

Meeting Minutes for April 19th, 2018
Transportation Technical Committee
SPC Conference Center
Two Chatham Center, Pittsburgh PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
Stephen Shanley, Allegheny County Department of Public Works
- Mark Gordon, Butler County Planning Commission
Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Dr. Jeff Raykes, Indiana County Office of Planning and Development
- Jeff Skalican, City of Pittsburgh Department of Mobility and Infrastructure
- Mike Behun, City of Pittsburgh Department of Mobility and Infrastructure
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Jeffery Leithauser, Washington County Planning Commission
- Kevin McCullough, PennDOT Central Office
Matt Smoker, Federal Highway Administration
Dave Cook, PennDOT District 10-0
Rob Miskanic, PennDOT District 11-0
Stephanie Spang, PennDOT District 11-0
Gary Barber, PennDOT District 12-0
Lynn Manion, Airport Corridor Transportation Association
Mavis Rainey, Oakland Transportation Management Association
Jina O'Neil, Oakland Transportation Management Association
Lucinda Beattie, Pittsburgh Downtown Partnership
Chris Watts, Pittsburgh Downtown Partnership
Courtney McMillin, University of Pittsburgh
Dan Lard, CDR Maguire
Nick Sagan, CDR Maguire
Dr. Jim Hassinger, CEO & Executive Director
Andy Waple, SPC Transportation Director
Darin Alviano, SPC Staff
Dom D'Andrea, SPC Staff
Tom Klevan, SPC Staff
Ryan Gordon, SPC Staff
Chuck Imbrogno, SPC Staff
Abby Stark, SPC Staff
Dan Alwine, SPC Staff
Kristin Baum, SPC Staff
Josh Spano, SPC Staff
Kathy Stefani, SPC Staff
- Indicates voting member

1. Call to Order

Andy Waple called the meeting to order at 10:00 am.

2. Action on the March 14th TTC Meeting Minutes (Handout 1)

A motion was made by Jeff Leithauser and seconded by Mark Gordon to accept the February 15th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office Reports

A. Autonomous Vehicles Safety Oversight in Pennsylvania

Kevin McCullough referred to a news release regarding Autonomous Vehicles Safety Oversight in Pennsylvania. Details of the news release are noted below.

PennDOT unveiled a multi-step action plan on April 9th to establish stepped-up safety oversight of Highly Automated Vehicles in Pennsylvania. PennDOT Secretary Leslie S. Richards outlined the voluntary testing policy at the first day of a two-day Pennsylvania Automated Vehicle Summit in Pittsburgh.

The Pennsylvania Automated Vehicle Policy Task Force, created in June 2016, coordinated with industry, academic and government stakeholders and delivered policy recommendations to the General Assembly in November 2016.

Building on that groundwork, PennDOT will take these steps over the next 60 to 90 days:

- Secretary will convene a meeting of the testers regarding the interim policies.
- The Autonomous Vehicle Policy Task Force will be reconvened to update testing policy recommendations.
- Until enactment of legislation sought by the administration, PennDOT will ask all testers to comply with the following testing policy. Testers would submit a "Notice of Testing" to PennDOT, with:
 - Basic Information: Name of the company, address, phone number, e-mail; identify principal point of contact for the testing;
 - Verification attesting that the HAVs meet all federal and state safety standards and meet the policies adopted by PennDOT;

- Proof of a driver/operator training program. (PennDOT strongly recommends clean driving records for HAV operators);
- Certification that all drivers have met/passed program requirements;
- Name of approved "drivers", with valid DL numbers;
- List of vehicles that will be involved in the testing and their VIN and/or Plate number;
- Routes or geographic location for testing;
- Basic overview of Operational Design Domain (ODD) including constraints. The ODD describes the specific conditions under which a given HAV is intended to operate, including where (such as what roadway types and speeds) and when (under what conditions, such as day/night, weather limits, etc.);
- Proof of insurance; and
- Immediately halt testing of any HAV that knowingly shares hardware or software with a vehicle that is part of a National Transportation Safety Board (NTSB) investigation.

Compliance with these voluntary policies will qualify the tester to receive an "Authorization Letter" from PennDOT valid for a year, with annual renewals.

PennDOT also will urge the Automated Vehicle industry and testers to:

- Voluntarily agree to comply with PennDOT interim testing policies and complete Notice to Testing Certification.
- Attend the meeting with the PennDOT Secretary.
- Continue and foster open lines of communication with PennDOT.
- Coordinate with PennDOT on developing best practices for operating HAVs within safety critical locations such as signalized intersections and work zones.
- Put greater emphasis on developing and deploying vehicle-to-vehicle, vehicle-to-infrastructure, and vehicle-to-device connectivity.
- Establish and fund an independent technical review body to promulgate best practices and pledge adherence to its recommendations.

In addition, PennDOT will continue to urge the General Assembly to adopt legislation that provides for AV testing on public roadways subject to PennDOT's safety oversight and requires compliance with PennDOT's testing safety policies.

PennDOT also will initiate a letter from multiple state DOT and transportation agencies calling for the creation of an independent certification mechanism similar to the work Underwriters Laboratories (UL) does to reduce system failure (both software and hardware).

PennDOT looks to the federal government for these actions:

- The National Highway Safety Administration (NHTSA) should revise Guidance 2.0 to make a safety checklist mandatory. It now is voluntary.
- Congress should amend current HAV legislation to strengthen state control over roadway operations with respect to HAVs.
- Third Party safety auditors should adopt independent certification similar to the work Underwriters Laboratories (UL) does. This would help reduce system failure (both software and hardware).

B. The Pennsylvania Safety Transportation and Research Track

PennDOT Secretary Leslie Richards on April 9th announced plans for a new state safety, transportation and research track called PennStart.

The facility, aimed to benefit transportation organizers, research institutions and emergency responders, will be planned and designed by PennDOT in partnership with Penn State University and the Pennsylvania Turnpike Commission.

PennStart will focus on six main areas: tolling and intelligent transportation systems technology, traffic incident management, work zones, commercial vehicles, connected and automated vehicles and transit vehicles.

5. Action on Modifications to 2017-2020 TIP (Handout 2)

A. PennDOT District 10-0

Dave Cook of PennDOT District 10-0 reviewed the requested TIP modifications. There were three groupings of modifications requiring TTC approval; one amendment and two administrative (as highlighted in Handout 2).

The amendment action involved adding the “Baker Hollow Bridge” project and its PE phase to the TIP in FFY 2018 in the amount of \$318,300 (80% Federal and 20% State). This project involves the rehabilitation/replacement of the structure carrying SR 2033 over a tributary to Crooked Creek in Kiskiminetas Township in Armstrong County. Estimated construction cost of the project is approximately \$1.87M.

Mark Gordon made a motion to approve, which was seconded by Jeff Raykes, and the TTC approved the modifications as requested

B. PennDOT District 11-0

Rob Miskanic of PennDOT District 11- reviewed the requested TIP modifications. There were three groupings of modifications requiring TTC approval; one amendment and two administrative (as highlighted in Handout 2).

The amendment action involved adding the “SR 30 Slide Remediation” emergency project to the TIP in FFY 2018 in the amount of \$6.75M (80% Federal and 20% State) to initiate design and construction. This project involves the remediation of a slide on SR 30 in East Pittsburgh, Allegheny County.

Ann Ogoreuc made a motion to approve, which was seconded by Jeff Skalican, and the TTC approved the modifications as requested.

C. PennDOT District 12-0

Gary Barber of PennDOT District 11-0 reviewed the requested TIP modification. There were four groupings of administrative modifications requiring TTC approval (as highlighted in Handout 2).

Jeff Leithauser made a motion to approve, which was seconded by Daniel Carpenter, and the TTC approved the administrative actions as presented.

D. Transit TIP Modification Summary

The Transit Operators Committee approved a number of TIP adjustments relating to applications by transit agencies for state funding. In most cases, these were existing projects on the TIP where state funding was identified in more precise detail. However, a large TIP administrative action was approved for Port Authority to accept \$3.6 million in federal funding through the discretionary “Bus and Bus Facility” grant program to purchase ten Gillig low-floor replacement buses. (Other TIP adjustments were approved for Allied Coordinated Transportation Services, IndiGo (Indiana County), Freedom Transit (Washington County) and Westmoreland County Transit Authority.) SPC Staff also updated the TOC on the ongoing work on the regional Active Transportation Plan and the Public Transit-Human Services Coordinated Transportation Plan. Port Authority presented the latest service planning for the proposed Bus Rapid Transit project. And, SPC staff reported on the innovative transportation ideas presented at the recent Shared Mobility Summit in Chicago.

6. 2019 TIP Development

A. TIP Modification Procedures MOU (Handout 3)

Ryan Gordon reviewed the draft 2019-2022 SPC Memorandum of Understanding for Processing TIP Modifications. Handout 3 highlighted differences from the 2017-2020

TIP MOU. A key difference pertains to Major TIP Amendments. Previously there was a hard threshold of \$10M for adding a new project phase that would automatically trigger the modification as a Major TIP Amendment. Now, instead of a hard \$10M threshold there is a soft threshold of \$5M (TTC/TOC will take an action in determining if the modification warrants being processed as a Major Amendment).

B. Self Certification Checklist (Handout 4)

Andy Waple explained that every two years when the regional TIP is submitted to FHWA and FTA the SPC is required to provide a resolution certifying that it is meeting all the federally mandated requirements. SPC staff developed this checklist to ensure all federally mandated planning requirements are being fulfilled. Andy asked the TTC to review and provide any comments or questions back to SPC within two weeks.

C. Public Participation Panels (Handout 5)

Abby Stark shared with TTC upcoming counties/city public meeting dates for review and comment of the draft TIP. The public meetings will be an open house format. All TIP documents will be made available and there will be large visual map displays on-hand. Also, there will be opportunity at the meetings for anyone interested in submitting public comment. TIP Public Comment period will run from May 9th through June 3rd. (UPDATE: Public Comment Period will now run from May 14th to June 13th).

D. SMART Transportation Program

Andy Waple gave an update on SPC's Livability through Smart Transportation Program. Final applications were due on April 13th, SPC received eight. All who submitted a pre-application were asked to complete a final application. Total request of federal funds is approximately \$4.95M. SPC staff is currently reviewing the final applications and evaluating technical and ancillary factors. In addition, SPC staff is formulating questions to sponsors pertaining to project delivery. Those questions and the answers provided by the sponsors will be shared with the TTC at the May meeting. TTC members will be asked to score the deliverability of each of the eight projects. At the June TTC meeting, SPC staff will provide a recommendation of projects to advance through the program to the TTC for their approval.

7. Long Range Plan Update

A. SPC Chairman's Workshop Recap

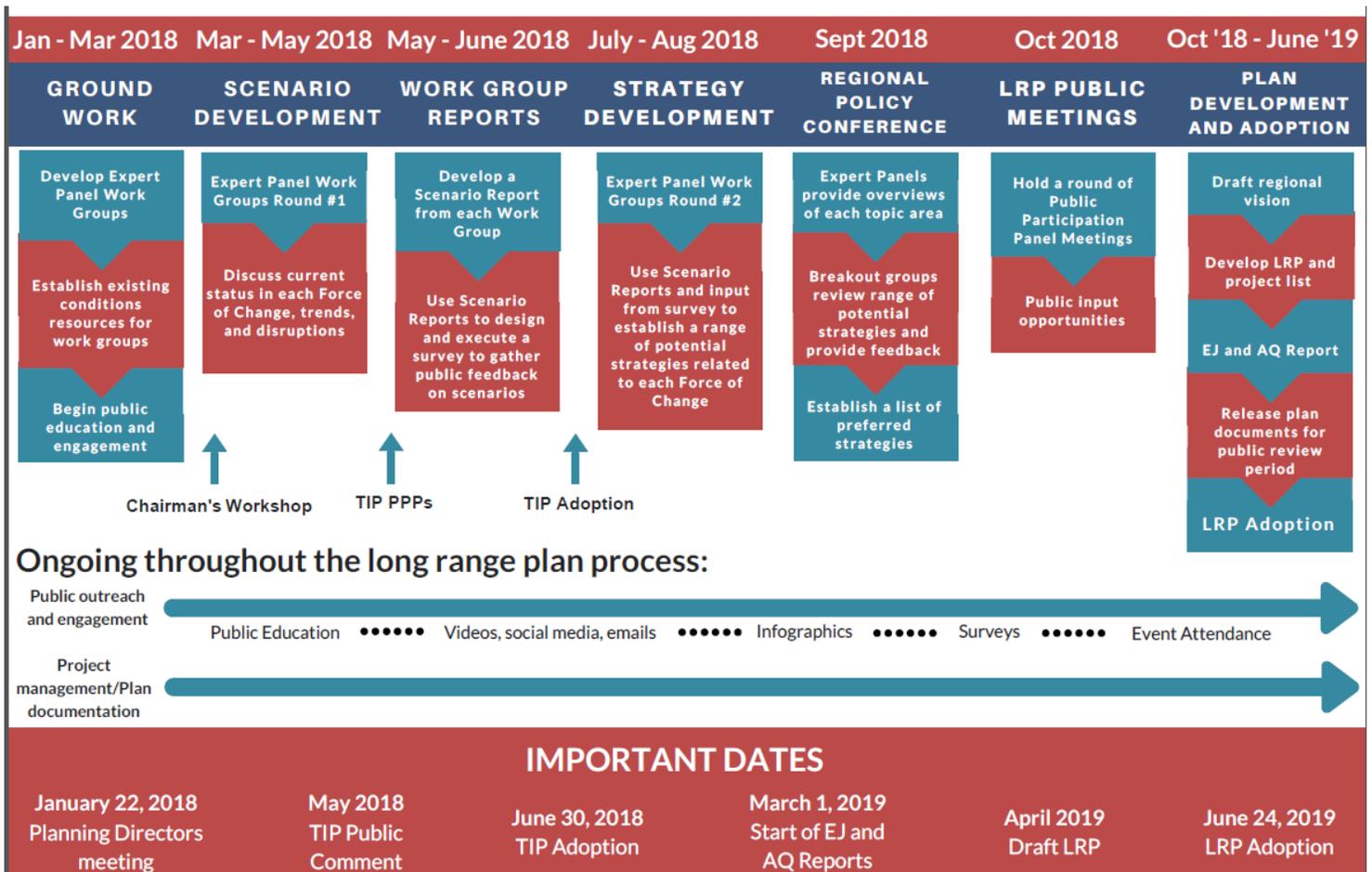
Andy Waple gave an update on the Long Range Plan. SPC held a Commission Chairman's Workshop on March 26th at the California University of Pennsylvania. This workshop featured a series of speakers and panels discussing the "Forces of

Change” and served as a launch pad for the LRP scenario planning process. The event was well attended by local state and federal partners as well as others from the public and private sectors. Videos of each of the panels and speakers can be found on the [SPC YouTube page](#).

The scenario planning approach will focus on five broad “Forces of Change” categories. These categories include Social/Demographics, Technology, Environment, Economics and Public Policy/Financing. SPC will develop expert panels that will discuss and develop reports on current trends in these categories and work to develop scenarios on where these forces are likely to trend over the next 25-30 years. These scenarios will then be used to develop policies and strategies so that the region is prepared for likely outcomes and able to be nimble in response to unexpected outcomes. These policies and strategies will be the foundation of the SPC’s next Long-Range Plan.

B. Schedule

Andy Waple gave an overview of the LRP development schedule.



8. Southwestern Pennsylvania Public Transit – Human Services Coordinated Transportation Plan

Kathy Stefani gave a presentation on the process for developing the next Public Transit – Human Services Coordinated Transportation Plan (CTP) for Southwestern Pennsylvania. Complying with a Federal mandate, the plan, which will be prepared by SPC/ATWIC staff over the next 12 months and taken to the Commission for approval in June 2019, is a condition for receiving government program funds for special projects. More specifically, projects seeking funding from Section 5307 (Urbanized Area Formula Program) and Section 5310 (Elderly and Disabled Individuals Program) must be derived from this “locally developed” plan.

The latest CTP development process kicked off at a February 2018 meeting of the Alliance for Transportation Working in Communities. ATWIC will be relying on input from Alliance members, along with information gathered as a result of extensive outreach that will be conducted in each of our ten counties beginning this summer. An essential part of the county-by-county outreach will be meeting directly with actual users of the region’s public transit and human services transportation system. Because so much is changing around transportation (i.e. service models, vehicle types, vehicle ownership, and the means with which a person can access transportation), it will be important for all those involved in this planning effort to engage in new thinking about transportation alternatives. And, working from an Alliance-defined Regional Goal, ATWIC identified five areas of focus from which the planning framework for the overall plan revision was devised. Each focus area will address a specific question about transportation in the region:

1. Multi-Modal Transportation Network: What kind of transportation system is out there today?
2. Robotics, Automation, and Shared Mobility: How does our region’s transportation system currently function?
3. Seamless Travel Chains: What is the user experience of the existing transportation system?
4. Urban, Suburban, and Rural Environments: What would a transportation system that alleviates existing access barriers and enhances the overall user experience look like?
5. Anyone, Regardless of Ability or Income: What will it take to create a ‘modern transportation system’ that meets the needs of everyone?

Any TTC participant can take part in the CTP process by joining a Focus Area Work Group – simply contact Kathy Stefani by email or phone: kstefani@spcregion.org or (412)391-5590, ext 370.

9. SPC Road Safety Audit – SR 217 Blairsville Borough, Indiana County

Dom D’Andrea and Josh Spano provided a presentation on a recent SPC Road Audit on SR 217 in Blairsville Borough. Dom explained that a Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent, multi-disciplinary team. The goal of the SR 217 RSA was to identify potential safety improvements along the route from the Conemaugh River Bridge to High Rise Drive in Borough of Blairsville and Burrell Township. The three major themes the study team focused on were truck traffic/routing, curve delineation, and vehicle speeds. Josh then highlighted the various short, medium and long-term safety suggestions along the corridor.

10. Other Business / Status Reports

Andy Waple highlighted past and upcoming meetings/events listed below:

- A. April 18th – Transit Operators Committee
- B. April 30th – SPC Executive Committee
- C. May 3rd – Alliance for Transportation Working in Communities
- D. May 10th – CommuteInfo Partners
- E. May 17th – Transportation Technical Committee
- F. May 22nd & 23rd – National Highway Institute Performance-based Planning & Programming Course
- G. June 6th – Active Transportation Forum
- H. June 25th – SPC Executive Committee and Commission
- I. June 28th – Transportation Operations and Safety Forum

11. Adjourn

Mark Gordon made a motion to adjourn, which was seconded by Art Cappella and the TTC approved adjournment of the meeting at 11:50 pm.