

Meeting Minutes for January 16, 2020
Transportation Technical Committee
SPC Conference Center
Two Chatham Center, Pittsburgh, PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Joe West, Beaver County Planning Commission
- Mark Gordon, Butler County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jeffrey W. Leithauser, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Dave Wohlwill, Port Authority
- Jeff Skalican, City of Pittsburgh
- Kevin McCullough, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- * John Quatman, PennDOT District 11-0
- * Stephanie Spang, PennDOT District 11-0
- * Doug Seeley, PennDOT District 11-0
- * Vic Defazio, PennDOT District 11-0
- * Cheryl Moon-Sirianni, PennDOT District 11-0
- Josh Theakston, PennDOT District 12-0
- Angela Saunders, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Mavis Rainey, Oakland Transportation Management Association
- Lynn Manion, Airport Corridor Transportation Association
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Adam Mattis, DCNR Bureau of Recreation and Conservation
- Nick Sagan CDR Maguire
- Dr. James Hassinger, SPC Executive Director and CEO
- Andy Waple, SPC Transportation Director
- Domenic D'Andrea, SPC Staff
- Ryan Gordon, SPC Staff
- Chuck Imbrogno, SPC Staff
- Sara Walfoort, SPC Staff
- John Weber, SPC Staff
- Erika Eagan, SPC Staff
- Greg Shermeto, SPC Staff

- Indicates TTC voting member
- * Participated via telephone

1. Call to Order

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

2. Action on the December 12th TTC Meeting Minutes (Handout 1)

A motion was made by Joe West and seconded by Jeff Skalican to accept the December 12th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office Reports

A. *State of the Nation's Highways, Bridges, and Transit – Conditions and Performance, 23rd Edition*

Kevin McCullough encouraged the committee to look over the document, which is an overview of the conditions and performance of regional data on highways, bridges, and transit in the area.

B. *Draft IM TYP*

Kevin McCullough spoke on the draft interstate management TYP. They are still working through some incident and asset management issues, as well as a few projects and some cash flow issues. Latest update still has completion of the draft TYP in a 1-2 week timeframe.

C. *FAST Act Reauthorization*

Kevin McCullough mentioned that reauthorization will more than likely begin about a year from now. Because it is an election year, the topic will more than likely not come up until election season is over.

Andy Waple added that the Senate Environment and Public Works Committee passed a \$287B Highway and Bridge Bill and the House TNI committee is expected to do something in the next couple of months as well. The Senate Commerce and Banking Committee looking to contribute to an approximately \$500B Bill which will also include Transit and Rail projects to go along with the Highway and Bridge Bill. The National Association of Regional Councils expects that they will be about \$100B short for funding the Bill. We will probably not receive a resolution to this until early next year.

D. *PennDOT Executive Reorganization*

Kevin McCullough spoke that there is expected to be a couple moves with realignment in the spring. Acting PennDOT Secretary Yassmin Gramian is expected to receive Senate confirmation in the coming weeks, and Melissa Batula was appointed Deputy Secretary on January 7th. Brian Allen is also welcomed as the new district executive in District 10-0.

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

A. *PennDOT District 10-0*

Ryan Gordon mentioned that District 10-0 had no requests for modifications this month.

Harold Swan spoke that there was a few things they wanted to move forward but in their time period they have working on attaching, but would be back with more next month.

B. PennDOT District 11-0

Ryan Gordon introduced District 11-0, who had three amendments which need TTC approval.

Stephanie Spang discussed the three amendments. The first amendment, S 10th Street Bridge Dehumidification System, was requested by Allegheny County. It was created as a separate project as the S 10th Street Bridge project was already in completed status. It will include monitoring and repair of the dehumidifiers for a 5 year period. Construction is planned for this year. The second amendment is for SR 51/Constitution Boulevard in Beaver County. Design is to start so that they can have a 2021 let date on the project. Project will be for micro surfacing, guiderail and bridge work. The third amendment is for Becks Run Road in Allegheny County. Project will be a bridge replacement and is being delayed until funding becomes available.

Stephanie Strang then went into administrative modifications for projects. She discussed the 2021 ADA Curb Ramp Project, which will upgrade curbs on routes of other projects to make them ADA compliant. Addition of PE to line to initiate design beginning for 2021 let date. The project on SR 2064, Lime Hollow Road, which is correcting a slide, has received emergency funding from Betterment Allegheny and will be adding utility and right of way phases for project. Project planned for 2021.

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

C. PennDOT District 12-0

Ryan Gordon mentioned that District 12-0 has no amendments, but do have some administrative actions to go over with the TTC.

Angela Saunders spoke about the District 12-0 administrative actions, starting with PA 18 Signal Upgrades in the City of Washington in Washington County. Project was awarded TAP funds last month, and the funds would be added to the SPC TIP so the project can have a let date in April of this year. This also includes fixing a technical error for the project on the December 2019 FCC. Andy Waple explained that this project is a good example of the “first come, first serve” usage of TAP funds.

Angela Saunders then spoke about two bridge projects, one on PA 21 over PA 166 in German Township in Fayette County and the West Newton Bridge in West Newton Borough, Westmoreland County. PA 21 project is adding final design phase to 2019 TIP, was originally programmed on 2017 TIP but was not obligated. Stormwater issues caused longer PE but it has been resolved. West Newton Bridge is adding PE phase after being obligated in the 2017 TIP but a lack of funds caused it to be pushed back to current TIP. Lastly, the 2020 reflective pavement marking contract has been added to the TIP for 2020, as well as adding the contract for 2021 and 2022 into the draft TIP.

Jeff Skalican made a motion to approve, which was seconded by Daniel Carpenter, and the TTC approved the modifications as requested by Angela Saunders.

6. 2021 TIP Update

A. Preliminary Draft TIP

Ryan Gordon noted that the MPMS attachment to the preliminary draft TIP has been submitted to Central Office.

B. Central Office Review Sessions

Ryan Gordon mentioned that Harold Swan went through a review of the District 10-0 TIP with Kevin McCullough and the Central Office. Rob Miskanic led a review of District 11-0 TIP as well. There was a review of the funding reductions in the districts and how this will affect estimated Let and construction dates for projects. Continued tweaking of the TIP will occur for a few weeks, including EJ and air quality updates, as well as project description refinements.

Kevin McCullough spoke about the review sessions, saying that overall they went well. He spoke of the changes to the program and how spike funds used to be a consensus decision to make funding easier for TIP across the region, but because of changes to the schedule of when spike funds are allocated, there may be a cash flow issue for some regional TIP projects. Initial analysis looks good at the moment, but CMAQ needs looked at to see if it's been programmed correctly based on how funds were allocated in December. Safety line items need to be strategically placed and will be looked at to see how it can be allocated as well. Timing looks to tie down the regional TIP by the end of January. Transit TIP will be the next part that needs to be attached to the system. Goal was to finish it by December, but all projects should be attached by end of January as well. Appropriation 409 maintenance funds will be added into a "shadow TIP" for use by mid-March.

Andy Waple spoke more about the Transit TIP, noting that it is in good shape and that we received good feedback on projects from the transit operators and Central Office. Dave Wohlwill mentioned that using the Capital Planning Tool has been very helpful into looking into new future projects for the Transit TIP in the region.

C. Detailed Environmental Scoping.

Ryan Gordon noted that there will be detailed environmental scoping done on certain projects which will be evaluated by connecting the planning to the NEPA phase of the projects.

D. Long Range Plan: Financial Plan & Project List Reevaluation

Ryan Gordon mentioned that the current Financial Plan is no longer consistent with the financial guidance for the TIP. Due to this, a reevaluation of the Financial Plan and the fiscally constrained project list will need to be done. There will be two workgroup sessions scheduled for each district. One round will be held in mid-February and the second round in early March. Currently scheduled workgroups are:

District 11-0 – Monday, February 10th at 1pm / Monday, March 16th at 1pm

District 10-0 – Friday, February 14th at 9am/Thursday, March 5th at 1pm

E. Transportation Alternatives Set-Aside Project List (Handout 3)

Andy Waple also noted there are six approved TA projects for \$3.2 million of the \$3.6 million available for TA projects. The remaining funds will be set aside for any unforeseen increases in project costs.

7. SMART Program – Draft Guidance and Pre-Application

Andy Waple discussed the opening of the SMART program, which typically opens after the TIP update. Eligibility for the program states that each county can submit one project, which encourages collaboration between counties and municipalities within each county, as well as transit agencies and TMA's. PennDOT may submit one project per county as well, but any project must have come from a PennDOT Connects meeting. Draft guidance has been tweaked slightly from last round, updating criteria due to new LRTP and Active Transportation Plan. Will give two weeks for comments and will finalize the guidance for next TTC meeting. Program will more than likely open day after February TTC meeting. Applicants must turn in a one page pre-application to show eligibility for funding. Pre applications are due March 6th. Any revisions to your project will be due March 13th. Full application will be due April 10th. The April TTC will look at project evaluation and selection of projects. The May TTC will look to adopt the projects for the June TIP update.

Andy Waple answered a question from the board about timeframe of when the match needed to be submitted for the projects, stating that because the projects are “first come, first served”, it would be good to have your match lined up before submitting for the application. Pre-application forms will also be handed out next meeting for anyone interested in submitting a project. Kevin McCullough mentioned that working with PennDOT on the projects would be helpful throughout the process.

8. Federal Performance Measures – PM 1 Safety Targets Update

Domenic D’Andrea gave a presentation about the safety targets for the region. From the federal level, SPC is required to track 20 different performance measures across transportation, including 5 across safety. These five are number of fatalities, rate of fatalities (per 100 million VMT), number of serious injuries, rate of serious injuries, and non motorized fatalities and serious injuries combined. For the past two reporting periods, SPC accepted the statewide target set by Central Office as the regional target which was a recommended 2% annual reduction applied to all five performance measures. For this reporting period, PennDOT has recommended a reduced statewide target of 1% across the board. SPC staff reviewed historical data for all five safety measures for the past 17 years. This revealed that on average, annual reductions were greater than 1%. Domenic also spoke about the 2015 Regional Safety Action Plan goals. This plan established a goal of cutting fatalities and serious injuries in half between 2006 and 2030 (to cut 50% in 25 years or roughly 2% per year). Two percent annual reductions also gets the region closer to the vision zero goal of zero fatalities by 2045. Because of this, SPC staff recommended that target setting remain at a 2% annual reduction across the board for all 5 performance measures.

Andy Waple noted that it is the hope that we can stay at the same reduction rate that is shown in our Regional Action Safety Goal and take it to the Executive Committee at the meeting at end of the month.

Mark Gordon made a motion to endorse the option to remain at a 2% reduction across the board, which was seconded by Daniel Carpenter, and the TTC approved the motion.

9. NHS and Functional Class Update (Handout 5)

Andy Waple went over the new recommended changes on the NHS and Functional Class from PennDOT Central Office. The PennDOT Central Office Bureau of Planning and Research went over a full regional NHS overhaul in addition to the proposed changes made by SPC and proposed their own changes to the entire regional NHS system. This includes significant impacts, including a 25% reduction in lane miles for the SPC region. It is unclear what the process is for making any changes to their changes, but will be working with Central Office on next steps.

Ryan Gordon discussed the updates in more detail, which included the changes which SPC proposed back and approved by the commission in June, which was then sent through an independent investigation which led to the new proposed changes. SPC proposed 19 segment functional class changes, which 16 were approved by PennDOT. Ryan also discussed the results of the independent review, which removes a number of principal arterial roads, and over 1,600 road segments, in the region from the NHS. Because the number of NHS miles is tied into SPC funding for the region, the impacts could be significant. Ryan and Andy noted that the funding could be reduced by as much as \$500m before NHPP funds are distributed.

Cheryl Moon-Sirianni noted that this type of reduction of lane miles is something that they cannot withstand, especially some of the major freight and connector corridors such as SR 65 and SR 51. She stated that we cannot stand to let this move forward as it would be devastating from a financial standpoint and does not make sense from a regional standpoint. Andy spoke that this has been done in a few other regions around the state, but not all of them, and if that is the case then the other regions would not be impacted, but SPC region would face another reduction, which doesn't make sense. Cheryl also mentioned that these major roads need to be kept up to the level as the interstate, as they provide detour routes and connectors to these interstate roads. Andy also mentioned the impact of the funding that is already on current SR roads that would disappear if these roads were taken off of the NHS system. He also spoke of the issues this could cause on a state level, as a reduction in lane miles from the state level could cause a funding reduction from the Highway Trust Fund as well.

Kevin McCullough also added that the difference between looking at these roads on a map and actually digging down regionally and looking at the function of these roads, there is a great difference between the two. Central Office is going to plan a conference call to go over the update and answer most of the questions and concerns with the report. From a state standpoint, Central Office is still unsure how reducing NHS miles would impact Pennsylvania on a whole for funding, but both Kevin and most of the TTC would also need to hear an answer

about that as well. Will probably come up with a compromise between the SPC proposed updates and the independent review that should bring back some of these roads to the NHS.

Mark Gordon proposed starting a subcommittee to come up with a strategic response to the independent review that explains the regional challenges that make these roads a major impact to the area. Andy Waple agreed and discussed next steps for starting such a subcommittee. Sara Walfoort mentioned that the PennDOT Comprehensive Freight Movement Plan is being updated this year and this update could cause changes to freight corridor definitions and could cause issues with connector streets as well due to needing NHS designations for freight corridors.

10. SR 28 (Kittanning to I-80) Regional Corridor Study Update

Discussion was moved to a later meeting.

11. Smart Moved Connections Study Update

Discussion was moved to a later meeting.

12. Draft 2020-2022 UPWP

Andy Waple discussed the updated UPWP for the next two years. Will be taking the updated UPWP in front of the commission at the end of the month, to ask them to approve it so that SPC may submit it to our funding agencies. The UPWP outlines the major tasks that SPC will be working on over the next two years. Also provided flexibility due to the change in SPC's leadership coming later this year. Andy then went over the different groups highlighted in the UPWP and the major functions that each group provides within SPC.

Joe West made a motion to recommend the UPWP for approval from the board, which was seconded by Ann Ogoreuc, and the TTC approved the motion.

13. DCNR Grant Funding Presentation

Adam Mattis discussed the opening of the DCNR grant program, which begun on January 15th and will close on April 22nd. DCNR partners with municipalities and nonprofits to provide new recreational opportunities for the region. After projects are selected, they will have 4 years to complete their new recreational project. Most projects are for rehabilitation of recreational areas, not building new ones. DCNR will help with work on everything from planning projects to land acquisition for recreational or conservational purposes to trail projects. Adam then noted a number of current projects which are under development in the region. Most grants require a dollar for dollar match. More information can be found at the DCNR website.

14. Other Business / Status Reports

- A. *January 27th – Commission, Executive and Regional Policy Advisory Committees*
- B. *February 4th – Freight Forum*
- C. *February 5th - ATWIC*
- D. *February 13th – Regional TDM Committee*
- E. *February 19th – Transit Operators Committee*
- F. *February 20th – Transportation Technical Committee*

15. Adjourn

Jeremy Kelly made a motion to adjourn which was seconded by Jeffrey Leithauser, and the TTC approved adjournment of the meeting at 12:02 p.m.