

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Zoom
October 15, 2020, 10:00 a.m.**

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
 - Stephen Shanley, Allegheny County Department of Public Works
 - Darin Alviano, Armstrong County Planning Commission
 - Joe West, Beaver County Planning Commission
 - Mark Gordon, Butler County Planning Commission
 - Arthur Cappella, Fayette County Zoning, Planning and Community Development
 - Jeremy L. Kelly, Greene County Planning and Community Development
 - Austin McDaniel, Greene County Planning and Community Development
 - Josh Krug, Indiana County Office of Planning and Development
 - Amy McKinney, Lawrence County Planning Commission
 - Jeffrey W. Leithauser, Washington County Planning Commission
 - Daniel Carpenter, Westmoreland County Department of Planning and Development
 - Connor Shapiro, Westmoreland County Department of Planning and Development
 - Kevin McCullough, PennDOT Central Office
 - Steve Shandle, City of Pittsburgh
 - Jeff Skalican, City of Pittsburgh
 - Kathryn Schlesinger, Pittsburgh Downtown Partnership
 - Mavis Rainey, Oakland Transportation Management Association
 - Lynn Manion, Airport Corridor Transportation Association
 - Harold Swan, PennDOT District 10-0
 - Rob Miskanic, PennDOT District 11-0
 - Stephanie Spang, PennDOT District 11-0
 - John Quatman, PennDOT District 11-0
 - Dina Salemi, PennDOT District 11-0
 - Angela Saunders, PennDOT District 12-0
 - Lucina Beattie, Western Pennsylvanians for Passenger Rail
 - Tammy Frank, Beaver County Liquid Fuels
 - Matt Pavlosky, Port of Pittsburgh
 - Julie Vandenbossche, University of Pittsburgh, IRISE
 - Vincent Valdes, SPC Executive Director
 - Andy Waple, SPC Transportation Director
 - Ryan Gordon, SPC Staff
 - Domenic D'Andrea, SPC Staff
 - Chuck Imbrogno, SPC Staff
 - Tom Klevan, SPC Staff
 - Erika Eagan, SPC Staff
 - Lillian Gabreski, SPC Staff
 - Greg Shermeto, SPC Staff
 - Josh Spano, SPC Staff
-
- Indicates TTC voting member

1. Call to Order

Andy Waple 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 October 15th TTC Meeting Minutes**

A motion was made by Josh Krug and seconded by Joe West to approve the minutes of the October TTC minutes as presented. The TTC approved.

4. **FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office**

Kevin McCullough first went over the annual planning partners meeting, which is usually a conference to go over previous and new TIP updates, MOUs, and other planning topics. With the current COVID pandemic, this year's meeting will be fully online; with part one taking place a few weeks back, and part two of the planning partners meeting will take place next week. Kevin and Andy Waple will go over some of the highlights of the planning partners meeting during the next TTC meeting in December. Andy mentioned that virtual public involvement, including online mapping and online document review, as well as federal performance measures, were the main topics of discussion for the first meeting.

Next, Kevin went over the press release discussing the passing of major initiatives from the PA Public Private Partnership. This is a component of PennDOT's forthcoming pathways program, which is exploring sustainable transportation funding options in response to growing highway and bridge funding gaps. With the approval from the PA Public Private Partnership, this will allow PennDOT to explore the utilization of user fees on major interstate and limited access roadways structures in the future. Kevin will share the press release with the group for anyone who has not seen it. Not much else is known at the moment, with further discussion of the approval taking place during the planning partners meeting next week.

Kevin then discussed the advancement of the annual appropriations bills, with all twelve bills advancing on to the House for discussion. With the current FAST Act in an extension period at the moment, these appropriations bills will look at the upcoming budget and adjust due to transportation purposes. These bills will also provide the authority for PennDOT to spend the money they are obligated. With the passing of these bills, the FAST Act will also be able to be extended past the current December deadline, which will allow PennDOT to continue to advance projects on the Federal side. Kevin also spoke about the state freight plan, in which he mentioned that the draft freight plan is currently open for receiving comments, and he would be able to send the draft plan to whoever would like to look at it. Comments on the draft plan are due December 2nd.

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

Before discussing the Action on Modifications, Greg Shermeto quickly mentioned that modifications would be different this month due to additional guidance from PennDOT and Kevin McCullough on some of the projects. Kevin explained that the fiscal constraint charts were updated with the most recent MOU update in October, and clarified that on any changes on Federal funded projects, which were considered to be in a grey area between an administrative action and an amendment previously, must be considered an amendment with the updated MOU. Because of this, a few projects were found while reviewing the fiscal constraint charts which will need to be upgraded to amendments.

A. **PennDOT District 10-0**

After modifications were made to the fiscal constraint charts, Harold Swan went over the six amendments and five administrative actions from District 10-0 that needed TTC approval. The first amendment was for intersection improvements and replacements of the twin-cell arch culvert that

carries PA 68 over the Bessemer and Lake Erie and Buffalo and Pittsburgh Railroads and Connoquenessing Creek in Butler and Summit Townships in Butler County. District 10-0 requests the addition of engineering (\$25,000) and final design (\$869,500) phases in FY 2021, with the source of funds coming from the SPC District 10 Highway/Bridge Item, the Claypoole Heights Bridge, and the Portersville Bridge projects. The second amendment involved the widening of the PA 286 (Oakland Avenue) corridor from two to four through lanes, the addition of five-foot bike lanes and five-foot sidewalks in both the northbound and southbound direction from the US 422 Interchange to Rustic Lodge Road, and improvements (which will include traffic signal upgrades, additional turning lanes, ADA curb ramps, and crosswalks at traffic signals) at eight intersections on PA 286 in White Township, Indiana County. The district is requesting \$320,000 in federal funds into the utility phase in FY 2021 and will be sourced from the District 10 Highway/Bridge Line Item.

The third amendment was for a bridge replacement project carrying SR 2036 (Upper Mateer Road) over Carnahan Run in Parks Township, Armstrong County. The district is requesting \$40 in federal funds in FY 2021 and the source will be surplus utility funds from Pony Farm Road Bridge #2. The fourth amendment was for a bridge replacement project carrying SR 2003 over Huskins Run in Cowanshannock Township, Armstrong County. The district is requesting \$16,293 in federal funds for the addition of a utility phase in FY 2021, with the source of the funds coming from Pony Farm Road Bridge #2, and the rest of the remaining utility funds from Pony Farm Road Bridge #2 utility funds being placed back into the District 10 Highway/Bridge Line Item. The fifth amendment was for a safety improvement project that includes roadway realignment, bridge replacements, continuation of a truck-climbing lane, and left-turn lanes along PA 28 from 0.53 mile north of SR 1027 to 0.30 mile south of SR 1016 (Calhoun School Road) in Boggs and Wayne Townships, Armstrong County. The district is requesting to add \$41,480 to the engineering phase and \$247,200 to the utility phase in FY 2021 and will be sourced from the District 10 Highway/Bridge Line Item. The sixth amendment was for the de-obligation of funds from the Baker Hollow Bridge project, removing \$718,200 in federal and state funds from the construction phase in FY 2024 and 2025.

The first administrative action involves the resurfacing, restoration, and rehabilitation of PA 228 from .47 miles northeast of T-554 (Brewer Road) to 200 feet north of T-557 (Sarver Road) in Clinton and Buffalo Townships, Butler County. The district is requesting to add \$2,121,800 in federal funds into the right-of-way phase and \$689,600 in federal funds to the utility phase in FY 2021. The source will be surplus construction funds from PA 286: US 422 Interchange East. The second administrative action was for a bridge rehabilitation/replacement project carries PA 488 (East Portersville Road) over Interstate 79 northbound and southbound in Muddy Creek Township, Butler County. The district requests the changing of 100% state to 100% federal funding for final design and to program \$506,000 for FY 2021, which will be sourced from the District 10 Highway/Bridge Line Item. The third administrative action is for the slide along SR 2012 (Silvis Hollow Road) from 0.16 mile east of SR 2025 (Garretts Run Road) to 0.17 mile west of Trailer Road in Manor Township, Armstrong County. The district requests the addition of a utility phase and to add \$30,000 in FY 2021, which will be sourced from surplus construction funds from US 422 EB/WB Bridges over Pony Farm Road.

The fourth administrative action was for a slide along SR 2029 (Logansport Road) in Bethel Township, Armstrong County. The district requests the addition of a utility phase and to add \$30,000 for FY 2021, which will be sourced from surplus construction funds from US 422 EB/WB Bridges over Pony Farm Road. The fifth administrative action was for a safety improvement project that includes curve widening and sidewalk and curbs replacement along PA 68 from Green Lane to Main Street in

Zelienople Borough, Butler County. The district requests the addition of a right-of-way phase, adding \$97,100, and an addition to the current construction phase of \$22,900 in FY 2021, which will be sourced from the de-obligation of utility funds from the same project.

Mark Gordon 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

Rob Miskanic went over thirteen amendments and fifteen administrative actions from District 11-0 that needed TTC approval. The first amendment was for a bridge wash contract for District 11 for 2021. The district is requesting to add a construction phase for \$1.6 million to advance preservation activities. The source of funding is a de-obligation of funds from SR 422-L35 and Betterment Line Item. The second amendment was for the expansion and upgrading of cargo facilities at Pittsburgh International Airport in Moon Township, Allegheny County. The district is requesting the addition of a construction phase using BUILD grant funds awarded to Pittsburgh International Airport for hangar construction. The third amendment was for a bridge preservation project at 30th Street Bridge from River Ave Viaduct to Herr's Island in the City of Pittsburgh, Allegheny County. The district requests the addition of a construction phase to the TIP for a planned 2021 let, with the funding sourced from the City's Bridge Preservation line item in 2021.

The fourth amendment was for a five year maintenance contract for suspension bridge main cable dehumidification system, located at 10th Street over I-376 and CSX railroad from 2nd Ave and Armstrong Tunnel to near Muriel St on the South Side, City of Pittsburgh, Allegheny County. The district requests the increase of funding to prepare for rebid of project, with the source of funding comes from available funds on Dookers Hollow Bridge. The fifth amendment was for a bridge replacement project located at SR 2152 (Ramp to Rodi Road) over Chalfont Run in Wilkins Township, Allegheny County. The district requests the addition of a construction phase to cover additional costs, and the funding source is R 51-B21 available funds and Bridge Line Item. The sixth amendment was for a bridge replacement project located at SR 885 from intersection with SR 2045 to 1 mile south of the Glenwood Bridge in the City of Pittsburgh, Allegheny County. The district requests to add funds to the construction phase and the source of funding is the Bridge Line Item.

The seventh amendment was for a bridge replacement project Located on SR 288 over the B&O Railroad in Wayne Township, Lawrence County. The district requests to add funds to the construction phase to cover unbilled costs and to cover additional work approved in October of 2020, which will be sourced from the Bridge Line Item and available funds from SR 51-B21. The eighth amendment was for widening to provide four standard lanes, median barrier; grade separation at the 31st Street Bridge intersection, located at Troy Hill Road through the 31st Street Bridge to the City limits in the City of Pittsburgh, Allegheny County. The district requests to add funds to the right-of-way phase, which will be sourced from the Bridge Line Item and available funds from SR 30-B07. The ninth amendment was for widening to provide four standard lanes, median barrier; grade separation at the 31st Street Bridge and 40th Street Bridge intersection located at 31st Street Bridge to Millvale Int. in the City of Pittsburgh, Allegheny County. The district requests to add funds to the right-of-way phase, which will be sourced from the Bridge Line Item and available funds from SR 30-B07.

The tenth amendment was for 1 1/2" Mill and resurface including interchange ramps, base repairs,

guide rail, drainage, structure preservation, pavement markings, signs and delineation, Traffic Signals, ITS, and Highway Lighting, located at Route 28 - Harmarville to Russelton in East Deer, Frazer, Harmar and Springdale Townships, Allegheny County. The district requests the addition of a planning and engineering phase, with the source of funding coming from the Betterment Line Item. The eleventh amendment was for the construction of a new structure (Cap) to span over I-579, located over I-579, Crosstown Boulevard bounded by Washington Place to the east, Centre Avenue to the south, Chatham Square to the west, and Webster Avenue to the north, in the City of Pittsburgh, Allegheny County. The district requests the addition of a final design phase for unbilled costs. The twelfth amendment was for signal improvements in the Central Business District in the City of Pittsburgh, Allegheny County. The district requests to add \$14,000 to the construction phase for additional contract work. The thirteenth amendment was for widening of Wenzell Avenue, within the project limits, reconstruction of roadways, curbs, and sidewalks, replacement of the existing bridge with a box culvert at Carnahan Road, street lighting improvements, and drainage upgrades, located at Wenzell Avenue, from the intersection with Tole Street to the intersection with Banksville Road (S.R. 0019), and along Carnahan Road, from the intersection with Banksville Road (S.R. 0019) to the intersection with Banksville Avenue. The district requests to add \$75,000 to the construction phase for additional contact work.

The first administrative action was for a bridge replacement located on SR 3035, Weyman Road Bridge over Saw Mill Run in Whitehall Borough, Allegheny County. The district requests the addition of a construction phase to the 2021 TIP, with the source of funds coming from SR 837-A43 whose let date has been moved to late 2021. The second administrative action was for a bridge preservation located at Smithfield Street Bridge in City of Pittsburgh, Allegheny County. The district requests the addition of \$2.5M to the construction phase. The third administrative action was for a slide correction, located on SR 4032, Little Sewickley Creek Road at segment 0010 - 0030 in Edgeworth Borough and Leet Township, Allegheny County. The district requests the addition of a utility phase in the amount of \$65,000, with the funding sourced from available funds under SR 28-A61. The fourth administrative amendment was for a fill and overlay project, located on SR 19, Washington Road from McMurray Road to Connor Road in Upper St. Clair, Mount Lebanon and Bethel Park Townships, Allegheny County. The district requests the addition of funds for a planning and engineering phase, with the funding sourced from the Bridge Line Item.

The fifth administrative action was for bridge rehabilitation with a scope of work including full deck replacement, new expansion bearings, and full paint of existing superstructure, located at SR 3039 Nike Site Road over Robinson Run, Panhandle Trail, and Old Noblestown Road in Collier Township, Allegheny County. The district requests the addition of funds to the planning and engineering phase to cover unbilled costs, with the funding sourced from the Bridge Line Item. The sixth administrative action was for a widening for turning lanes, including the replacement of two bridges, located at SR 88 and SR 3004 Intersection in Bethel Park Borough, Allegheny County. The district requests the addition of funds to the construction phase to cover approved additional contract work, with funding sourced from funds available under SR 30-B07. The seventh administrative action was for bridge preservation work that includes structural steel repairs, concrete repairs to the substructure, underside of deck and barriers, bearing seat & bearing repairs, expansion dam replacement, median joint replacement and superstructure painting, located at State Route 3048 (Noblestown Road) over Robinson Run at the I79 Interchange and Noblestown Road in Collier Township, Allegheny County. The district requests the addition of funds to the construction phase to cover approved additional contract work, with the funding sourced

from funds available under SR 8004-A03.

The eighth administrative action was for a bridge replacement located on SR 0051, Island Avenue over filled in spandrel arch in Stowe Township, Allegheny County, 200 feet west of Fleming Park Bridge. The district requests the addition of finding on the construction phase to cover additional work. The ninth administrative action was for a new road connection from Stevenson Mill to Rouser Road in Moon Township, Allegheny County. The district requests the addition of a planning and engineering phase, and to increase the funding on the final design phase, the utilities phase, the right of way phase and the construction phase, using 100% local funds. The tenth administrative action was for the upgrade of an existing .25 mile and construct .3-mile missing segment along SR 3109, University Blvd from Port Vue Drive to Rouser Road in Moon Township, Allegheny County. The district requests to increase funding on the study, planning and engineering, final design, utilities, right of way, and construction phases, using 100% local funds. The eleventh administrative action was to upgrade existing roadway and construct 1 mile missing segment along Stevenson Mill Road from Moon Clinton Road to Port Authority Drive at University Blvd, in Moon Township, Allegheny County. The district requests to increase funding on the study, planning and engineering, final design, utilities, right of way, and construction phases, using 100% local funds.

The twelfth administrative action is a bridge replacement project located on Squaw Run Road (T-472) between Mt. Hope Road (T-715) and State Route 0065 in Wayne Township, Lawrence County. The district requests the addition of planning and engineering, final design, right of way, and construction phases, utilizing Lawrence County Act 13 funding. The thirteenth administrative action is for slide remediation, located on SR 3026, Millers Run Road in South Fayette Township, Allegheny County. The district requests the addition of a planning and engineering phase to initiate in-house design, with the funding sourced from the District Slide Line Item. The fourteenth administrative action was for updating traffic signal hardwired, install conduit and fiber optic cable, replacing RF232 communication line with ethernet communication system, curb ramps and new pavement markings, located at Primary intersection locations: Boulevard of the Allies and Commonwealth Place; Boulevard of the Allies and Stanwix Street; Boulevard of the Allies and Market Street; and Boulevard of the Allies and Cherry Way. The district requests the addition of final design funds for unbilled costs. The fifteenth administrative action was for bridge rehabilitation, located at Kenmawr Ave Ramp Road over Fleet Street over RR in Rankin Borough, Allegheny County. The district requests the increase of funds on the final design phase to match current estimates.

Ann Ogoreuc made a motion to approve the Amendments and Administrative Actions from PennDOT District 11-0, which was seconded by Joe West. The motion was approved unanimously.

C. PennDOT District 12-0

Angela Saunders went over seven amendments and ten administrative actions from District 12-0 that needed TTC approval. The first amendment was for reconstruction of US Route 119 from Burton Avenue to Stouts Carpet (where the 4-lane divided highway begins), located at Hempfield Township, Youngwood and New Stanton, Boroughs Westmoreland County. The district requests the addition of a construction phase in FY 2021 and FY 2022, and will be funded from NHPP funds will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The second amendment was for a study of US-119/US-40 interchange, located at North and South Union Townships, Uniontown City, Fayette County. The district requests the addition of a planning and engineering

phase in FY 2021 to convert from AC to regular authority, which will be funded from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The third amendment was for the replacement of the structure carrying SR 2025 (Ankley Hill Road) over Welty Run, located in Mount Pleasant Township, Westmoreland County. The district requests the addition of a planning and engineering phase in FY 2021 to convert from AC to regular authority, which will be funded from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fourth amendment was for the rehabilitation of the structure carrying York Avenue over Mounts Creek, located in Connellsville City, Fayette County. The district requests the additions for utility and right of way phases to the FY 2021 to convert from AC to regular authority, which will be funded from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The fifth amendment was for signal enhancement and miscellaneous roadway work at various intersections, located in South Union and Washington Townships, Uniontown City, and Brownsville and Masontown Boroughs, Fayette County. The district requests the addition of planning and engineering, utilities, and right of way phases to FY 2021 to convert from AC to regular authority, which will be funded from CMAQ funds that will be drawn from PA 18 Signal Upgrades de-obligation (MPMS# 88829).

The sixth amendment was for the replacement of nine existing traffic signals and the upgrade of an additional traffic signal located along PA 981 and Ligonier Streets, in Unity Township and Latrobe Borough, Westmoreland County. The district requests the addition of utilities and right of way phases to the FY 2021 to convert from AC to regular authority, which will be funded from CMAQ funds that will be drawn from PA 18 Signal Upgrades de-obligation (MPMS# 88829). The seventh amendment was for traffic signal upgrades at six intersections that include US 119's intersections with: SR 1037 (Pittsburgh Street); McDonald's Driveway; York Avenue; Shopping Plaza Driveway; US 119 Southbound & SR 0711/SR 1051 (Crawford Avenue)/SR 0201 (Vanderbilt Road); and US 119 Northbound & SR 0711 (Crawford Avenue). The project will upgrade traffic signal controllers and other equipment as well as include hardware to support coordination of the intersections to improve traffic flow and reduce congestion and queueing. The project also includes upgrading existing ADA and pedestrian facilities at the signalized intersections, and replacement of signing & pavement markings, all located in Connellsville Township and Connellsville City, Fayette County. The district requests the addition of final design, utilities, right of way, and construction phases to the FY 2021 to convert from AC to regular authority, which will be funded from CMAQ funds that will be drawn from PA 18 Signal Upgrades de-obligation (MPMS# 88829).

The first administrative action was for improvement to the structure (Salina Bridge) carrying State Route 1060 (Bridge Street) over the Kiskiminetas River and Norfolk Southern Railroad, located in Bell Township, Westmoreland County. The district requests the addition of a planning and engineering phase to FY 2021, with funding sourced from A-185 funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying Buttermore Road (T-906) over White's Run, located in Bullskin Township, Fayette County. The district requests the addition of a right of way phase in FY 2021, with funding sourced from BOF funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the rehabilitation/replacement of the structure carrying PA 906 (Webster Road) over Webster Hollow Run, located in Rostraver Township, Westmoreland County. The district requests the addition of a final design phase in FY 2021, with funding sourced from A-185 funds that will be drawn from the D12 Highway/Bridge Line

Item (MPMS# 76508). The fourth administrative action was for the rehabilitation to the structure carrying SR 4012 (Lincoln Avenue) over Robb Run, located in McDonald Borough, Washington County. The district requests the addition of utilities and right of way phases in FY 2021, with funding sourced from A-185 funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fifth administrative action was for the replacement of the structure carrying Fairwood Drive over Tinkers Run (Fairwood Manor Bridge), located in Irwin Borough, Westmoreland County. The district requests the addition of utilities and right of way phases in FY 2021 to convert from AC to regular authority, with funding sourced from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for the replacement of two locally owned structures carrying Moyer Road over Mounts Creek, located in Bullskin Township, Fayette County. The district requests the addition of utilities and right of way phases in FY 2021 to convert from AC to regular authority, with funding sourced from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was for the replacement of the structures carrying SR 2001/18 (South Main Street) over a branch of Catfish Creek, located in Washington City, Washington County. The district is requesting the addition of a planning and engineering phase in FY 2021 to convert from AC to regular authority, with funding sourced from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508).

The eighth administrative action was for the replacement/rehabilitation of structure carrying PA 18 (Park Avenue) over Chartiers Creek, located in South Franklin Township, Washington County. The district is requesting the addition of a planning and engineering phase in FY 2021 to convert from AC to regular authority, with funding sourced from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The ninth administrative action was for the update of the vehicle detection and signal equipment and to institute an adaptive signal system through the US 19 corridor from the I-70/US 19 (DDI) Interchange to the Allegheny County Line, located in North/South Strabane and Peters Townships, Washington County. The district is requesting the addition of a planning and engineering phase in FY 2021 to convert from AC to regular authority, with funding sourced from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The tenth administrative action was for structure improvements to (4) locally owned structures over Loyalhanna Creek, located in Derry and Ligonier Townships, Westmoreland County. . The district is requesting the addition of a planning and engineering phase in FY 2021 to convert from AC to regular authority, with funding sourced from STP funds that will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508).

Art Cappella made a motion to approve the Amendments and Administrative Actions from PennDOT District 12-0, which was seconded by Dan Carpenter. The motion was approved unanimously.

6. Butler County Build Grant Air Quality Conformity Update

Andy Waple briefly spoke about the amending of the TIP and Long Range Plan as a result of the \$25 million Build Grant award for widening on Freedom Road between Haines School and Powell Road, as well as improvements along SR 228 and Three Degree Road. These projects were included in the Long Range Plan, but were moved up from the second and third phase to the first phase of said plans, requiring changes to the air quality conformity and a 30 day comment window. Chuck Imbrogno then discussed the details of the Build Grant, stating that it was awarded in September and involves the widening of Freedom

Road between Haines School Road and Powell Road, with another section with improvements out to the county line. The obligation period for the grant had to be within the TIP period, creating the need to move the project deadlines up. The public comment window for the project will open on December 7th, and will run through January 12th, with a virtual public meeting scheduled for December 16th at 6:00pm. The project will be discussed at the January TTC meeting, with action for tentative approval taking place at that meeting. Final action on the project should take place late February or early March.

7. Corridors of Regional Significance Overview

John Weber gave a presentation on corridors of regional significance in the SPC region, focusing on the Route 28 area through Allegheny and Armstrong Counties. This was guided by the framework laid out in the SPC Long Range Plan, which sets the vision, direction and context for this type of holistic corridor planning. This is supported by several Smart Moves strategies, including prioritizing and streamlining, promoting investment, innovative ideas, and the clean air strategy. SPC will be looking at multiple corridors of regional significance, which serve as primary connections through multiple counties, including non-interstate NHS routes. This will focus holistically on the entire corridor for these routes, instead of on a location to location basis. The purpose behind this is to identify existing transportation conditions and other planning considerations when planning for future projects along the corridors, as well as to better inform planning and coordination between agencies and municipalities in the future.

The first corridor that SPC is planning on studying is the Route 28 corridor through Armstrong and Allegheny Counties. This will expand off the Route 28 corridor study, which was completed by SPC in the fall. A survey and web map was sent out as part of stakeholder outreach, including municipalities and agencies along the corridor, and the framework for the study is anticipated to be completed in early 2021. Early goal is to look at two different corridors per year for the future. Andy Waple mentioned that upcoming corridor studies will be based on locations of future projects along corridors in order to give a high level overview of the corridor before those projects begin. Ann Ogoreuc asked if the survey could be sent to her for distribution at the county level, and Andy responded that the survey will be sent to her, as well as Darin Alviano. Daniel Carpenter also asked if the Alle Kiski area communities was also involved in the Route 28 study, as the location of Route 28 is close enough to affect mobility plans for the area. Andy and John mentioned that they were not currently involved, but would reach out to begin discussions about the involvement of Westmoreland County and the Alle Kiski area communities in the Route 28 study.

8. Pitt IRISE Research Consortium Presentation

Julie Vandenbossche gave a presentation on the Pitt IRISE Research Consortium, which stands for Impactful Resilient Infrastructure Science and Engineering, which works on a more sustainable approach for fiscal constraints on deteriorating transportation infrastructure. This comes from implementing system outcomes based off of knowledge, decision making, material durability, and structural repair. The mission for IRISE is implementable solutions which address an actual need and develops a useable product. IRISE uses an approach which gets all parties involved early in the process and maintains their involvement throughout the process.

IRISE was initiated in the fall of 2018 with the first projects initiated in January of 2019. The first two research projects were on corrosion mitigation and prevention strategies and managing landslide risks. IRISE also ran a landslide workshop with approximately 100 participants from around the region, who responded to stakeholder concerns. There was supposed to be a follow meeting in the spring of 2020,

however it became an online event held in the fall due to the current pandemic, which had over 25 presenters. Many of the presentations from the seminar are located on the IRISE website. Other projects initiated by IRISE were on Material Compatible Repairs and developing simplified design procedure methodologies focused on regional areas. This included site visits for students and researchers with implementation projects and an implementation webinar being held to engage students in the process.

Currently, IRISE is working on numerous projects throughout the region; focusing on 80% applied projects and 20% high risk/high reward projects. There is a large amount of student involvement, but IRISE is looking towards improving interaction with public private partnerships to collaborate on impactful solutions for the region. IRISE is looking to define needs and objectives in order to develop an approach and execute research for new interactions, in order to then integrate results into practice with training webinars or pilot projects. Recently, IRISE has received increased funding from PennDOT, which they are thankful for, and hope that they can continue to work on some current projects, such as landslide best practices, worker safety and automation for pavement construction inspections, pavement curing monitoring and joint design, and benefit analysis to determine cost and user benefits. IRISE hopes to collaborate with SPC more in the future to partner on any local landslide and bridge projects, as well as any data sharing and research funding which could create new implementation projects, such as pavement repair monitoring and bridge inspection methods.

9. Other Business/Status Reports

There was no other business or status updates to report.

10. Adjourn

A motion to adjourn was made by Jeremy Kelly. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:49am.