

**Southwestern Pennsylvania Commission
 Combined Transit Operators Committee (TOC) and Transportation Technical Committee (TTC)
 Meeting Minutes via Webex
 July 13th, 2023, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
 - Dan Distler, 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
 - Jason Theakston, Washington County Planning
 - Daniel Carpenter, Westmoreland County Planning
 - Brandon Leach, PennDOT Central Office
 - Dave Wohlwill, Pittsburgh Regional Transit
 - Stephen Shanley, Allegheny County Department of Public Works
 - ❖ Emily Elkin, Westmoreland County Transit Association
 - ❖ Kathy Clark, Beaver County Transit Authority
 - ❖ Lisa Kosanovich, Beaver County Transit Authority
 - ❖ Kelly Stewart, Butler Transit
 - ❖ Rudy Dudko, Fayette Area Coordinated Transit
 - ❖ Sheila Gombita, Freedom Transit
 - ❖ Ed Typanski, Pittsburgh Regional Transit
 - ❖ Mavis Rainey, Oakland Transportation Management Association
 - ❖ Anthony Hickton, SPC Staff/CommuterInfo
 - Brendan Coticchia, City of Pittsburgh
 - Tammy Frank, Beaver County Planning Commission
 - Austin McDaniel, Washington County Planning
 - Seth Davis, Pittsburgh Regional Transit
 - Amy Silbermann, Pittsburgh Regional Transit
 - Craig Toocheck, Pittsburgh Regional Transit
 - Julia Cornell, PennDOT Central Office
 - Harold Swan, PennDOT District 10-0
 - Domenic DeFazio, PennDOT District 10-0
 - Dave Hollahan, PennDOT District 11-0
 - John Quatman, PennDOT District 11-0
 - Doug Seeley, PennDOT District 11-0
 - Jessica Setmire, PennDOT District 12-0
 - Josh Theakston, PennDOT District 12-0
 - Karl Smith, WSP Inc.
 - Nancy Lyon-Stadler, WSP Inc.
 - Kelly Gray, Widmer Engineering.
 - Matthew Kelley, CDR Maguire
- **Indicates TTC voting member**
 - ❖ **Indicates TOC voting member**

Attendance Cont'd:

Domenic D'Andrea, SPC Transportation Director
 Chuck Imbrogno, SPC Staff
 Ryan Gordon, SPC Staff
 Tom Klevan, SPC Staff
 DJ Ryan, SPC Staff
 Josh Spano, SPC Staff
 Dan Bernazzoli, SPC Staff
 Ronda Craig, SPC Staff
 Zach Hollingshad, SPC Staff
 Caleb Knudsen, SPC Staff
 Russell Singer, SPC Staff
 Greg Shermeto, SPC Staff
 Dave Totten, SPC Staff
 Sara Walfoort, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Domenic D'Andrea 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 June 14th TOC Meeting Minutes**

A motion was made by Sheila Gombita and seconded by Mavis Rainey to approve the minutes of the June 14th TOC meeting. The motion was approved unanimously.

4. **Action on June 15th TTC Meeting Minutes**

A motion was made by Arthur Cappella and seconded by Jeremy Kelly to approve the minutes of the June 15th TTC meeting. The motion was approved unanimously.

5. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office and Vanessa Shamberg, FHWA**

Brandon Leach began the program center report by going over the fiscal flex deadline. Brandon mentioned that normally there has been a notification by now on this deadline, however PennDOT is still awaiting final guidance on 2023 close out activities and guidelines. Any flex requests should be sent in by the end of July, as the deadline is usually the first week of August, however formally a deadline has still not been announced. Any more information will be sent around whenever it is received on PennDOT's side. Next, Brandon spoke on the statewide version of the transportation alternatives set-aside (TASA) program. He mentioned that due to technical issues, the preapplication deadline for PennDOT's TASA has been pushed back to Friday, July 21st. All other scheduled dates will remain the same, include the final application date of September 15th. Brandon also gave an update on the Pennsylvania carbon reduction program, mentioning

that the state is looking to put together a PennDOT statewide carbon reduction strategy, and that there have been several work group meetings held recently. The 4th carbon reduction work group meeting was held on June 7th, and there is a subgroup that meets biweekly to finalize any plans made in the work groups. The final carbon reduction plan is due on November 15th, and a draft should be completed by the end of the summer, with the final copy completed by early November. Lastly, Brandon went over active grants, which includes the wildlife crossings pilot program, which is currently open until August 1st. The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) grant program is also currently open until August 18th. The multimodal project discretionary grant, which includes the INFRA, rural, and MEGA grant programs, is currently open until August 21st. The rural and tribal assistance pilot program will be opening on August 14th and will close on September 27th. The reconnecting communities in neighborhoods program is currently open until September 28th.

6. **Action on Modifications to the 2023-2026 TIP (Transit)**

Dave Totten went over the one amendment and three administrative actions to the transit TIP for the Beaver County Transit Authority. The first amendment was for a project acquiring 4 bus shelters with solar panel lighting to expand current shelter inventory and address need at high-traffic bus stops bus shelters. The transit authority requests to add the project to the TIP with \$64,000 in federal 5307, \$15,484 in state 339, and \$516 in local funding in FFY 2024. The first administrative action was for a complete vehicle overhaul project of 17 buses. The transit authority requests to remove \$360,000 in federal 5307, \$87,097 in state 339 and \$2,903 in local funding from FFY2023 and remove \$452,400 in federal 5307, \$109,453 in state 339 and \$3,647 in local funding from FFY2025 and add \$812,400 in federal 5307, \$196,550 in state 339 and \$6,550 in local funding to FFY2024. The second administrative action was for planned purchases of camera system, staff vehicles, chairs for driver break room and chairs for board room. The transit authority requests to remove \$388,000 in federal 5307 and \$93,871 in state 339, and \$3,129 in local funding from FFY2023 and add \$114,800 in federal 5307, \$27,774 in state 339 and \$926 in local funding to FFY 2024 and add \$273,200 in federal 5307, \$66,097 in state 339 and \$2,203 in local funding to FFY 2025. The third administrative action was for the planned purchase of office computers, software, servers, copiers and printers. The district requests to remove \$165,200 in federal 5307, \$48,468 in state 339, and \$1,332 in local funding from FFY 2023 and add \$270,400 in federal 5307, \$73,920 in state 339, and \$2,180 in local funding to FFY 2024. These TIP actions were approved unanimously on a motion by Sheila Gombita and a second by Anthony Hickton.

Tom Klevan then went over the one amendment and one administrative action to the transit TIP for SPC. The first amendment was for expansion of the RideACTA Shuttle first/last mile transit service in Allegheny County. The Commission requests to add the new project to the TIP with \$280,000 in federal 5307 and \$70,000 in local funding in FFY 2023. This funding is flexed from the Congestion Mitigation/Air Quality program and the project is also shown on the Title I (highway/bridge) TIP at MPMS# 110381. The first administrative action was for TDMP programming and outreach. The commission requests to add \$600,000 in federal 5307 and \$150,000 in local funding in FFY 2023. This funding is flexed from the Congestion Mitigation/Air Quality program and the project is also shown on the Title I (highway/bridge) TIP at MPMS# 117268. These TIP actions were approved unanimously on a motion by Sheila Gombita and a second by Mavis Rainey.

7. Action on Modifications to the 2021-2024 TIP (Highway/Bridge)

A. PennDOT District 10-0

Harold Swan went over the four administrative actions for PennDOT District 10-0. The first administrative action was for a safety improvement project which will eliminate crossover access along stretches of US 119 and add a new access road from US 119 at SR 2023 (Lucerne Road) to SR 3035 (Old Route 119) in Center Township, Indiana County. The district requests to increase right-of-way and add \$11,400 (80% Federal and 20% State) in FFY 2023 for a final invoice, with the source being the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a highway restoration project which includes the realignment of US 422 from Wray Plan Road to 0.18 mile southeast of Township Road #570 (Rupp Church Road) in Kittanning and Manor Townships, Armstrong County. The district requests to remove \$750 (80% Federal and 20% State) of surplus right-of-way funds in FFY 2023. The funds will be placed into the SPC District 10 Highway/Bridge Line Item. The third administrative action was for the widening of the PA 286 (Oakland Avenue) corridor from two to four through lanes, the addition of five-foot bike lanes and five-foot sidewalks in both the northbound and southbound directions from the US 422 Interchange to Rustic Lodge Road, and improvements (which will include traffic signal upgrades, additional turning lanes, ADA curb ramps, and crosswalks at traffic signals) to eight intersections along PA 286 in White Township, Indiana County. The district requests to increase right-of-way and add \$120,000 (80% Federal and 20% State) in FFY 2023 for a legal settlement that will avoid more costly litigation related to a Declaration of Taking. The source will be the SPC District 10 Highway/Bridge Line Item. The fourth administrative action was for an intersection improvement project which includes adding left-turn lanes, widening, and a new traffic signal at the existing at-grade intersection of SR 4422 (Indian Springs Road) and SR 3033 (Rustic Lodge Road) in White Township, Indiana County. The district requests to defer construction from FFY 2023 to FFY 2024 to align with the project schedule, with the sources being the PA 68 Corridor Improvements project (\$1,464,500) and the TIF Reserve Line Item (\$1,221,905). The FFY 2023 funds from Indian Springs Road/Rustic Lodge Road Intersection will be placed into the construction phase of PA 68 Corridor Improvements and the TIF Reserve Line Item.

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

B. PennDOT District 11-0

John Quatman went over the one amendment and seven administrative actions for PennDOT District 11-0. The first amendment was for the Expansion of RideACTA Last Mile Service in numerous areas including Moon, Findlay, Robinson and North Fayette Townships, all within Allegheny County. The district requests to reprogram previous approved CMAQ project in order to resubmit flex request. The project will be flexed to FTA. The source of funding will come from the SPC CMAQ line item. The first administrative action was for a transportation enhancement project which extends the Three Rivers Heritage Trail (TRHT) from the Millvale Riverfront Park and north to the developing riverfront park in Etna Borough and Shaler Township, Allegheny County. The district requests the addition of a planning and engineering phase for needs memo and alternative analysis, with the source of funding coming from the SPC Smart Transportation Initiative line item. The second administrative action was for a bridge rehabilitation project, located on Kenmawr Avenue Ramp Road over Fleet Street in Rankin Borough, Allegheny County. The district requests to advance

\$1.25M/BOF/183/LOC funding to FFY 2023 for better cash flow, with the source of funding coming from the Beaver County Local Bridge line item. The third administrative action was for a bridge rehabilitation project, located on SR 2058, Verona Road over Sandy Creek in Penn Hills Township, Allegheny County. The district requests to add a planning and engineering phase by \$300K/185 funds to TIP in FFY 2023 to initiate design, with the source of funding coming from the Bridge-Allegheny County line item.

The fourth 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 right-of-way phase by \$160K/STU/LOC for updated estimate, with the source of funding coming from the Betterment Reserve line item. The fifth administrative action was for a congestion reduction project, located on SR 2004 Freedom Crider Road at SR 2006 Lovi Road in New Sewickley Township, Beaver County. The district requests to advance the planning and engineering phase to FFY 2023 for project schedule, with the source of funding coming from the City of Pittsburgh Bus Shelters/Mobility Hubs project's right of way phase. The sixth administrative action was for resurfacing, guiderail, and pavement marking, located on Business 376 (SR 3160) in Moon Township, Allegheny County. The district requests an increase in the construction phase by \$45k to cover additional costs, with the source of funding coming from an available deobligation. The seventh administrative action was for programming and outreach, located throughout multiple municipalities in Allegheny County. The district requests to advance funds to current FY for flex request in 2023 in order to expedite grant agreement processing in 2024. The source of funding will come from the SPC CMAQ 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 administrative actions for PennDOT District 12-0. The first administrative action was for on-demand work for various structures districtwide in various locations districtwide. The district requests to add the construction phase to the 2023 TIP in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying State Route 2001 (Rudolph Run Road) over Rudolph Run, located in Perry Township, Greene County. The district is requesting the addition of a construction phase to the FFY 2023 TIP in FFY 2025 to meet environmental requirements, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the structure carrying SR 7421 (Fourth Street) over Conrail Railroad, located in North Irwin Borough, Westmoreland County. The district requests the addition of a right-of-way phase to the 2023 TIP in FFY 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

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

8. **2025 TIP Update**

Ryan Gordon gave an update to the 2025 TIP, beginning with a recent status update. The SPC pre-TIP comment period concluded on April 30th, and statewide financial, general, and procedural guidance's have been released, covering both the Transit TIP funding and TIP development, and highway/bridge funding and

TIP development as well. SPC is continuing candidate project development, and highway/bridge candidates have been identified. SPC has coordinated the PennDOT district work group meetings, and SPC transit planners will be conducting one-on-ones with transit agency staff to review carryover projects and candidate projects. SPC transit planners will be having a series of meetings with PRT to develop the PRT portion of the transit TIP. SPC competitive programs (CMAQ, CRP, and TASA) are currently open and accepting pre-applications until July 17th, SPC provided an informational webinar on June 20th, which is recorded and available on the SPC website.

The timeline for work group meetings shows one meeting per month in each PennDOT district, starting in July and running through November. The first work group meetings will review work group meeting goals, objectives, and process, as well as reviewing the new candidate projects. The second work group meetings will review final TIP financial guidance and review and assign status to submitted public comments. The third work group meetings will finish comment review and assign status to submitted public comments, while reviewing projected conditions on the NHS and adjusting project prioritization where applicable. The first work group meetings will kick off on July 13th for District 10-0, July 12th for District 11-0, and July 19th for District 12-0. The second work group meetings will be held on August 7th for District 10-0, August 9th for District 11-0, and August 2nd for District 12-0. Next steps for work group members will be to participate in these two work group meetings, while SPC transit planners will be reaching out to schedule 2025 TIP coordination meetings to the transit agency staff. SPC staff is reviewing and organizing the public comments from the STC pre-TIP for review at the second work group meetings. Transit related comments will be shared with SPC transit planners and relevant transit agencies. SPC staff will be mapping the 2025 TIP candidates in preparation for the candidate screening and evaluation. Any candidate projects should also be submitted by the first work group meeting.

Next, Ryan went over the SPC competitive programs, which includes the SPC transportation alternatives set-aside program (TA), the SPC congestion management and air quality program (CMAQ), and the new SPC carbon reduction program (CRP). This is a consolidation of the process for TA/CMAQ/CRP for the 2025 TIP selection round. Ryan went over the process for these applications, starting with the applicants downloading the guidance and preapplication for projects. Applicants will then email SPC to request SharePoint access and credentials, which will be provided by SPC staff. Applicants will then have to submit their pre-application via the SharePoint by the deadline of July 17th. SPC will then have a pre-application review, and a sponsor application meeting for TA projects. SPC will provide the applicant a link and files of the eligible, detailed applications based on the pre-application information, follow-up questions to the applicant, and FHWA consultation. Finally, the applicant will prepare a detailed application and resubmit via SPC's SharePoint by the September 15th deadline. Projects will then be evaluated and selected through a selection committee, who will score all projects through their programs that they are eligible for on a technical, ancillary, and deliverability evaluation. Those projects will then be prioritized and selected projects will be presented to the SPC executive committee. The selection committee will be represented by 11 planners, one from each of the SPC counties and the City of Pittsburgh, one member from each of the PennDOT districts, three transit operators, two members of PennDOT Central Office, a member of a TMA, an air quality agency member, an active transportation member, and a freight member. These meetings will be held in mid to late October. Ryan noted that the preapplications are available for download of the SPC website, which is a single unified pre-application covering all three programs. The pre-applications are required for all projects, and to please utilize the SPC SharePoint in advance of the deadline.

9. Airport Corridor Rapid Transit Feasibility Study

Nancy Lyon-Stadler gave a presentation on the Pittsburgh Airport Transit Feasibility and Operations Study, going over the vision and purpose, a prior plans overview, study oversight, and the study tasks and schedule. The purpose of the study is to provide a vision and steps to achieve a rapid, dedicated, transit connection between downtown Pittsburgh and the Pittsburgh International Airport, and will identify and evaluate alternatives for short, medium, and long-term dedicated transit infrastructure between downtown and the airport. The vision of the study is to support Pittsburgh's ongoing transformation as a recognized national leader in technology, sustainability, and innovation through delivery of integrated and efficient transit services that equitably improve mobility and fosters economic vitality. The purpose of the project would be to provide residents access to jobs and services, and this project has long been envisioned to connect downtown Pittsburgh to the Pittsburgh Airport with a dedicated, efficient, and reliable high-capacity transit service. This study presents an opportunity to provide equitable transit service to employment and population centers along the corridor, as well as enhancing transit connections between Pittsburgh and the airport. The study will achieve an understanding of the viability of providing such service by researching and identifying feasible transit alignments and modes. Leveraging work from past studies, this study will establish a framework to understand and assess options to achieve a rapid, reliable, and efficient dedicated airport transit corridor, including identifying potential users and demographics, projecting anticipated ridership and understanding traffic patterns and impacts along the potential corridors.

Karl Smith then went over the project area and prior plans in the area. The project area spans from Downtown Pittsburgh up to Pittsburgh International Airport, bypassing a number of neighborhoods on the south and west side of Pittsburgh. This project area considers the plans in Downtown, including the Downtown Mobility Plan (2021) and the NEXTransit Downtown Plan (ongoing). The area then crosses into the West Busway, which has plans including the West Busway Area TOD Plan (2010) and the SmartMoves Connections (2021). It also includes the Gateway Station-Allegheny Station plans in the North Shore Connector Project (2016). Moving down the I-376 – 28X Corridor, the plan moves through Manchester and Chateau, with their neighborhood plan of 2019 and the Manchester (Re)united Plan of 2022. It passes by Carnegie and the Carnegie Station Park and Ride Alternatives report of 2021. Continuing down the corridor, the project area goes through the Robinson Town Centre, which includes plans for the Airport Multimodal Major Investment Study (2003), and the Multimodal transportation planning study (2021). The I-376 corridor itself has had plans around it as well, including the Airport Study (2010) West busway area TOD plan (2010), and the NEXTransit 25-year long range plan (2021). Lastly, the airport itself has had plans for its Terminal Modernization Project, which is ongoing.

Karl Smith went on to discuss why now to study the corridor again, mentioning that there continues to be a desire to provide high-capacity transit services between downtown Pittsburgh and the Airport. Today's conditions are different than when past studies were conducted, including 20 years of Pittsburgh transformation, changes in the airport, changes in land use and transportation needs near the airport and along the corridor, and the potential to support regional economic development and vitality, which the study will reflect all current conditions and needs. This project is for feasibility to determine if there is a project here to be advanced, and if needed, how to narrow the scope to fund a study of formal alternatives. Karl mentioned the steering committee on this project, which consists to members of PennDOT, PRT, WSP Inc., Allegheny County Economic Development, City of Pittsburgh, the Airport Authority, and SPC, as well as various townships and transportation management areas along the corridor. Currently, the steering committee has had two meetings, the first meeting which went over visioning and objectives, as well as a transit market analysis, while the second meeting went over corridor alignment concepts and discussed ridership estimates. A third steering committee meeting is set for September, in which an evaluation of cost and ridership estimates, alternatives evaluation, and funding options will all be discussed.

10. UPWP Second Year Highlights

Members of SPC staff gave updates on the upcoming fiscal year for their departments, beginning with DJ Ryan, the director of strategic initiatives. DJ began by giving an overview on what his department has been working on, which includes active transportation, freight management, environmental programs, and sponsored programs. Firstly, on the active transportation side, there are a number of bicycle and pedestrian issues being worked on across the region. Leann Chaney is working on the development of a complete streets policy, which should be ready for the commission by the end of the year. Work with stakeholders and members of the active transportation forum is continuing on that for the upcoming months. On the freight side, Sara Walfoort has been working with the Counties on freight. DJ and Sara will be working this year on a project on the Allegheny River, in conjunction with the Army Corps of Engineers, on helping with impacts to the hours of operation on the locks of the river. This issue could prohibit commercial traffic and recreational boaters from travel up and down the Allegheny River, and work is beginning in the coming months on helping to mitigate said impacts. Next, DJ highlighted Catherine Tulley, who is the new environmental programs manager at SPC, working on things such as electric vehicles, carbon reduction, and water resources. That department will be diving into stormwater and wastewater management issues in the next couple of weeks.

Lastly, on the sponsored programs side, DJ mentioned that carbon reduction and transportation alternatives programs which are currently underway. He also mentioned the safe streets for all program, which SPC has submitted a grant for, which SPC will be working with Allegheny County and the City of Pittsburgh on in order to implement a Vision Zero project across the SPC region. Sponsored Programs is also prepping to apply for a PROTECT grant, which is a new program through DOT, as well as a multimodal project discretionary program grant. Arthur Cappella asked a question about the whether the impacts due to the lock issues on the Allegheny River would also have negative impacts to the Monongahela River. DJ answered that yes, the impacts would affect the Monongahela River as well, but due to the commercial impacts along the Allegheny River, that is the point of focus for the project. Sara Walfoort made the comment that there are no concerns currently with the Monongahela River near the downtown area, however closer to the West Virginia line and into the Morgantown MPO area they are facing similar issues to the Allegheny River here, and the Army Corps of Engineers are looking to maintain a certain level of operations, but need to maintain a high level of recreational boaters in order to continue their operations at a healthy level.

Tom Klevan gave his update on the transit planning side of SPC, beginning by mentioning that much of next year will have to do with the same things that were worked on this year, such as the programming on projects, in addition to the updating of the 2025 TIP. Tom also mentioned the support work that is done in the region with technical assistance, including supporting the tremendous amount of planning work that goes on with Pittsburgh Regional Transit in terms of implementing their long-range plan and project development. Tom mentioned that with COVID, it made a number of transit operators take a step back and look across the region at how they were working on transit and how to better develop their transit activities, and currently at least 5 different transit operators are working on transit development planning activities to improve service, in which SPC is supporting. Tom went over the mobile fare collection feasibility study that was recently conducted, of which the results will be released within the next 30 days. There will be some implementation activities related to that study that will be released as well, and will be shared with TOC and TTC when released. Lastly, Tom went over the Transit portion of SmartMoves Connections, the SPC long-range plan, which was implemented last year. This includes opportunities for micro transit, including first and last mile hubs, as well as micro transit planning in a handful of different areas in the region.

Tom next discussed the update to the coordinated transportation plan, which is a federal requirement of the MPO with coordination between transit offerings and public transit services in the region in regards to human services. The human services transportation is associated with protected federal populations, and a lot of transit planning that currently goes on is based around these populations and their needs. This includes the shared ride programs and the 5310 transit programs, which are an important cornerstone of transit service in every county in Pennsylvania. The shared ride program, as it currently stands, is unsustainable on a funding scale, so it is being looked into as a part of the coordinated transportation plan as to how it can be funded in the future. With the coordinated transportation plan, SPC intends to look at it differently than in the past, hoping to drill down and look at project needs and project development in order to change money flow a be a bit better and more streamlined to regional needs. This plan will kick off sometime in the next month, and SPC will keep the TOC and TTC updated throughout the plan's stages.

Next, Anthony Hickton went over the Transportation Demand Management (TDM) initiatives for SPC, which includes the CommuteInfo program. The program is currently trying to rebuild ridership in the vanpool and carpool programs, which has fallen since COVID, which is making progress slowly. They are currently trying to utilize their new platform, AgileMile, to promote and increase ridership in both modes. In the next couple of weeks, negotiations are beginning with Enterprise, the vehicle provider, for that program in order to secure a 3 to 5-year contract. Anthony also mentioned that they are working on efforts to elevate awareness surrounding TDM projects and opportunities. They have contracted a local marketing firm named Market Space to develop this new campaign, which will be titled "Join the TDM Movement". This will be a 3-step approach to increase awareness, with the first step focusing on the planners and policy makers in the region, which includes promotional activities surrounding TDM. SPC will also look to get involved with the American Planning Association to enhance connectivity to planners, which includes a webinar which will be hosted in either October or November this year. The second step will be going back to employers and business owners to try and increase awareness and participation in activities in the region to benefit their employees and businesses as a whole. And the third step will be then to involve the general public, in order to know what is available for them. Mavis Rainey made a comment that they would like the Oakland Transportation Management Association to work with Anthony on this endeavor.

Josh Spano gave an update on SPC Operations and Safety department, beginning with the three upcoming road safety audits (RSA's) for the upcoming fiscal year. The first RSA is for the 2nd phase of West Liberty Avenue, of which the first phase was recently completed from the Liberty tunnel up to Potomac Ave. in Dormont. This phase will look at West Liberty Ave. from Potomac Ave. to Cochran Ave. in Dormont, as well as Mount Lebanon. The second RSA is on US 422 from Greenwood Drive to Midway Drive in Butler Township and Franklin Township, Butler County. The third RSA will be on Morganza and McMurray Road from Southpointe Boulevard to SR 19 in North Strabane and Peters Township. As a follow up to the previous RSA on Liberty Avenue, there will be a look into an intersection capacity analysis of the Liberty Bridge and PJ McArdle intersection to see if the reversible lanes are still needed. Josh also mentioned that support of the TIM, or traffic incident management, as well as the Safe Streets for All application, are other things being worked on in the Safety aspect of the department. In the Operations department, SPC is currently working on the 2022 network performance metrics update. This will be updating the performance metrics of the CMP network with the updated 2022 data. There is also work on the regional ITS strategic plan, which will be focused on how to incorporate and use technology to improve safety and increase mobility for all modes of transportation, including identifying functional or cost-effective solutions and enhancing transportation equity.

The department is also working on the regional traffic signal program, which is in Cycle Four. The four projects in District 10-0 they have completed include the Worthington/West Franklin two signals on US 422, the Rochester Road corridor retiming in Cranberry Township, and the SR 228 and SR 19 retiming, also in Cranberry Township. There was also a project completed on three signals in Penn Township in District 12-0. Another project in North Huntingdon has hit some snags, including a cabinet issue and is awaiting new GPS units, but is 95% complete with the implementation of the construction phase, and then the 15 signals along Route 30 in North Huntingdon can be retimed. District 11-0 has six projects in Baden Borough, Plum Borough, City of New Castle, SR 50 in Collier, Heidelberg, and Scott Townships, Bellevue Borough, and Robinson Township. For these projects, there has been a delay in the equipment delivery based on ongoing logistics issues. The equipment should be delivered in the next few weeks and then they can kick off implementing the projects for the new retiming's. Cycle Five for applications is underway as well, with five applications received, three from Cranberry Township, one from Monroeville, and one from Westmoreland County on Mt. Pleasant Road for signal upgrades.

Lastly, Chuck Imbrogno spoke on the modeling and data analysis side of SPC, and his departments review of the urbanized boundary designations. He presented that SPC has created an in-house interactive map in order to begin updating the urban boundaries, which is updated every decade with the decennial census. The Census Bureau redefines the urban areas, and changes different criteria points, which requires SPC to look at the urban boundaries, and smooth them out for purposes of roadway functional classes. Chuck began by showing the 2010 SPC urban areas, and then the adjusted urban areas, explaining how the urban roadways shaped the adjusted and smoothed areas in order to better maintain functional class along roadways. Chuck then overlaid the updated 2020 urban areas on top of the 2010 urban areas, showing where it has changed in the last 10 years due to those refined criteria points. After overlaying the urban and rural roads on top of the 2020 urban areas, Chuck explained that some of the roads that are now in urban areas would have to be reclassified as urban roads, instead of rural roads, due to the change in urban areas. Chuck mentioned that the functional class of roads is important, as there are different design and funding criteria for urban vs rural roads, and it helps with future improvements knowing what type of roads need to be planned. He also showed these urban areas for other parts of the SPC region, and explained that those areas as well would need to be adjusted for the new 2020 census data. This map will be available for all the counties to look at, and will be working with each county on their urban areas over the next few months in order to adjust and smooth each of the areas, much like in 2010.

11. Other Business/Status Reports

There was no other business or status reports to update.

12. Adjourn

A motion to adjourn was made by Amy McKinney and seconded by David Wohlwill. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 12:03 PM.