

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
September 19, 2024, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Dan Distler, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Tyler Zeh, 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
- Nathan Clair, Westmoreland County Planning
- Stephen Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Seth Davis, Pittsburgh Regional Transit
- Ed Typanski, Pittsburgh Regional Transit
- Kathryn Simpson, Pittsburgh Regional Transit
- Savannah Grooms, Washington County Planning
- Becky Butler, Washington County Planning
- Shubh Thakkar, City of Pittsburgh
- Trajan Jones, Indiana Borough
- Julia Cornell, PennDOT Central Office
- Kenana Zejcirovic, FHWA
- Tosh Chambers, Pittsburgh Downtown Partnership
- Kristin Saunders, Toole Design
- Dan Laird, GAI Consultants
- Dave Totten, HDR, Inc.
- Harold Swan, PennDOT District 10-0
- Alice Hammond, PennDOT District 10-0
- Doug Dupnock, PennDOT District 10-0
- Alicia Kavulic, 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
- Stephanie Ma, PennDOT District 11-0
- Josh Theakston, PennDOT District 12-0
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Chuck Imbrogno, SPC Staff
- Dan Bernazzoli, SPC Staff
- Leann Chaney, SPC Staff
- Emily Clarvit, 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 10:02 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on August 15th TTC Meeting Minutes**

A motion was made by Josh Krug and seconded by Ann Ogoreuc to approve the minutes of the August 15th TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office and Kenana Zejcirovic, FHWA**

Kenana Zejcirovic gave an update on the joint STIP planning findings, of which FHWA and FTA are currently in the final stages. The findings should be available by the next TTC meeting. On discretionary grants, Kenana mentioned the announcement of the availability of \$800 million in funding through the low carbon transportation materials program, which was created through the inflation reduction act. This provides funding for the use of construction materials that have lower levels of greenhouse gas emissions. The application deadline for this grant is November 25th, and Kenana will send out a link to the application to the TTC group. The deadline for the Reconnecting Communities pilot program and the Restoration and Enhancement Grant program are both on September 30th, while the deadline for the Bridge Investment Program planning and bridge project grants are due on October 1st. Kenana also mentioned two upcoming webinars: one for the best practices to get big infrastructure projects off the ground, which is on October 8th, and a project acceleration for the public good webinar on October 22nd.

Ryan Gordon gave an update sent from Brandon Leach for Central Office, as Brandon was unable to make the meeting. Firstly, Ryan discussed the NEVI program round 1B awards, which were announced on August 15th. A link to the projects awarded, as well as a project map of rounds 1 and 1A, were sent out to the TTC. PennDOT is seeking feedback for the next phase of the NEVI plan and remaining NEVI investments, which totals \$102 million. Recently, PennDOT submitted the 2024 NEVI plan update to FHWA, which outlines progress on the National Electric Vehicle Infrastructure program and how PennDOT proposes to begin the programs community charging phase, which will bring investments to communities across Pennsylvania. The department has requested that FHWA certify it has met requirements for Pennsylvania's 1,800 miles of Alternate Fuel Corridors and can begin investing the state's remaining \$102 million in NEVI funding to develop community charging infrastructure. The responses to this feedback survey will help PennDOT refine and implement the community phase of the NEVI program, and the survey will also be sent out to the TTC members. This survey closes on October 11th. Next, Ryan discussed the Multimodal Transportation Fund (MTF) announcements, which included several projects in the SPC region. These projects were highlighted in the announcement, which was sent out to the TTC in the meeting packet. This included over \$51 million in funding to 66 projects across Pennsylvania, ensuring a safe and reliable transportation system for all Pennsylvanians. The next round of the MTF will open on September 23rd, and will be due on November 5, 2024. These grant recipients will be announced early next year.

5. Action on Modifications to the 2023-2026 TIP

A. PennDOT District 10-0

Harold Swan went over the three administrative actions for PennDOT District 10-0. The first administrative action was for a replacement of the structure carrying SR 3007 (Clarksburg Road) over Blacklegs Creek, located in Conemaugh Township, Indiana County. The district requests to increase construction by \$82,363 (BOF) in FFYs 2024 and 2025 for a low bid cost increase, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a safety improvement to eliminate crossover access along stretches of US Route 119 and to add a new access road from US 119 at SR 2023 (Lucerne Road) to SR 3035 (Old Route 119), located in Center Township and Homer City Borough, Indiana County. The district requests to increase right-of-way by \$268,000 (581) in FFY 2024 to pay for a final legal settlement to close out the project, with the sources coming from the 10-2 SR 3021 Corridor Improvements project and the SPC District 10 Highway/Bridge Line Item. The third administrative action was for replacement of the structure carrying PA 138 (Euclid Road) over a tributary to Muddy Creek, located in Clay Township, Butler County. The district requests to increase construction by \$91,000 (185) in FFY 2025 to fund the project for advertisement with a final estimate that reflects current unit prices and inspection costs, as well as to defer utilities from FFY 2024 to FFY 2025. The source of funding will come from the low bid savings from the SR 3007 over Marshall Run #1 project.

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

B. PennDOT District 11-0

John Quatman went over the five administrative actions for PennDOT District 11-0. The first administrative action was for a bridge replacement project, located on Frankfort Road over Raccoon Creek in Potter Township, Beaver County. The district requests to replace \$7,586,193 (BRIP) and \$420,947 (185) with \$2,435,642 (STP) and \$5,571,498 (STU) in FFY 2025 to capture obligation, with the source of funding coming from the Beaver Avenue, Betterment Reserve, and Allegheny County Local Bridge Preservation line items and the Ewing Road over Meek Run project. BRIP Funding will be placed into the Bridge-Allegheny County line item. The second administrative action was for a highway restoration project, located on SR 51, Clairton Blvd, from Coal Valley Road to the SR 51 cloverleaf in Pleasant Hills Borough, Allegheny County. The district requests to increase the construction phase by \$4M (NHPP) in FFY 2024 to cover low bid and advance funding by \$6,224,344 to FFY 2024 to capture additional obligation. The source of funding will come from numerous sources including Beaver County Local Bridge, Allegheny County Local Bridge, City of Pittsburgh BPRSF, Bridge-Allegheny County, and SPC Regional Safety line items, along with three available deobligations and funding from Larimer Avenue Bridge and CM03 – Campbells Run No. 3 projects based on their current schedules.

The third administrative action was for a safety improvement project, located on SR 51, Clairton Blvd, from Peters Creek Road to Provost Road in the City of Pittsburgh, Baldwin, Brentwood, Jefferson, Pleasant Hills and Whitehall Boroughs, all within Allegheny County. The district requests to increase the construction phase by \$200,000 (CAQ) in FFY 2024 for additional oversight., with the source of funding coming from the SPC CMAQ line item. The fourth administrative action was for Consultant Services for materials inspection,

located districtwide. The district requests to add a construction phase by \$135,000 (581) in FFY 2024 to cover SFY 2024 materials inspection support, with the source of funding coming from the Betterment Reserve Allegheny County line item. The fifth administrative action was for the remediation of damaged roadway, shoulder, and other right of way areas to repair washouts, slopes, drainage systems, bituminous and concrete failures, located on various state routes in Allegheny, Beaver, and Lawrence Counties. The district requests to add construction by \$619,596 using State (581) funds in FFY 2024 for Nova Chip overlay on section of SR 910, with the source of funding coming from the Betterment Reserve line item.

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

C. PennDOT District 12-0

Josh Theakston went over the one administrative action for PennDOT District 12-0. The one administrative action was for the trail extension and tunnel preconstruction for the Westmoreland Heritage Trail's Middle Gap Development, located in Murrysville Borough and Salem Township, Westmoreland County. The district requests to transfer SXF funds from construction phase to planning and engineering phase on 2023 TIP in FFY 2024, which will be sourced between phases with no intermediary line item.

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

D. Transit TIP Updates

Chuck Imbrogno gave an update on the one administrative action from the TOC meeting yesterday, which was a CMAQ project that was flexed to FTA in FY2024 for \$630,000, moving the funding from the 2023 TIP to the upcoming 2025 TIP in order to resubmit the project to FTA as early as possible in the next TIP cycle.

6. **TASA Program: Indiana Borough Project Proposal**

Ryan Gordon gave a presentation on the recently selected Indiana Borough TASA project, which was for sidewalks along North 6th Street. The original project would have constructed 220 feet of new 5-foot wide sidewalks, addressing a sidewalk gap between Clark Street and Indiana Area Senior High School. This project was approved for \$100,000 in SPC regional TASA funding in the Fall of 2023, however after review from city engineers, and with input from PennDOT District 10-0 representatives, the project was determined to not be feasible at the current cost due to site obstacles and impacts. These obstacles and impacts included two telephone poles, two street signs, a gas line, a retaining wall, and the porch of a resident that extends into the right-of-way. Given the ADA compliance issues, identified impacts, and increased cost of the project, Indiana Borough decided to not proceed with the project. In August, Indiana Borough contacted SPC to request a new project location along 13th Avenue and Oakland Avenue, located opposite of IUP campus, up to an apartment complex on the east side of 13th street.

Indiana Borough is proposing a sidewalk addressing another sidewalk gap for students and community members. The new location was also identified in the Indiana Borough Active Transportation Plan as a sidewalk gap, and has support from the Boroughs bicycle and pedestrian community. This project will

construct 190 feet of 5-foot wide sidewalk and will fix the sidewalk gap near IUPs campus. With new development planned on the street, this will also increase the pedestrian volume in the corridor in the near future, as well as help enhance the student access to the IUP campus. he approved TASA amount will remain the same as before. Ryan mentioned that unless there is objections or opposition from the committee, SPC will tell Indiana Borough that they are ok to move forward with this new project, however if there are objections, SPC will make Indiana Borough reapply for the TASA program next cycle. Josh Krug from Indiana County and Trajan Jones from Indiana Borough both thanked SPC for taking the opportunity to consider the new project, and noted that it does connect with plans in the County and Township to improve connectivity.

Arthur Cappella a motion to approve the proposed project switch in Indiana Borough from North 6th Street Sidewalks to 13th Avenue Sidewalks, which was seconded by Nathan Clair. The motion was approved unanimously, with Josh Krug abstaining.

7. **Active Transportation Plan Update**

Kristin Saunders gave a presentation on the SPC Active Transportation Plan update, which was originally developed in 2017-18 and then adopted in 2019. This will be an update to the plan, since much has changed in the world of active transportation in Western Pennsylvania since 2019, including new bike share programs and micro mobility, expansion of trail systems, and changes in remote work and commute trips after COVID. The plan update will be a collaboration between SPC and Toole Design, working on stakeholder engagement, existing conditions analysis, multimodal network analysis, and public engagement. It will also include high level plan goals and objectives, a full multimodal analysis, a national design guidelines review, a design treatment toolbox, and a policy toolkit. The plan will look at active transportation networks at the local level, which can impact regional issues when everything comes together. This will provide regional context and assistance for local agencies to establish cohesive active transportation networks at a regional level. Kristin also mentioned that funding and policy decisions happen at the regional level, however these influence decisions at the local level.

Kristin gave an overview of the schedule for the plan, starting in June 2024 with an existing conditions analysis which runs through the end of September. This will lead into the multimodal network analysis which will run from mid-September through the end of 2024, with the draft report being worked on from mid-December 2024 up to the final report being released at the end of March 2025. The multimodal network analysis will look to answer certain questions in the region, such as which areas have low-stress access to jobs, transit, businesses, and schools, as well as how many people can access trail networks without an automobile. It will also look to address where critical gaps exist in the bicycle and pedestrian networks, and where it is safe to walk, bike, and access public transportation. Ann Ogoreuc asked about public participation, which Kristin mentioned that there will be multiple public meetings, including at least one in each PennDOT district, as well as an online survey to collect information from the public. There will also be a steering committee established in order to review scope and schedule, and the first steering committee meeting should be taking place relatively soon.

8. **SPC GIS Presentation – Non-PRT Bus Stop and Route Data**

Emily Clarvit gave a presentation on new GIS mapping data for SPC, specifically for non-PRT bus stop and route data. This new data is available on SPCs GIS hub site, which is near the bottom of the main page. On the splash site for the data, there are links to each of the non-PRT transit providers websites, since this data

will be updated frequently, however if there are road closures or route changes, it is still better to check the transit providers websites. The legend on site shows that each transit provider is labeled in a separate color, and all park and rides along the routes are marked. Clicking on the park and rides show the capacity of each stop. Emily also showed that zooming closer to the City of Pittsburgh will also show POGO bike share stations throughout the City. Busways are also highlighted in order to show what routes are utilizing the busways. Emily then went into detail on some of the main functionality of this GIS site, showing that you are able to focus into one transit providers routes, as well as just single routes along each transit provider. This will also show each individual stop along these routes, as well as an aerial view of the stop and a Google Map street view when available. You can also click the route in the GIS map for more information on the route, which includes a schedule of bus routes and the days of the week which that route runs.

Emily mentioned that the main point of collecting the route data was to show a regional perspective on Transit in the SPC region. Having a mapping tool available to see every transit route in the region and where certain transit providers connect with one another, while also seeing where possible connections could occur in the future. The addition of the PRT stops to this map, possibly being something that can also be toggled on and off, is also being considered for future updates. Emily mentioned that if anyone is looking at this map later and notices anything inaccurate or not up to date, to please send her an email or contact the SPC GIS team at spcregion.org.

9. **UPWP Development**

Ryan Gordon gave an update to the development of the 2025-2027 UPWP, which currently SPC is on a very tight deadline to get submitted. This is the two-year work plan, which is different than the one-year UPWP, which SPC just submitted this year and are currently in. This is a federal requirement that covers SPCs key transportation areas, the data team support, and our public involvement and communication support. Ryan made a note that any areas, such as counties or cities, which may need technical support on anything transportation, planning, or programming in the next few years. He mentioned examples such as comprehensive plans for transportation or development of an active plan. Ryan mentioned that SPC can help with these types of assistance, however we would need to specifically reference it within the UPWP, so please let Ryan know if any assistance will be needed by early October. Ryan discussed that every group is currently on their individual areas for the overall UPWP, and then we will come back in November and he will discuss what is all in the final UPWP, which is what is covered in the TTC meetings, such as TIP updates, and the upcoming Long-Range Plan update. A question was asked by Jason Theakston about the changes from the one-year UPWP to the two-year UPWP, which Ryan answered that it now syncs up so that SPC doesn't have to work on the UPWP and the TIP update in the same year. Now they will both be on separate bi-yearly update cycles, making it easier for SPC to work on both the UPWP update and the TIP update.

10. **Other Business/Status Reports**

Josh Krug gave an update on the Route 22 pedestrian and bicycle bridge in Burrell Township, Indiana County. This project has been put to bid and has been let, coming in under budget based on the funds that the County has collected for it. SPC contributed to an innovate funding strategy over the past year to get this project over the line, and it looks likely that the project will start construction sometime in 2026. Ann Ogoreuc asked about pedestrian connections on either end of the bridge, which Josh answered that one part of the Hoodlebug trail does end at Cornell Road, meaning that a portion of the trail to the bridge will need to be traversed along a roadway. There are planned improvements along this part of Cornell Road to increase the safety of those traversing it by walking or biking. The other end of the bridge will empty into a

park-and-ride lot. Ann asked about the innovating funding that was placed onto the project, which Josh answered that it was a mix of DCD, DCNR, a contribution from the Mellon Foundation and other private funds, SPC TASA funding, SPC CRP funding, and MTF funding. Josh mentioned that the project has been worked on since around 2012, and he was very pleased to see it at the point of construction.

11. **Adjourn**

A motion to adjourn was made by Jeff Skalican and seconded by Ann Ogoreuc. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:30 AM.