

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
October 13, 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
- Amy McKinney, Lawrence County Planning Commission
- Austin McDaniel, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Jennifer Crobak, FHWA
- Steven Shanley, Allegheny County Department of Public Works
- Seth Davis, Pittsburgh Regional Transit
- Mavis Rainey, Oakland Transportation Management Association
- Kathryn Schlesinger, Downtown Pittsburgh Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Kyle Lamb, Greene County Planning and Community Development
- Brandon Leach, PennDOT Central Office
- Lisa Cessna, Washington County Planning
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Chris Sandvig, Pittsburgh Community Reinvestment Group
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Ryan Gordon, SPC Staff
- Josh Spano, SPC Staff
- Dan Alwine, SPC Staff
- Dan Bernazzoli, SPC Staff
- Ronda Craig, SPC Staff
- Erika Eagan, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff
- John Weber, SPC Staff

- **Indicates TTC voting member**

1. **Call to Order**

Ryan Gordon 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 September 15th TTC Meeting Minutes**

A motion was made by Jeremy Kelly and seconded by Joe West to approve the minutes of the September 15th TTC meeting. The motion was approved unanimously.

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

Kevin McCullough began the report by giving an overview of the NEVI infrastructure plan, which was issued final approvals for the remaining EV infrastructure deployment plans submitted by all 50 states. Dan Alwine went over the Pennsylvania side of these plans, mentioning that SPC has been working with the PennDOT policy office regarding their upcoming release of the NEVI grant program, and in advance they will be holding stakeholder sessions throughout the state during the month of November. The session in Pittsburgh will be held November 3rd, from 1pm to 3pm. Dan mentioned that this is for the formula funds, not the discretionary program, and will be geared towards businesses and professionals in the EV space with networking opportunities. There will be fliers and an agenda sent out early next week from PennDOT, and Dan will be sending out a link to register for the meeting. There will also be a virtual meeting for the program on November 1st at 10am, which a link can be sent around if you are interested in attending that as well.

Kevin McCullough next went over the PA 2045 Freight Movement Plan public comment period, which opened up in late September. This comment period just closed, however if anyone has any additional comments, please send them over to Kevin as soon as possible for review. Next Kevin discussed the P3 Major Bridge update, which the six projects across Pennsylvania are moving through the federal environmental process. There are still some things going on with funding for the projects, since the tolling for the bridges did not work out, however the six projects are still being evaluated and more information will be released on those soon. Kevin then discussed potential highway federal funding impacts, mentioning that the latest information is that the environmental quality board met yesterday, and Kevin expects an update from that meeting sometime today, and will update the planning partners when that information is available. Lastly, Kevin discussed that there will be two upcoming webinars on promoting resilient operations for transformative, efficient, and cost saving transportation (PROTECT formula program). The two sessions will be on October 18th and October 24th, both from 11am to 12pm.

Jennifer Crobak gave an overview on the new notice of funding opportunities, beginning with the thriving communities program. This two-part program is currently accepting letters of interest to receive technical assistance with disadvantaged communities who have been adversely or disproportionately affected by environmental climate or health policy outcomes. This is to make sure they have all the tools needed to compete for federal aid in these new discretionary programs. The second part is a funding opportunity to provide technical assistance to eligible entities, which can be applied to by nonprofits, state and local governments, and other agencies. There will be some webinars on the program coming up shortly, and Jennifer will be sending out links to those webinars. Jennifer then discussed the FHWA and FTA approving

the state transportation improvement program, or the STIP, which is inclusive of all the regional TIPs in Pennsylvania. This was approved on September 29th, and as part of this, FHWA also issued the federal planning finding, which is an action that is taken every 2 years as part of the STIP approval that outlines areas that the state and MPOs are achieving well. There were 5 commendations in that finding, as well as some recommendations for improvements, in which FHWA will be working closely with PennDOT to address. Jennifer lastly mentioned that October is pedestrian safety month, and mentioned that pedestrian fatalities have risen by 13% since 2020. FHWA has released two safety guideline documents; one on pedestrian safety and lighting and the second for pedestrian safety and access to transit. Joe West asked a question on any updates for earmarked projects, which both Jennifer and Kevin had no updates on.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over the three amendments and eight administrative actions for PennDOT District 10-0. The first amendment was for a bridge rehabilitation project which carries SR 3031 (Lions Road) over US 422 eastbound and westbound in Butler Township, Butler County. The district requests to increase the construction phase and add \$36,418 in FFY 2023 for a revised estimate at the design field view stage and to also change the funding from 100% State to 80% Federal and 20% State. The source will be surplus construction funds from Portersville Bridge. The second amendment was for a bridge preservation project which carries US 422 over Connoquenessing Creek, Shearer Road, and a railroad in Butler Township, Butler County. The district requests to change the funding for the final design phase from 100% State to 100% Federal utilizing toll credits. The source will be surplus construction funds from PA 28 Allegheny Valley Expressway PM, and the remaining surplus funds will be placed into the SPC District 10 Highway/Bridge Line Item. The third amendment was for a safety improvement project which includes upgrading the existing crash avoidance system with traffic signal supports, signal heads, and controller modifications at the existing at-grade intersections of PA 38 with SR 1010 (Hooker Road) and PA 38 with SR 1004 (Fairview Road) in Concord and Washington Townships, Butler County. The district requests to remove the project and its final design and construction phases from the TIP in FFYs 2023 and 2024, as the project is completed. The Federal funds will be returned to the SPC Regional Safety Line Item, and the State funds will be placed into the SPC District 10 Highway/Bridge Line Item.

The first administrative action was for a bridge replacement project carries PA 28 over a branch of Cowanshannock Creek in Rayburn Township, Armstrong County. The district requests to add \$648,524 (100% State) into the construction phase in FFY 2023. This action is a programmatic adjustment to carry over cash flow from the 2021-2024 TIP. The source will be the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a bridge rehabilitation project carries PA 66 and SR 8008 (Graff Bridge Ramp) over US 422, SR 2025 (Garretts Run Road), and Garretts Run in Manor Township, Armstrong County. The district requests to remove a portion of the final design funds in the amount of \$419,600 (100% State) in FFY 2023 due to a revised estimate. The District also requests to remove the right-of-way and utility phases in FFY 2023. These funds are not needed. The funds from all three phases will be placed into the SPC District 10 Highway/Bridge Line Item. The third administrative action was for a bridge preservation project which carries US 422 over the Allegheny River in North Buffalo Township, Armstrong County. The district requests to remove the utility phase in FFY 2023. These funds are not needed and will be placed into the SPC District 10 Highway/Bridge Line Item. The fourth administrative action was for a bridge replacement

project carries SR 2027 (Girty Road) over Fagley Run in South Bend Township, Armstrong County. The district requests to add utilities and program \$40,000 (100% State) in FFY 2023. The source will be the SPC District 10 Highway/Bridge Line Item.

The fifth administrative action was for a highway project which includes resurfacing, restoration, and rehabilitation of PA 228 from 0.47 mile northeast of Township Road #554 (Brewer Road) to 300 feet north of Township Road #557 (Sarver Road) in Clinton and Buffalo Townships, Butler County. The district requests to add \$200,000 (80% Federal and 20% State) into the final design phase in FFY 2023 to address additional utility phase consultant work. The source will be the SPC District 10 Highway/Bridge Line Item. The sixth 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 utilities and add \$150,000 (80% Federal and 20% State) in FFY 2023 for expenses related to material cost increases. The source will be the SPC District 10 Highway/Bridge Line Item. The seventh administrative action was for a bridge replacement project which carries US 422 over Curry Run and a tributary to Curry Run in Armstrong Township, Indiana County. The district requests to add \$88,500 (80% Federal and 20% State) into the construction phase in FFY 2023 to perform an additional 7,000 square yards of milling, to place an additional 200 tons of asphalt leveling course, and numerous other activities to achieve the proposed cross section grades before opening the roadway to traffic. The source will be the SPC District 10 Highway/Bridge Line Item. The eighth administrative action was for a bridge replacement project which carries SR 2012 (River Road) over Blacklick Creek in East Wheatfield Township, Indiana County. The district requests to add \$414,286 (100% Federal utilizing toll credits) into the preliminary engineering phase in FFY 2023 to allow for a complete conversion of the Federal funds from the 2021-2024 TIP, previously obligated as advance construct. The source will be surplus construction funds from SR 3016 over Two Lick Creek.

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

B. PennDOT District 11-0

John Quatman went over the seven amendments and twenty-two administrative action for PennDOT District 11-0. The first amendment was for a bridge rehabilitation project, located on Trumbull Drive over Wheeling and Lake Erie Railroad in Greentree Borough, Allegheny County. The district requests to increase the planning and engineering phase by \$600k in FY 2023 on TIP to initiate design, with the source of funding coming from the Bridge – Allegheny line item. The second amendment was for a full structure replacement project, located on Versailles Avenue over Ravine Street in the City of McKeesport, Allegheny County. The district requests to increase the planning and engineering phase by \$500k in FY 2023 on TIP to initiate design, with the source of funding coming from the Bridge – Allegheny line item. The third amendment was for a transportation enhancement project, located in the Hill District, including the Lower, Middle and Upper Hills, in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by

\$11,320,000 in RAISE funds and \$2,830,000 in LOC funds in FY 2023, with the source of funding coming from a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

The fourth amendment was for a highway reconstruction project, located on Beaver Avenue in the Chateau Neighborhood along the Ohio River near Pittsburgh's Manchester section, just north of the West End Bridge in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$2,512,289 in STU funds and \$628,072 in LOC funds in FY 2022, \$2,917,213 in STU funds and \$729,303 in LOC funds in FY 2024, \$4,570,498 in STU funds and \$1,142,625 in LOC funds in FY 2025. The source of funding will come from the construction phase of 2040/Ceco Dr to Brownsville Road project. The fifth amendment was for a safety improvement project, involving signal retiming and minor signal equipment upgrades, located on SR 1001, Freeport Road, from 8th Street in Sharpsburg to Powers Run Road in O'Hara Township, Allegheny County. The district requests to increase the construction phase by \$1,706,000 in FY 2023, with the source of funding coming from the construction phase of West Liberty Ave ATSPM and the planning and engineering phase of SPC - Traffic Signal 5 projects. The sixth amendment was for signal improvements, located at various locations in Allegheny, Beaver and Lawrence Counties. The district requests to increase the planning and engineering phase by \$1,000,000 in CAQ funds and \$250,000 in LOC funds in 2024 due to current project schedule. The source of funding will come from the construction phase of the same project. The seventh amendment was for a bridge preservation project, located on Herron Avenue over NSRC and CSX RR in the City of Pittsburgh, Allegheny County. The district requests to decrease the planning and engineering phase by \$312,800 in BOF funds, \$58,650 in 183 funds, and \$19,550 in LOC funds in FY 2023, as funding captured on previous TIP. Funding will return to the Bridge – Allegheny County line item and Allegheny Local Bridge line item.

The first administrative action was for a roundabout to reduce heavy traffic from the Shell cracker plant site, located on SR 18 and SR 51 in Monaca Borough, Beaver County. The district requests to add in FFY 2023 \$750K of appropriation Earmark funds, \$1.25M in TIF funds and \$1M of SPC Smart Transportation award. The source of the SMART funds will come from SPC Smart Tr. Initiative line item. The second administrative action was for a transportation enhancement project, involving improvements to bus stop and pedestrian access to bus stops, increase safety for riders and to enhance bus operations, located on PRT route 61C which travels on SR 837 from Homestead Borough to the City of Duquesne and PA 148 in the City of McKeesport. The district requests to add \$420k to the construction phase in FY 2023, with the source of funding coming from the SPC Smart Tr. Initiative line item. The third administrative action was for a safety improvement project, which includes updates to traffic signal infrastructure, crosswalk improvement to ADA accommodations, located at North Avenue from Brighton Road to East Street in the Northside neighborhood of the City of Pittsburgh, Allegheny County. The district requests to increase the planning and engineering phase by \$500K in FY 2023 and the construction phase by \$2M in SXF funds and \$2M in ARP funds in FY 2024. The source of funds will come from a 2022 approved Appropriation Earmark for \$2M and approved American Rescue Plan (ARP) funds for \$2.5M. The fourth administrative action was for bicycle and pedestrian improvements, including to improve bus stops, add pads, and install shelters for transit riders, and to improve pedestrian crossings and access, located on Port Authority's 61C bus route along SR 837 from West Street in Homestead to Duquesne Blvd Duquesne and the McKeesport-Duquesne Bridge in Duquesne and Lysle Blvd/SR 148 from Evans Ave to McKeesport Transportation Center in McKeesport, Allegheny County. The district requests to increase the construction phase \$954,250 in FY 2023, with the source of funds coming from the TAP Reserve Central Office line item.

The fifth administrative action was for signs and pavement markings, and signal upgrades/modifications on Various Locations across Allegheny County. The district requests to add \$1,289,429 to the construction phase in FY 2023 for recently approved HSIP funds, with the source of funding will come from SPC Region Safety Line Item. The sixth administrative action was for a bridge replacement project, located on Forbes Avenue over Nine Mile Run Fern Hollow in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$548,500 in FY 2023 to cover safety elements on project, with the source of funding coming from the SPC Region Safety line Item. The seventh administrative action was for a bridge preservation project, located on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad in the City of Duquesne and McKeesport, Allegheny County. The district requests to defer construction funding to FFY 2024 and cash flow to FFY 2025 for current project schedule. FFY 2023 funding will go to Allegheny County Bridge line item and the source of funding for FFY 2024 & 2025 will come from construction phases PA 50 -I79-Vanadium, Wildwood Rd over BP RR, AR01 - Armstrong Tunnel, and planning and engineering phase of Mosside Blvd-PA 130 to Haymaker projects. The eighth administrative action was for a bridge wash contract in District 11. The district requests to increase the construction phase to \$1.6M and adjust project to 80% federal participation, with the source of funding coming from the Bridge – Allegheny County line item. The ninth administrative action was for bridge wash contract in District 11. The district requests to increase the construction phase to \$2M and adjust project to 80% federal participation, with the source of funding coming from the Bridge – Allegheny County line item.

The tenth administrative action was for a bridge preservation project, located on SR 1038 over Allegheny River in East Deer Township, Allegheny County. The district requests to increase the construction phase by \$4,000,000 in FY 2023 and by \$1,000,000 in FY 2024 for updated estimate, with the source of funding coming from the Bridge – Allegheny County line item. The eleventh administrative action was for a bridge replacement project, located on Frankfort Road over Raccoon Creek in Potter Township, Beaver County. The district requests to increase the construction phase by \$2,800,000 and \$700,000 in FY 2023 for updated estimate, with the source of funding coming from AR01- Armstrong Tunnel project and Bridge – Allegheny County line item. The twelve administrative action was for a bridge reservation project involving cleaning and seal parapets, located on SR 885 over Monongahela River, Carson Street, NS and CSX rail lines in City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$160,000 in NHPP funds, \$30k in 183 funds, and \$10k in LOC funds in FY 2023 for updated estimate. The source of funding will come from AR01-Armstrong Tunnel project and Allegheny County Local bridge line item. The thirteenth administrative action was for a highway reconstruction project, located on Penn Avenue from Evaline Street toward East Liberty in City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1,344,000 in STU funds and \$336,000 in LOC funds in FY 2024 to cover updated estimate, with the source of funding coming from CBD Signalization Upgrade Ph. 4 project and Betterment Reserve Allegheny line item. The fourteenth 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 reduce the construction phase by \$1,400,000 in STU funds and \$5,280,000 in NHPP funds in FY 2023, and the funding will go to the Betterment Reserve Allegheny County line item.

The fifteenth administrative action was for a bridge preservation project involving hydro dem & latex. sub repairs and joint replacement, located on the bridge which carries Ramp C Road over PA 65 northbound to 3rd Avenue in Rochester Borough, Beaver County. The district requests to reduce the construction phase by \$330,495 in FY 2023, with the source of funding going to the Betterment Reserve Allegheny County line item. The sixteenth administrative action was for a highway restoration project involving mill and overlay,

curb repair, drainage upgrades and guide rail upgrades, located on SR 2048 (Business 22) from Interstate 376 in Churchill to SR 48, Churchill and Monroeville Borough and Wilkins Township, Allegheny County. The district requests to increase the construction phase by \$3,700,000 in FY 2023 to cover updated estimate, with the source of funding coming from PA 28/Highland Park BR Interchange project and Betterment Reserve line item. The seventeenth administrative action was for a highway restoration, mill and overlay project, located SR 18 in the City of New Castle, Lawrence County. The district requests to increase the utility phase by \$25,000 in FY 2023 for estimated utility involvement, with the source of funding coming from Betterment Reserve Allegheny line item. The eighteenth administrative action was for a shared use path for bicyclists and pedestrians and running way for all electric vehicles, located on Sylvan Avenue within the Hazelwood neighborhood with the City of Pittsburgh, Allegheny County. The district requests to add the previously approved SMART project to the TIP in FFY 2023 (\$1.3M) for current project schedule, with the source of funding coming from the SPC Smart Tr. Initiative line item.

The nineteenth administrative action was for a safety improvement project to address congestion and safety issues for pedestrian, bike and motor vehicle, signal upgrade, signing updated and milling and resurfacing, located on SR 837, from Station Square to Steelers Practice Field (UPMC Sports Performance Complex, after South 33rd Street) in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$2.1M in FFY 2023 to cover delay costs and other items needed to complete project, with the source of funding coming from available right-of-way funds from the SR 50-A26, PA 50-I-79 to Vanadium Road project. The twentieth administrative action was for a mill and overlay and bridge preservation, 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 to increase the construction phase by \$120K in FFY 2023 to cover additional costs, with the source of funding coming from the Betterment Reserve Allegheny line item. The twenty-first administrative action was for bridge washing of various structure types including but not limited to deck, joint, and drainage system flushing, cleaning of bearing devices and steel surfaces, and other miscellaneous construction, located in numerous areas throughout District 11. The district requests to increase the construction phase by \$102k in FFY 2023 to cover additional costs, with the source of funding coming from the Betterment Reserve Allegheny line item and SR 168-B20 project. The twenty-second administrative action was for a bridge replacement project with minor roadway realignment, located on SR 0008 about .3 mile southwest of SR 1005 (Highland Park Bridge) within the City of Pittsburgh. The district requests to increase the construction phase by \$39,169 in FY 2023 to cover audit adjustment, with the source of funding coming from the Betterment Reserve Allegheny line item.

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

C. PennDOT District 12-0

Josh Theakston went over the three amendments and seven administrative actions for PennDOT District 12-0. The first amendment was for bridge improvements in Fairfield and Ligonier Townships, Westmoreland County. The district requests to move Federal STU and State A-185 funding from MPMS# 76123 in FFY 2024 for the construction phase and apply it to MPMS# 31818 construction phase as its going to be a standalone project. The district is also requesting to remove the state A-185 funding from the two projects' construction phases in FFY 2023 and 2024 and increase the federal STU funds in FFY 2024 to change the pro-

rata to federal funds with toll credit state match. The state A-185 funds will be returned to, and the additional federal STU funds will be drawn from, the D12 Highway/Bridge Line Item (MPMS# 76508). The second amendment was for the design and installation of a roundabout at the Valleybrook/Bebout Road Intersection, located in Peters Township, Washington County. The district is requesting to remove the construction phase from the 2023 TIP in FFY 2023, as the project was fully funded. The Federal STU funds will be returned to the D12 Highway/Bridge Line Item (MPMS# 76508). The third amendment was for the rehabilitation/replacement to the superstructure of the structure carrying PA 653 (Jim Mountain Road) over Indian Creek, located in Springfield Township, Fayette County. The district requests to remove the state funding from the construction phase in FFY 2023 and 2024 on the 2023 TIP and to add federal STP in FFY 2023 in an increased amount. State A-185 will be returned to, and federal STP funds will be drawn from, the D12 Highway/Bridge Line Item (MPMS# 76508).

The first administrative action was for the elimination of two signalized intersections on US 119 with Kingview Road and McClure Road; a new full-access interchange would be constructed in between the two existing intersections, with a new bridge carrying a new connector road, located in Bullskin and Upper Tyrone Townships, Fayette County. The district requests to reduce the final design phase of this project on the 2023 TIP in FFY 2023, and to fully remove the right-of-way phase of the project in the same year, with the funding being placed into the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for improvements to the structure carrying PA 136 (West Newton Road) over Pollock Run, located in Rostraver Township, Westmoreland County. The district requests to swap final design funding in FFY 2023, and utility and right of way phase funding in FFY 2024 on the 2023 TIP from state A-185 and A-581 to federal BRIP funds, all to be programmed in FFY 2023, with the funding being placed into and drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the structure carrying PA 356 (SR 0356 SH) over Pine Run, located in Allegheny Township, Westmoreland County. The district requests to increase the construction phase in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for the replacement of the structure carrying State Route 3030 (St. Clair Way) over US Route 30, located in Hempfield Township, Westmoreland County. The district requests the increase the construction phase in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fifth administrative action was for pavement preservation and resurfacing of State Route 18 from the intersection of State Route 844 and 50, located in Canton, Chartiers, Mount Pleasant Townships and Washington City, Washington County. The district requests to increase the construction phase in FFY 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for the replacement of the structure carrying State Route 2040 (Main Street) over Redstone Creek, located in the City of Uniontown, Fayette County. The district requests to increase the construction phase in FFY 2023 and 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was for the replacement of the structure carrying PA 21 (High Street) over Toll Gate Run, located in Waynesburg Borough, Greene County. The district requests the increase of the construction phase in FFY 2023 and 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

Daniel Carpenter made a motion to approve the amendments and administrative actions from PennDOT District 12-0, which was seconded by Joe West. The motion was approved unanimously.

6. **CMAQ Performance Measures**

Chuck Imbrogno gave an update to the CMAQ performance plan and the PM3 Full Performance Period progress report, mentioning that after the presentation on this last meeting, a motion needs to be carried out to endorse the reports. Chuck gave a refresher on the performance measures, mentioning that there are six transportation performance measures defined by USDOT include two for NHS performance (Interstate Travel Time Reliability and Non-Interstate Travel Time Reliability), one for freight movement (Truck Travel Time Reliability), and three for the CMAQ program (Excess Peak Hour Delay per Capita, Percent non-SOV travel, and Total Emissions Reduction). SPC will be reporting on the 4-year performance of the previous 4 years, as well as setting targets for the next 4 years. For the PM3 congestion measures, the peak hour excess delay per capita had a 2017 baseline of 11.1 hours, there was no 2-year target, however a 4-year target of 11.8 hours was created. The actual 2-year target had 10.1 hours of delay, while the 4-year actual was 9.3 hours of delay. For the percent of non-SOV travel, a 2017 baseline of 24.8% was found, with a 2-year target of 24.6% and a 4-year target of 24.4%. The 2-year actual found the percent non-SOV travel was increased to 25.5%, and the 4-year actual was increased further to 27.6%. For the five different emissions measures, the 2019 2-year targets were not met in four of the five measures. Due to this, the original 4-year targets were updated, which the 2021 actual measures ended up meeting four of the five targets, with only the VOC emissions, which were met in 2019 and not updated for 2021, not meeting the target emissions.

Chuck next went over the targets for the draft 2023 and 2025 performance measures, starting with the peak hour excess delay per capita, which sets a target of 11.1 hours. The 2023 2-year target is set at 10.5 hours, with a 4-year target also at 10.5 hours. The percent non-SOV travel percentages has a target of 24.8%, with a 2-year target and 4-year target of 27%. The emission reduction targets for 2021 include a 107 kg/day for VOC emissions, with a 2-year target of 35.58 kg/day and a 4-year target of 71.16 kg/day. The NOx emissions for 2021 target 250 kg/day, with a 2-year target of 92.64 kg/day and a 4-year target of 185.27 kg/day. The PM2.5 emission reduction target for 2021 is 10 kg/day with a 2-year target of 4.88 kg/day and a 4-year target of 9.76/day. The PM10 emission reduction target is 0 kg/day, with 2-year and 4-year targets also at 0 kg/day. The CO emission reduction targets a 250 kg/day, with 2-year and 4-year targets at 0 kg/day. Ryan Gordon mentioned that this will be presented again at the commission meeting on the 24th to ask for their endorsement, but a motion is needed to endorse these draft regional targets as well by TTC.

Josh Krug made a motion to endorse the CMAQ performance measures and regional targets, which was seconded by Joe West. The motion was passed unanimously.

7. **Long Range Transportation Plan Update**

Ryan Gordon gave an update on the Long-Range Transportation plan, mentioning that the first work group meetings have taken place in Districts 10-0 and 12-0. The first work group meeting for District 11-0 will take place on October 26th at 10am. Ryan thanked all the participants in the first two work group meetings, and mentioned that he felt that there was good discussion of looking into impacts on the county and the road system, as well as looking into candidate projects, and review of safety measures and PM2 asset management measures. The meeting agenda for the District 11-0 meeting will be sent out next week, and a full meeting package will be sent out the day of the meeting. Ryan went over some of the milestones for the LRTP, mentioning that all three districts will have three meetings each through February, as well as updates along the way at every TTC meeting. This will produce the fiscally constrained long-range plan and the financial plan with investments. There will also be a parallel process going on with the transit operators, to develop the transit side of the fiscally constrained transit project list, which will be brought together in the

March TTC meeting. Lastly, there will be an air quality conformity for the long-range plan projects, followed by the public comment period in May of next year. There will be a series of public meetings in each county, beginning in late October to late December. Coordination on organizing those meetings will be sent out by SPCs public involvement coordinator, Rhonda Craig, and dates/locations will be sent out shortly. Presentations will be made by staff in an open house style format, and more information will be provided at a later date.

8. **Other Business/Status Reports**

There was no other business or status reports to update.

9. **Adjourn**

A motion to adjourn was made by Jeremy Kelly and seconded by Joe West. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:24 AM.