

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
August 18, 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
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Jeremy L. Kelly, Greene County 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
- Jeff Skalican, City of Pittsburgh
- Kevin McCullough, PennDOT Central Office
- Jennifer Crobak, FHWA
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Matt Pavlovsky, Port of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Kathryn Schlesinger, Downtown Pittsburgh Partnership
- Kyle Lamb, Greene County Planning and Community Development
- Austin McDaniel, Washington County Planning
- Brandon Leach, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Steven Wiedemer, Michael Baker
- Daniel Laird, Michael Baker
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Ryan Gordon, SPC Staff
- Josh Spano, SPC Staff
- Dan Bernazzoli, SPC Staff
- Lillian Gabreski, SPC Staff
- Caleb Knudsen, SPC Staff
- Greg Shermeto, 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 July 14th TOC/TTC Meeting Minutes**

A motion was made by Joe West to approve the minutes of the July 14th TOC meeting. The motion was approved unanimously.

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

Kevin McCullough began the report by going over the adoption of the 2023 12-year program, which includes the 2023-2026 STIP for the State of Pennsylvania. The program has now been transmitted and sent over to Federal Highways and FTA for review, and the formal review has now begun, even though Central Office has been in a review phase of the STIP for some time previously. A press release was sent out yesterday with this information as well. Kevin then went on to discuss the NEVI (National Electric Vehicle Infrastructure) program. On August 2nd it was announced by the USDOT and Department of Energy that all 50 States, the District of Columbia, and Puerto Rico had submitted their electric vehicle deployment plans, which was required to unlock the first round of a \$5 billion formula funding provided through the IIJA. The NEVI program will help to build out the national charging network, and will help with deployment of new charging stations. Pennsylvania has been working on their own EV mobility plan and an EV equity guiding principles for a few months prior to this, which lays out the infrastructure for Pennsylvania and makes recommendations moving forward in regards to the five-year plan. This plan recommends over 5,000 new charging ports in over 2,000 sites in Pennsylvania by 2028. This plan also includes plans to leverage public private partnerships, such as partnering with gas stations to place charging stations. Next, Kevin discussed the TSTG (Traffic Signals Technologies Grant), which are due on September 30th. This is a part of Act 54 of 2022, which was enacted on July 11th, 2022. This includes \$5 million to provide grants to municipalities to install and maintain traffic signal technology. The funding will be added to the municipal traffic signal appropriations, which is the same fund source that funds Green-Light Go projects. No matching funds will be required. Applications will be accepted from September 1st through September 30th. There will be a pre-application scoping form required for any project, and there is also a page on the program on the PennDOT website that links to the grant guidelines and FAQ for the program.

Kevin McCullough next discussed PennSTART (Pennsylvania Safety Transportation and Research Track), which was announced last Thursday as Southwestern Pennsylvania will be collaborating on a state-of-the-art safety training and research facility. Much of the information is in news sources, however Kevin mentioned that an agreement has been entered between RIDC and the Turnpike Commission to begin site planning and design. This site will look at automated vehicle testing and development, safety training, TIM training, tolling technology, ITS, work zones, and commercial vehicle testing. The site that is being developed will be adjacent to the RIDC Westmoreland site in Mount Pleasant, which was originally a 2.8 million square foot manufacturing facility, which will hopefully be converted into a manufacturing complex with the possibility of over 1,000 jobs in autonomous vehicles, contract manufacturers, and more. Kevin next spoke on the RAISE grants, which were announced last Thursday. There were 166 projects awarded around \$2.2 Billion, two projects of which were in Pennsylvania, one in Philadelphia and one in Pittsburgh. The Pittsburgh project was the New Pathways to Equity project, which was awarded \$11,320,000. Domenic

D'Andrea mentioned the Pennsylvania Rail and Freight Assistance Grant program, which is accepting applications through September 2nd. Last year the program awarded \$33 million to railroad operators, rail served businesses, and businesses looking to establish new rail service through the addition of rail spurs. There were 25 projects awarded funds in 2021. Next, Jennifer Crobak went over the reception of the STIP to FHWA, stating that they have sent it over to EPA for concurrent review as well. FHWA, FTA, and EPA will be reviewing the STIP for the next few weeks in order to get it approved by the end of the federal fiscal year. Jennifer also mentioned an announcement of proposed rulemaking for a new performance measure related to greenhouse gas emissions. This proposal will amend the regulations governing national performance measures to require and to establish a declining carbon dioxide target and also to establish a method for measuring and reporting on greenhouse gas emissions that are associated with transportation. Public comments are being sought for the proposal, and comments will be available to be made until October 13th. There will also be two webinars held on August 23rd and 24th on the proposal.

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

A. PennDOT District 10-0

Harold Swan went over the one amendment and five administrative actions for PennDOT District 10-0. The first amendment was for a safety improvement project (high friction surface treatment) and is located along various routes in various municipalities in Armstrong, Butler, and Indiana Counties. The district requests to add this project and its construction phase in FFY 2022 in the amount of \$2,800,000 (100% Federal utilizing toll credits), with the source of funds coming from the SPC Regional Safety Line Item. The first administrative action was for a bridge rehabilitation project which carries PA 403 over US 22 eastbound and westbound in East Wheatfield Township, Indiana County. The district requests to add this project and its final design phase in FFY 2022 in the amount of \$175,000 (100% State). The source of funds will be deferred construction funds from FFY 2022 to FFY 2023 from Three Degree Road Intersection, and a like amount will be placed into Three Degree Road Intersection in FFY 2023 from the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a safety improvement project which includes traffic signal retiming and coordination with equipment upgrades and other miscellaneous construction in various locations in Adams Township and Seven Fields Borough, Butler County, and West Franklin Township and Worthington Borough, Armstrong County. The district requests to increase construction and add \$67,887 (100% Federal utilizing toll credits) in FFY 2022 to cover a low bid cost increase, with the source of funding coming from the deobligation of surplus final design funds from PA 981 Signals - Latrobe.

The third administrative action was for a safety improvement project which includes signal replacement, installation of turn lanes, and corridor improvements to enhance safety and reduce congestion along PA 68 from Township Road #425 (Stevenson Road) east to SR 3007 (Meridian Road/Benbrook Road) in Connoquenessing and Butler Townships, Butler County. The district requests to advance a portion of construction funds from FFY 2026 to FFY 2022 to compress cash flow. The source of funds will come from the deobligation of surplus final design funds from PA 981 Signals – Latrobe, and the FFY 2026 funds from PA 68 Corridor Improvements will be placed into the SPC CMAQ Line Item. The fourth administrative action, for informational purposes, was for the addition of two projects from the MTF program: a resurfacing project includes base repair and paving of various Township roads in Green Township, Indiana County, which was awarded \$145,729, and a resurfacing project includes base repair, milling of the existing pavement, and repaving along various Township roads in Oakland Township, Butler County, which was awarded \$663,450. The district will add these projects to the TIP in FFY 2022, and the funds to cover this

request is available from the Multimodal Reserve Line Item and are 100% State. The fifth administrative action was for an intersection improvement project includes realignment and reconstruction of a portion of US 422 near the intersection of SR 2005 (Margaret Road/Cherry Run Road), construction of a new two-span continuous steel multi-girder bridge to carry US 422 over SR 2005, and a new precast concrete box culvert for an unnamed tributary to Cherry Run in Plumcreek Township, Armstrong County. The district requests to increase utilities and right-of-way and add \$270,160 and \$396,240 (80% Federal and 20% State), respectively, in FFY 2023, with the source coming from the SPC District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

John Quatman went over the four administrative actions for PennDOT District 11-0. The first administrative action was for a bridge replacement project, located on Greenhouse Road (T-448) approximately 375 feet north of the intersection of Greenhouse Road (T-448) and Vinegar Valley Road (T-450) in Wayne Township, Lawrence County. The district is requesting to increase the planning and engineering phase, the final design phase, the utility phase, the right-of-way phase, and the construction phase in FY 2022, with the source of funding coming from Act 13 funds. The second administrative action was for stabilizing slope, improved drainage and repaving throughout SR 2005 Conway-Wallrose Rd. in Economy Borough, Beaver County. The district is requesting the addition of a planning and engineering phase in FY 2022 to initiate design, with the source of funding coming from the reserve slide line item. The third administrative action was for stabilizing slope, improved drainage and repaving throughout SR 2042 Skyline Drive in Dravosburg and West Mifflin boroughs, Allegheny County. The district is requesting the addition of a planning and engineering phase in FY 2022 to initiate design, with the source of funding coming from the slide line item and current estimate of the West Liberty Avenue. The fourth administrative action was stabilizing slope, improved drainage and repaving throughout state route 3074 Ewings Mill Road in Robinson Township, Allegheny County. The district is requesting the addition of a planning and engineering phase in FY 2022 and 2023 to initiate design, with the source of funding coming from current estimate of West Liberty Ave ATSPM project and current schedule of the East Washington Street Bridge project.

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

C. PennDOT District 12-0

Angela Saunders went over the four administrative actions for PennDOT District 12-0. The first administrative action was for the EDAM preservation of the structure carrying US 30 over the PA Turnpike, located in Hempfield Township, Westmoreland County. The district is requesting to add the construction phase to the TIP in FY 2024, and will be funded from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for bridge preservation activities on various structures, in various locations in Fayette County. The district is requesting to add the construction phase to the TIP in FY 2024, and will be funded from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for traffic signal upgrades, replacement, and coordination/timing changes to multiple traffic signal locations along with other miscellaneous construction, located in Hempfield Township, City of Greensburg, and Trafford Borough, Westmoreland County. The district is requesting to increase the

construction phase in FY 2022, and will be sourced from a reduction of the construction phase of MPMS# 94953 (FACO Signals -1). The fourth administrative action was for traffic signal replacement and updates, as well as other miscellaneous improvements, to various locations in Fayette County. The district is requesting to increase the construction phase funding in FY 2022 and FY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508) in FY 2022 and 2023, and the SPC CMAQ Line Item (MPMS #84078).

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

D. Transit TIP Amendment Summary

Tom Klevan reported on an administrative action which was made at the previous days Transit Operators Committee meeting, which adjusted the current TIP. This administrative action added \$33 million of IJJA funds to the TIP to support various projects at Pittsburgh Regional Transit, including bus procurements, electric bus procurements, and hybrid/diesel bus procurements. This will help to alleviate pressure on local and state funding and replace it with federal funds, which is exactly what the IJJA funding was supposed to accomplish. Tom summarized the actions taken, mentioning that \$26 million went to bus procurement for PRT, and a reduction of the capital cost of contracting for access in the amount of \$2 million. There was a reduction in preventative maintenance in the amount of \$1 million. Most of the \$26 million went to the section 5337 (bus and bus procurement) funds, as they have added a \$15 million bus procurement item, and then added the additional \$8.5 million in funds to other formulas. Tom mentioned that this is all good news for PRT as it puts less pressure on their capital program, and is a tangible result of federal actions.

6. **2023 TIP Update**

Ryan Gordon gave an update to the 2023 TIP, mentioning that the 2023 TIP has been combined into the STIP and has passed by the State transportation commission and forwarded to the federal level for review and approval. Ryan mentioned that he has sent around an after-action survey to be completed by members of all three TIP work groups. This is the step that SPC takes to look back on what we have done over the TIP cycle in order to assess how SPC did and to get input on the TIP work groups on what we should enhance going into the 2025 update. Ryan sent this out in an email with a link to the survey, with a deadline of September 2nd to complete the survey. Ryan stated that in October the Draft TIP will become the current TIP, and he wanted to thank everyone for their participation along the way to get everyone to this point.

7. **Long Range Transportation Plan Update**

Ryan Gordon went over a presentation on the Long Range Transportation Plan (LRTP) update, which is SPC's next significant transportation program development effort. The process kicked off a few months back with a strategy review, which included updating and confirming the existing vision, goals, strategies, and policies to account for changes and progress made over the last four years. SPC has started to engage the Regional Policy Advisory Committee, regional planning directors, and the executive committee and commission on these goals and strategies, however major changes in these goals and strategies is not anticipated. For background, every four years the MPO has to review and update the Long Range Transportation Plan due to federal regulations, and the next LRTP is due to be adopted by June 2023. As part of the LRTP update, the project lists in the current LRTP will be updated and revised. The three TIP work groups will be used on the highway/bridge side as a forum of collaboration and consensus building in the development of the LRTP project list. Ryan mentioned that this background information is being given to TTC members to begin coordinating with relevant staff and executives internally in preparation for candidate project submissions

and the upcoming LRTP project list development meetings. LRTP Transit lists will be developed in a similar time frame through the TOC and subsequent meetings with PennDOT and Transit operators. In the work group meetings, similar to the TIP update, members will be given the current LRTP in each county and for the entire district, and a template for submitting candidate projects to SPC. The first work group meeting will review current plan project lists, candidate projects, and anticipated revenues. The second work group meeting will review consistency/selection criteria and discuss the first cut of the constrained LRTP project list. The third meeting will review the next iteration of the LRTP project list and consider any final comments.

Ryan went over the schedule for the work groups, stating that there is a September 30th deadline to return the completed project submittal template to SPC. From there, the first work group meetings will be on October 5th in District 10, October 11th in District 12, and October 26th in District 11. Updates will be given during the November and December TTC meetings. The second work group meetings will be held on December 13th in District 12, December 15th in District 11, and January 17th in District 10. The third work group meetings will be held on February 1st in District 12, February 6th in District 11, and February 9th in District 12. Locations for these meetings will be at the PennDOT district offices, subject to change. Ryan gave a list of resources for LRTP candidate project development, which included LRP projects by county, 2023 TIP candidates and pre-candidates, county comprehensive plans/economic plans/mobility plans, PennDOT One Map and PennDOT Twelve-Year program, TAMP, BAMS/PAMS, and SPC data and plans, corridor studies, RSAs, and other plans. To prepare for the first meetings in a little over a month, Ryan mentioned that members should review resources for long range planning, coordinate within your organizations to capture the medium and long-term needs and projects within your county/district, and to develop project information to submit to SPC, such as title, limits/descriptions, approximate timing, need and purpose, and estimated costs. SPC staff is available to come and discuss projects in advance of these work group meetings. Ryan then went over the LRTP current project list template, which included County, title, estimated costs, highway route, stage of project, a narrative on the project, the investment category of the project, and the MPMS ID (if applicable). Ryan mentioned that the estimated costs and the stage area were the most important thing to revise, and to make any revisions to current projects which anyone might find on these templates. Ryan then gave an overview of the LRTP candidate project template, which he reminded the groups of estimated timing and costs once again as very important to have in the template.

Ryan lastly went over public involvement in the LRTP, mentioning that staff will be mining through previous comments that were received during the 2023 TIP development and comment periods. These comments will be discussed at work group meetings. SPC will also be reviewing comments received through LRP public outreach and collaboration with other agencies. SPCs Public Participation Panel (PPP) meetings, which will likely be virtual once more, will be held in the October-December timeframe and will focus on LRP strategies and project list development. The formal 30 day public comment period will be held between May and June of 2023, in order to conclude work on the LRTP. Ryan summarized the presentation, mentioning that next steps will be to update current LRTP project lists by County and the candidate project submittal template will be emailed to each group member following this meeting. Next will be a review of candidate project resources and provided project lists, and to confer with key staff and executives on priority candidate projects for the 2023 TIP update. SPC will coordinate with public involvement staff to schedule the fall PPP meetings, and will update TTC again at the next meeting.

8. Other Business/Status Reports

Domenic D'Andrea gave an update on the US DOT Bridge Investment Program, which is intended to reduce the number of bridges in poor condition or at risk of falling into poor condition within the next three years. This is a discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or fair condition that are at risk of falling into poor condition. These projects require deliverability in a timely manner, expecting to go into construction within the next 18 months. A benefit cost analysis is also required for any project in the program. There are three categories in the Bridge Investment Program; Bridge projects costing over \$100 million, bridge projects costing under \$100, and planning projects. The deadline for large projects (over \$100 million) was on August 9th, while the deadline for regular bridge projects (under \$100 million) will be on September 8th. PennDOT District 11-0 has submitted a large project application, consisting of a bundle of bridges in Pittsburgh, including the Ft. Duquesne, West End, and McKees Rocks Bridges. SPC is also looking to submit a regular bridge project application, consisting of a bundle of up to eight local bridges, which could include the Charles Anderson Bridge and the Swinburne Bridge in Oakland, the Patton Street Bridge in Wilmerding, the Rankin Street Bridge in Rankin, the McLaren Run Bridge in Finley Township, the North Gallatin Bridge in Uniontown, the Fairwood Manor Bridge in Irwin, and the Geibel Road Bridge in Summit Township.

Lillian Gabreski gave an update on the Safe Streets and Roadways for All program, mentioning that at the next commission meeting they will be looking for a resolution of support from the commission. Currently, staff is in the process of looking at high crash locations across the region. SPC is also meeting with the districts and the City to look at specific areas in order to find the best match for the program. There is also a 20% match needed for the program. Lillian mentioned if there are any locations which have a significant crash safety need, to please email her in order to take a look at those spots moving forward. Tom Klevan made a note that they have reached out to the Transit Operators in the region as well and have solicited some project ideas from them as well.

Ryan Gordon made a note that for the September TTC meeting, there are currently no presentations lined up, so if any person has a good idea for a presentation to the TTC, please email Ryan with that information.

9. Adjourn

A motion to adjourn was made by Jeremy Kelly and seconded by Jason Theakston. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:15 AM.