

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
November 17, 2022, 10:00 a.m.**

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Steven Shanley, Allegheny County Department of Public Works
- Tammy Frank, Beaver County Liquid Fuels
- Mavis Rainey, Oakland Transportation Management Association
- Kathryn Schlesinger, Downtown Pittsburgh Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Brandon Leach, PennDOT Central Office
- Nick Raio, PennDOT Central Office
- Austin McDaniel, Washington County Planning
- Kyle Lamb, Greene County Planning and Community Development
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, 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
- Stephanie Spang, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Josh Kisling, HDR Inc.
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Josh Spano, SPC Staff
- Dan Bernazzoli, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff
- Dave Totten, SPC Staff
- Sara Walfoort, SPC Staff
- John Weber, SPC Staff

- **Indicates TTC voting member**

1. **Call to Order**

Domenic D'Andrea called the meeting to order at 10:00 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on October 13th TTC Meeting Minutes**

A motion was made by Daniel Carpenter to approve the minutes of the October 13th TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office**

Kevin McCullough began the report by mentioning the website for PennDOT's IJJA and BIL updates. Kevin mentioned that this website has been updated regularly on information regarding IJJA and BIL, and it talks specifically on federal discretionary programs that are currently available and will be available in the future. Kevin mentioned that this is a good place to research everything that is happening in Pennsylvania regarding these federal programs, and wanted to make sure that the TTC was aware of this website for future information. Kevin next discussed the potential highway federal funding impacts due to the emissions regulation, stating that not much has changed on these regulations. In the background, FHWA has been having meetings, specifically about projects, making sure that the data is correct for projects that would have obligations or deliverables within the seven impacted counties (Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland). The USDOT and EPA sanctions will be implemented on December 16th, 2022, and it prohibits the authorization and obligation of projects for certain non-exempt projects in certain counties. There will be a hold on financial activity with regards to Federal highway projects, including no approval of 4232 funds. If the projects are authorized, the projects can continue work, just no new authorizations will be able to be approved until the lockdown period is over, which is still undefined how long this period will be. Kevin mentioned that a final draft of impacted projects was shared with the districts a few days ago, and the districts are currently reviewing them.

Kevin next discussed the Green-Light Go application period, mentioning that the pre-application period will be accepted until December 23rd, 2022. Final applications will be submitted electronically through the DCED website between January 3rd and January 31st, 2023. There are a few tweaks to the application this year, so make sure that everything is read carefully as you go through the application, and there will be some coordinated during the pre-application process through the Green-Light Go program office in the Bureau of Operations and Maintenance to ensure consistent reviews. There will also be additional guidelines in regards to cost and project estimations, which will hopefully make for easier project deliverability on the back end. Lastly, Kevin shared that the USDOT have published a new guide, entitled "Promising Practices for Meaningful Public Involvement in Transportation Decision Making". There will be a webinar and a virtual training on this guide on Wednesday, December 7th, at 10:00 AM, and information and registration can be shared by emailing Kevin.

Domenic D'Andrea asked Kevin a question on the EPA sanctions, wondering if we are optimistic on having a good resolution at the end of these sanctions. Kevin responded that its up to the EPA on what happens after the December 16th enforcement date, and its somewhat out of PennDOT's hands on what happens outside of looking at which projects will have impacts. Kevin said that while anything could happen, they are preparing right now for the worst, and hoping it is resolved sooner rather than later, and that more

information will be known after the December 16th legislative meeting. Sara Walfoort asked a question on the multimodal transportation funds (MTF) applications, wondering if there could be some clarification on the differences between the Justice 40 principles and the traditional EJ standards. Kevin said he was unsure himself and also mentioned that there were some preliminary talks about this with Dominic and Jen when discussing the long-range plan for SPC. This evolution of Justice 40 and current environmental justice, the transition period between the two on what is recommended is still up in the air, however Kevin would discuss with Jen Crobak to try and have more information for Sara as soon as possible.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over the one amendment and eight administrative actions for PennDOT District 10-0. The first amendment was for a safety improvement project, which includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of its intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of its intersection with SR 3007 (Three Degree Road). Also included are sidewalks, Americans with Disabilities Act (ADA) ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The district requests to increase construction and add a total of \$16,113,312 (\$13,104,924 at 80% Federal and 20% State and \$3,008,388 at 100% State) in FFYs 2024-2028 to cover a low bid cost increase. The sources will be Mars Railroad Bridge West Expansion: \$9,498,049 Federal from the removal of the utility and right-of-way phases, Hays Run 3R: \$985,890 Federal and \$1,777,998 State from the removal of the utility and final design phases, with the remaining funds being placed into the SPC District 10 Highway/Bridge Line Item. Other sources of funding will come from Butler South PM: \$3,100,000 State from the removal of the construction phase, and Butler North Resurfacing: \$751,375 State from the deferral of a portion of construction funds from FFY 2028 to FFY 2029.

The first administrative action will be for a bridge replacement project which carries SR 2012 (River Road) over Mardis Run in Buffington Township, Indiana County. The district requests to add \$414,286 (100% Federal utilizing toll credits) into the preliminary engineering phase in FFY 2023 to allow for a complete conversion of Federal funds from the 2021-2024 TIP. The sources of funding will come from T-573 Wylie & T-554 Brickyard Hill Bridges: \$207,988 Federal from the deobligation of surplus preliminary engineering funds on October 26, 2022, and the SPC District 10 Highway/Bridge Line Item: \$206,298 in Federal funding. The second administrative action was for a bridge rehabilitation project, which carries US 422 eastbound and westbound over Two Lick Creek in White Township, Indiana County. The district requests to add \$1,994,851 (100% Federal utilizing toll credits) into the construction phase in FFY 2023 to allow for a complete conversion of Federal funds from the 2021-2024 TIP. The sources will be PA 28 Allegheny Valley Expressway PM: \$1,500,000 Federal of surplus construction funds, and the SPC District 10 Highway/Bridge Line Item: \$494,851 in Federal funds. The third administrative action was for a bridge replacement project, which project carries SR 3039 (Anthony Run Road) over Anthony Run in Armstrong Township, Indiana County. The district requests to add \$391,133 (100% Federal utilizing toll credits) into the preliminary engineering phase in FFY 2023 to allow for a complete conversion of Federal funds from the 2021-2014 TIP. The source of funding will be SR 3016 over Two Lick Creek: \$303,014 Federal of surplus construction funds, and Rattigan Bridge #1: \$88,119 Federal from low bid savings. The fourth administrative action was for a bridge

replacement project, which carries SR 1021 (Conerty Road) over Buffalo Run in Donegal Township, Butler County. The district requests to add \$38,320 Federal into the utility phase in FFY 2023 to allow for a complete conversion of Federal funds from the 2021-2024 TIP. The source of funds will come from the T-573 Wylie & T-554 Brickyard Hill Bridges: \$20,969 Federal from the deobligation of surplus preliminary engineering funds on October 26, 2022, and the SPC District 10 Highway/Bridge Line Item: \$17,351 in Federal funds.

The fifth administrative action was for a highway restoration project, which includes milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, minor drainage, guide rail upgrades, and various pedestrian safety improvements along SR 4005 (Indian Springs Road) from PA 954 to SR 4005 (Carter Avenue) and from PA 286 (Philadelphia Street) to PA 110 in White Township and Indiana Borough, Indiana County. The district requests to change the construction funding to reflect a SMART grant award by adding \$1,000,000 (100% Federal utilizing toll credits) in FFY 2023 and returning a like amount to the SPC District 10 Highway/Bridge Line Item. The source will be the SPC Smart Transportation Initiative Line Item. The sixth administrative action was for resurfacing, restoration, and rehabilitation of PA 228 from 0.47 mile northeast of Township Road #554 (Brewer Road) to 300 feet north of Township Road #557 (Sarver Road) in Clinton and Buffalo Townships, Butler County. The district requests to add \$689,600 (100% Federal utilizing toll credits) into the utility phase in FFY 2023 to allow for a complete conversion of Federal funds from the 2021-2024 TIP, previously obligated as advance construct. The source will be the SPC District 10 Highway/Bridge Line Item. The seventh administrative action was for the widening of the PA 286 (Oakland Avenue) corridor from two to four through lanes, the addition of five-foot bike lanes and five-foot sidewalks in both the northbound and southbound directions from the US 422 Interchange to Rustic Lodge Road, and improvements (which will include traffic signal upgrades, additional turning lanes, ADA curb ramps, and crosswalks at traffic signals) to eight intersections along PA 286 in White Township, Indiana County. The district requests to add \$270,000 (100% Federal utilizing toll credits) into the utility phase in FFY 2023 to allow for a complete conversion of Federal funds from the 2021-2024 TIP, with the source of funding coming from Yellow Creek #2 Bridge: \$132,300 Federal of surplus final design funds; the remaining surplus funds will be placed into the SPC District 10 Highway/Bridge Line Item, and the SPC District 10 Highway/Bridge Line Item: \$137,700 in Federal funds. The eighth administrative action was for a bridge replacement project, which carries SR 1046 (Canoe Ridge Road) over Straight Run in Banks Township, Indiana County. The District requests to add utilities and program \$41,674 (100% State) in FFY 2023. 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 Joel MacKay. The motion was approved unanimously.

B. PennDOT District 11-0

John Quatman went over the one amendment and eight administrative action for PennDOT District 11-0. The first amendment was for a highway restoration, mill and overlay, project, located on SR 208 in Pulaski and Wilmington Townships, Lawrence County. The district requests the addition on a construction phase by \$2,400,000 (STP) and \$600,000 (581) to TIP in FY 2023 to federalize project, with the source of funding coming from the Betterment Reserve and Slide line items. The first administrative action was for a bridge replacement project, located on Thompson Run Road over Thompson Run, near Evergreen Road in Ross Township, Allegheny County. The district requests to add a construction phase by \$400,000 (183) and

\$100,000 (LOC) to TIP in FY 2025 to set up charge number for advertisement, with the source of funding coming from the Allegheny County Local Bridge line item. The second administrative action was for a bridge replacement project, located on Ewing Road over Meek Run in Moon Township, Allegheny County. The district requests the addition of a utility phase by \$175,000 (185) and a right-of-way phase by \$50,000 (185) in FY 2023 for utility relocations and anticipated Right-of-way acquisition. The source of funding will come from the final design phase of the Tarentum Bridge over NS RR project. The third administrative action was for a study, located on Beaver Avenue in the Chateau Neighborhood along the Ohio River near Pittsburgh's Manchester section, just north of the West End Bridge in the City of Pittsburgh, Allegheny County. The district requests to add the study phase by \$250,000 (STU) in FY 2023 to determine alternatives for project, with the source of funding coming from the construction phase of the same project.

The fourth administrative action was for a bridge restoration project, located on SR 4068, Bakerstown Road over CSX Railroad in Richland Township, Allegheny County. The district requests to remove the planning and engineering funds by \$400,000 (185) in FY 2025, as funds were secured on previous TIP. The funding will be placed into the Betterment Reserve line item. The fifth administrative action was for a low-cost safety improvement, located on various routes within District 11. The district requests to increase the construction phase by \$425,600 (HSIP) in FY 2023 for added work including high friction surface treatment, with the source of funding coming from the SPC Regional Safety line item. The sixth administrative action was for a system wide safety improvement for Vulnerable Road Users (VRU) by implementing pedestrian countdown timers, located on various routes within District 11. The district requests to increase the construction phase by \$813,439 (HSIP) in FY 2023 for approved HSIP funding, with the source of funding coming from the HSIP Set Aside Reserve line item. The seventh administrative action was for a bridge restoration project, located on Cochran's Mill Road over the north branch of Licks Run and is located 50' southeast of Cochran's Mill Road and Wilson Road in Jefferson Hills Borough, Allegheny County. The district requests the addition of the project to the 2023 TIP due to funding not captured on previous TIP, with the source of funding coming from the Allegheny County Local Bridge (S/L) line item. The eighth administrative action was for congestion reduction and signal improvements, located on Frankstown Avenue in the City of Pittsburgh, Allegheny County. The district requests to move planning and engineering funds to the final design phase to cover final design tasks.

Steve Shanley made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded by Amy McKinney. The motion was approved unanimously.

C. PennDOT District 12-0

Angela Saunders went over the three administrative actions for PennDOT District 12-0. The first administrative action was for improvements to the structures carrying PA 711 (Ligonier Street) over Branch of Tubmill Creek and Hendricks Creek in Fairfield Township, Westmoreland County, and the structure carrying PA 711 over Rasler Run in Springfield Township, Fayette County. The district requests the addition of a utility phase to the 2023 TIP in FFY 2023, with the source of funds coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying PA 711 (Stahlstown Ligonier Road) over Koffer Run, located in Ligonier Township, Westmoreland County. The district is requesting the addition of the utility phase to the 2023 TIP in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the structure carrying PA 711 (Ligonier Street) over Hendricks Creek,

located in Fairfield Township, Westmoreland County. The district is requesting the addition of the utility phase to the 2023 TIP in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

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

D. Transit TIP Amendment Summary

Dave Totten gave a summary of the transit TIP amendments and administrative actions, beginning with two federal rural program funded projects for equipment, one for equipment for a shared ride operation in Lawrence County (\$94,000) and the other was for equipment for Indiana County (\$45,000). The next project was for the Mid-Mon Valley Transit Authority, which used flexed CMAQ funding to purchase new busses (\$7,200,000). Dave then discussed a number of projects for Pittsburgh Regional Transit (PRT), beginning with more CMAQ funding for the purchase of busses (\$30,861,000). PRT will also be using BIL discretionary funds for various upcoming planning and implementation projects, which includes a bus network redesign, which is a full network redesign of all the bus routes in Allegheny County (\$1,500,000). There is also funding for new bus pads and extension pads (\$400,000), the East Central Pittsburgh connection study (\$740,000), which will study connections through the Hill District up through Carrick and Overbrook, and a Swissvale, Rankin, Braddock, and East Pittsburgh Transit Study (\$795,000), which looks to be the first step to guideway extensions to that area of the Pittsburgh region. There is another study (\$1,200,000) for projects extending south of Greenfield into the McKeesport area, which could include enhanced bus stop facilities, transit signal priorities, along the SR 837 corridor and the 61c bus route. PRT is also working on a 8th Avenue Homestead transit and pedestrian improvement project, connecting with the SR 837 project above, which includes bus stop and pedestrian improvements and signal improvements. Dave then discussed the largest project which received new funding, the PRT Bus Rapid Transit (BRT) project, which has been in development for over 10 years, will move to an implementation date in 2023 with a \$250,600,571 addition of Federal and State funds to the current TIP. The BIL has added an additional \$50 million to the project, however it has not changed the scope of the project.

Dave last discussed two administrative adjustment made by SPC, one for the addition of \$351, 670 for the ride ACTA shuttle at Pittsburgh International Airport, and the addition of a new project for \$750,000, which will encompass new travel demand management activities in the region. There will also be an addition of \$5,506,639 to the Washington County Transit Authority, known as Freedom Transit, for their maintenance facility project. Domenic D'Andrea asked a question on the timeline for the BRT project, with Dave Totten answering that the first bid packages will be re-bid in the next couple of weeks, and that will be for the downtown loop of the BRT project. Dave mentioned that this shouldn't affect construction, which should begin in early Spring of 2023.

6. Long Range Transportation Plan Update

Ryan Gordon gave an update on the Long Range Transportation Plan, beginning by thanking everyone who attended the first work group meetings in each district. The next round of work group meetings will take place on January 17th in District 10-0, December 15th in District 11-0, and December 13th in District 12-0, all at 10:00 AM. Ryan mentioned that he investment plan and the carry over projects will be the main topics for those meetings. He also mentioned that the cost estimates for many projects have been updated between

meetings, and the updated cost estimates would be discussed during the work groups. The first development of the fiscally constrained Long Range plan will also be available during the work group meetings, and initial discussion of candidate projects will take place. Other topics for the work groups will include candidate screening and running the consistency criteria scoring. Ryan also discussed the public meetings which are being held throughout the district in October through early December. Meetings have already been held in Washington, Greene, Armstrong, and Lawrence counties, with very good attendance at all four meetings. Upcoming meetings include November 22nd for Westmoreland County (virtual), November 30th for Allegheny County (virtual), December 1st for Indiana County, December 6th in Beaver County, and December 7th for Butler County (virtual). All agenda material will be sent out by Ryan before the meetings, or if in person will be available at the meetings.

7. **Transportation Alternatives Program (TASA) Updates**

Ryan Gordon went over a presentation on the PennDOT statewide Transportation Alternative Set-Aside Program (TASA), which is a federal cost reimbursement program which combines legacy non-motorized programs, such as the transportation enhancements, safe routes to school, scenic byways, and recreational trails programs. This includes pedestrian and bicycle facilities, access to transit, historic transportation structures, trails and rail-trails, and safety projects for non-motorized users. Ryan noted the presentation was originally presented at the PennDOT Planning Partners Conference in October. With the passing of the IJJA bill, Pennsylvania yearly allocation of TASA funds was increased from \$28 million to approximately \$46 million. One new aspect of the bill will provide states the option to designate up to 5% of the TASA funds to provide technical assistance for projects, and to fund administration activation, which include administering the competitive grant program for selecting projects and assisting said applicants. The IJJA will continue all previous TASA eligibilities, while also introducing new eligibilities for TASA projects, including expanding Safe Route to Schools non-infrastructure eligibility for bike/ped education from K-8 to K-12, and adding new eligibility for vulnerable road user safety assessment activity. The IJJA also expands eligible sponsors, keeping all previous eligible sponsors and the addition of MPOs representing urbanized areas over 200k, states at the request of another eligible entity, and nonprofit entities, removing the requirement that a nonprofit be responsible for administration of local transportation safety programs. Ryan mentioned that the anticipated next application cycle will open around May/June of 2023, with a more relaxed ready to advertise requirement, which will be 2 years after award announcement (early 2026). There will be an increase of the soft cost cap from \$1 million up to \$1.5 million for projects, however exceptional projects may be able to exceed the cap. A \$50,000 minimum will still be in effect for TASA projects. There will also be application system improvements to be made, which will be discussed in the upcoming months, as well as the development of a statewide technical assistance program, which will provide application and project deliverability assistance to projects in traditionally underserved areas. Steven Shanley asked the question of what the match would be for TASA projects, which Ryan answered that the match would be all pre-construction and non-construction funds on the project that is being applied for.

8. **Other Business/Status Reports**

There was no other business or status reports to update.

9. **Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:16 AM.