was a project kick-off meeting held in June 2024, and that work that the consultants are completed should be completed by March 4th. All in-house SPC tasks will continue through April and May, with plan adoption expected in June 2025. McCormick-Taylor is providing overall project management, Toole Design Group is leading efforts in conducting a multimodal network work analysis and developing a story map, rather than a static plan document which we had during the last Active Transportation Plan, as well as working with staff on the steering committee. Currently there have been two steering committee meetings, with the 3rd steering committee meeting set for February 12th. Evolve EA is working on leading public engagement efforts, and facilitating listening sessions in the region to gain community input, as well as the community survey which was open until yesterday.

Leanne continued that the four listening sessions were held in each district, with one in Beaver County, one in Washington County, and one in Indiana County, with a fourth in Allegheny County focused on the City of Pittsburgh. Also included in this active transportation plan will be a sidewalk inventory, as well as incorporating findings from the multimodal network analysis from Toole Design Group, as well as a summary report that compares changes over time in the region, including increases in bike routes and bike lanes. Toole will also incorporate an interactive map of the region, including several layers of active transportation in the region. The profile reports are also currently being worked on, with seven of the ten counties having interviews taken with County planners, as well as planners with the City of Pittsburgh, which reviewed information such as plans and policies that are in place to support active transportation, complete streets, and any active projects that are currently underway or planned for the near future.

8. **SPC Climate Action Plan Coordination**

Chuck Imbrogno gave a presentation on the SPC Climate Action Plan, which is being ran by Catherine Tulley of SPC staff. This began as an EPA grant that SPC received a few years ago in order to develop a priority climate action plan, which summarized where greenhouse gasses were located in the region. This led into a comprehensive climate action plan, which includes targets for greenhouse gas reduction. The priority

climate action plan was completed last spring, and is currently available to view on the SPC website. The comprehensive climate action plan was originally due in August 2025; however, the deadline has been extended until December 1, 2025. Chuck went over the timeline for the climate action plan, including two rounds of public engagement in Spring and Summer 2025, ongoing climate action plan activities in 2026, and an update to both plans in 2027. The comprehensive climate action plan will include quantified greenhouse gas measures, a greenhouse gas inventory, a benefits analysis, and authority to implement projects, which are all also included in the priority climate action plan. It also includes targets for greenhouse gasses, a workforce analysis, projects for future greenhouse gasses, and leveraging of Federal funding for projects, all additions for this plan.

For outreach on the plan, the first round of public engagement will be in February and continue through March of 2025. This will include 11 meetings in an open house format, one per county and the one in the City of Pittsburgh, and located in Justice 40 clusters across the counties. The first meeting will be to solicit public and stakeholder input into the plan. Chuck provided a schedule of meetings and locations for the first round of meetings, noting that some of the meeting dates and locations were subject to change. The second round of public meetings will take place in May and June 2025, with 11 more public meetings, once again one per county and one in the City of Pittsburgh, located in Justice 40 clusters. This will be for the formal 30-day comment period per SPCs Public Engagement process, and the goal will be to publish the comprehensive climate action plan by June 1, 2025, with commission adoption at the June meeting.

9. **Other Business/Status Reports**

Josh Krug mentioned that Indiana County is starting up their walk to decathlon program, which is a series of guided walking or active events throughout the county from February to May. These programs help support the Indiana County WalkWorks program, and is the 9th annual year of programs. The kickoff event is the hot chocolate walk on February 8th, and will be located at Blue Spruce Park. A link to the event and the other events for the decathlon were emailed to members after the meeting. Adam Mattis mentioned that DCNR grants will open on January 21st, and will close on April 2nd, and if anyone has any questions on any of those grants to give him a call.

10. **Adjourn**

A motion to adjourn was made by Ann Ogoreuc and seconded by Jeff Skalican. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:12 AM.