

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
June 12, 2025, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Dan Distler, Beaver County Planning and Economic Development
- Nathan Werner, Butler County Planning and Economic Development
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Kyle Lamb, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Becky Butler, Washington County Planning
- Josh Spano, Westmoreland County Planning
- Jeff Skalican, City of Pittsburgh
- Amy Mathieson, Airport Corridor Transportation Association
- Mavis Rainey, Oakland Transportation Management Association
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Tammy Frank, Beaver County Liquid Fuels
- Kevin Gray, Butler County Planning and Economic Development
- Tosh Chambers, Pittsburgh Downtown Partnership
- Matt Pavlosky, Port of Pittsburgh
- Nathan Clair, Westmoreland County Planning
- Justin Piel, Westmoreland County Planning
- Brendan Coticchia, City of Pittsburgh
- Kathryn Simpson, Pittsburgh Regional Transit
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Dan Laird, GAI Consultants
- Andy Waple, AECOM
- Ross Buchan, Larson Design Group
- Domenic DeFazio, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Baker, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lillian Gabreski, SPC Transportation Planning Director
- Ryan Gordon, SPC Staff
- Chuck Imbrogno, SPC Staff
- Devon White, SPC Staff
- Nancy Hirsch, SPC Staff
- Leann Chaney, SPC Staff
- John Weber, SPC Staff

- Indicates TTC voting member

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:03 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on May 8th TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Josh Spano to approve the minutes of the May 8th TTC meeting. The motion was approved unanimously.

4. **PennDOT Central Office/SPC Transportation Director Report**

Brandon Leach gave the PennDOT Central Office report, beginning with an update on the Statewide Transportation Set Aside Program (TASA), which is a program that provides funding for projects and activities to fund off-road pedestrian and bicycle facilities, infrastructure improvements for improving non-driver access to public transportation, enhanced mobility, community activities, and environmental mitigation. TASA guidance and procedures are being finalized and will be sent out from Central Office, which will highlight the requirements for the program. The application period will open on July 14th for the draft application, which will be due on September 5th, with the final applications then due on October 31st. Any questions on the program can either be sent to Ryan at SPC or to Justin Cambric at the PennDOT Program Center, of which Brandon can provide email and phone number. Next, Brandon discussed the Automated Red Light Enforcement, or ARLE, program, which opened on June 1st and will be open until June 30th of this year. The 2025 program will continue to prioritize safety enhancements considering both PennDOT's safety network screening methods for project locations and crash modification factors associated with proposed improvements. A preapplication scoping form is required prior to submitting a final application, and both of these should be submitted via the ARLE resource account through Grants.pa.gov. Brandon will send a link to this program and any additional information to whoever would like this information.

Lillian Gabreski gave the SPC Transportation Directors report, beginning with the updated meeting schedule for SPC for the rest of 2025 and the first half of 2026. The commission will be voting on the adoption of the meeting schedule on June 23rd, and Lillie mentioned that if there are any changes made to the schedule, she will update TTC on those changes next month. Next, Lillie spoke on the FTA triennial review, which was completed on-site with SPC staff and FTA designated staff. SPC is conducting the exit interview on June 17th, and once everything is wrapped up SPC will update TTC with what comes out in the final report. Lillian thanked all the SPC staff who worked on the review, and to the TMAs for working with Devon on sending anything over which SPC needed for the review. Next, Lillian spoke on the USDOT certification review, which is coming up at the end of July. There will be an on-site review on July 30th and 31st, and SPC has just completed the desk review process and have submitted all planning documents to FHWA for review. SPC has not heard back from FHWA on anything, however they will let SPC know if anything else needs to be submitted before the July 30th review. There will also be a public meeting as part of the review, most likely in the afternoon on July 30th. Lillian encouraged the members of TTC to attend this meeting, as usually this meeting is a part of the joint TOC/TTC meeting when it occurs, however this year we were encouraged to make it a separate meeting at the end of the month. SPC will be presenting on what a certification review is and the work that SPC has accomplished in the past four years, and will give the members of the public and SPC stakeholders an opportunity to engage with SPC and give your take on the organization.

5. Action on Modifications to the 2025-2028 TIP

A. PennDOT District 10-0

Domenic DeFazio went over the one administrative action for PennDOT District 10-0. The first administrative action was for the rehabilitation of the existing structure carrying PA 66 and the Graff Bridge Ramp (SR 8008) over US 422, SR2025 (Garretts Run Road), and Garretts Run, located in Manor Township, Armstrong County. The district is requesting to decrease construction due to low-bid savings and to compress cashflow to align with the project schedule. This action will advance all construction funding to the TIP in FFY 2027 from the Bridge to Nowhere EB/WB PM project (\$2,219,412 is being swapped from FFYs 2027 and 2028 and then replenished in FFYs 2029 and 2030) and the US 422 over PA 356 project (\$9,216,171 is being swapped from FFYs 2027 and 2028 and then replenished in FFYs 2029 and 2030), with unneeded construction funds in the amount of \$1,721,241 (STU – FFY 2029) being placed into the SPC District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

John Quatman went over the three amendments and ten administrative actions for PennDOT District 11-0. The first amendment was for the implementation of safe alternative transport routes and pedestrian connectivity, located in Fairview Park in South Fayette Township, Allegheny County. The district requests to add a construction phase to TIP by \$802,060 (TAU) and \$853,300 (LOC) in FFY 2026 for anticipated Spring 2026 letting, with the source of funding coming from the SPC Region TAU line item. The second amendment was for a slide correction, located on SR 3081 (Montour Street Extension) between Intersections of Rosedale Ave/Woodcrest Ave and Grace Street in Coraopolis Borough, Allegheny County. The district requests to add a construction phase to TIP by \$1M (STP) in FFY 2025 and by \$360K (STP) and \$340K (581) in FFY 2026 for an anticipated early 2026 project letting, with the source of funding coming from the Betterment Reserve line item. The third amendment was for a bridge replacement project, located on State Route 4003 (McKnight Road) over Girty's Run in Ross Township, Allegheny County. The district requests to advance the planning and engineering phase by \$600K (BRIP) to 2026 to initiate design, with the source of funds coming from the District's Bridge line item.

The first administrative action is for Diesel Emissions Reductions and Alternative Fuel Technologies, located in Multiple Municipalities throughout SPC Region. The district requests to increase the construction phase by \$5.025M (PRIVATE) funds in FFY 2027 to match 50% CMAQ funds. The second administrative action was for a safety improvement project, located at numerous locations from within District 11-0. The district requests to increase the construction phase on the following signal projects to cover items plus oversight: MPMS# 117271 (SR 50 Signal Upgrades), increase the construction phase by \$262,794 (CAQ) in FFY 2026, MPMS# 117273 (SR 8 Signal Upgrades), increase the construction phase by \$125,095 (CAQ) in FFY 2026, and MPMS# 117274 (SR 286 Signal Upgrades), increase the construction phase by \$40K (CAQ) in FFY 2026. The third administrative action was for a bridge replacement project, located on SR 1019, Brush Creek Road over Branch Brush Creek in New Sewickley Township, Beaver County. The district requests to add a preliminary engineering phase by \$400K (185) in FFY 2026 to initiate design and to defer the final design phase by \$300K

(185) in FFY 2026 to FFY 2027 for project schedule. The funding will both come from and be placed into the District's Bridge line item. The fourth administrative action was for a slide remediation project, located on SR 4032, Fern Hollow Road between Audubon Road and Camp Meeting Road in Sewickley Heights and Bell Acres Boroughs, Allegheny County. The district requests to add a preliminary engineering phase by \$200K (581) in FFY 2025 to initiate design, with the source of funding coming from the Betterment Reserve line item.

The fifth administrative action was for improvements to bus stops, addition of pads, and installation of shelters for transit riders. Improve pedestrian crossings and access, located along SR 837 from West Street in Homestead to Duquesne Boulevard in the City of Duquesne and at the McKeesport-Duquesne Bridge in Duquesne and Lysle Boulevard in the City of McKeesport, Allegheny County. The district requests to advance the construction phase by \$960K (TAP) from FFY 2026 to 2025 to flex funds to FTA, with the source of funds coming from the TAP Reserve line item. The sixth administrative action was for safety and accessibility improvements, including crossing improvements and signal replacements, located on Brownsville Road between Stewart Avenue and Calhoun Avenue in the City of Pittsburgh, Allegheny County. The district requests to add a final design phase by \$560K (CAQ) and by \$140K (LOC) to TIP in FFY 2027 to process reimbursement agreement, with the source of funding coming from the SPC CMAQ Line Item. The seventh administrative action was for transit improvements and programs, located in the Borough of Wilkinsburg, Allegheny County. The district requests to advance the construction phase by \$1,780,403 (CAQ) and \$445,101 (LOC) in FFY 2026 to FFY 2025 to process flex, with the source of funding coming from the SPC Regional CRP/CRPU line item and the District 12 Hwy/Bridge Line Item.

The eighth administrative action was for transit access improvements, located from within multiple Municipalities throughout Allegheny County. The district requests to advance the construction phase by \$2.5M (CAQ) and \$1.1M (LOC) from FFY 2026 to FFY 2025 to process flex, with the source of funding coming from the SPC Region TAU line item. The ninth administrative action was for a slope remediation to include the installation of a soldier pile and lagging wall below the highway, located on the hillside supporting I-279 and SR 19 in Ross Township, Allegheny County. The district requests to add a preliminary engineering phase by \$250K (581), a right-of-way phase by \$50K (581), and a construction phase by \$450K (581) in FFY 2025 to initiate design, with the source of funding coming from the Betterment Reserve line item. The tenth administrative action was for interchange improvements, ramp and bridge construction and a ramp extension located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. The district requests to increase the final design phase by \$339K (CAQ) in FFY 2026 to cover consultant supplement, with the source of funding coming 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 Jeff Skalican. The motion was approved unanimously.

C. PennDOT District 12-0

Angela Baker went over the thirteen administrative actions for PennDOT District 12-0. The first administrative action was for the installation of a TWLTL in a corridor that is currently a 2-lane, 2-way roadway with many driveways and intersections, located in Waynesburg Borough, Greene County. The district requests to increase the utility phase for this project on the 2025 TIP in FFY 2025; HSIP funding increase will come from a deobligation to MPMS# 118709 (SPC/District 10 High Friction Surface Treatment).

The district is also requesting to increase and advance the funding in the construction phase from FFY 2026 to FFY 2025 to match the project schedule, the HSIP funds in 2026 will be returned to the SPC Regional Safety Line Item (MPMS# 76430), and the funding in 2025 will be drawn from that same line item. The second administrative action was for a signal replacement/upgrades to five signal locations on PA 18, US 40, and PA 136 in the City of Washington, Washington County. The district requests to increase the preliminary engineering phase on the 2025 TIP in FFY 2025, with the source of funding coming from Federal CMAQ funds which will transfer from MPMS# 94953 – FACO Signal Upgrades, MPMS# 88829 – PA 18 Signal Upgrades and MPMS# 114560 – 119 SW Greensburg CMAQ projects. The third administrative action was for the replacement and/or removal of 15 traffic signals at various intersections along PA 88 NB (McKean Avenue) and PA 88 SB (Fallowfield Ave), along with other miscellaneous improvements, located in Charleroi Borough, Washington County. The district requests to increase the construction phase on the 2025 TIP in FFY 2025, with the source of funding coming from Federal CMAQ funds which will transfer from MPMS# 94953 – FACO Signal Upgrades, MPMS# 88829 – PA 18 Signal Upgrades and MPMS# 114560 – 119 SW Greensburg CMAQ projects.

The fourth administrative action was for signal enhancement and miscellaneous roadway work at various intersections in Fayette County; work to be performed includes signal replacements, modifications, and the addition of ADA/pedestrian facilities at most locations. The district requests to deobligate the construction phase on the 2025 TIP in FFY 2025, with the source of funding coming from Federal CMAQ funds which will transfer to MPMS# 114561 PA 18: Main Street to Third Street CMAQ and MPMS#110399 – PA 88 Charleroi CMAQ projects. The fifth administrative action was for the replacement of three existing traffic signals located in the City of Washington: PA 18 (Jefferson Avenue) at SR 4022 (Wylie Avenue), PA 18 (Jefferson Avenue) at PA 844, and SR4022 (Wylie Avenue) at Allison Road, as well as two signals located at PA 18 (Jefferson Avenue) at SR 8014 (I-70 Ramps) and SR 4022 (Wylie Avenue) at SR 8014 (I-70 Ramps), located in the City of Washington, Washington County. The district requests to deobligate the final design phase on the 2025 TIP in FFY 2025, with the source of funding coming from Federal CMAQ funds which will transfer to MPMS# 114561 PA 18: Main Street to Third Street CMAQ and MPMS#110399 – PA 88 Charleroi CMAQ projects. The sixth administrative action was for the replacement of one traffic signal and minor improvements to seven traffic signals located on Congestion Management Corridor 88 to implement an efficient traffic signal system and coordination timings, located across Westmoreland County. The district requests to reduce the construction phase on the 2025 TIP in FFY 2025., with the source of funding coming from Federal CMAQ funds which will transfer to MPMS# 114561 PA 18: Main Street to Third Street CMAQ and MPMS#110399 – PA 88 Charleroi CMAQ projects.

The seventh administrative action was for improvements to the local structure carrying Harvey Hill Road over Grays Fork, located in Center Township, Greene County. The district requests to add a preliminary engineering phase to the 2025 TIP in FFY 2025, with the source of funding coming from Federal BOF funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The eighth administrative action was for improvements to the structure carrying Fry Hollow Road over Wilson Run, located in the City of Connellsville, Fayette County. The district requests to add the preliminary engineering phase to the 2025 TIP in FFY 2025, with the source of funding coming from Federal BOF funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The ninth administrative action was for the rehabilitation/replacement of the structure carrying State Route 1061 (Tree Mills Road) over Beaver Run, located in Salem Township, Westmoreland County. The district requests to add a preliminary engineering phase to the 2025 TIP in FFY 2025, with the source of funding coming from State A-581 funds

which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The tenth administrative action was for the replacement/rehabilitation of the structure carrying PA 381 (Farmington Ohiopyle Road) over a branch of Meadow Run, located in Wharton Township, Fayette County. The district requests to add a preliminary engineering phase to the 2025 TIP in FFY 2025, with the source of funding coming from State A-581 funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508).

The eleventh administrative action was for the rehabilitation/replacement of the structure carrying State Route 88 (Dry Tavern Road) over a Branch of Coal Run, located in Cumberland Township, Greene County. The district requests to add a preliminary engineering phase to the 2025 TIP in FFY 2025, with the source of funding coming from State A-581 funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The twelfth administrative action was for emergency improvements to the structure carrying PA 18 over Laughman Run, located in Morris Township, Greene County. The district requests to add the construction phase to the 2025 TIP in FFY 2025/2026, with the source of funding coming from State A-581 funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The thirteenth administrative action was for a reallocation of funds reducing the A-581 allocation from the District 12-0 line item in FY 2026, utilizing the District 11-0 line item, and correspondingly increase the District 12-0 line item in FFY 2025 with NHPP funds. This will also utilize the District 11-0 line item.

Josh Spano made a motion to approve the amendments and administrative actions from PennDOT District 12-0, which was seconded by Jeff Skalican. The motion was approved unanimously.

6. **2027 TIP Update**

Ryan Gordon gave an update to the 2027 TIP, starting with an update from the past month. The STC Pre-TIP comment period ended on April 30th, and the Statewide Financial Guidance Work Group and Statewide General and Procedural Guidance have both also concluded. Candidate Project development is continuing, with work group member discussing and identifying candidate projects internally for the 2027 TIP update process. The deadline to submit completed candidate submittal templates is on June 20th, and the first SPC/District work group meetings have been scheduled. These will be held in each district in July, with a second round of work group meetings to be scheduled in August. The July meeting will be focused on the process of the TIP and where each County and cities are in terms of needs for candidate projects, as well as financial guidance. Meeting two will be focused on public comments. For candidate project submission, Ryan mentioned that those projects will be submitted via the 2027 candidate template, which was emailed out to all work group members recently. The template mentions that projects should fit under one of three categories (Bridge, Roadway, and/or Safety/Operations), and must be compatible with the SPC Long Range Plan. The deadline for candidate submissions is June 20th, except for air quality, active, and community candidate projects, which come through a separate competitive process for the CMAQ, TA, and SMART programs. Next steps for work group members would be to continue to confer with key staff members on candidate projects and utilize resources to populate candidate submission templates before the June deadline. SPC staff will work on TIP work group draft meeting outlines and will continue to participate in statewide guidance development, while County public participation panel orientations will also be beginning shortly.

Next Ryan discussed the SPC Competitive Programs, mentioning that a webinar for prospective applicants was held on Monday. Ryan thanked the 60 people who attended the meeting, and

mentioned that the program guidance and pre-application forms are currently available on the SPC website. The webinar will also be placed on the SPC website for anyone who is interested in viewing it, and if you registered to be a part of the webinar you will also receive follow-up material from Ryan, including the PowerPoint and a list of frequently asked questions about the program. If you are an interested party in filling out a pre-application, please send an email to Greg Shermeto at SPC in order to receive a username and password, as well as instructions on how to submit your preapplication by the July 17th deadline. After the preapplications are uploaded to the SharePoint site, SPC will then review the information provided in the preapplications and will get back to each applicant by the end of July, to let them know what detailed applications they will need to fill out and send back to SPC by the final application deadline of September 15th. Ryan made a note that the deadlines this cycle are different than the PennDOT TASA deadline, which normally syncs up with SPCs competitive programs, as SPC needed to have everything completed by the December deadline for project selection in the 2027 TIP. There will be three selection committee meetings held in October and November, with one selection committee for all three programs. Selection Committee will consist of one member from each SPC county, one from the City of Pittsburgh, one from each PennDOT district, and then representation from Transit members, TMAs, Air Quality agencies, and other organizations related to freight and active transportation. Project evaluation will be looked at under technical, ancillary, and deliverability of the projects, and projects will be ranked and then discussed with TTC.

7. **PennDOT District 10-0 Project Highlights**

Alicia Kavulic from PennDOT District 10-0 gave a presentation on project highlights in the Butler, Armstrong, and Indiana County region of SPC. The first project Alicia discussed was the SR 422/Margaret Road Intersection project, located in Plumcreek Township, Armstrong County. This project is for the realignment and reconstruction of SR 422 at the intersection of SR 2005 (Margaret Road and Cherry Run Road). It had a cost of \$26,045,277 and will be completed in June of 2025, with the project going through final cleanup and inspections. The project also includes a stream realignment, with a two-span structure totaling 326 feet overtop of the stream with piles and caissons for the foundations. Alicia showed a series of construction photos both during and after the construction of the span structure. Next, Alicia spoke on the Three Degree Road/SR 228 Intersection project, located in Adams Township, Butler County. This project is a safety improvement project, which includes widening, through/turning lanes, access control, and drainage and guardrails. It has a cost of \$55,898,469, and is partially funded by a BUILD grant obtained by Butler County. The project has a completion date of November 2026, however Alicia mentioned that the design process was changed multiple times as other businesses develop around the area. Alicia also showed a number of photos of current construction on the site, including the roadway widenings and retaining wall construction, which protects a stormwater retention pond located near the project location. The last project Alicia spoke about was the Indiana US 422 bypass repair project, located in White, Center, and Armstrong Townships in Indiana County. This project was for concrete restoration, slab stabilization, patching, guiderail, paving, and structural work across a 9-mile long stretch of SR 422 eastbound and westbound. The cost of the project is \$14,574,877 and is scheduled to be completed in November 2025. Alicia showed some current progress pictures, including work on barrier demolition and bridge rehabilitation work.

8. **SPC Active Transportation Plan Update**

Leanne Chaney gave a presentation on the SPC Active transportation Plan update, which includes renewed goals and a collection of web-based tools and resources. The Active Transportation Plan features findings from multimodal network analyses to help local governments locate gaps and opportunities for

improvements in the mobility network. The tools provided from this plan can help prioritize projects that will encourage more walking and rolling trips, which will help advance the regional vision of “connected mobility” for all. The plan process began back in June 2014, with an existing conditions analysis. Over the process there was stakeholder engagement through active transportation forums, transportation technical committee meetings, and transportation demand management partners meetings. There were four public engagement meetings held across the SPC region, and three steering committee meetings. The final plan will include many components and will be able to be accessed via an interactive web-application, which includes an executive summary, active transportation profiles, community engagement summary, network analysis methodology, an active transportation design toolkit, multimodal plans and policies inventory, and goals, objectives, and performance measures tables. This will also all be presented to the Commission at the end of June for potential adoption.

The plan also identifies 2025-2030 focus areas, which identify key priorities to guide active transportation efforts over the next five years. This includes regional trail coordination, funding, sidewalk maintenance and repairs, and model policy development. There was also a multimodal plans and policies inventory which was completed, which comes from interviews with county planners and surveys created from municipalities throughout the SPC region. It looks to adopt and implement multimodal policies at the local level to significantly enhance active transportation, improving safety for all road users. It also looks to accelerate progress on policy changes throughout the region, and provide tools to assist local governments in adopting and implementing planned and policies that prioritize safety for people who walk and bike. Leanne then discussed the Multimodal network analysis, which is one of the key features of the updated plan. This included research questions which were analyzed, as well as supporting analysis and data stemming from each question including Level of Traffic Stress, Intersection Crossing Level of Stress, Walkshed and Bikeshed Analysis, Trail Access Walkshed and Bikeshed Analysis, Critical Links, and Trip Potential. Biking stress was measures on how comfortable it is to bike on streets utilizing roadway data to assess how stressful it feels to bike on a given street. Streets with high traffic volumes, wide cross sections, high speeds, and no dedicated bike facilities tend to be the most stressful. Pedestrian stress is measured as well, highlighting streets with high traffic volumes, wide crossings, high speeds, and a lack of signals, crosswalks, or stop signs as high stress areas for pedestrians. By analyzing these stress levels, the Active transportation plan is able to also come up with potential solutions for heavy stress areas, including the installation of crossing islands, curb extensions, pedestrian intervals, and other improvements. Leanna then went over the Story Map, which is available on the SPC website. The different tabs on the website highlight Mobility in the Region today and the future, measuring success, how SPC plans on getting there, the full multimodal network analysis, and how to utilize this plan in the future for stakeholders.

Josh Spano made a motion to recommend the Active Transportation Plan to the Commission for adoption, which was seconded by Josh Krug. The motion was passed unanimously.

9. **SPC Regional Safety Action Plan - Get Safe!**

Nancy Hirsch gave a presentation on the SPC Regional Safety Action Plan, titled *Get Safe!*, which is the second regional safety action plan that SPC has completed, the first one being completed in 2015. The plan utilizes crash data from 2020 to 2024, in which 4,978 crashes ended in death or life-altering serious injuries across the SPC region. This plan calls to action the commitment of SPC to reduce fatal and life-altering injuries on our regional transportation system to zero by the year 2075. It also looks to increase attentive driving, sober driving, calm driving, use of protective gear, increase the regional safety culture, support both

youth and older driver training, support all vulnerable road user, continue to use road safety audits to improve the high injury networks, and continue to support and strengthen traffic incident management, safety projects, and safe routes to schools. Nancy went over the vehicle crash data, which uses a Bayesian statistical framework that weights severity and mode by density across roadways. The model identifies crash density quarters by applying a half-mile moving window aggregation to the street network in a study area. This virtual window approach is moved along each street in tenth-mile increments, counting the number of crashes by severity. Each crash is scored, creating two to three tiers with a higher score indicating higher frequency of fatal and serious injury type crashes.

Nancy next went over a history timeline of SPC and safety planning, starting with the original adoption of Vision Zero in Sweden back in 1997, up through the ongoing plans in SPC right now for Safety and Safe Routes to Schools. Nancy highlighted a number of plans which have helped to gather data and perspectives on roadway safety, and also discussed the road safety audits which have taken place at SPC since 2020 and gave SPC more data on where the high injury network and where crashes are happening in the region. Nancy spoke on the unsung heroes in the region who help with safety in the region, noting people such as Evan Schoss who works as SPC's Transportation Operations and Safety manager, Neal Kayhill who is a student at the University of Pittsburgh in charge of their complete streets program, as well as people from Pittsburgh Police and EMTs for the City. Nancy also reviewed the Safe System Principles, which include that humans make mistakes, safety is proactive, humans are vulnerable, responsibility is shared, redundancy is crucial, and that death and serious injuries are unacceptable. Elements from these principles include safer people, safer vehicles, safer roads, safer speeds, and post-crash care. Nancy also spoke on other safety issues, such as speed limits and pedestrians, the lethality of larger vehicles, and blind zones in larger vehicles.

Nancy discussed public engagement for the plan, in which SPC transportation and engagement planners were involved in 24 open-house style events in all ten counties across the region, running from February to March of 2025. There was also public engagement at the regional Transit Operators Committee, the Active Transportation Forum, six events with Pittsburgh registered community organizations, the pedestrian safety quarterly meeting with the University of Pittsburgh, the Dormont Goes Green event, ten county level meetings at libraries and government offices located within the SPC region, and online survey and targeted ads on Facebook and Instagram. Nancy mentioned that over 460 conversations were had with people face to face, while another 280 responses were made online. The regional safety action plan also includes County snapshots and crash data, which gives demographic data for each county as well as a county by county glimpse at fatal and serious injury data. There is also crash factors and behaviors summaries, as well as high injury network maps, top ten high injury network lists, and street by street solutions. Next step solutions for this plan will include implementation of actions directly tied into the long-range transportation plan, which have been identified in this plan with approximate investment time and cost.

Josh Krug made a motion to recommend the Regional Safety Action Plan to the Commission for adoption, which was seconded by Becky Butler. The motion was passed unanimously.

10. **Other Business/Status Reports**

Matt Pavlosky gave an update on the Port of Pittsburgh, which services 13 counties and over 200 miles of navigable rivers. This includes commercial barges and freight movement up and down the rivers, as well as a component of recreational boating. Matt thanked District 11-0 for advancing their CMAQ amendment

earlier, as since 2013 Port of Pittsburgh has worked on 37 vessels on the region's rivers, approximately \$30 million in projects. With this project Port of Pittsburgh will have seven vessels and their first piece of landslide equipment, a crane, which will be completed later this year. The Port is also in a working partnership with SPC and as a partner of the STAR (Safety of the Allegheny River) coalition to co-sponsor a \$150,000 grant request from DCNR to pursue the impact of recreational boating on the rivers, specifically in the Allegheny River. The Port is looking to advocate on behalf of locks and dams and infrastructure on the rivers, of which recreational boating is not figured into the equation. This will begin to look into recreational boating on the river, and to look at impacts of recreational boating in reference to the locks and dams across the Allegheny River.

Matt next spoke on the Monongahela River, as at this time last year the Elizabeth Lock and Dam was removed. What that resulted in was a change in the area of mile marker 21, raising the river 3' 4" on one side and lowering the river 3' 4" on the other. What was unexpected from this removal was the saltation of the river, which saw pole depth go down to 6 feet at times, which is below the navigable depth of 9 feet. The Port of Pittsburgh is currently working with DLC engineers on a proposal under the PIDP program to dredge out facilities which weed access via a navigation channel. The US Army Corps worked on the removal and are only responsible for the navigation channel, so a straight line down the middle of the river. Port of Pittsburgh is working to pick up work on the banks of the river to help as well, and to get access to the driveway back to the channel. Matt also mentioned that there is working being done on the lack and dam at Charleroi at the moment, and there is about \$44 million needed to complete remediation and dock side location on that portion of the river. The other lock and dam being worked on is on Montgomery Lock and Dam on the Ohio River. That project currently has about \$857 million going into that project and total over \$2.4 billion by completion. More funding will need to be lobbied in order for completion of that project.

11. **Adjourn**

A motion to adjourn was made by Josh Krug and seconded by Arthur Cappella. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:58 AM.