

**Southwestern Pennsylvania Commission
Combined Transit Operators Committee (TOC) and Transportation Technical Committee (TTC)
Meeting Minutes via Microsoft Teams
July 9th, 2026, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- David Thompson, Beaver County Planning and Economic Development
- Nathan Werner, Butler County Planning and Economic Development
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Jeremy Kelly, Greene County Planning and Community Development
- Amy McKinney, Lawrence County Planning and Economic Development
- Becky Butler, Washington County Planning Commission
- Joshua Spano, Westmoreland County Department of Planning and Development
- Jeff Skalican, City of Pittsburgh
- Stephen Shanley, Allegheny County Public Works
- ❖ Mollie Crowe, Airport Corridor Transportation Association
- ❖ Mary Jo Morandini, Beaver County Transit Authority
- ❖ John Paul. Butler Transit Authority
- ❖ Rudy Dutko, Fayette Area Coordinated Transit
- ❖ Shiela Gombita, Freedom Transit Authority
- ❖ Ashley Seman, Mid-Mon Valley Transit Authority
- ❖ Mavis Rainey, Oakland Transportation Management Association
- ❖ Seth Davis, Pittsburgh Regional Transit
- ❖ Tiffany O'Neal, Town and Country Transit Authority
- ❖ Alan Blahovec, Westmoreland County Transit Authority
- ❖ Aaron Sukenik, Pittsburgh Downtown Partnership
- Tammy Frank, Beaver County Liquid Fuels
- Tom Swisher, Butler County Planning and Economic Development
- Kelly Bradigan, Fayette Area Coordinated Transit
- Jason Theakston, Washington County Planning Commission
- Milo Freese, Washington County Planning Commission
- Ashley Cooper, Westmoreland County Transit Authority
- Nathan Clair, Westmoreland County Department of Planning and Development
- Brendan Coticchia, City of Pittsburgh
- Deborah Phillips, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Gene Porochniak, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Susan Hyde, PennDOT Central Office
- Nicholas Burdette, HDR Inc.
- Derek Callaway, SAM
- Mark Cassel, Bowman
- Linda Conway, Conway Consulting

- Indicates TTC voting member
- ❖ Indicates TOC voting member

Attendees Cont'd:

Leanne Doran, KCI
 Matthew Kelley, CDR Maguire
 Justin Smith, Markosky
 Lauren Carlson, Larson Design Group
 Dave Totten, HDR
 David White, POGO
 Alison Keating, Pittsburghers for Public Transit
 Dom DeFazio, PennDOT District 10-0
 Alicia Kavulic, PennDOT District 10-0
 Adam Marshall, 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
 Michael Szurley, PennDOT District 11-0
 Jason Zang, PennDOT District 11-0
 Jessica Setmire, PennDOT District 12-0
 Josh Theakston, PennDOT District 12-0
 DJ Ryan, SPC Director of Communications and Strategic Initiatives
 Lillian Gabreski, SPC Transportation Planning Director
 Ryan Gordon, SPC Staff
 Evan Schoss, SPC Staff
 Devon White, SPC Staff
 Chuck Imbrogno, SPC Staff
 Cate Aaron, SPC Staff
 Ronda Craig, SPC Staff
 Nancy Hirsch, SPC Staff
 Zach Hollingshad, SPC Staff
 Daniel Kukula, SPC Staff
 Greg Shermeto, SPC Staff
 Russel Singer, SPC Staff
 Sara Walfoort, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**
Ryan Gordon called the meeting to order at 10:00 AM with a roll call for the TOC and TTC members.
2. **Public Comment**
There was no public comment.
3. **Action on June 11th TTC Meeting Minutes**
A motion was made by Nathan Werner and seconded by Jeff Skalican to approve the minutes of the June 11th TTC meeting. The motion was approved unanimously.
4. **Action on June 10th TOC Meeting Minutes**
A motion was made by Mavis Rainey and seconded by Alan Blahovec to approve the minutes of the June 10th TOC meeting. The motion was approved unanimously.

5. PennDOT Central Office/SPC Transportation Director Report

Brandon Leach began the report with a status update on the transit flex requests, mentioning that two requests were made, one for the PRT bus procurement and one for the Mid Mon Valley bus replacement project. These projects are currently with the Federal Transit Authority for concurrence and upon that concurrence the projects will be moved along to FHWA for final approval, hopefully before the August TOC meeting. Next, Lillian Gabreski gave a report on the passing of David Wohlwill, a colleague and member of Pittsburgh Regional Transit. A moment of silence was held for his passing.

6. Action on Modifications to the 2025-2028 TIP (Transit)

Shiela Gombita reviewed the one modification for the TOC, which was from Washington County Transportation Authority, and looks to re-obligate 5307 funds from a closed grant to a construction grant for maintenance facility construction.

John Paul made a motion to approve the administrative action, which was seconded by Alan Blahovec. The motion was approved unanimously.

7. Action on Modifications to the 2025-2028 TIP (Highway)

A. PennDOT District 10-0

Adam Marshall went over the two administrative actions for PennDOT District 10-0. The first administrative action was for traffic signal retiming and coordination with equipment upgrades and other miscellaneous construction, located at various locations in Adams Township and Seven Fields Borough, Butler County. The district requests to remove a preliminary engineering deobligation in the amount of \$36,985 (CAQ) and place it into the SPC CMAQ Line Item where it can be utilized in another District. The second administrative action was for signal upgrades and other improvements along the PA 356/68 corridor from Campus Lane to Moraine Pointe Plaza, located in Butler Township, Butler County. The district requests to remove a construction deobligation in the amount of \$49,007 (CAQ) and place it into the SPC CMAQ Line Item where it can be utilized in another District.

Jeff Skalican made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Nathan Werner. 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 slope stabilization, improve drainage and repave throughout SR 4037 between SR 68 and John E Gray Drive in Industry Borough, Beaver County. The district requests to increase the right-of-way phase by \$25,000 (581) in FFY 2026 for updated right-of-way damage estimate and add construction funding by \$1.9M (581) in FFY 2027 to fully fund project on TIP. The source of funding will come from the Betterment Reserve line item. The second administrative action 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 increase the construction phase by

\$1,400,000 (581) in FFY 2026 for current estimate, with the source of funding coming from the Betterment Reserve line item.

The third administrative action was for slide remediation and slope stabilization, located on SR 3034, Chartiers Street from Dewey Avenue to Mayview Street in Bridgeville Borough, Allegheny County. The district requests to add a utility phase by \$700K (581) in FFY 2027 to relocate PA American Water line, with the source of funding coming from the Betterment Reserve line item. The fourth administrative action was for a bridge preservation project, located on McKees Rocks Bridge, which carries SR 3104 over the Ohio River in the City of Pittsburgh, Stowe Township and McKees Rocks Borough, Allegheny County. The district requests to increase the construction phase by \$1,395,489 (185) in FFY 2026 to cover items and quantities needed to complete the project, with the source of funding coming from the District's Bridge line item. The fifth administrative action was for a deck replacement project, located on Mt. Nebo Road Bridge over I-79 NB-SB in Sewickley Hills Borough and Kilbuck Township, Allegheny County. The district requests to add a preliminary engineering phase \$100K (183) to TIP in FFY 2026 to initiate design, with the source of funding coming from the Allegheny County Local Bridge Preservation line item.

Jeff Skalican made a motion to approve the administrative actions from PennDOT District 11-0, which was seconded by Ann Ogoreuc. 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 preservation activities to various structures, located in various municipalities districtwide. The district requests to increase the construction phase, utilizing A-185 funds, on the 2025 TIP in FY 2026 for additional repairs to the structure on State Route 2020 on the contract. The source of funding will come from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for improvements to the structure carrying SR 3081 (Mt. Nebo Church Road) over a branch of Stauffer Run, located in North Huntingdon Township, Westmoreland County. The district requests to add a construction phase, utilizing A-581 funds, to the 2025 TIP in FY 2026. The source of funding will come from the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for preservation activities to various structures, located in various municipalities in Westmoreland County. The district requests to add a construction phase, utilizing A-185 funds, to the 2025 TIP in FY 2026 to cover additional work needed on the project. The source of funding will come from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

8. 2027 TIP Update

Ryan Gordon gave a report on the 2027 TIP, noting that on June 22nd the Commission passed the Draft TIP. Ryan thanked everybody that worked on the TIP over the last year and half and mentioned that the next and final steps will be to assemble the Final TIP, which includes some final documentation, as well as some smaller items which Ryan is currently working on. The deadline for the final TIP to be submitted is next Wednesday, and Ryan is confident that all items will be completed and submitted by then. After final approval from FDOT and EPA, a letter should be sent back to SPC in late September, noting the

approval of the new TIP, which will begin on October 1st. Ryan noted that there will be an after-action survey sent out in the coming weeks to evaluate the 2027 TIP process. This survey will be to assess the TIP process cycle, and to provide any feedback possible to SPC on how to improve or make the process easier for the 2029 TIP. Review of the findings from the survey will be presented to TTC in either the August or September meetings.

9. **2027 Long Range Plan Update**

Lillian Gabreski gave an update on the 2027 Long Range Plan, noting that two expert panel meetings have been held, in which SPC has worked to put together a new vision, goals, and strategies for the LRP. There will be a third expert panel meeting held next Friday, which is also the Regional Policy Conference. Emails have been sent out to County Commissioners and representatives for RSVPs for the conference, and Lillian asked to please respond to these RSVPs so that SPC can make arrangements for food and seating. Lillian also mentioned that SPC would like to see representation from every County and PennDOT district, so please try and send someone if possible so that we can have people from all over the District to give their opinions on the future of the region. The Conference will have panel discussions on the previous two expert panels, as well as breakout groups where strategies will be discussed. A second survey will be sent out in the fall to coincide with the next public comment period, which will lead into the first draft of the long-range plan to be complete by the end of September. This will be presented to the planning directors in October for feedback, with the formal vision to be presented to the Commission in December.

Ryan Gordon spoke on the project list for the Long Range Plan, noting that resources will be sent out soon to the TIP work groups to begin thinking about candidate Long Range Plan projects. The current Long Range Plan project list is already quite full; however, any new candidate projects can be submitted by each County and PennDOT district. These resources that will be provided include a list of the currently selected projects, as well as web maps and the submittal template for candidate projects. Ryan noted that the deadline to submit candidate projects will be at the end of September, and will lead into the Work Group meetings, which will be held every other month starting in October through March 2027, when the fiscally constrained project list will be completed. Ryan mentioned that discussion of funding could also be difficult as SPC waits for the passing of the latest Federal Reauthorization Bill, which could delay discussions on how much funding is available for projects on the Long Range Plan project list.

10. **Commercial Street Bridge Presentation**

Michael Szurley and Nick Burdette gave a presentation on the replacement of the I-376 Commercial Street Bridge, which was introduced by Doug Seeley. The Commercial Street Bridge project will close the Parkway East from the Edgewood/Swissvale exit through the Squirrel Hill tunnel, which will be a major impact throughout the SPC region for the next several weeks, and the presentation will go through the history of the bridge, to the work being done on the construction of the new bridge, and then the sliding of the bridge into place after the demolition of the old bridge. Michael Szurley began the presentation, noting that this project is a joint collaboration between the City of Pittsburgh, Allegheny County, PennDOT District 11-0, and the Federal Highway Administration, as well as the prime contractor HDR, S&B USA Construction, and Michael Baker International. The project replaces the existing historic Commercial Street Bridge along Interstate I-376 and utilizes accelerated bridge construction techniques while I-376 is fully closed for 25 consecutive days.

Michael spoke on the project location, noting its six miles east of the Central Business District in the City of Pittsburgh, located on I-376, the primary interstate route for the eastern suburbs to access the City. It is also

the primary connection between the I-376 Parkway and I-76/Pennsylvania Turnpike and for those traveling east of the City to Pittsburgh International Airport. Michael mentioned it's a critical route for emergency service providers, as well as visitors to the college campuses and public schools downtown. The Commercial Street bridge provides travel over Frick Park, Nine Mile Run, and Commercial Street, which is owned by the City of Pittsburgh. The historical significance of the bridge was discussed as it is listed in the National Register of Historic Places by the Pennsylvania Historical Museum Commission in 2000. Noted for its light and airy design, open spandrel arches and columns, and slender arch ribs, it is also associated with the Penn Lincoln Parkway East Linear Historic District, making it eligible for listing in the National Register of Historic Places in 2006. Completed in 1951, the Commercial Street Bridge currently is over 70 years old and carries approximately 100,000 vehicles over it per day. The bridge cannot currently safely permit loads on Interstate 376 without implementing any weight restrictions, and after three major rehabilitation projects in the past, and after review of the structural analysis, another rehabilitation project would not be feasible without changing the look, feel, and aesthetics of the bridge, which would not meet bridge design codes for the historic significance of the bridge.

Next, Nicholas Burdette discussed the replacement of the bridge, beginning with the options considered of replacement. He mentioned that at first PennDOT looked at a staged construction, looking to build approximately one-third of the bridge to the side of the other bridge and then shifting traffic over to that side while constructing the rest of the bridge. It was noted that this would cause 3-4 years of significant traffic impacts while the new bridge was being constructed, which was not a viable option. PennDOT decided to utilize the large open space in the park south of the existing bridge in order to completely build a new bridge in the space, and then during a full closure, be able to slide the bridge into the place of the old structure. This gives reduced traffic impacts, less construction near existing traffic, and limited the approach work and permanent impacts to the region. The preconstruction has been able to build all the foundations for the new bridge without impacting traffic, and then the bridge can be placed onto these foundations after it is slid into place. The new bridge is slightly smaller than the old bridge, and retains its open, airy feel and unique arched appearance, which was ranked very highly among public opinion. Public opinion on the bridge came through a number of surveys that were sent out, which included different paint designs for the bridge. The final choice for color of the bridge was a greenfield green, which helps blend into the natural forestry in the park area. PennDOT also looked at four different form liners for the bridge, which Overn was the highest rated form liner. There were over 950 responses for the color and liner of the bridge from the survey, which gave great engagement from local stakeholders.

Michael then spoke on preconstruction efforts that have already taken place, which included micropile installation, as well as construction of temporary abutments and piers in order to install the foundations. There were also the installation of a soldier pile and a retaining wall, which helped to maintain the existing lanes in each direction. Nicholas spoke on the beginning of steel erection on the new bridge, which started with the construction of the delta frames for the bridge. This was made of seven pieces and assembled on the ground before being lifted into place. After the frames were all connected together, the deck placement began with concrete being pumped up from below the bridge and then was overlaid with polyester polymer concrete on the bridge side to complete the deck. Next, Nicholas spoke on demolition of the existing bridge, which will begin with traffic closing on the bridge tomorrow night, and then will immediately begin with the removal of the current deck system, utilizing two excavators. This will leave as little as possible up top for demolition, which then the arches of the bridge will be drilled with hundreds of tiny holes in which to insert the explosives, which will then be wrapped in geotextile and chain link fence to help contain the detonation

and limit the spread of shrapnel and debris. The new substructure unit of the bridge that has been constructed will be covered with seven feet of fill, 2 layers of crane mats, and then an additional 5 feet of fill on top of that for protection from the explosion. After the demolition of the old structure, the new structure will use a skidding system from Mammoet from the Netherlands, which will lift the newly constructed bridge eight inches off the ground and, using steel plates and friction, slide the bridge a total of 105 feet into place.

Lastly, Michael spoke on the public engagement of the road closure and some next steps, noting that there have been over 50 public meetings, both with project stakeholders and community groups, over the course of the project. PennDOT has coordinated the closure period with the 511 PA app, which will be giving updates on traffic in the area while the bridge is closed. There will be signage posting the detours around the bridge, which will prioritize Penn Avenue and Fifth Avenue for detours through downtown. There is also a southern leg detour that utilizes South Bradigan Avenue to East 8th Avenue, and a smaller detour for people who live nearby which cuts through Forbes Avenue over to Beachwood Boulevard. Next Steps for the project after the bridge is slid into place and opened, which should be complete by the first week of August, will be cleanup and restoration of the Commercial Street below, as well as the Frick Park walking trail. Removal of materials, which will be recycled and aggregated, will take place throughout the Fall, with anticipated full cleanup of the site by Spring 2027. There is a site restoration plan in motion to relandscape the entire construction area once everything is completed, including numerous plants, shrubs, trees, and other vegetation.

A question was asked on the processing of the debris, and where most of the debris is going to go after the demolition. Nicholas answered that after the bridge is demolished, most of the debris will be moved from the bridge site in order to move the bridge in, when once the Interstate is back open, they will process the debris to remove and send to local facilities to process and recycle for use on other projects in the area. Another question was asked on where and how to view the demolition, which Michael answered that there will be a 24/7 livestream of the site on the Commercial Street website, and while the time and date of the demolition is not known yet, it should be announced on the day it will be demolished, and public viewing spots will not be available outside of the live stream. Mavis Rainey made a note that while I-376 is closed, park and ride facilities through PRT and Westmoreland transit will be open for commuters into the City.

11. Allegheny County Safety Action Plan Presentation

Lillian Gabreski gave a presentation on the Allegheny County Comprehensive Safety Action Plan, also known as the Vision Zero project, which began in 2022 with a Safe Streets for All program construction grant. This was unsuccessful, and when asked for more guidance, SPC was informed that they were not far enough into the design phase for the applied-for corridors for construction funding. In early 2023, SPC applied for, and this time received, a \$520,000 grant from FHWA for the Safe Streets for All program for a new Allegheny County Safety Action Plan, with the City of Pittsburgh and PennDOT contributing \$130,000 in match funding. Lillian mentioned that SPC is in the planning stage of other safety plans for the other Counties in the region, with Westmoreland County also beginning work on their own Safety Action plan, with other Counties expected in the future. Lillian went over the Safety Action Plan components, which include a planning structure and safety analysis, engagement and collaboration, a review of policies and strategies with project selections, and progress tracking and transparency in the process. The benefits of a Safety Action plan include usable data to support better decision making, which leads to safer outcomes for everyone while making the most of available safety funding. It also fosters agreement and trust among community members, stakeholders, and roadway owners. In order to apply for implementation funding through Safe Streets for All, an approved Safety Action Plan must be in place. Lillian also discussed how this plan is also a Vision Zero plan, which the

goal is to reduce traffic fatalities and serious injury crashes to zero, moving the thought that traffic deaths are not inevitable, but preventable with systemic improvements.

Lillian reviewed the project schedule, which began with data collection and goal setting in late 2024. Stakeholder interviews were conducted in early 2025, which coincided with the first round of public engagement, which included public workshops across the County. There was a survey conducted, which had a large number of responses from numerous neighborhoods in the Pittsburgh area. SPC also worked on a crash equity analysis in early 2025 which tied into the Action Plan. In Spring 2025, SPC looked to identify countermeasures, which led throughout the summer into Countermeasure prioritization, leading into documentation and strategic implementation which took place in late 2025. The Key findings of the data collection showed that the High Injury Network makes up on 16% of road miles in Allegheny County, but accounts for over 75% of all fatal and serious injury crashes. Pedestrian, speeding, lane-departure, no-seatbelt, impaired driving, and motorcycle crashes are disproportionally represented in the High Injury Network. The Safety Emphasis Areas, which hold the greatest potential for reducing fatalities and serious injuries in transportation, are looking at the main issues where overall there are fatal and serious injury crashes in Allegheny County. 40% of these crashes happen in intersections, with 32% being because of lane departures, and 27% being due to no seatbelts.

Going back to public engagement, Lillian noted that there were 349 responses to the online survey. Which included 862 location-based comments. SPC held four open houses and three outreach events across Allegheny County, with numerous interviews from agencies, nonprofits, first responders, and community leaders across the County. There were also over 2,400 visitors to the Safety Action Plan website, with over 3,700 Social Media impressions across four platforms. The top concerns found from public engagement included dangerous intersection and poor signal timing, speeding, aggressive driving, lack of pedestrian and cyclist protection, distracted driving, and inadequate sidewalk, bike lanes, and lighting. The most requested improvements in the County were better pavement conditions and signage, lower speed limits and narrower lanes, more traffic calming, safer crosswalks, protected bike lanes, improved intersection design, and stronger enforcement and public education. Next, SPC looked at the top injury network locations and group adjacent locations into corridors, checked for planned or in-progress projects, scored each corridor, and then selected ten priority corridors in order to identify proven safety countermeasures and gather public input. These ten corridors were: Fifth Avenue between Bellefield Avenue and Fifth Avenue, Aiken Avenue/Liberty Avenue from Fifth Avenue to Bloomfield Bridge, Penn Avenue from Fifth Avenue to Hay Street, Butler Street from 34th Street to 62nd Street Bridge, West Carson Street/Arlington Avenue from PJ McArdle Roadway to Corliss Street, Ohio River Boulevard from McKees Rocks Bridge to Laurel Avenue, all within the City of Pittsburgh. Outside of the City limits, there was McKees Rocks Road/Lorish Road from Steubenville Pike to Heckel Road in McKees Rocks and Robinson Townships, Homeville Road/Greensprings Avenue/Ravine Street from Homestead/Duquesne Boulevard to 8th avenue in Munhall and West Mifflin, Brownsville Road from Broughton Road to Baptist Road in Baldwin and South Park Townships, and River Road/Kennywood Boulevard/Duquesne Boulevard from Ravine Street to Oakland Avenue in Munhall, West Mifflin, and Duquesne Townships.

The next steps for the Safety Action Plan are to go back to the Safe Streets For All grant and apply for implementation funding for these corridors. Currently, SPC and Allegheny County has applied for a bundle of the Butler Street corridor, the McKees Rocks Road/Lorish Road corridor, and the Homeville Road/Greensprings Avenue/Ravine Street corridor, combined for a total of \$18 million in funding. Lillian thanked the members of Allegheny County planning who have helped with the Action Plan and the grant writing process for Safe

Streets for All, and SPC awaits the final decision on this application. A question was asked if the new Federal transportation funding Bill will continue with Safe Street for All, which Lillian mentioned that although it is not finalized, it looks like safety is a large component of the next Federal transportation Bill, so the program should be in safe hands. Another question was raised on if an evaluation of transit corridors was made during the selection of the safety corridors, which Lillian answered that PRT was a major stakeholder in the steering committee and the selection process, and there are several proposed safety improvements in the corridors for transit, including transit stops and shelters, as well as connections to light rail stops.

12. Other Business/Status Reports

Matt Pavlosky gave a report on project updates for the Port of Pittsburgh, noting that the Port is running the project concurrently with the US Army Corps, on the Montgomery Lock and Dam in Beaver County is currently under construction. This is a projected 8-9 year long project, totaling \$1.6 million on the replacement of the lock chambers and retaining walls. Phase two is about to begin, with project completion looking around 2034-2035. Pittsburgh also has applied for a grant for the dredging of the Lower Monongahela River, between mile markers 21 to 42, since the removal of the Elizabeth Lock and Dam has lowered this part of the river. The Port is attempting to dredge out 10 individual facilities that have been negatively affected by the lowering of the river. Port of Pittsburgh was also awarded \$82,500 to look at economic impacts of the Allegheny River, looking at recreation, hydropower, and other economic development along the Allegheny River. Mark Cassel mentioned that there is a Penn Training Session, sponsored by the Pennsylvania Public Transportation Association (PPTA), that will be for training for transit agencies around the State on various topics. He mentioned that sign-ups for these trainings can be made on the PPTA website, and the next training is on bus stop designs. Lastly, Nancy Hirsch discussed open funding opportunities for safety project that are not tied to Federal or State, including the Rudy Bridges grant for Safe Streets, which is currently open for Counties, as well as the 2027 National Safety Council grant and the Bloomberg Asphalt Art grant.

13. Adjourn

A motion to adjourn was made by Jeff Skalican and seconded by Mavis Rainey. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 12:01 PM.