

Meeting Minutes for December 6, 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
- Darin Alviano, Armstrong County Department of Planning and Development
- Mark Gordon, Butler County Planning Commission
Joel MacKay, Butler County Planning Commission
- Arthur Capella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County
- * Dr. Jeff Raykes, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
Rich Fender, Westmoreland County Department of Planning and Development
Jacob Bowen, Westmoreland County Department of Planning and Development
- Jeff Skalican, City of Pittsburgh
Sofie Yarish, City of Pittsburgh
Lucinda Beattie, Pittsburgh Downtown Partnership
Mavis Rainey, Oakland Transportation Management Association
- Kevin McCullough, PennDOT Central Office
Dave Cook, PennDOT District 10-0
Tim Jablunovsky, PennDOT District 10-0
Rob Miskanic, PennDOT District 11-0
Scott Weaver, PennDOT District 11-0
Stephanie Spang, PennDOT District 11-0
Josh Theakston, PennDOT District 12-0
Lynn Manion, Airport Corridor Transportation Association
Dan Laird, CDR Maguire
Dr. James Hassinger, SPC Executive Director and CEO
Andy Waple, SPC Transportation Director
Ryan Gordon, SPC Staff
Tom Klevan, SPC Staff
Dan Alwine, SPC Staff
Abby Stark, SPC Staff
Kristin Baum, SPC Staff
Chuck Imbrogno, SPC Staff
Lillian Gabreski, SPC Staff
- Indicates TTC voting member
- * Participated via telephone

1. Call to Order

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

2. Action on the November 15th TTC Meeting Minutes (Handout 1)

A motion was made by Jeremy Kelly and seconded by Daniel Carpenter to accept the November 15th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/FTA/PennDOT Central Office Reports

Kevin McCullough gave an update on the Rapid Bridge Replacement project, a pilot overseen by PennDOT's first public-private partnership with the goal of replacing 558 bridges across the commonwealth in a packaged and expedited process. The project recently reached the milestone of the 500th bridge completed. While unprecedented water and flooding events delayed many of the projects, PennDOT anticipates that by this time next year all of the bridge replacement projects should be completed. In a Press Release on December 3rd, PennDOT announced that a follow up P3 initiative of the same nature would be conducted in Luzerne County in the following years.

Darin Alviano asked if cost evaluations had been conducted to evaluate if the utilizing a P3 model was beneficial to the bridge replacement process. Kevin McCullough noted that while some cost increases may have occurred on specific projects, the P3's structure—which specifically chose bridge replacement projects with low environmental impact and few UTL and ROW considerations—ensured that the cost per project is still projected to produce 30% savings on average. PennDOT's overarching goal in creating the Rapid Bridge Replacement project was to replace bridges more quickly and in a cost effective way. He added that we probably won't know the total financial details for several years, but that by the end of next year PennDOT will have a good idea of projected savings vs. actual savings that will probably be published in an agency report.

5. Action on Modifications to 2019-2022 TIP (Handout 2)

A. PennDOT District 10-0

Dave Cook reviewed the requested TIP modifications. There were two amendments and six groupings of administrative modifications requiring TTC approval (as highlighted in Handout 2).

Mark Gordon noted that Butler County's support was based on discussions between himself and Jim Andrews at PennDOT District 10-0. The discussions surrounded the two projects regarding the widening of Route 228 in Adam's Township and the Balls Bend area. He noted that commencing in January, PennDOT District 10-0 would be putting together a design team to evaluate doing the Three Degree Road project in Adam's Township and the Balls Bend project as two separate projects, executed at the same time. The Balls Bend project would not be disruptive to traffic flow, as it will be conducted offline, and they should enjoy some savings and mobilization in treating these as one project. He stated that his support was based on the commitment to engaging the design team in January to put the program together and fully

constructing/completing the project by 2024, which both he and Jim Andrews were comfortable with.

Mark Gordon made a motion to approve, which was seconded by Darin Alviano, and the TTC approved the modifications as requested by Dave Cook.

B. PennDOT District 11-0

Rob Miskanic reviewed the requested TIP modifications. There were fifteen groupings of administrative modifications requiring TTC approval (as highlighted in Handout 2).

Ann Ogoreuc made a motion to approve, which was seconded by Arthur Capella, and the TTC approved the modifications as requested by Rob Miskanic.

C. PennDOT District 12-0

Josh Theakston reviewed the requested TIP modifications. There was one amendment and five groupings of administrative modifications requiring TTC approval (as highlighted in Handout 2).

Arthur Capella made a motion to approve, which was seconded by Daniel Carpenter, and the TTC approved the modifications as requested by Josh Theakston.

D. Transit Operators Committee TIP Update

Tom Klevan gave a report on TIP modifications made at the December 5 TOC meeting. The committee voted on 2 administrative actions and 1 amendment presented by PennDOT District 10-0. The two administrative actions involved Butler Transit Authority adding some state and federal funds to a programmed and obligated project to purchase CNG Buses, specifically a change in flavor of federal funding and some addition of state capital funds. They also added some state capital funds to a project to relocate a portion of the terminal in downtown Butler on the 2019 TIP. The amendment was to add a project to purchase replacement commuter buses for the current commuter demonstration project. Commuter service is currently being run with used buses. New buses will be bought with federal funds—the flavor of the state match has not yet been identified, but the district wanted to get federal funding onto the TIP for 2019, 2020, and 2021.

6. Long Range Plan Update

Andy Waple gave a presentation updating the committee on the status of the Long Range Plan. He noted that SPC staff has continued to distill public input and expert strategies into a cohesive long range plan. He highlighted the three major themes – connected mobility, a globally competitive economy, and resilient communities, and explained that SPC staff had been developing these thematic areas into concrete strategic plans.

1. **Connected Mobility:** A world-class, well maintained, integrated transportation system will provide mobility for all, enable resilient communities and support a globally competitive economy. Sub-strategies include “Mobility for All – Equity Keeps Us Whole,” “High Tech

Mobility – Connected Systems & Autonomous Vehicles,” “Funding and Financing,” and Prioritize and Streamline – Faster Project Development and Delivery.”

2. Globally Competitive Economy: Strategic infrastructure investments and workforce training will make the region recognized as a global leader in technology and innovation. Sub-strategies include “Grow, Train and Retrain – Workforce for Change,” “Prioritize, Improve, Support – Infrastructure Supports Us,” and “Partner and Deploy – Technology Advances Us.”
3. Resilient Communities: The revitalization of our communities will make us a magnet for new investment. Intensive investments in connectivity, walkable neighborhoods, and green infrastructure will attract business and residents to newer and older communities alike. Sub-categories include “Resilient Communities – Elevate Community,” and “Tackle Climate Change, Air & Water – The Earth Sustains Us.”

Andy Waple summarized the process behind developing these themes and the long range plan as a whole, which included public and stakeholder outreach (through avenues like the strategy prioritization survey), the identification of transportation system needs or investment categories, the facilitation of project development workgroups, and the development of consistency criteria (strategies and metrics). The final addition of relevant projects and programs will result in a formalized Long-Range Plan.

Regarding public outreach, Andy Waple noted that SPC took a multi-pronged approach of meeting with the public in each county through various meetings and events, as well as through the use of radio, newspaper, TV, and the internet to gather a large swath of engagement—almost 12,000 points. While public meetings are not required in this stage of planning the long range plan, SPC feels they are vital to gleaning regional priorities.

Through this public outreach, input for strategies as well as investment categories was collected. At a regional level, the most important areas for investment categories were bicycle and pedestrian, roadway maintenance, public transportation – new capacity, safety and operations, and bridge maintenance. The most favored strategies were public transit coordination, broadband expansion, natural resource conservation, workforce, infrastructure funding, and economic growth.

Commonalities between the workgroup sessions and public input included prioritizing maintaining the existing system (capital maintenance), regional transit coordination and expansion (public transit operations & new capacity), local bicycle and pedestrian network connectivity (bicycle and pedestrian), regional trail system connections (bicycle and pedestrian), improve interstate system and other major corridors (capital maintenance, safety & operations, new capacity), safety and operational improvements (safety & operations), and expanded transportation demand management (safety & operations).

The next steps for Long Range Plan development include continuing LRP project development workgroups, initiating the strategy priority survey, gaining Commission input on vision, goals and strategies, finalizing the vision, goals and strategies for the LRP (at the January 28th Commission

Meeting), advancing projects based on strategies and metrics, conducting the Air Quality Conformity and Environmental Justice Analysis, and conducting the formal 30 day public comment period for the draft plan with public meetings. The Commission is scheduled to adopt the Long Range Plan in June 2019.

Darin Alviano posed the question of how project scoring and thematic strategies would be applied fairly to consider both urban and rural areas of SPC's region. Andy Waple answered his question and underscored that project scoring and strategies would have both a rural and urban flavor.

7. PPP Appointments

Abby Stark announced that SPC would be looking for new two year appointments for PPPs. The years for the new PPP members will be for 2019 and 2020. It's important that PPPs reflect demographics and priorities of counties or the city. She noted that SPC will be sending out letters to give a run down on the PPP appointment process before the holidays. Roles and functions vary by community, but should be representative of community and are appointed by county commissioners. It could be chamber members, municipalities, small business owners, etc. depending on what members hope to see for their community. Functions and roles of PPPs include for members to be aware of transportation issues in county, being the pulse on the ground for communities and the voice for their community. Input from the public and PPP members will be used in developing regional transportation priorities, so PPP members will ideally have a strong regional network. Each of the PPPs will host these public meetings in the spring and fall, and help provide input into the planning process. SPC's role is to make the information available to make sure the community is aware of this process. Abby Stark noted that it's a great opportunity for the public to meet PennDOT representatives, county planners, and others.

Mark Gordon asked when appointments would need to be made by – Abby Stark responded that the letter going out would list an exact date, probably in mid to late January.

Abby Stark also noted that per the request of TTC, survey responses on LRP priorities are available by a county and zip code basis.

8. 2020 Census Update

Kristin Baum gave a presentation on preparation for the 2020 Census. SPC is a long time regional affiliate of the Pennsylvania State Data Center (PaSDC). As such, SPC is responsible for local dissemination of data released by the U.S. Census Bureau, and provides assistance to the U.S. Census Bureau with local education and promotion efforts, as well as with operations to the extent possible, for the decennial Census, ACS, and other surveys.

A headcount of every resident in the U.S. is mandated by the U.S. Constitution. The primary goal is to count everyone once, and only once, and in the right place. The 2020 Census will have questions for each person residing in the residence, including age, sex, race Hispanic origin, relationship, tenure, and potentially citizenship.

The key use of the census is to determine representation, or seats in the House of Representatives. It's also used to determine Congressional boundaries, state legislative boundaries, school districts, and voting precincts. The census also helps to allocate 8 billion in infrastructure funding and plan where new capacity is necessary.

The 2020 Census will have a more accurate address list. It will also be the first time that online responses are facilitated. Field workers will have handheld devices for collecting Census data, and administrative records will be used to cut down on in-person follow up visits to non-responding households.

New challenges include reaching hard to count populations that have been historically undercounted (minorities, immigrants, economically disadvantaged, rural populations, senior citizens, children under 5 years, etc), a general mistrust of government or a "climate of fear," and cyber security concerns and the digital divide. Kristin Baum noted that while the digital divide is a big issue, the U.S. Census Bureau was confident in its cyber security measures.

A Response Outreach Area Mapper outlines areas with low response scores in the 2016 census, suggesting which areas will be harder to reach.

The official Census Day is April 1, 2020. Preparations for the 2020 Census will be ongoing until this date.

Kristin Baum gave an overview of major Census-related programs. The LUCA Program establishes where to count—it is an opportunity to review and comment on the U.S. Census Bureau's residential address list. SPC assisted 5 member counties with their LUCA reviews, and is awaiting feedback from the Census Bureau (August 2019).

The New Construction Program is a follow-up to the LUCA program—it is an opportunity to submit addresses for new units constructed after the LUCA deadline. Units must be closed to the elements and completed by Census Day. Invitations to participants will be sent out in April-May 2019. In September 2019 information will be received and reviewed, and SPC and local entities will have until November 2019 to submit information.

The purpose of the PSAP Program is to review and update selected statistical area boundaries for 2020 Census data tabulation following U.S. Census Bureau guidelines and criteria. SPC serves as the primary point of contact for counties in the SPC region. Boundaries to be reviewed include Census tracts, Block groups, and Census designated places (CDPs). Invitations were sent out in July 2018—in January 2019 new material will be received and reviewed, and the submittal deadline in May-July 2019.

The CCC Program develops collaborative partnerships to educate and motivate residents to participate in the 2020 Census. It relies on trusted local voices to develop and implement a targeted 2020 Census awareness campaign based upon their knowledge of the local community. The Joint Allegheny County-City of Pittsburgh Complete Count Committee (CCC) is a resource in the SPC

region, and preparations are already underway in several other counties for forming CCCs. The U.S. Census Bureau will have at least two Partnership Specialists to provide full coverage of the SPC Region to assist with these efforts, and SPC staff is available to help.

SPC will continue to work with planning partners to get the word out about the 2020 Census and to assist with the development of local county-level CCCs. SPC will assist in arranging CCC informational and training sessions around the region. It will also develop a 2020 Census page for the region, and provide 2020 Census updates through social media, newsletters, mailings, and other outlets. Furthermore, SPC will assist in advertising local census job openings. An area office in Cranberry, and eventually in the City of Pittsburgh, will be hiring people who are active in local communities.

TTC members can assist in the 2020 Census process by ensuring that a local CCC for their area is established and encouraging community members to get involved. Members can also incorporate 2020 Census information into newsletters, social media posts, mailings, websites, electronic message boards, rest stops, DMC centers, etc. Furthermore, they can help advertise to recruit local census workers when jobs come available.

Any further questions about the 2020 Census can be directed to Kristin Baum at SPC.

9. Streetlight Data – Overview and Local Applications

Chuck Imbrogno gave a presentation on SPC's StreetLight Data and its sample applications. StreetLight InSight is a transportation data analytics platform. It is an on-line platform available to users via web browser. Access is subscription based or a use-case basis. StreetLight InSight is made up of Big Data (GPS and LBD) created by mobile devices. It has a large sample size—approximately 25% of the US population. It has a high spatial precision and is scalable—appropriate at the micro, meso, macro level. The data is hosted on a on-demand software platform that is easy to use, customizable, and which has quick and efficient processing times.

The whole platform is designed for transportation planning. CSV files and GIS shapefiles are both available. Many other spatial and statistical data is attached, there is a lot of census data, vehicle type data, etc. It reduces the need for traditional travel surveys, and the need for base year traffic counts. Furthermore, it can assess historic travel conditions (back to 2013).

Subscription tiers range from bronze – premium, with features and abilities varying accordingly. Project options are customizable based on the day, the parts, the months, specific dates, trip types, and data sources. Defining and running a project is quick—you create zones, define a project, visualize the results, and download the results.

SPC has a one-year platinum-tier subscription (ending 6/26/19) that is multi-domain with the City of Pittsburgh. There is access for up to 20 staff users plus consultants for specific projects. There is a geographic limit—analysis is for trips that start, end, or pass-thru the City of Pittsburgh with a buffer of 35 miles.

Chuck Imbrogno gave several examples of sample local applications of StreetLight Insight.

StreetLight Insight will be used for several upcoming projects including the SPC Second Avenue Study, the City Strip District Study, the City BRT analysis, the SPC screenlines for travel model update, and the SPC O/D for travel model update. It will also be used in conjunction with a PennDOT pilot project. SPC is considering a subscription renewal.

10. Other Business / Status Reports

Ryan Gordon noted that in partnership with Western Pennsylvania Conservancy and the Natural Heritage Program SPC updates the Natural Heritage Inventory. SPC is currently in year 2 of the 3 year project, and as such would like to reconvene the stakeholder group of county planners and regional land trust representatives and get the Natural Heritage Program to provide presentation updating on progress of project. He proposed having this meeting following a TTC meeting, possibly in February.

Mark Gordon noted that on January 7th, 10 million dollars will be lent to the Butler County infrastructure bank for the completion of relevant projects.

Ryan Gordon highlighted the recent and/or upcoming meetings/events listed below:

- A. December 10th – SPC Executive Committee, Commission, and Corporation Members*
- B. January 14th – Planning Directors’ Forum*
- C. January 17th- Transportation Technical Committee*
- D. January 28th – SPC Executive Committee, Commission, and Regional Policy Advisory Committee*

11. Adjourn

Jeremy Kelly made a motion to adjourn which was seconded by Daniel Carpenter, and the TTC approved adjournment of the meeting at 11:57 p.m.