

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
June 17, 2021, 10:00 a.m.**

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

## Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Joe West, Beaver County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jason Theakston, Washington County Planning Commission
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Jennifer Crobak, FHWA
- Stephen Shanley, Allegheny County Department of Public Works
- Lisa Cessna, Washington County Planning Commission
- Tammy Frank, Beaver County Liquid Fuels
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Greene County Planning and Community Development
- Brandon Leach, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- Lynn Manion, Airport Corridor Transportation Association
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Harold Swan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Evan Tobin, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Darryl Phillips, HDR
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff
- Josh Spano, SPC Staff
- Sara Walfoort, 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 May 13<sup>th</sup> TTC Meeting Minutes**

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

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

Jen Crobak began the report by discussing the SPC federal certification review, mentioning that it is a review that is undertaken every 4 years in large urban areas across the state, and it is an opportunity to review the planning process and look over documents and processes in greater detail. Currently the desk review is underway, and once that is completed a virtual site visit will take place. This virtual site visit will take place Jul 14<sup>th</sup> and 15<sup>th</sup>, and as part of the review board members, stakeholders, and the public will be able to provide feedback on the planning process as well. There will be a public meeting held in conjunction to the regularly scheduled TTC/TOC joint meeting on July 15<sup>th</sup>. Andy Waple discussed that the public meeting has been advertised, and a link to the advertisement can be found on the SPC website. All commission members are invited to attend the public meeting, and the first hour of the TTC/TOC joint meeting will be dedicated to the certification review process, with the second hour being the regular joint meeting. Jen Crobak also discussed the completion on the 2020 Census, mentioning that there have been some delays due to the COVID-19 pandemic. The Census Bureau has been working closely with Federal Highways to release an anticipated schedule of activities that shows when most of the Census data will be available to the public, and this schedule has been posted online on the FHWA website.

Kevin McCullough continued the report, discussing federal and state funding. On the federal side, there are a number of proposals for infrastructure at the moment, including a surface transportation reauthorization bill named the Invest in America Act. This bill is for \$548 Billion, and although still up in the air, is the closest we have gotten to a new reauthorization bill in some time. There is some frustration involved with the bill due to the introduction of earmarks, as well as limited funding growth allowed within the bill which could take money from the core programs, however the bill would add growth in categories which usually prove to be challenges in the TIP and financial guidance. This is still just a proposal however, and there is a long way to go before we see where it ends up. In Pennsylvania, the PennDOT Pathways program is continuing environmental studies, and the virtual town hall meetings for the 9 toll bridges are continuing on a local level. For TROC, there was a meeting to discuss a 4.2 cent increase to the gas tax, as well as moving the \$619 million state police budget fund out of the motor license fund and into the general fund, and some additional talk on increasing registration fees and vehicle taxes.

For the 2023 TIP Program Update, Kevin spoke first on funding guidance. He mentioned that there will be some reductions in funding for categories, however if there are any other revenue streams which are announced, such as a new reauthorization bill or any state funding changes, they could be put through the same formulas and that funding would also be available for the 2023 update. If there is no reauthorization bill introduced, we could see a number of tweaks and changes throughout the TIP update to readjust the funding. Having a reauthorization bill lining up directly with a TIP update has caused some unknowns, and with new programs, such as the earmarks, being attached, it has added a level of challenge to this update.

For the procedural guidance of the TIP, there is currently a preliminary draft which is being looked at by the statewide 2023 TIP General and Procedural Committee. A final draft should be completed by June 22<sup>nd</sup>, which will be discussed during the June 29<sup>th</sup> PennDOT virtual planning partners meeting. Kevin McCullough then discussed the procedural guidance, which was given a significant rewrite during the last TIP update two years ago. This time around, there were some minor tweaks, particularly with regards to performance measures, but overall it is pretty similar to the document two years ago. Most of the appendices will be linked to documents online, so they will be able to be updated as documents change. With the final draft finishing up by the end of June, PennDOT will release the financial guidance, work program guidance, and procedural guidance out to the planning partners sometime in July. Kevin then went over the STIP/TIP MOU, which addresses how the STIP/TIP is amended with the administrative modifications every month. When PennDOT releases their version of the statewide MOU, each planning partner can then customize it to regions, although many just use the same thresholds and language as the statewide version. Typically, it is not updated until later in the year, but a conscious effort was made to update the MOU this time alongside the procedural guidance. Much like the procedural guidance, not a lot of changes were made, mostly just language tweaks, and it should be ready for sometime in July for presentation.

Kevin McCullough next spoke about the automated red-light enforcement program, or ARLE, which has opened its application cycle for 2021. There is \$12 million available for the 2021-2022 cycle, which is open for applications until July 1<sup>st</sup>. The PennDOT transportation alternatives program, or TAP, will have a June 23<sup>rd</sup> webinar which will go over the statewide guidance, and then the pre-application for TAP projects will be open until August 16<sup>th</sup> at 4:00PM. Final applications will be due on October 15<sup>th</sup>, also at 4:00PM. Kevin then quickly mentioned a new bill proposal from Senator Langerholc, called the Drive Smart Act, which potentially could have transportation revenue options, and could work as a compromise between some senators who are against the Pathways project and tolling of bridges. As work with TROC continues, the bill could be something to keep an eye on over the next few months as TROC continues their work to deliver to the Governor in August.

Andy Waple made a few comments, mentioning again that financial guidance will be rolled out at the planning partners meeting at the end of the month, and it currently does not look good. Formula funds on the highway/bridge side look to be around \$1 Billion, which is down around \$200 million from the last TIP update. Hopefully an increase in funding at the Federal level can alleviate this, however the majority of the reason the funding is down is due to the shift of national highway performance program funds from regions into the statewide interstate program. The pipeline of new projects to start design will continue, however if no new funding is acted upon at the Federal level, the addition of projects for the next TIP will end up much smaller than usual. The final numbers will be ready to share with the TTC during the August meeting. Andy also spoke on the SPC TAP program, mentioning that the regional TAP program will have the same schedule as the PennDOT TAP program, however it will be two separate applications.

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

### A. PennDOT District 10-0

Harold Swan went over the six administrative actions for PennDOT District 10-0. The first administrative action was for a relocation/realignment project which includes the addition of a travel lane in each direction and a center turn lane (five-lane typical section), construction of four new structures, and realignment of local road connections along PA 228 (Mars Crider Road) from approximately 0.8 mile east of SR 3007 (Three Degree Road) to the intersection of PA 8 in Middlesex Township, Butler County. The District requests to

advance a portion of construction funds from FFYs 2022 and 2024 to FFY 2021. The sources will be the US 422 A-15 Concrete Preservation: \$3,579,838 Federal of surplus construction funds; Wray Road Cut: \$208,131 Federal from the of surplus utility funds and construction funds; Harrisville Bridge #1: \$147,158 Federal from the deobligation of surplus preliminary engineering funds; US 422 Shawood Pipe: \$11,319 Federal from the deobligation of surplus right-of-way funds; Pittsburgh Street Intersection: \$143,237 Federal from the deobligation of surplus construction funds; Pollock Bridge: \$95,063 Federal from the deobligation of surplus construction funds; Home Bridge #3: \$32,992 Federal from the deobligations of surplus right-of-way funds and construction funds; Spaces Corners Resurfacing: \$12,949 Federal from the deobligation of surplus right-of-way funds; and SPC District 10 Highway/Bridge Line Item: \$1,413,375 Federal and \$1,314,882 State funds.

The second administrative action was for a preventive maintenance project which includes patching the existing concrete four-lane roadway and overlaying with bituminous binder and wearing courses, updating drainage and guide rail, replacing concrete median barrier, preservation work, and other miscellaneous construction on US 422 from the SR 3039 (Duffy Road) overpass to the intersection of Old Route 422 and Township Road #439 (Whipporwill Road) in Franklin, Connoquenessing, and Butler Townships, Butler County. The District requests to defer a portion of construction funds from FFY 2023 to FFY 2024 and change the funding from 100% Federal utilizing toll credits to 80% Federal and 20% State. The source will be the SPC District 10 Highway/Bridge Line Item. The third administrative action was for a safety improvement project includes roadway realignment, bridge replacements, continuation of a truck-climbing lane, and turn lanes at intersecting roads along PA 28 from 0.53 mile north of SR 1027 to 0.3 mile south of SR 1016 (Calhoun School Road) in Boggs and Wayne Townships, Armstrong County. The District requests to advance a portion of construction funds from FFY 2023 to FFY 2021. The source will be the SPC District 10 Highway/Bridge Line Item.

The fourth administrative action was for a resurfacing project includes milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, and minor drainage and guide rail upgrades along US 422, PA 28 (A-15 north of US 422), and SR 8014 in Manor Township, Armstrong County. The District requests to defer the FFY 2021 construction funds to FFYs 2022 and 2023 due to the request of Central Office to change the let date. The source will be the SPC District 10 Highway/Bridge Line Item. The fifth administrative action was for a bridge replacement project carries SR 2005 (Cherry Run Road) over Cherry Run in Plumcreek Township, Armstrong County. The District requests to advance preliminary engineering from FFY 2022 to FFY 2021, change the funding from 80% Federal and 20% State to 100% Federal utilizing toll credits, and add \$388,100 in FFY 2021. The sources will be Jackson Road Bridge: \$9,183 from the deobligation of surplus final design funds; Upper Juneau Bridge: \$106,207 from the deobligations of surplus construction funds and utility funds; Lockvale Bridge: \$13,955 from the deobligations of surplus preliminary engineering and right-of-way funds; SR 4012 Group Bridges: \$223,408 from the deobligations of surplus construction and final design funds; and SPC District 10 Highway/Bridge Line Item: \$35,347 in funds. The sixth administrative action was for signal upgrades along PA 356/68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The District requests to increase preliminary engineering and add \$175,000 (100% Federal) in FFY 2021 due to the utility component of the design work elements being greater than originally anticipated. The District also requests to increase construction and add \$150,000 (100% Federal) in FFY 2021 for replacing an additional amount of bituminous material on the roadway near the curb ramps and additional concrete to replace sidewalk slabs adjacent to the curb ramps. The source will be the PA 8 Main Street Signal Improvements.

Joel MacKay made a motion to approve the 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 the eleven amendments and seven administrative actions for PennDOT District 11-0. The first amendment was for safe walking/biking routes to all educational facilities, located on Poplar Drive (local street) from SR 3012 (Center Grange Road) to Community College Drive (Community College of Beaver County) District Campus, Center Township, Beaver County. The district requests the addition of \$60K from FSRTS fund for required work to satisfy Environmental permits. The second amendment was for a bridge preservation project, located on Tarentum Ramp "A" over SR 8088, Tarentum Borough, Allegheny County. The district requests the addition of final design, utilities, and right-of-way phases in 2021, with let planned for 2022. Source of funding is SR 22-A36 which has required funds captured. The third amendment was for a mill and overlay project, located on SR 400 (Bigelow Boulevard) from segment 4 to segment 20 in the City of Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase in order to start design. The source of funds will be the SR 837-A48 project. The fourth amendment was for a safety improvement project, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Drive in South Fayette Township, Allegheny County. The district requests the addition of a planning and engineering phase in order to start design. The project is a planned CMAQ project, and the source of funds will be the Betterment Line Item.

The fifth amendment was for a mill and overlay project, located on SR 51 (Saw Mill Run Boulevard) from West Liberty Ave to SR 376 in the City of Pittsburgh, Allegheny County. The district requests the addition on a construction phase to cover actual contract costs. The sixth amendment was for a tunnel restoration project for the Armstrong Tunnels, located at the intersection of S. 10th Street and 2nd Avenue in the City of Pittsburgh, Allegheny County. The district requests an increase in the final design phase for County's current estimate. Funding source is SR 22-A36 available funds. The seventh amendment was for a bridge replacement/rehabilitation, located on Boulevard of the Allies over Schenley Park, Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County. The district requests the addition of funding to the planning and engineering phase, with the source of funding stemming from the Allegheny Roadway Line Item and Allegheny Bridge Line Item.

The eighth amendment was for a bridge replacement project, located at the intersection of Dawson Road and Hemphill Road in Fawn Township, Allegheny County. The district requests the addition of a construction phase with local funds. The ninth amendment was for a bridge replacement project, located approximately 1/2 mile north of the intersection of Thompson Road and Sun Mine Road in Fawn Township, Allegheny County. The bridge carries Thompson Road over Bull Creek. The district requests the addition of a construction phase with local funds. The tenth amendment was for a bridge replacement project, located over Thompson Run in Ross Township, Allegheny County. The district requests the addition of a construction phase with local funds. The eleventh amendment was for a bridge replacement project, located on Thompson Run Road over Thompson Run, 500' north of Evergreen Rd in Ross Township, Allegheny County. The district requests the addition of a construction phase with local funds.

The first administrative action was for a mill/resurface, bridge preservation, minor widening for lane reconfiguration, ITS upgrade, green storm water feature, guiderail and signing project, located on SR 28 from Delafield Ave northbound ramps to on Harmar Township line in O'Hara Township, Aspinwall and Fox Chapel Borough and City of Pittsburgh, Allegheny County. The district requests to increase the

construction phase \$3.1 million for costs associated with ITS work, as well as the addition of \$80,000 for planning and engineering for structure. The will be sourced from advance funding from projects with available funds and deobligated funds along with Line Item funds. The second 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 in New Sewickley Township, Beaver County. The district requests the addition of \$735,000 in SXF funds for a construction phase. The third administrative action was for interchange improvements, located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. Includes US 19 (Banksville Road), US 19/PA 51 at Woodville ramps and Banksville Interchange Ramps (SR 8075). The district requests to increase funds on the planning and engineering phase by \$550,000 for additional design consultant tasks and efforts. Source of funding is deobligated funds and CMAQ Line Item.

The fourth administrative action was for a traffic system management project, 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 the increase of construction funds by \$3,000 to cover bid costs. Source is SR 19-A75 available funding. The fifth administrative action 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, Highway Lighting, located on SR 28 - Harmarville to Russelton in East Deer, Frazer, Harmar and Springdale Townships, Allegheny County. The district requests the addition of approved HSIP funding for lighting work. Source of funding is the Regional HSIP Line Item. The district also requests to increase the planning and engineering phase to cover additional design time needed. Source of funding is the Betterment Line Item. The sixth administrative action was for a bridge preservation project, located on several ramps on PA 885 & SR 8004 over I-376 in the City of Pittsburgh, Allegheny County. The district requests to advance funding from projects with available funds and deobligated funds along with Line Item funds. The seventh administrative action was for a 5-signal replacement and 1 new signal installation, located in the City of Pittsburgh's South Side along 18th Street, Allegheny County. The district requests to increase construction for current estimated cost. Source of funding is the Regional CMAQ Line Item and available funding under 79-A64.

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 two administrative actions for PennDOT District 12-0. The first administrative action was for a bridge replacement project, located on SR 4036 (Central School Road) over a branch of Little Redstone Creek in Jefferson Township, Fayette County. The district is requesting to add the construction phase to the TIP in FFY 2021 and 2022 for environmental documentation. The source of funding will be state A-185 funds which will be drawn from the District Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for a bridge replacement project, located on PA 331 (Brush Run Road) over a branch of Brush Run in Hopewell Township, Washington County. The district is requesting to add the construction phase to the TIP in FFY 2022 for environmental documentation. The source of funding will be state A-185 funds will be drawn from the District Highway/Bridge Line Item (MPMS# 76508).

Arthur Cappella made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded Joe West. The motion was approved unanimously.

#### D. Transit TIP Amendment Summary

Tom Klevan reviewed the Transit Operators Committee amendment summary, mentioning that there were 2 amendments to the transit TIP and 2 administrative actions. The first amendment was a \$25,000 project for website development and upgrades for the Mid-Mon Valley Transit Authority. The second amendment was for a new project for Westmoreland County Transit Authority, adding \$7.2 million to the TIP (\$5.8 million of federal formula funds and \$1.45 million which had previously appeared on the TIP) for a new bus storage facility. The Washington County Transportation Authority had two administrative actions, one adding \$10,000 for upgrades to the surveillance and security systems at their transit facility and the other adding \$975,000 for small transit bus procurement.

#### 6. Upcoming SPC Long Range Plan Amendment

Andy Waple went over the SPC Long Range Plan (LRP) Amendment, mentioning that there are 4 projects that are being amended. The public comment period for these projects will begin on July 12<sup>th</sup> and conclude on August 13<sup>th</sup>. These amendments include changes to the SR 356 improvement project, adding the Market District approved improvements by the Moon Transportation Authority, adding the I-79 widening and interchange projects in Bridgeville to the LRP, and the renaming of the existing project from the Parkway East Corridor Transportation Improvement Phase 2 to the I-376 Squirrel Hill Interchange Improvements. Also, being amended in the LRP will be regional performance measures and targets on the public transportation safety and system reliability side. SPC will hold a virtual public meeting on Wednesday, July 28<sup>th</sup> from 6pm to 7pm, and a link to that public meeting can be found on the SPC website. Written comments will also be accepted via email until 4:00pm on August 13<sup>th</sup>.

#### 7. 2023 TIP Update

Ryan Gordon gave an update to the 2023 TIP, mentioning that the SPC pre-TIP comment period is now closed. Statewide financial guidance and statewide general and procedural guidance will be complete by the end of June. The template for candidate project development was sent out on April 23, 2021 as well as the 2021 TIP Candidate list of candidates which went through screening, updated with current programming status. Now candidate project submittals are due to SPC on June 23, 2021. The transportation alternatives (TA) program has been pushed back to begin on June 28<sup>th</sup> to sync up with the State TA program schedule. The work group meetings are beginning in July, and will meet every month through November. The first work group meetings will focus on reviewing process and what should be accomplished during each meeting, as well as overview of the financial guidance numbers. There will also be discussion on the candidate project submittals that will be submitted. During the third work group meeting in September, the focus will be asset management for performance measures, looking at projects from a prioritization and documentation standpoint.

With the work group meetings all set with 5 meetings in each district, the preliminary draft TIP will be due at the end of December. There will be a few meetings in 2022 regarding the fiscally constrained project list for the long-range plan. Ryan spoke again on having the project submissions being sent via the 2023 template, and mentioned that if anyone is receiving project requests from municipalities, but that are not something that is a priority for the county to place it as a candidate project, please pass it along to SPC and we can treat it as a public comment. The second work group meeting will go over all public comments, so those projects can be discussed then. Next steps for the TIP update will be to finalize the candidate submissions, with a June 23<sup>rd</sup> deadline on that. Next will be to participate in the first work group meetings in July, in which SPC staff will

distribute a Webex link, meeting agenda, and meeting materials in advance of the meeting. SPC staff will be setting up a SharePoint site for use in the update, and will continue to participate in statewide guidance development as well.

Ryan Gordon then discussed the regional TA program, mentioning the June 28<sup>th</sup> opening date, which is the same date as the statewide TA program. SPC will utilize the TTC to act as the selection committee for these projects, and SPC staff will support the selection committee by conducting the applications scoring and ranking utilizing Decision Lens. SPC is also discussing changing who does the deliverability review and scoring. TA program will be open until Mid-October, however the final date of closing has not yet been finalized. Ryan mentioned that the final due date will be in the final guidance which will be released on the SPC website in the next few days. Lillian Gabreski then went over the program guidance, mentioning that there were no major changes in sponsor eligibility, project eligibility, or match approach. The pre-application is now required for all submittals, and SPC received no comments on the draft program guidance. Changes in language were made, specifically clarifying language pertaining to the project budget section due to the expiration of the FAST act and no new reauthorization bill yet. Lillian then gave an overview of the TA program on the SPC website, showing where the information will be located for the program, as well as the Statewide TA program as well.

#### 8. **Recommendation of Commission Adoption for *SmartMoves Connections***

Andy Waple discussed the adoption of *SmartMoves Connections*, the regional vision for public transit for Southwestern Pennsylvania. Andy thanked everyone for their participation in the process of creating the plan, and for it to hopefully begin to be utilized for the creation of new projects and work with transit operators, counties, and municipalities on further coordinating public transit throughout the region. The plan was presented in April to the regional policy advisory committee, and the plan was sent out to the commission and the executive committee for comment, in which SPC received no comments back. SPC will be asking the commission to adopt the *SmartMoves Connections* plan during the June 28<sup>th</sup> meeting.

Andy then went into an overview of the plan, beginning by mentioning that this planning effort comes directly out of the long-range plan, *SmartMoves for a Changing Region*. During the public outreach of the long-range plan, SPC received feedback in almost every county on a need for better coordination between public transportation agencies throughout the region. This plan is a direct result of that strategy, and SPC was able to secure funding a few years ago to begin the process of this study. The process gave a broad multi-agency collaboration of transit planning and in conjunction with the Pittsburgh Downtown Partnership and their downtown mobility plan, the City of Pittsburgh and their 2070 vision plan and ongoing comprehensive plan updates, the Port Authority's long-range plan and the SPC long-range plan and regional transit vision plan. All served on each other's steering committees and the collaboration and discussion helped to develop all the plans to be complementary with each other.

For recommendations in the plan, a public survey was sent out, which a few hundred responses were used to help formulate the recommendations within the plan and where the hubs and corridors should be located. Best practice methods were used with case studies of multiple cities across the United States, SPC used a scenario planning platform called Urban Footprint to look at land use and help give priority to designated hubs and corridors, helping to create improvements for all types of typologies, from small crossroads to major county districts. Work then began on finding ideal locations for different types of transit investments with the goal of better coordinating and linking public transportation, including first and last mile, and coordination of fare structures and payment capabilities. Andy gave a few examples of different corridors in the region, including the Cranberry, I-376 airport, and Greensburg corridors.



Andy Waple asked for a recommendation to the commission of the adoption of *SmartMoves Connections* at their next meeting. Joe West made the motion, which was seconded by Ann Ogoreuc, and the motion was passed unanimously.

9. **Other Business/Status Reports**

There was no other business or status reports to update.

10. **Adjourn**

A motion to adjourn was made by Jeff Skalican. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:28 AM.