

**Meeting Minutes for September 21, 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 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 Department of Planning and Community Development
- Jeffery Leithauser, Washington County Planning Commission
- * Jason Theakston, Washington County Planning Commission *
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Jacob Rowen, Westmoreland County Department of Planning and Development
- Evan Gross, City of Pittsburgh
- Lucinda Beatty, Pittsburgh Downtown Partnership
- Darcy Cleaver, Port Authority
- Kevin McCullough, PennDOT Central Office
- Lynn Manion, Airport Corridor Transportation Association
- Mavis Rainey, Oakland Transportation Management Association
- Gina O'Neil, Oakland Transportation Management Association
- Amy Wiles, Mackin Engineering Company
- Dan Laird, CDM
- Anthony Hickton, CommuteInfo
- Dave Cook, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- Josh Theakston, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Dr. James Hassinger, SPC Executive Director and CEO
- Andy Waple, SPC Transportation Director
- Darin Alviano, SPC Staff
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Chuck Imbrogno, SPC Staff
- Dan Alwine, SPC Staff
- Abby Stark, SPC Staff
- Sara Walfoort, 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 10:05 am.

2. Action on the August 16th TTC Meeting Minutes (Handout 1)

A motion was made by Jeffery Leithauser and seconded by Mark Gordon to accept the August 16th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/FTA/PennDOT Central Office Reports

A. August Redistribution – Federal-Aid Highway Program Obligation Limitation

Kevin McCullough gave a background on the August Redistribution Process. If states do not or are unable to use their entire obligation, it may be redistributed to states who can utilize more obligation authority. These states must, after using their initial obligation funding, apply to USDOT with project lists in order to prove they have eligible projects that will use the additional obligation authority funding. Historically, Pennsylvania has been able to match all of its federal funding in order to keep projects moving, but other states are not always able to do so. This past year, there was a record amount of redistribution authority for states with additional funding needs.

Over the past four years, there have been significant increases in the redistribution funding available to Pennsylvania. In 2015 there was \$95 million available, in 2016, \$123 million, in 2017, \$153 million, and in 2018 there was over \$200 million in redistribution funding available. Kevin McCullough stated that was a big deal for PennDOT, as it allows them to convert advanced construct (AC) projects. For example, projects that were AC during the TIP Development process due to not enough authority, that had to be planned and cash flowed, PennDOT can now apply regular authority to. Moving into a new TIP cycle, because projects were able to apply additional authority, money is freed up, which in turn allows PennDOT to reprogram that funding and advance projects that had to be pushed back.

PennDOT looks at areas of the state with big projects that ran into cash flow issues, and works with the districts to fix these problems. Of the \$200 million redistributed to Pennsylvania, SPC received \$46 million, or roughly 22% of the total redistribution amount. Going into the end of the year, PennDOT districts will be conducting programming changes, and shifting projects around to fix delays and gaps in authority. Nationwide, Pennsylvania had the fourth largest August redistribution amount after California, Texas, and Florida.

B. Fall Planning Partners Meeting

Kevin McCullough summarized the purpose of the Fall Planning Partners Meeting. Each fall, PennDOT, FHWA, and planning partners across the state host a conference to discuss new changes, issues, the TIP update process, state priorities, and planning partner priorities. The meeting takes

place in a conference format at a centrally located venue, which for the past few years has been State College, PA. This year will be slightly different, as planning partners are taking the lead on building the meeting agenda and outreach plan. As there have been a number of things planning partners have brought up that have yet to be improved or fixed, this will hopefully be an opportunity to change the internal viewpoint on the planning process, determine priorities, and set the stage for the 2021TIP update. Historically, SPC brings presentations from Fall Planning Partners into TTC meetings and discusses highlights from the conference.

Andy Waple noted that Planning Partners will be held during the same days as the Rail~volution conference in the city of Pittsburgh, so unfortunately some TTC members and SPC staff may be unable to attend Rail~volution.

C. The Driving PA Forward Initiative, DEP Grants and Rebates for Electric Vehicle Charging Stations

Andy Waple noted that yesterday, Governor Wolf announced a new grant program for electric vehicle charging stations, called the “Driving PA Forward” initiative. The funding comes from PA’s \$118 VW settlement. The goal of the initiative is to permanently reduce nitrogen oxide (NOx) pollution from vehicles. Up to \$3 million in grants is available for acquisition, installation, operation, and maintenance of ZEV fast-charging equipment and hydrogen fuel cell equipment through 2019. Grants are reimbursements after project completion, with a cap of \$500,000 per project. Application deadlines are 4:00 PM on January 25, July 15, and December 16, 2019. During each of those periods they will review applications.

Another \$3 million is available for rebates on Level 2 (240-volt) charging stations for 2018. Stations can be located on publicly accessible, government-owned or non-government-owned property or at workplaces or multi-unit dwellings that are not publicly accessible. Applicants will have 180 days to complete projects, and will receive a rebate voucher that may be redeemed once project work is complete. The application period is continuous until funds are exhausted, and vouchers will be issued on a first come, first served basis.

The application period opens today. Businesses, nonprofits, government agencies, and other organizations are eligible to apply. More information can be found at www.dep.pa.gov/DrivingPAForward.

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

A. PennDOT District 10-0

Dave Cook reviewed the requested TIP modification. There was one grouping of administrative modifications requiring TTC action (as highlighted in Handout 2).

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

B. PennDOT District 11-0

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

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

C. PennDOT District 12-0

There were no modifications requiring action.

D. Transit Operators

There were no modifications requiring action.

6. Performance Measures – PM 2, PM 3, CMAQ Performance Plan (Handout 3)

Andy Waple gave a presentation on two resolutions which will go before the commission to endorse the PM 2, Highway and Bridge Condition Performance Measures, and PM 3, System Performance and CMAQ Measures. MAP-21 and FAST Act both require performance management. Performance-based planning is used to ensure federal dollars are invested in the most efficient manner to achieve national goals. It is an ongoing data-driven approach to help decision-makers understand how investments made across the system effect performance.

A. Overview of Performance Measures Baselines and Development Process

USDOT defines a set of 21 transportation performance measures over our categories: safety, bridge and highway condition, system performance and air quality, and transit asset management. The department establishes processes for state DOTs, MPOs, and Transit Agencies to calculate baseline performance, set performance targets, monitor measure progress toward targets, report to USDOT, and revise and update targets on a regular schedule.

The PM 1 safety measures were established by PennDOT on August 27, 2017 and adopted by SPC on December 11, 2017. The measures dictate an annual reduction of 2% for all measures (number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries).

Targets for all PM 2 and PM 3, with the exception of the Annual Peak Hour Excessive Delay, Non-SOV Travel Measures (SPC and DVRPC only) and CMAQ program, are required to be reported at the statewide level. Individual regions are not required to report progress to FHWA, all reporting will be done through PennDOT.

The PM 2 Highway and Bridge Condition Performance Measures Targets are based on the state transportation asset management plan (TAMP). The targets were established by PennDOT on May 20, 2018, and must be established by SPC by November 16, 2018. Six measures are aimed at the National Highway System (NHS) and include percent of Interstate pavements in Good/Poor

condition, percent of non-Interstate NHS pavements in Good/Poor condition, and Percent of NHS bridges by deck area classified in Good/Poor condition.

PennDOT’s targets for Pavement Condition mirror the federal standard, which dictates that no more than 5 percent of a state’s NHS Interstate land-miles be in poor pavement condition.

Pavement Performance				
Measure		Baseline 2017	2-year Target 2019	4-year Target 2021
% of Interstate pavements in Good condition	PennDOT	67.2 %	N/A*	60 %
	SPC	60.5%	-	48%
% of Interstate pavements in Poor condition	PennDOT	0.4 %	N/A*	2 %
	SPC	0.3%	-	2%
% of non-Interstate NHS pavements in Good condition	PennDOT	36.8 %	35 %	33 %
	SPC	43%	42%	40%
% of non-Interstate NHS pavements in Poor condition	PennDOT	2.3 %	4 %	5 %
	SPC	1.5%	3%	4%

* 2 year targets not required by USDOT for Interstate pavements

PennDOT’s bridge condition targets are consistent with its asset management objectives of maintaining the system at the desired state of good repair, and achieving national and state transportation goals. The federal standard requires that no more than 10 percent of a state’s total NHS bridges by deck area are in poor condition. The PennDOT targets are reasonable, exceed federal minimum requirements, and are consistent with post-Act 89 investment strategies that have resulted in significant improvement in the physical condition of the region’s pavements and bridges - not only on the Interstates and NHS, but on the other non-NHS networks as well.

Bridge Performance				
Measure		Baseline 2017	2-year Target 2019	4-year Target 2021
% of NHS bridges by deck area classified in Good condition	PennDOT	25.6 %	25.8%	26.0 %
	SPC	31.8%	-	-
% of NHS bridges by deck area classified in Poor condition	PennDOT	5.5 %	5.6%	6.0%
	SPC	4.4%	5.0%	6.3%

The PM 3 System Performance Measures Targets were established by PennDOT on May 20, 2018 and must be established by SPC by November 16, 2018. They include four measures aimed at the NHS and two measures aimed at traffic congestion and on-road mobile source emissions.

Regarding the four measures aimed at the NHS, the 2017 baseline comparison produced the following results:

- The higher the travel time reliability, the better and more consistent the system is. SPC Region’s interstate reliability is higher when compared to the statewide number and to other regions.
- SPC Region’s non-interstate reliability is roughly equal to the statewide number.
- The lower the truck reliability index, the better and more consistent the system is. SPC Region’s truck reliability index is slightly higher than the statewide number but compares favorably to most other regions.

- The lower the delay, the better performing the system is. SPC region’s annual 11.1 hours of excessive delay per capita is roughly middle of the pack when compared to similar urban areas.

Regarding the two measures aimed at traffic congestion and on-road mobile source emissions, the 2017 baseline comparison produced the following results:

Travel Time and Annual Peak Hour Excessive Delay Measures (Estimated using RITIS Data Extract)			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Interstate Reliability-Statewide*	89.8 %	89.8 %	89.8 %
Interstate Reliability-SPC Region	92.2 %		
Non-Interstate Reliability-Statewide*	87.4 %	N/A	87.4 %
Non-Interstate Reliability-SPC Region	87.0 %		
Truck Reliability Index-Statewide*	1.34	1.34	1.34
Truck Reliability Index-SPC Region	1.44		
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)**	SPC - 11.1	N/A	11.8

*Targets set equivalent to 2017 baseline values
**SPC estimates 1.5% annual increase in delay/capita.

Non-SOV Travel Measure data is provided by the U.S. Census American Community Survey (ACS). About 108,450 of the 2.1M surveyed were in Pennsylvania.

PM-3 Baseline and Target Values for Non-SOV Travel Measure			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	SPC - 24.8 %	24.6%	24.4 %

On-Road Mobile Source Emission Travel Measure data is provided by the FHWA CMAQ annual reporting system.

PM-3 Target Values for CMAQ Emission Measures Applicable MPOs and Pollutants Determined from: https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page03.cfm#toc494364458			
Measure	MPO	Emissions (kg/day)	
		2-year Target* 2019	4-year Target 2021
VOC Emissions	Statewide	109.460	201.730
	SPC	58.060	107.000
NOx Emissions	Statewide	337.700	612.820
	SPC	256.110	464.770
PM _{2.5} Emissions	Statewide	10.760	20.490
	SPC	7.010	13.350
PM ₁₀ Emissions	Statewide	9.540	17.470
	SPC	9.540	17.470
CO Emissions	Statewide	567.700	1135.400
	SPC	284.970	569.930

B. Considerations for PM 2 and PM 3 Target Setting

Andy Waple noted that due to potential tool enhancements, limited historic information, and the need for additional research understanding the variances and factors influencing each of the performance measures, PennDOT has established conservative targets. He noted that in some regards, these may be more appropriately referred to as benchmarks, as PennDOT will track the measures over the next two years. States are permitted to adjust their 4-year targets at the midterm of the performance period. PennDOT will coordinate any updates to the performance measures with the Planning Partners.

C. Recommendation on Resolution 7-18 and 8-18

Andy Waple reminded TTC that they would be voting to recommend that the commission adopt Resolution 718 and 818, adopting the state targets across PM 2 and PM 3, as well as endorsing the CMAQ performance plan to submit to PennDOT and FHWA as required. He then opened the floor to questions.

Mark Gordon requested more information on how the 5% and 10% metrics used for pavement and bridges under PM 2 were developed. Kevin McCullough responded by giving more insight into the engineering and data inputs used to create the performance measures as well as information on PennDOT's detailed asset management plan. He stated that in addition to these inputs, resiliency and events such as the \$105.5 million in flood and significant slide damage to state-maintained roads and bridges this past year would impact baseline results, and that room for adjustment based on these variable costs was considered. There were no further questions.

Andy Waple asked for a motion to endorse Resolution 7-18, to adopt Statewide Targets for PM 2. A motion was made by Ann Ogoreuc and seconded by Jeffery Leithauser to recommend the endorsement of Resolution 718 to the Southwestern PA Commission. The TTC approved.

Andy Waple asked for a motion to endorse Resolution 8-18, to adopt Statewide Targets for PM 3 as well as the SPC CMAQ Performance Report and CMAQ Performance Plan. A motion was made by Amy McKinney and seconded by Daniel Carpenter. The TTC approved.

7. PennDOT Connects Municipal Training Session

Kevin McCullough spoke about PennDOT's outreach to municipalities to inform them on the PennDOT Connects initiative. There will be a training session in Harrisburg for PennDOT employees and planning partners, who will use this training to host additional training sessions for municipalities.

Ryan Gordon added that in SPC's region, two initial municipal training sessions will be held, most likely in mid-November. SPC will be sending out invitations to PennDOT Districts, Municipalities, and County Planners on a first-come, first-serve basis.

8. Lawrence County Multi-Modal Corridor Study

Amy McKinney, of the Lawrence County Department of Planning and Community Development, and Amy Wiles, of Mackin Engineering, gave a presentation on the Lawrence County Multi-Modal Corridor Study. Lawrence County received SMART funding in 2015 to conduct the study, which originated based on input in the County's Comprehensive Plan and Greenways Plan. The project goals were to encourage a "Complete Streets" approach to the design of all corridors, to address safety issues and concerns regarding conflicts between user groups: Amish buggies, bicycles, pedestrians, and vehicles, and to prioritize projects for implementation. The study deals with six municipalities in the Northern part of Lawrence County.

As part of the study, McKinney and Wiles collected and analyzed data, conducted field views with planners and traffic engineers, and gathered input from all relevant stakeholders and the public. The study had an active steering committee; of the six communities, four regularly attended meetings, as did representatives from SPC, the county, PennDOT District 11, the Amish community, and transit. They then identified the priority corridors for improvements and conducted engineering analysis (ROW, cost estimates).

Based on the study, the Corridor Priorities were broken down into the following categories:

1. High
 - SR 956
 - Corridor length: 1.5 miles
 - Total cost: \$5.7 million
 - SR 1005/Mercer Road
 - Corridor length: 5.1 miles
 - Total cost \$16.2 million
 - Mitchell Road
 - Corridor length: 1.6 miles
 - Total cost: \$4.3 million
2. Medium
 - SR 158
3. Low
 - SR 168

Additionally, there were five intersections of major concern.

The corridor study concluded with an implementation plan, which included an emphasis on Complete Streets for Rural Communities, as well as potential funding sources for these projects. Amy McKinney noted that having recently presented this study to the Lawrence County Planning Commission, the 45 day comment period for an amendment to the Lawrence County Comprehensive Plan is underway. As such, this study would be recommended for adoption in the County Comprehensive Plan.

9. Long Range Plan Update

A. Schedule

Andy Waple briefly reiterated the Long Range Plan Schedule from now until June 2019. Plan development will occur between now and March 2019. In May and June a formal 30-day public comment period will be held. Public input will be sought for the entirety of the Long Range Plan development period, with Fall PPP meetings to be held in October and November.

B. Regional Plan Workshop Recap

On September 14th, SPC held its Regional Plan Workshop at the Sheraton Station Square Hotel. It was very well attended, with an estimate of upwards of 300 participants. During the morning session, participants gave input to the urgency of different forces of change in the region –which were identified and outlined during two expert panel sessions. This input was compared with SPC’s survey data on regional forces of change – which received over 1000 responses. At lunch, Jason Beske, author of Suburban Remix, spoke about trends which pertain to forces of changes and retrofitting suburban and rural communities to become more walkable and more transit friendly— especially relevant to the Southwestern Pennsylvania region. During the afternoon session, participants examined strategies to coping with forces of change as determined by the expert panels, and gave input regarding where resources should be allocated.

Abby Stark added that the workshop was posted to SPC’s website, and YouTube and Facebook pages. She also thanked the TTC for sharing the word about the Forces of Change survey.

C. Public Participation Panel Meetings

Abby Stark announced that SPC was in the process of scheduling the Public Participation Panels through November. She asked that everyone respond to her to finalize the schedule, as both regular PPP and general public meetings will be held, and then spread the word to the public once meetings are scheduled. Jeffery Leithauser asked if the format of the PPP public meetings would be similar to the Regional Plan Workshop session exercises. She communicated that the plan is for people to provide general input, specific corridor input, etc. via the use of specific stations set up at the events.

D. Project List Development Sessions

Ryan Gordon briefly spoke about his presentation on the Long Range Transportation Plan Project List Development approach at the August TTC meeting. He announced that each district would have two work sessions, the first round of which are scheduled for the following dates:

1. District 10 – November 7th from 9:00 a.m. – 12 p.m.
2. District 11 – November 5th from 12:30 p.m. – 3:30 p.m.
3. District 12 – October 31st from 9:00 a.m. – 12 p.m.

The meeting goals are to develop consensus on which projects need to be advanced for consideration, and to organize projects into investment categories – which will help with fiscal constraints. All known TIP and TYP projects will be brought forward, as will any new projects and focus areas. Next, regional needs will be established and financial plans will be reviewed. The status of the current Long Range Plan projects will be discussed. Public input from the 2019 TIP Update, the LRP Outreach, and the PPP input will be incorporated into the discussion. Each entity should be

prepared to bring their project lists so that a clear scope of each project plan, needs, timing, cost, etc. can be established. Andy Waple added that all of the transit operators will be invited to these meetings to discuss regional projects.

Ryan Gordon summarized that preparation should include inter-organizational coordination to identify needs and long range projects, and work on outlining project scope. Cost estimates should be adjusted for inflation. SPC will be producing mapping with project lists, and any county studies that identify specific corridors, targeted growth areas, etc. should be sent to Ryan for inclusion.

10. Regional Transportation Demand Management Action Plan

Tom Klevan gave a presentation on Integrating Transportation Demand Management into the Regional Transportation Planning Process in Southwestern Pennsylvania, via the proposed Regional Transportation Demand (TDM) Action Plan. The TDM Action Plan will be a component of the Long-Range Plan.

The TDM Action Plan is based on language in the 2016 Metropolitan Transportation Planning Final Rule regarding Congestion Management Process in Transportation Management areas, which states “the transportation planning process in a TMA shall address congestion management...based on a cooperatively developed and implemented metropolitan-wide strategy...through the use of travel demand reduction, job access projects, and operational management strategies...”

Based on the Final Rule, in March 2017 SPC hosted FHWA to present a workshop on “Planning for Transportation Demand Management: A Contemporary Approach.” Later that year, SPC’s Federal Certification Review recommended that “SPC and PennDOT should consider conducting a planning study to examine potential new strategic directions for the Pittsburgh Transportation Management Association (TMA) programs. The study should be incorporated into a larger initiative establishing a Regional TDM program.” The TDM Action Plan is a direct result of this recommendation, and prioritizes the sharing of TDM strategies with the region as a whole.

The intent of the TDM Action Plan is to develop a regional TDM Strategic Action Plan. This planning initiative will incorporate input from SPC, PennDOT, FHWA, and other stakeholders to create a regional transportation demand management planning framework, which will define an outcome-driven performance-based regional approach for TDM strategies. Major focus areas include maintenance of existing infrastructure, integrating TDM initiatives with regional and local planning, developing focused TDM planning into operations and safety, sustainability, and economic and community vitality, enhancing existing communities by supporting connections to transit, walking, and bike paths, and coordinating TDM activities among all the region’s TDM stakeholders to maximize investment and deliver consistent strategies.

At this time, a steering committee is being assembled, made up of the three TMA’s and others, which will specify the scope of the TDM Action Plan and a general consensus on goals. The intended plan of

action is to get the RFP out by the end of October and have a consultant selected by the end of the year. SPC plans to finish this plan by the end of the fiscal year.

Andy Waple added that any TTC members interested in serving on the steering committee should contact either Tom Klevan or himself.

11. Member Updates

Mark Gordon updated TTC on the status of the Butler County Infrastructure Bank. The first distribution is underway, with \$10 million to be allocated to six projects. \$4.5 million will be allocated to the MSA thruway, which also received additional matching grant funding. Three of the additional projects are water/sewer related, and one is floodwater related. The last project is under the City of Butler.

12. Other Business / Status Reports

Andy Waple highlighted recent and/or upcoming meetings/events listed below:

- A. *September 5th – Active Transportation Forum*
- B. *September 14th – Regional Plan Workshop*
- C. *September 19th – Transit Operators Committee*
- D. *September 24th – SPC Executive Committee and Commission*
- E. *October 2nd – Freight Forum*
- F. *October 18th – Transportation Technical Committee*
- G. *October 29th – SPC Executive Committee*

13. Adjourn

Jeff Leithauser made a motion to adjourn which was seconded by Amy McKinney and the TTC approved adjournment of the meeting at 11:42 p.m.