

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
February 15, 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
- 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
- Nathan Clair, Westmoreland County Planning
- Steven Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Amy Mathieson, Airport Corridor Transportation Association
- Tosh Chambers, Pittsburgh Downtown Partnership
- Brendan Coticchia, City of Pittsburgh
- Jaclyn Karolski, Allegheny County
- Austin McDaniel, Washington County Planning
- Dave Wohlwill, Pittsburgh Regional Transit
- Ed Typanski, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Vanessa Shamberg, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Kelly Rigot, HW Lochner
- Neal Daley, HW Lochner
- Matthew Kelley, CDR Maguire
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, 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
- Jason Zang, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Rich Fitzgerald, SPC Executive Director
- Domenic D'Andrea, SPC Transportation Director

- **Indicates TTC voting member**

Attendees Cont'd:

Chuck Imbrogno, SPC Staff
 Ryan Gordon, SPC Staff
 Anthony Hickton, SPC Staff
 Tom Klevan, SPC Staff
 Josh Spano, SPC Staff
 Dan Bernazzoli, SPC Staff
 Leanne Chaney, SPC Staff
 Ronda Craig, SPC Staff
 Greg Shermeto, SPC Staff
 Dave Totten, 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. An introduction was also made by new SPC Executive Director Rich Fitzgerald, who recognized the hard work of the Transportation Technical Committee. He also thanked the members of FHWA and the PennDOT districts who help the committee every month, and how much he looks forward to working with everyone in his new role with SPC.

2. **Public Comment**

There was no public comment.

3. **Action on January 18th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc to approve the minutes of the January 18th TTC meeting. The motion was approved unanimously.

4. **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 reporting on the SPIKE recommendations on the 2025 TIP, which were released on December 13th. This includes Federal NHPP, STP, and State 581 funding recommendations, which all have been added as recommendations to the upcoming 2025 TIP for the region. Next, Brandon discussed the Automated Red-Light Enforcement, or ARLE, funding opportunity, which recently announced \$13 million in funding to 35 municipalities statewide to fund 39 projects. This program aims to improve safety at signalized intersections by providing automated enforcement at locations where data shows red light running has been an issue. Grant funding is supplied by fines from red light violations at 34 intersections in Philadelphia, and projects improving safety, enhancing mobility, and reducing congestion can also be considered for funding. There was a total of 97 applications, totaling \$54 million in requests, and projects were selected as of January 29th. In the SPC region, four projects were selected in Allegheny County, one in Fayette County, and five in Westmoreland County. Brandon mentioned that links to those projects are linked in the agenda for the meeting. Domenic D'Andrea thanked the work of PennDOT and FHWA on the recent SPIKE announcements, noting the additional funding for three major river crossings in Allegheny County, being at the West End Bridge, the McKees Rocks Bridge, and the Fort Duquesne Bridge. He noted that these three bridges are key rehab projects in the area, and he thanked everyone again for their work in getting funding for these bridges.

Next, Brandon discussed the PennDOT Connects municipal outreach, which is a series of sessions across the State which will enable people to learn more on the Connects process, funding, and support including grant opportunities and expert guidance on success stories. These workshops will be offered in each district across the State, and are open to municipal officials, planners, engineers, community leaders or advocates, or anyone else interested in improving local transportation systems. These will be held hybrid virtual and in-person, and the dates are March 27th for District 12-0 at 1:00pm, March 28th for District 11-0 at 1:00pm, and May 28th for District 10-0 at 1:00pm. Vanessa Shamberg next discussed federal discretionary grants, beginning with the recent announcements of the MEGA grants, the electric vehicle charging infrastructure program, and the charging and fueling infrastructure grants. Vanessa also mentioned the bridge investment program, which is currently accepting applications for funding. This is for planning and construction of bridge projects, up to \$100 million in project cost. Applications are due for this program on March 19th. Lastly, Vanessa mentioned two upcoming webinars, the first one for curbside electric vehicle charging strategies, which will be held on February 27th. The second webinar will be for advancing trails to support multimodal networks and resilient infrastructure, which will be held on February 28th.

5. **Action on Modifications to the 2021-2024 TIP**

A. PennDOT District 10-0

Harold Swan went over the two administrative actions for PennDOT District 10-0. The first administrative action was for slide correction, drainage, and guide rail improvements at the intersection of Harvey Road and SR 2009 (Ekastown Road) continuing west along Harvey Road approximately 700 feet in Buffalo Township, Butler County. The district requests to add this project and its preliminary engineering, final design, and construction phases in FFY 2024 and program \$50,000, \$30,000, and \$353,000, respectively, into those phases. The source will be the Multimodal Reserve Line Item. The second administrative action was for a bridge replacement project which carries SR 3007 (Clarksburg Road) over Marshall Run in Conemaugh Township, Indiana County. The District requests to increase final design and add \$49,220 (100% State) in FFY 2024 to pay for a supplemental consultant agreement to complete the design process. The source will be the SPC District 10 Highway/Bridge Line Item.

Josh Krug made a motion to approve the amendments and 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 one amendment and four administrative actions for PennDOT District 11-0. The one amendment was for the implementation of signs and pavement markings, high friction surface treatment, and other countermeasures for lane departure crashes, located in various locations identified in District 11's Strategic Highway Safety Plan throughout Allegheny, Beaver, and Lawrence Counties. The district requests to add a construction phase by \$4,955,000 (HSIP) in FFY 2024 for systematic safety improvements, with the source of funding coming from the SPC Regional Safety line item. The first administrative action was for a safety Improvement project, which include installation of sensors, cameras and automated alert signs/lights, and an alert Traffic management Center, located on SR 28 from City of Pittsburgh to SR 910 Interchange, in the City of Pittsburgh, Millvale, Sharpsburg, Etna, and Aspinwall Boroughs, Shaler, O'Hara and Harmar Townships, Allegheny County. The district requests to increase the construction phase by \$3,150,000 (sHSIP) in FFY 2025 for current estimate, with the source of funding coming from the HSIP Set Aside Reserve line item.

The second administrative action was for improvements including reduction in the number of travel lanes from 4 to 3, adequately sized travel lanes, possibly addition of a shoulder, signal upgrades with pedestrian accommodations and equipment, and updated ADA accommodations, located on Liberty Avenue, from Grant Street to Herron Avenue, in the Downtown, Strip District, Polish Hill, and Lawrenceville Neighborhoods of the City of Pittsburgh, Allegheny County. The district requests to add a construction phase by \$2,250,000 (sHSIP) in FFY 2025 for current estimate, with the source of funding coming from the HSIP Set Aside Reserve line item. The third administrative action was for a transportation enhancement project, located on the extension of the Three Rivers Heritage Trail (TRHT) and is about 1 and 1/2 miles long between the Norfolk Southern Railroad and the Allegheny River and is bounded south by the Millvale Riverfront Park and north to the developing riverfront park in Etna Borough, Allegheny County. The district requests to add a final design phase by \$38,400 (STU) and by \$9,600 (LOC) in FFY 2024 along with adding a construction phase by \$1,000,000 (LOC) in FFY 2026. The source of funding will come from the Betterment Reserve Allegheny line item. The fourth administrative action was for asphalt milling and resurfacing, located on PA 8, Butler Street from Baker Street in the City of Pittsburgh to Saxonburg Boulevard in Shaler Township, Allegheny County. The district requests to increase the utility phase by \$11,268 (581) in FFY 2024 for water/sewer adjustment work, with the source of funding coming from the Betterment Reserve Allegheny line item.

Ann Ogoreuc made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded by Jeff Skalican. 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 the rehabilitation of the structure carrying PA 88 (Pennsylvania Avenue) over a tributary to the Monongahela River, located in Speers Borough, Washington County. The district requests to increase the planning and engineering phase in FFY 2024 to approve unknown additional costs, 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 TR-629 over Bates Fork, located in Morris Township, Greene County. The district requests to add a right-of-way phase in FFY 2024, with the source of funds coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the rehabilitation of bridge decks in various locations in various municipalities districtwide; activities including cleaning and sealing, located in various locations across the district. The district is requesting to add a construction phase in FFY 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

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

6. **2025 TIP Update**

Ryan Gordon gave an update on the 2025 TIP, of which the preliminary draft has been submitted for Central Office review. SPC competitive programs have been selected, and a project review call meeting with Central Office was held on January 29th. The next round of work group meetings will focus on calibration of the 2025 LRTP with the 2025 TIP, and will be held on February 23rd in District 11-0 and February 20th in District 12-0. The remaining schedule for the 2025 TIP includes locking down the TIP and LRTP project lists in time for the March TTC meeting. Next, AQ Conformity, EJ Analysis, and

document preparations will be completed in the March/April timeframe. The Smart Transportation for Livable Communities (STLC) program, previously known as the SPC Smart program, will also begin in the end of February and run through May. Lastly, public comments and public participation panel meetings will be held in May and early June, with the 2025 TIP adopted by TTC during the June TTC meeting.

Ryan then went into more details on the STLC program, mentioning that it's a reimbursement program which requires a 20% match. It will select approximately \$6 million in new projects, and is eligible to go to planning studies, preliminary engineering, final design, and construction. Eligible sponsors include SPC member county governments and the City of Pittsburgh, with on project allowed per county and the City. Each PennDOT district can also submit one project per county. Eligible project categories include bike and pedestrian improvements, corridor management, congestion reduction, transit-oriented development, planning and redevelopment, road and network improvements, streetscapes, and electric vehicle charging stations. The program guidance was shared with eligible applicants around the end of January, with application forms and information being provided via email after this TTC meeting. The preapplication forms are due on March 4th, 2024, with the final application afterward being due on April 8th. SPC staff will evaluate the projects using the five STLC transportation themes and five ancillary factors, and a nonpartisan deliverability committee will evaluate each candidate project in terms of its availability to be delivered on-time and within budget. They will utilize the same deliverability ratings as the previous CMAQ/TASA/CRP projects. Staff will utilize Decision Lens to analyze weighed project scoring and make a recommendation to the TTC on project section. TTC will consider and approve the recommended project funding scenario and recommend selected projects to the commission. Ryan went into detail on the program guidance and evaluation criteria for the STLC program, mentioning changes to the criteria for this cycle. These changes include adding the Justice 40 DOT disadvantaged census tracts to the EJ criteria, moving safety evaluations to the technical evaluation, including the Vulnerable User High Risk Areas for a safety bonus point, and including addressing the DCNR PA Priority Trail Gaps as a bonus point. Ann Ogoreuc asked if SPC would be providing the Justice 40 census tracts to the applicants, which Ryan responded that he would send those out with the pre-applications this afternoon. Ann also asked if there would be updated EJ tracts for this round, which Ryan responded that updates are being made with the TIP update, but he is unsure if they will be updated fully by the time the final applications will be due, and to use the previous EJ tracts.

7. **PM1 Safety Performance Measures**

Josh Spano gave a presentation on the PM1 Safety performance measurements, starting with background on the measures. The federal rulemaking was established in MAP-21 to enact national performance measures for safety, to make sure that all states choose the most efficient investments for federal transportation funds. There are five federal performance metrics for the program, which work on a 5-year rolling average. These are number of fatalities (all public roads), the rate of fatalities (all public roads-per 100m VMT), number of serious injuries (all public roads) rate of serious injuries (all public roads-per 100m VMT), and number of non-motorized fatalities and non-motorized serious injuries (all public roads). The MPO's have two options to establish targets, either agreeing to support the state DOT target, or to establish their own numerical targets specific to the MPO planning areas. SPC will be following PennDOTs targets, which are to support a 2% annual reduction in fatality goals (same as last year), as well as a 0% reduction of serious injury goals (also the same as last year).

Next, Josh went over changes in these categories over the past year. Pennsylvania miles travelled had went down at a 5.8% rate, while the SPC region has went down at a 2.6% rate. Fatalities in Pennsylvania went down at a rate of 4.15%, however SPC region fatalities are up 2.91% from last year. Pennsylvania serious injuries are down 8.5%, while the SPC regions serious injuries are also down 6.2% from last year. PA non-motorized fatalities are down 3.86%, while in the SPC region non-motorized injuries are down 20%. Pennsylvania non-motorized serious injuries are .6% higher than last year, however in the SPC region, that is down 7% regionwide. SPC met three of the five targets that were established for 2024, meeting the averages for fatalities and serious injuries, however failing the rates. Josh mentioned that this could be due to the decrease in vehicle miles travelled in the region. Looking to the targets for the next two years in the region, a 2% reduction from 2022 measures in fatalities would target 203.6 fatalities for the 2024 year, as well as a 0% reduction of serious injuries, keeping it at 970 serious injuries, the same as 2022. The non-motorized fatalities and serious injuries targets a slight reduction from 117 in 2022 to a reduction of 116.05 by 2024. This is in line with the goal to cut SPC regional fatalities in half from 2010 to 2030, reaching a goal of 130 fatalities per year by 2030. The goal for serious injuries was also to cut in half the serious injuries from 2010 to 2030, but with the increase in serious injuries since 2015, an updated goal was started in 2020 to cut serious injuries to 716.5 by 2030. Currently, with serious injuries still on the rise, the goal is still a 0% increase.

Domenic D'Andrea asked for a recommendation to continue support of the statewide goals of the PM1 Safety Performance Measures. Josh Krug made a motion to recommend the continued support of the PM1 Safety Performance Measures, which was seconded by Jason Theakston. The motion was approved unanimously.

8. **Safe Streets for All Update**

Josh Spano gave an update to the Safe Streets for All program, which is a part of the Bipartisan Infrastructure Law, which established \$5 billion over the next five years to try and achieve zero deaths on roadways, utilizing the safe systems approach. A joint application was applied for between PennDOT District 11-0, City of Pittsburgh, and Allegheny County in 2023 for a planning grant to deliver a comprehensive safety action plan, which was awarded to the region recently. Currently, SPC is in the process of working on our Federal agreement with FHWA, and are beginning to speak with partners for the local match needed. A schedule is being created for scope of work, and once we hear back on our discussions with FHWA, we will set up a kickoff meeting with the EPA division office.

9. **Other Business/Status Reports**

Domenic D'Andrea discussed the Highway Safety Improvement Program (HSIP) awards, which were released in the past week. Projects in Allegheny, Westmoreland, Washington, and Fayette counties were awarded funds, including three roundabouts in Allegheny County. Also, TSMO projects, which deal with infrastructure and ITS funding, were recently awarded, and two projects in District 11-0 and District 12-0 were awarded funding. Josh Spano quickly reviewed these projects, which were for I-376 Corridor ITS work in Beaver County for District 11-0 (\$1,937,936), and Fiber Installation along I-79 in District 12-0 (\$1,016,304).

10. **Adjourn**

A motion to adjourn was made by Jason Theakston and seconded by Ann Ogoreuc. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:05 AM.