

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
February 17, 2022, 10:00 a.m.**

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

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler 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
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Washington County Planning
- Lisa Cessna, Washington County Planning
- Jen Crobak, FHWA
- Laura Keeley, FTA
- Brandon Leach, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- Tammy Frank, Beaver County Liquid Fuels
- Matt Pavlosky, Port of Pittsburgh Commission
- Ed Typanek, Port Authority of Allegheny County
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Lynn Manion, Airport Corridor Transportation Association
- Amy Mathieson, Airport Corridor Transportation Association
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Evan Tobin, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Stephanie Spang, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Jeff Strejcek, Bergmann
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Andy Waple, SPC Deputy Executive Director, Programs
- Domenic D'Andrea, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Chuck Imbrogno, SPC Staff
- Josh Spano, SPC Staff
- Dan Bernazzoli, SPC Staff

- **Indicates TTC voting member**

Attendees Cont'd:

Ronda Craig, SPC Staff
Erika Eagan, SPC Staff
Lillian Gabreski, SPC Staff
Anthony Hickton, SPC Staff
Erin Kepple Adams, SPC Staff
Greg Shermeto, SPC Staff
Dave Totten, SPC Staff
Sara Walfoort, SPC Staff
John Weber, SPC Staff

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 January 20th TTC Meeting Minutes**

A motion was made by Joe West and seconded by Jeremy Kelly to approve the minutes of the January 20th TTC meeting.

4. **FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office, Jen Crobak, FHWA, and Laura Keeley, FTA**

Jen Crobak and Laura Keeley gave a presentation on the SPC Transportation Management Area (TMA) Certification Review, starting with Laura Keeley introducing the review. FTA and FHWA are required to review and certify the planning practices within the SPC TMA to determine how the region follows Federal laws and regulations. The TMA's are any metropolitan area with a population of over 200,000 people. This review takes place every 4 years, with FHWA and FTA jointly conducting the review. The review process kicks off with a desk review, in which several documents are requested for assessment. This is normally followed up with a site review, however this year it was done virtually through Microsoft Teams. The site review was attended by MPO staff, PennDOT districts, Central Office Staff, and Transit Staff. This was followed by a public presentation at the joint Transportation Technical Committee/Transit Operators Meeting in July in order to gather feedback on the planning process, in which comments and participation was helpful in developing the report written jointly by FHWA and FTA and presenting these findings.

Laura then went over the findings of the review, noting that it found that the transportation process substantially meets Federal requirements. FHWA and FTA have certified the SPC planning process, with 15 commendations, 10 recommendations, and no corrective actions. Jen Crobak went over the details of the findings, starting with the 3 C's of the transportation planning process. The review gave a commendation that the 2019 MOU clearly explain the roles and responsibilities for each agency and satisfies the requirements of 23 CFR 430.314(h), while recommending to develop standard operating procedures for how significant planning documents are developed and document how SPC's transportation planning committees function and interact. It was also recommended that SPC ensure that the region's strong planning practices can be carried forward into the future by developing documentation of standard operating procedures and capturing institutional knowledge for the future. The next findings covered the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP), which was given commendations on the SPC's collaborative TIP process, the excellent visualization tools, and the early

initiation of the 2023 TIP development process for Transit Projects and active role and responsibility for the transit portion of the Pittsburgh TIP. Other commendations included the identification of needs for bridges and pavements to determine illustrative tradeoffs and examine the funding gap throughout the life of the LRTP, as well as the development of a landslide susceptibility model. It was recommended that PennDOT collaborate with Districts and MPO's to develop training and additional guidance on how to use BAMS/PAMS in the planning process, while also recognizing that SPC and the PennDOT districts are still evaluating how to best incorporate BAMS/PAMS into the planning process.

Laura Keeley then discussed multimodal planning, noting the multiple commendations for SPC in this category. Commendations were made for data collection and analysis included in the design of the SmartMoves ArcGIS map with respect to the transit planning layer, as well as making clear that the intentional use of data will guide the future direction of transit development. Commendations were also made for development of the Regional Active Transportation Plan for Southwestern Pennsylvania, as well as continued support of national, state, and local freight planning initiatives and activities, and for developing a stand-alone freight plan that integrates all transportation modes (truck, rail, air, water) in the region. Jen Crobak then spoke on transportation safety, giving a commendation on the well-established safety program which includes the Safety Action Plan, crash trend monitoring, and active involvement in PA's Strategic Highway Safety Plan update and various steering committees. She also gave recommendations to establish and document a formal process or processes and timeframe to identify, study, and prioritize HSIP projects, as well as incorporating benefit-cost analysis in the Safety Action Plan for completed projects. Jen also recommended developing and incorporating "safe system" strategies as part of future project assessments and selection. Jen Crobak next reviewed congestion management and operations, first giving commendations to SPC for their unique approach to the CMP which provides a comprehensive data platform to identify corridors of interest, track operational data and performance measures, and facilitate project selection and evaluation. There was also a commendation for how SPC's ROP balances the diverse input and needs of stakeholders in the region, across seven thematic priorities, as well as SPC's Regional Traffic Signal Program. Jen also gave two recommendations for the congestion management and operations, one for the consideration of expanding CMP documentation and formalizing the process by which the SMP, as well as its component corridors and strategies, change over time, and another recommendation to consider introducing additional performance measures to the CMP which capture the impact of active mobility and transit usage.

Jen Crobak then mentioned next steps for the review, which involves meeting with MPO and PennDOT staff to prioritize the recommendations laid out and to discuss how they could be integrated into work currently underway throughout the region. FHWA and FTA will help to provide technical assistance to support that work. Jen thanked the many people who participated in the public meetings, as well as in the joint meeting, mentioning it provided excellent feedback with what is working well in the region. Any additional questions can be sent to either Jen or Laura for additional information.

Kevin McCullough then discussed the bipartisan infrastructure bill, as well as the future of additional allocations to the region. He first discussed that with the recent passing of the IIJA, it has provided the districts with additional funding. This funding was been accounted for, and some of the funding includes funds for the current fiscal year, making it current TIP funding. Central Office has been working with Federal Highways on the best way to utilize and show how the districts are utilizing these funds. Each district will present their fiscal year funding for IIJA with a separate fiscal constraint chart, which only shows the additional funding, and then will show their regular fiscal constraint charts separately. The reason for this is

just to show what the additional funds will be used for and so we can review the charts with Federal Highways and at the Program Center with SPC in order to track all the IIJA funds. The funds will first go through programming, and to make sure it goes through the Memorandum of Understanding for both SPC and PennDOT, and then will be distributed out to a number of different projects in each district. The separate modification charts will make it easier to track for everyone involved. This is only the first round of IIJA funding, the formula funding which includes NHPP, STP, etc. types of funding. There are also formula funds such as STU, STP, Off-System Bridges, and STP Urban funding that Central Office is still anticipating, and guidance for those funds was sent out for review yesterday, which will bring additional funding to next months TTC meeting for appropriate projects. Kevin also mentioned that not all the IIJA funds have been allocated so far, and there will be line items for each district which highlight the remaining IIJA funds for each district. The current goal is to have all funds allocated to projects by the end of April. Most of the allocations will be seen from each district today, with additional allocations in March, and potentially some small leftovers programmed for April. After the programming is complete, the next steps will be to get the obligation authority, with the funds loaded into necessary databases and then to submit eSTIP's and 4232's for the projects for Federal authorization. These steps should only take a few weeks, and then the projects will be ready to go.

Kevin also discussed the Fern Hollow bridge collapse, mentioning that he won't get into the details of the collapse, as everyone has already heard about it, but mentioning that there is misinformation out there about how the project was funded and programmed. The project will not be coming in front of TTC for action or modification, as the actions on the project were taken at a statewide level due to the emergency nature of the project. The funds were made available due to the new fiscal year IIJA funding, and Central Office is partnering with SPC to make sure there is no impact to any regionally funded projects. In turn, Central Office has worked with FHWA and the City to approve a total of \$25.3 million of NHPP SPIKE funds (\$25 million for construction, \$100k for planning and engineering, utilities, and right of way each). Details on construction and timing are unknown at the moment, and Kevin mentioned that the District may have more information on design build details, but obviously the project is being expedited as much as possible. Kevin also mentioned that NTSB was still investigating the cause of the collapse, and would not speculate on the primary cause of the collapse.

5. Action on Modifications to the 2021-2024 TIP

Kevin McCullough mentioned again that the action of modifications is different this month due to the IIJA modifications. Work was done between Federal Highway, Central Office, and SPC to make sure the MOU is followed while adding the additional funding to each district, and the charts will show individually what each district is doing with their IIJA funds and how they are adding it to each chart. Each project has to go through the same modification review as normal projects, and each chart will establish a line item for additional IIJA funds.

A. PennDOT District 10-0 IIJA Modifications

Harold Swan went over nine amendments and one administrative action for PennDOT District 10-0. The first amendment was for the IIJA SPC District 10-0 Reserve Line Item. This reserve line item is for Federal IIJA funds that are additional to the region. The second amendment was for a bridge replacement project which carries US 422 eastbound and westbound over Two Lick Creek in White Township, Indiana County. The district requests to add construction and program \$9,827,000 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IIJA SPC District 10 Reserve Line Item. The third amendment was for a bridge replacement project which carries SR 3039 (Anthony Run Road) over Anthony Run in Armstrong Township,

Indiana County. The district requests to add preliminary engineering and program \$260,949 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item. The fourth amendment was for a bridge replacement project which carries Township Road #584 (Geibel Road) over Bonnie Brook in Summit Township, Butler County. The district requests to add preliminary engineering and program \$280,000 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item.

The fifth amendment was for a bridge replacement project which carries SR 1045 (Locust Lane) over Broadhead Run in Canoe Township, Indiana County. The district requests to add preliminary engineering and program \$336,800 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item. The sixth amendment was for a bridge replacement project carries SR 2012 (River Road) over Blacklick Creek in East Wheatfield Township, Indiana County. The district requests to add preliminary engineering and program \$336,800 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item. The seventh amendment was for a bridge replacement project which carries SR 2012 over Mardis Run in Buffington Township, Indiana County. The district requests to add preliminary engineering and program \$295,400 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item. The eighth amendment was for a bridge replacement project carries SR 3007 (Clarksburg Road) over Blacklegs Creek in Conemaugh Township, Indiana County. The district requests to add preliminary engineering and program \$295,400 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item. The ninth amendment was for a bridge replacement project which carries SR 3010 (Rearick Road) over Blacklegs Creek in Young Township, Indiana County. The district requests to add preliminary engineering and program \$281,500 (100% Federal utilizing toll credits) in FFY 2022. The source will be the IJA SPC District 10 Reserve Line Item.

The first administrative action was for a preventative maintenance project which includes resurfacing, milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, minor drainage and guide rail upgrades, deck repairs to four structures, and other miscellaneous construction along PA 28 from approximately SR 3023 (Iron Bridge Road) to approximately US 422 in North Buffalo, South Buffalo, and East Franklin Townships, Armstrong County. The district requests to increase construction and add \$4,488,000 (100% Federal utilizing toll credits) in FFY 2022 to cover a low bid cost increase and compress the cash flow of this phase. The source will be the IJA SPC District 10 Reserve Line Item.

Josh Krug made a motion to approve the amendments and administrative action from PennDOT District 10-0, which was seconded by Joe West. The motion was approved unanimously.

B. PennDOT District 11-0 IJA Modifications

John Quatman went over the nine amendments and five administrative actions for PennDOT District 11-0. The first amendment was for the District 11-0 IJA Line Item. This line item will be used at numerous locations from within District 11, and will add additional IJA funds to the SPC Region. The second amendment 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 construction to FY 2022 for cash flow utilizing 2022 IJA fund, with the source of funding coming from the District 11 IJA Line Item. The third amendment was for an interchange improvement to address the existing bottleneck conditions on SR 28 (Allegheny Valley Expressway) at Highland Park Bridge Interchange (S.R. 8050) between Highland Park

Bridge Road (S.R. 1005) and the associated ramps (SR 8952 and 8082) in Aspinwall, Fox Chapel, Sharpsburg, O'Hara and City of Pittsburgh in Allegheny County. The district requests to advance construction to FY 2022 for cash flow utilizing 2022 IIJA fund, with the source of funding coming from the District 11 IIJA Line Item.

The fourth amendment was for a bridge preservation project, located on Maple Ave Bridge over North Charles St., City of Pittsburgh, Allegheny County. The district requests the addition of IIJA funding to initiate design activities. The fifth amendment was for a bridge preservation project, located at Corley Street over Streets Run Creek, City of Pittsburgh, Allegheny County. The district requests the addition of IIJA funding to initiate design activities. The sixth amendment was for a bridge preservation project, located at Herron Ave Bridge over NSRC, CSX, and Busway in City of Pittsburgh, Allegheny County. The district requests the addition of IIJA funding to initiate design activities. The seventh amendment was for a bridge preservation project, located on Elizabeth Street Bridge over CSX RR and Gloster St., City of Pittsburgh, Allegheny County. The district requests the addition of IIJA funding to initiate design activities. The eighth amendment was for a bridge preservation project, located on Calera St. over Streets Run Creek in City of Pittsburgh, Allegheny County. The district requests the addition of IIJA funding to initiate design activities. The ninth amendment was for a bridge rehabilitation project, located on California Avenue over McClure Avenue and Eckert Street in the City of Pittsburgh, Allegheny County. The district requests the addition of IIJA funding to initiate design activities.

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, located on SR 28 from Delafield Ave northbound ramps to Harmar Township line in O'Hara Township, Aspinwall, Fox Chapel Borough, and City of Pittsburgh, Allegheny County. The district requests to advance construction to FY 2022 for cash flow utilizing 2022 IIJA fund, with the source of funding coming from the District 11 IIJA Line Item. The second administrative action was for the Armstrong Tunnel restoration project, located at the intersection of S. 10th Street and 2nd Avenue in the City of Pittsburgh, Allegheny County. The district requests to advance construction to FY 2022 for cash flow utilizing 2022 IIJA fund, with the source of funding coming from the District 11 IIJA Line Item. The third administrative action was for a bridge rehabilitation project, located on the bridge carrying 6th Street over the Allegheny River and 10th Street bypass. The bridge intersects with Fort Duquesne Boulevard, in the City of Pittsburgh, Allegheny County. The district requests to advance construction to FY 2022 for cash flow utilizing 2022 IIJA fund, with the source of funding coming from the District 11 IIJA Line Item.

The fourth administrative action was for a bridge preservation and mill and overlay project, located on SR 2037 and PA 130, from Electric Avenue to State Street in East Pittsburgh, Turtle Creek, Wilmerding, and Monroeville, Allegheny County. The district requests to advance construction to FY 2022 for cash flow utilizing 2022 IIJA fund, with the source of funding coming from the District 11 IIJA Line Item. The fifth administrative action was for a lane widening and signal upgrade project, located on SR 50 (Washington Pike) from Thoms Run Road to Mayer Street in Collier Township, Allegheny County. The district requests to advance construction to FY 2022 for cash flow utilizing 2022 IIJA fund, with the source of funding coming from the District 11 IIJA Line Item.

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 IJA Modifications

Josh Theakston went over the one amendment and eleven administrative actions for PennDOT District 12-0. The first amendment was for the reserve line item for housing remaining IJA funds for future use. The first administrative action was for the replacement of the structure carrying PA 21 (Roy E. Furman Highway) over PA 166, along with additional drainage elements incorporated, located in German Township, Fayette County. The district is requesting to advance construction funding to correspond with the project schedule and the projects let date, with the source of funding coming from additional IJA funds that were added to the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for Phase 1 of the Morrisville Corridor Reconstruction and includes the widening of US 19 to 4 lanes, replacement of the 2-lane highway structure with a 4-lane structure and widening/replacing the rail structure to accommodate the additional lanes, located in Franklin Township, Greene County. The district requests the addition of the construction phase to the 2021 TIP to address a construction phase AUC that was incurred, with the source of funding coming from additional IJA funds that were added to the District 12 Highway/Bridge Line Item (MPMS# 76508).

The third administrative action was for the construction of a Truck Climbing Lane on PA 356 from the Freeport Bridge to SR 4073 (White Cloud Road), located in Allegheny Township, Westmoreland County. The district requests the addition of the construction phase to the 2021 TIP to address a construction phase AUC that was incurred, with the source of funding coming from additional IJA funds that were added to the District 12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for the rehabilitation of the structure carrying PA 711 (Crawford Avenue) over the Youghiogheny River, State Route 1037 (South Water Street), and CSX Railroad, located in the City of Connellsville, Fayette County. The district is requesting to remove STP/A-185 funds from construction phase and replace with BRIP with a toll credit match; project was originally cash flowed across 2022 and 2023 but will be fully funded in FFY 2022. The Federal STP and State A-185 funds will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the replacement of the structure carrying SR 7204 (North Hewitt Avenue T-623) over Chartiers Creek, located in Canton Township, Washington County. The district is requesting to remove STP funds from construction phase and replace with BRIP with a toll credit match; project was originally cash flowed across 2022 and 2023 but will be fully funded in FFY 2022. The Federal STP funds will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508).

The sixth administrative action was for the replacement of the structure carrying SR 7302 over Catfish Creek (Tributary to Chartiers Creek), located in the City of Washington, Washington County. The district is requesting to remove STP funds from construction phase and replace with BRIP with a toll credit match; project was originally cash flowed across 2022 and 2023 but will be fully funded in FFY 2022. The Federal STP funds will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was for the replacement of SR 7207 (Valley View Road) over Chartiers Creek., located in Cecil Township, Washington County. The district is requesting to advance construction phase to correspond with project schedule using BRIP and STP funds in FFY 2022. The Federal STP and BRIP funds will be added from the District 12 Highway/Bridge Line Item (MPMS# 76508). The eighth administrative action was for the rehabilitation/replacement of the structure carrying SR 1010 (River Road) over Pumpkin Run, located in Rices Landing Borough, Greene County. The district is requesting to advance the construction phase to correspond with the project schedule from FFY 2023 and 2024 to FFY 2022. Federal BOF funds transaction will occur through the District 12 Highway/Bridge Line Item (MPMS# 76508).

The ninth administrative action was for improvements to the structure carrying SR 4041 (School Road) over Haymakers Run, located in Murrysville Borough, Westmoreland County. The district is requesting to advance the construction phase to correspond with the project schedule from FFY 2023 to FFY 2022. Federal BOF funds and State A-185 transaction will occur through the District 12 Highway/Bridge Line Item (MPMS# 76508). The tenth administrative action was for the rehabilitation of the structure carrying York Avenue over Mounts Creek, located in the City of Connellsville, Fayette County. The district is requesting to increase the construction phase of this project to the program in FFY 2022. The Federal BOF funds will be drawn from additional funding from the IIJA Transportation bill that was added to the District 12 Highway/Bridge Line Item (MPMS# 76508). The eleventh administrative action was for the rehabilitation/replacement of the structure carrying SR 4057 (Reed Road) over Brush Run, located in Buffalo and Hopewell Townships, Washington County. The district is requesting to advance the utility and right of way phase to correspond with the project schedule from FFY 2023 to FFY 2022.

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

D. PennDOT District 10-0

Harold Swan went over two administrative actions for PennDOT District 10-0. The first administrative action was for a safety improvement project which includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of its intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of its intersection with SR 3007 (Three Degree Road). Also included are sidewalks, Americans with Disabilities Act (ADA) ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The district requests to increase construction and add \$7,633,000 (100% State) in FFYs 2025 and 2026 for incorporated utility relocation work in the construction phase, additional off-site wetland and stream mitigation, changes to project pavement design, a retaining wall, plan changes associated with ongoing adjacent site development, and various increases of anticipated unit costs for material items. The source will be surplus construction funds from Margaret Road Intersection. Construction for Margaret Road Intersection will be fully funded on the Draft 2023-2026 TIP. The second administrative action was for a safety improvement project includes signal replacement, installation of turn lanes, and corridor improvements to enhance safety and reduce congestion along PA 68 from Township Road #425 (Stevenson Road) to SR 3007 (Meridian Road/Benbrook Road) in Connoquenessing and Butler Townships, Butler County. The district requests to increase final design and add \$276,889 (80% Federal and 20% State) in FFY 2022 due to discoveries made during the Design Field View that include utility conflicts impacting design, the development of a post-construction stormwater management plan, and updates to the right-of-way plan. The source will be construction funds from the same project. The District also requests to increase construction and add \$2,187,500 (80% Federal and 20% State) in FFYs 2022-2024 and 2026 for the addition of post construction stormwater control facilities, drainage structures, permanent pavement, temporary traffic control costs, and to replenish the funds from above. The sources will be the SPC CMAQ Line Item (\$1,750,000 Federal) and the SPC District 10 Highway/Bridge Line Item (\$437,500 State).

Arthur Cappella made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Josh Krug. The motion was approved unanimously.

E. PennDOT District 11-0

John Quatman went over the ten administrative actions for PennDOT District 11-0. The first administrative action was for a bridge replacement project, located on SR 4002, (Anderson Road) over Small Run in Darlington Township, Beaver County, and SR 1016, (Blockhouse Run Road) over Blockhouse Run in Daugherty Township, Beaver County. The district requests the addition of a final design phase in 2022 for posted consultant agreement cost adjustment, with the source of funding coming from Thompson Run Rd Betterment and AL05 16th Bridge projects. The second administrative action was for a marine diesel engine retrofit project, located for the Port of Pittsburgh region. District waterways in Allegheny, Armstrong, Beaver, Washington, Westmoreland, Fayette and Greene Counties. The district requests to restore the construction phase approved from SPC CAQ Program 2019, with the source of funding coming from PA 88 Charleroi CMAQ project from District 12. The third administrative action was for a bridge replacement project, located on Means Road (T-637) approximately 200 feet northeast of the intersection with SR 208, in Wilmington Township, Lawrence County. The district requests the addition of ACT 13 funds as per Lawrence County request. The fourth administrative action was for the construction of necessary on-site transportation infrastructure, site utility infrastructure (water, sanitary sewer, storm sewer), off-site transportation improvements, public open space, general site preparation, and site remediation, located at the Almono, LP site within the neighborhood of Hazelwood in the City of Pittsburgh, Allegheny County. The district requests the increase of the construction phase to cover additional inspection costs, with the source of funding coming from the Betterment Reserve Allegheny County line item.

The fifth administrative action was for a mill and overlay project, located on PA 3007, Brodhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County. The district requests to increase the construction phase in 2022 for Smart Transportation award utilizing the SPC Smart Tr Initiative line item. The district is also advancing construction for current construction schedule, with the source of funding coming from SPC Traffic Signal 4, (2023 letting), Bakerstown Road Bridge and numerous deobligations. The sixth administrative action was for a slide remediation, located on PA 837, North State Street in West Mifflin Borough, Allegheny County. The district requests the addition of a final design phase to initiate design activities, with the source of funding coming from utility & right-of-way phases of the SR 2010 Lovedale Road Wall Remediation project. The seventh administrative action was for a mill and overlay project, located on PA 65 (Ohio River Blvd) from Emsworth to Sewickley Bridge in Glenfield, Haysville and Glen Osborne Boroughs, Allegheny County. The district requests the increase of the construction phase to cover barrier placement, with the source of funding coming from an available deobligation.

The eighth administrative action was for a bridge rehabilitation, bituminous approach, concrete pavement reconstruction, and drainage, located on SR 0050-A28, Washington Ave, from the intersection of Millers Run Road and Washington Pike South Fayette Township & Bridgeville Borough, Allegheny County. The district requests the increase of the construction phase to cover additional costs, with the source of funding coming from the MA 08 Glenwood Bridge project. The ninth administrative action was for a highway reconstruction project, located on Campbell's Run Road from McMichael Road to Keiner's Lane in Robinson and Collier Townships, Allegheny County. The district requests to increase the final design phase in 2022 for additional design effort towards right-of-way claims, and to increase the right-of-way phase in 2022 for revised right-of-way claims. The source of funding will come from the Construction phase of same project. The tenth administrative action was for a road diet, new traffic signals, pedestrian accommodations and equipment, new signing and pavement, located on Liberty Avenue from Grant Street to Herron Avenue in the City of

Pittsburgh, Allegheny County. The district requests to increase the final design phase for current design estimate, with the source of funds coming from the Construction phase of same project.

Ann Ogoreuc made a motion to approve the administrative actions from PennDOT District 11-0, which was seconded by Arthur Cappella. The motion was approved unanimously.

F. Transit TIP Amendment Summary

Tom Klevan went over the one amendment and three administrative actions from yesterday's TOC meeting. The Beaver County Transit Authority is adjusting a bus replacement project, moving up the scheduled funding from a 2023 programmed date to a 2022 programmed date, which will shift \$350,000 of 5307 funds, match by state and local funding. Beaver County Transit Authority will also be adding \$550,000 in federal and state funding to a support equipment project, as well as passenger amenities. The third administrative action for Beaver County Transit Authority will be for an addition of \$531,000 for a hardware and software project related to security equipment. The amendment for the Butler Transit Authority will be utilizing 5307 funding to add \$100,000 for a preventative maintenance project.

6. **2023 TIP Update**

Andy Waple began discussion of the 2023 TIP update with an update to the Interstate TIP. As per the handout, SPC added seven new projects to the interstate program in the region, and have completed eight projects. Through the 2023 TIP period, the interstate TIP has funded around \$825 million into the SPC region. An eighth project was not a part of the handout, the I-79 Southern Section reconstruction in Butler County, which also added another \$300 million to the interstate program. For the 12-year program, out to the year 2030, the Interstate program funds \$15.57 Billion for Pennsylvania, and \$1.833 Billion for SPC. Angela Saunders made a note that the I-70 over SR3009 reconstruction and realignment project was funded fully through the interstate program after being only slightly funded previously.

Ryan Gordon gave an update on the draft 2023 TIP, beginning with SPC completing their review and processing with Central Office. Moving now into a clean up phase on some funding allocations, there will be some slight tweaking of funds that Kevin McCullough and SPC will meet to discuss. The next round of TIP work group meetings is scheduled for March 2nd at 1:00 PM for District 10-0, March 7th at 10:00 AM for District 12-0 and March 9th at 10:00 AM for District 11-0. Links and the agenda for those meetings will be sent out next week. Agenda will be previewing the latest version of the 2023 draft TIP, in which minor changes have occurred since last work group meetings, as well as information on the LRTP project list, which needs to be brought into compliance with the 2023 financial guidance. There will also be discussion of public involvement with the 2023 TIP once we get into the May timeframe, mostly discussing how we want to do these meetings and involvement in each county/district. There will also be discussion on potential candidates for the upcoming SMART program.

Lillian Gabreski gave a presentation on the SMART program, first giving a timeline for the application period. The SMART application period opens on February 18th, with pre-applications due to SPC on March 4th. If the projects meet requirements, they will be invited to submit a final application, and will be notified of this before March 11th. Final application period closes on April 8th, with project evaluation ongoing until May 13th. TTC will endorse the project list during the May TTC meeting on May 19th, with the projects entering the 2023-2026 TIP, which will be approved at the end of June.

7. **SPC Reorganization**

Andy Waple gave an update on the SPC organizational assessment and reorganization that has been ongoing since late last year. SPC partnered with the consulting firm Guidehouse to conduct a strategic planning and organizational assessment, looking at our current state and our future state and making recommendations to get SPC to that desired future state. We looked over the people in the organization, the processes across all of SPC's departments, the technology we are currently using, and we looked at our mission and vision as part of our organizational strategy. Guidehouse conducted a number of interviews with staff members and reviewed a large number of our documents, as well as conducted external stakeholder interviews to come up with future state recommendations. There were four strategic goals which came out of the assessment; reimagining a vibrant internal culture, cultivating our communities, strengthening our partnership ecosystem, and closing gaps in enterprise-wide needs.

The vibrant internal culture will institute people-centric work policies and recognize and reward performance in support of SPC's preferred future, as well as investing in people development. The cultivating our communities will lead economic development and innovation in transportation, while making SPC become a hub for high-speed network connectivity in the region, building capability to advance regional sustainability initiatives while securing funding across the region for transportation and development. Strengthening our partnership ecosystem will establish SPC as a leading public-private partnership in Southwestern Pennsylvania, while positioning the region to maximize impact of ARPA and AJP. SPC will establish a symbiotic relationship with the City of Pittsburgh, while modernizing SPC's brand and strategic communications plan, while creating a strong development function at SPC. Closing gaps in enterprise-wide needs will create program evaluation processes, optimize SPC commission engagement, revamp annual budget development process, contract with external community partners to conduct diversity equity and inclusion training for SPC. It will also measure employee engagement, develop ongoing efforts to support the strategic plan, and create knowledge management and sharing practices.

Andy Waple then went over the new SPC organizational chart, mentioning that there are effectively two divisions now, the Operations and Finance Division and the Programs Division. There are two new positions at the Deputy Executive level; one for Finance and Operations, which will be filled by SPC's former Finance Director, Margaret Fonner, who will oversee Human Resources, Information and Data, Accounting and Finance, and Communications and Public Development, and one for programs, which will be filled by Andy Waple, to oversee Transportation Planning, Strategic Initiatives and Policy, and the Office of Economic and Workforce Development. Domenic D'Andrea will be moving into the Director of Transportation Planning position, and will be administering the TTC meetings starting next month, with Josh Spano taking over as manager of Transportation Operations and Safety. There is also a new Director position in the Office of Strategic Initiatives and Policy which is currently an open position, and will oversee some new environmental programs for SPC. There is also a new open position for a grant writer underneath this position, which is also open for applications. These positions will be open for another week and will then be filled soon afterwards. We hope that this director will be able to build relationships with external partners and community stakeholders in order to go after the unprecedented amount of discretionary funding that will be coming out over the next year to help position SPC as a bridge between economic development and transportation for the region.

8. **Other Business/Status Reports**

There was no other business or status reports to update.

9. **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 11:35 AM.