

Meeting Minutes for July 18th, 2019
Transportation Technical Committee and
Transit Operators Committee
SPC Conference Center
Two Chatham Center, Pittsburgh PA 15219

Attendees:

- Stephen Shanley, Allegheny County Department of Public Works
- * Darin Alviano, Armstrong County Department of Planning and Development
- Joe West, Beaver County Planning Commission
- Tammy Frank, Beaver County Liquid Fuels
- 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
- Joseph Lehman, 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
- Sofia Yarish, City of Pittsburgh
- Kevin McCullough, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- * Stephanie Spang, 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
- Nick Sagan, CDR Maguire
- Sheila Gombita, WASH
- Mary Jo Morandini, BCTA
- Tim DiSalvio, City of Pittsburgh DOMI
- Ryan Desto, Pittsburgh City Paper
- Justin Miller, Michael Baker
- David Huffaker, PAAC
- David Wohlwill, PAAC
- Ed Typanski, PAAC
- Anthony Hickton, CommuteInfo
- 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
- Tom Klevan, SPC Staff
- David Totten, SPC Staff
- Kathy Stefani, SPC Staff

David Totten, SPC Staff
John Weber, SPC Staff
Erika Eagan, SPC Staff
Lillian Gabreski, SPC Staff

- Indicates TTC voting member
- Indicates TOC 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 June 19th TOC Meeting Minutes (Handout 1)

There was not a quorum of TOC members. The June 19th TOC meeting minutes will be reviewed at the September TOC meeting.

3. Action on the June 20th TTC Meeting Minutes (Handout 2)

A motion was made by Jeffrey Leithauser and seconded by Mark Gordon to accept the June 20th TTC meeting minutes as presented. The TTC approved.

4. Public Comment

There was no public comment.

5. FHWA/FTA/PennDOT Central Office Reports

A. Planning Partners Recap

Kevin McCullough discussed the purpose of planning partners and reviewed what was discussed at the summer meeting. At planning partners, which is held twice a year, PennDOT meets with MPOs, RPOs, Transit providers, and multimodal organizations to discuss policy, procedures, and the financial picture of planning in Pennsylvania. PennDOT's operation as an agency, the project selection process, financial guidance and the TIP development process are all discussed. Specific details from this year's planning partners will be discussed at greater detail under the 2021 TIP Update section of the agenda.

B. Rapid Bridge Replacement Project

Kevin McCullough noted that a press release on the status of the [Rapid Bridge Replacement \(RBR\) Project](#) should be released soon. PennDOT's goal via the RBR project is to replace 558 structurally deficient bridges around the state. It is unique in that it utilizes a P3, or public-private partnership agreement. The last ten projects are currently under construction, with 548 completed, and should be finished by the end of 2019. The press release will discuss the program in more detail, underscore lessons learned regarding the P3 component of the project, and outline potential future P3 projects.

C. FHWA Update

Kevin McCullough briefly highlighted the discussion surrounding a federal reauthorization bill, or an update to continue the FAST Act and/or Map-21. There has been some talk in committee of speeding up this process to respond to changes in financial guidance and the subsequent impacts on transit, highway/bridge, and multimodal. He noted that since 1993 there has been no change in the gas tax or infusion of funds—and the highway trust fund has been used up in other areas, and reiterated that it is an important topic of discussion in committee at the time being.

D. PennDOT Multi-Modal Transportation Fund 2021-2021 Application Cycle

- i. September 9th – Application window opens
- ii. November 8th – Application window closes
- iii. November 12th – November 27th – Central Office administrative review
- iv. December 2nd – January 18th – Central Office applications reviews
- v. December 2nd – January 18th – District/Planning Partner reviews

6. Action on Modifications to 2019-2022 TIP (Handout 3)

A. *PennDOT District 10-0*

There were no requested TIP modifications.

B. *PennDOT District 11-0*

Stephanie Spang reviewed the requested TIP modifications. There was 1 amendment and 1 grouping of administrative modifications requiring TTC approval.

The amendment regards a 2021 Betterment project: milling and overlay on Briarcliff Road/Steffin Hill in Chippewa Township, Beaver County. District 11 requested a modification to the TIP to add the PE phase to start design early for additional work due to a slide in the project location. The source of funding is 2019 de-obligated funds from three projects.

Kevin McCullough went over the CMAQ project move. In order to tie up CMAQ funds with projects that would be advancing in time, CMAQ funding from 2019 projects that were not advancing were swapped to advance the flex FFY 2020 CMAQ funding PAAC Bus Procurement program. The money that would normally go to that flex in 2020 will be going back on the projects that were not moving in 2020. There is no change in programming; it is just a way to ensure that obligation authority is used appropriately.

Dr. Jeff Raykes made a motion to approve, which was seconded by Jeffrey Leithauser, and the TTC approved the modifications as requested by Stephanie Spang.

C. *PennDOT District 12-0*

There were no requested TIP modifications.

D. *Transit Operators Committee*

There were no requested TIP modifications.

7. Long Range Plan Adoption

Andy Waple gave a brief update on the adoption of the Long Range Plan, which was adopted by the Commission in late June. All of the documents will now be transmitted to PennDOT Central Office, then FHWA, FTA and EPA for their approval. Formal adoption and approval is anticipated to happen in the next month or so.

8. 2021 TIP Update

A. Financial Guidance

Andy Waple stated that Financial Guidance lays out all of the funding distributions and anticipates all available funds for the TIP program over the next four years. The transit side appears to be stable. The highway/bridge side will see a significant decrease in regional funding in order to conduct \$1.2 billion in necessary maintenance on the state interstate system, and due to a reduction in funding due to decreased revenues from motor license fund, decreased gas tax revenues, etc. Information will be made available next month that details specific changes in formulas of distribution and provides the final numbers. Angela Saunders reiterated the importance of maintaining our interstate system, and emphasized the importance of utilizing creative sources of funding and keeping projects on schedule.

Mark Gordon asked if there was a conversation regarding the cost side of projects, and if this could be helpful at the municipal/county level in participating in matches. Angela Saunders noted that PennDOT Central Office was having an innovation day in Harrisburg as a pilot project. Andy Waple suggested that we try to get someone from the Bureau of Innovation to come give a talk at a future TTC meeting. Mark Gordon agreed and noted that District 10 has been doing well with the BUILD project and that there are good lessons learned from that process.

B. General Procedural Guidance

Andy Waple noted that General & Procedural Guidance is the document that outlines the guidelines for the development of the TIP. The final guidance should be available by the end of July, which will include all state and federal requirements, regarding fiscal constraint, environmental justice, air quality, etc. It also includes checklists and timelines SPC must abide by. Kevin McCullough noted that one of the biggest changes in this document is getting at documenting the roles and responsibilities of planning partners in the field. It will detail what the role of SPC, PennDOT, the counties and the city are in project selection and development. He added that SPC is ahead of the curve in this regard, but there are always areas that we can improve on and document more clearly. It also features a greater emphasis on managing projects to the lowest life-cycle cost over a worst first approach.

C. STC Comments Period Summary ([Handout 4](#))

Andy Waple stated that every four years, prior to the update of the TIP, the State Transportation Commission (STC) holds a 45 day open public comment period. The survey and web mapping was conducted entirely online. A summary handout was made from these

comments by PennDOT tailored to our region. There is also a handout that compares the 2017 survey to the 2019 survey. SPC goes through these comments to sort them, route them to the appropriate organization, or add them to consideration for the 2021 TIP candidate list.

D. Highway/Bridge TIP Updates

i. Schedule Overview

Ryan Gordon noted that there would be 4-5 TIP work group meetings in each district depending on time needed. He summarized the first work group meeting in District 10, and noted that it had excellent participation. At the meeting, staff reviewed the overarching process and any carryover projects. Enhancements to the BOF project selection process was also a topic of discussion and a group will be formed to advise this process. A preliminary agenda was sent out that gives an overview of the future work group meetings and Ryan will send out candidate project lists shortly.

ii. Project Submission

Districts should continue to work on their project candidate forms for submission.

iii. TIP Work Group Meetings

1. *District 10: August 7th at 9:30 a.m. and October 18th at 9:30 a.m.*
2. *District 11: July 31st at 9:30 a.m. and August 5th at 1:00 p.m.*
3. *District 12: July 22nd at 10:00 a.m. and August 16th at 10:00 a.m.*

iv. TAP

The Transportation Alternatives Projects (TAP) program will likely open at the end of August-early September. SPC staff is currently revising the guidance and looking at carryover projects. The TAP funds things like pedestrian/bicycle facilities, transportation related storm water management and green infrastructure, streetscapes, vegetation management. SPC receives \$1.8 million a year and will be programming projects in 2021 and 2022 for those funds. These funds are construction only but are 100% federal – the local match will involve paying for the pre-construction activities. There is a soft cap of \$1 million per project for those funds.

v. CMAQ (Handout 5)

The CMAQ draft guidance was distributed at the TTC meeting. The Commission will be asked to endorse the 2019 CMAQ process at its July meeting, and application is expected to open on August 5th and close on September 9th.

The federal Congestion Mitigation and Air Quality Improvement Project (CMAQ) provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). SPC has established targets that have to be met for these standards, and projects will have to work to meet these targets. It is the commission's policy to program projects that provide the most air quality benefit for the investment. SPC must

ensure that projects selected will be obligated and delivered in order to realize the benefits. Programming projects that help the region meet performance targets will be very important. More information regarding the CMAQ Program Guidance will be available on the SPC website or upon request.

The CMAQ committee is created to mirror the composition of TOC and TTC and will be active throughout the programming process. These meetings will always be on the afternoons of TTC meetings. The current roster was distributed at the meeting, with confirmation from several members still pending. SPC is still seeking to identify representatives from rural transit and active transportation from the greater SPC region (outside of the City of Pittsburgh).

Jeff Raykes asked how much money the committee allocates per year. Andy Waple responded that in years past it is about \$30 million with the carryover projects.

Examples of eligible projects include: commuter, bicycle and pedestrian improvements, bike lanes, improved access to transit, pedestrian facilities, bicycle use marketing, TDM, ride share programs, expansion of park and ride facilities, van pool programs, traffic flow improvements that are non capacity adding (signal improvements, intersection improvements, roundabouts, bus lanes or HOV lanes, etc.), diesel retrofits, transit improvements, freight/intermodal facilities and more.

Consistency with the SPC Long Range Plan and County Comprehensive Plans is considered when evaluating projects, as is project deliverability, the use of non-traditional funding, in addition to the other metrics described above.

Andy Waple noted that all of this information is located in the CMAQ Program Guidance, which will be available on the SPC website or upon request. He asked that any comments or feedback on the guidance be given within the week.

E. Transit TIP Updates

i. Transit Program and Project Development

David Totten noted that SPC staff would be using a similar approach to the TIP update as was used for the LRTP: After accessing asset management data from the PennDOT Bureau of Public Transportation's Capital Planning Tool, SPC staff will offer grantees a table of potential projects that can be modified to produce the Draft Transit TIP.

9. Westmoreland County Comprehensive Plan: Transportation/Transit Elements and Implementation

Daniel Carpenter gave a presentation on Westmoreland County's recently adopted [Comprehensive Plan](#), specifically their transportation-related objectives. The purpose of the

plan is to address an aging and declining population in Westmoreland County, which will result in 80,000 vacant jobs in the county within the next 10 years. The goal is to attract, develop, and retain a diverse and stable workforce that will sustain a health economy. The county also hopes that its plan will be a model for other counties in the region facing similar problems.

The plan took two years of engagement, planning and development and consisted of 40 plus community meetings, workshops and focus groups. All in all, more than 5000 people were engaged in the development of the plan. The county found that transportation, and specifically transit, was a top issue among residents and business owners, who specifically asked for more and better public transit.

The plan is structured around 7 core objectives that seek to realize the goal. These objectives include: align workforce, education, employers, and entrepreneurship; discover Westmoreland; reposition our towns; connect with parks and nature; build healthy and whole communities; plug into the new economy; and create transportation choices.

For the purposes of this presentation, Daniel focused on the “create transportation choices strategies and actions” portion of the plan. This included enhancing transit, increasing ridership, and promoting transit oriented development, creating mobility plans, increasing walkability and biking options, increasing flight options, improving passenger rail service, augmenting ridesharing options and focusing on freight.

In implementing the plan, Westmoreland County used a planning districts approach to share services, information and resources and to promote transparency and efficiency. 65 municipalities in the county were grouped into 7 districts based on geographic location, land use/topography, demographics, economies, school districts, etc. The main components of the planning districts approach include: contextualize, to plan very broadly and regionally in scope and then apply to their region’s needs/situation; getting communities to think about land use; emphasizing mobility and identifying funding sources; and exploring opportunities for shared services.

The kick-off meeting for the planning districts was on June 24th, with the second meeting being held on July 29th. Daniel Carpenter asked that if any adjacent transit operators want to be involved in the mobility planning process, or if any county planners want to discuss the comprehensive plan development process, they contact him.

10. Port Authority BRT Update and Current Planning Projects

David Huffaker from the Port Authority of Allegheny County (PAAC) gave an update on the Bus Rapid Transit (BRT) project and other current initiatives.

The BRT project will provide more reliable, convenient and accessible links between downtown Pittsburgh and Oakland. The proposed line will connect the #2 and #3 job centers in the state; provide a faster commute/transit experience; develop pedestrian/bike facilities; and improve traffic flow for all vehicles. The corridor is one of the most congested in the region with average

speeds of about 9 mph or less. It is the highest ridership core in the PAAC system, with upwards of about 25-28% of service impacted in this corridor.

The BRT project is made up of three separate projects – the Downtown area, which will have dedicated transit lanes, bicycle facilities, the corridor that encompasses Oakland and outlying areas, which will have infrastructure and signal improvements, and then the branch routes that are a continuation of BRT routes moving out into surface streets that will see signal improvements, off board fare payment, better shelters, more spacing, etc. There will be improvements through the corridor, with an emphasis in Downtown, Uptown and Oakland. 10-25 battery electric buses will be included in the project, and will be tested to see how they impact service.

The current cost estimate for the project is a little above the \$195 million. The federal application with the Urban Renewal Application is being taken over by the PAAC as requested. The goal is to complete 100% design by the end of 2020, followed by at least a two year construction period. This project is one of the highest rated projects by the FTA in the Small Starts program, and the PAAC will resubmit the grant application this year. Another round of outreach will commence in the coming months. The financing plan will be updated as the PAAC nails down the cost estimate.

The PAAC released its [Bus Stop and Street Design Guidelines](#) this month. It encompasses where PAAC should place stops, what amenities are included, and what street design would be most beneficial for transit given buses operating on the street. It facilitates a better conversation between planning partners as they work on road projects. The PAAC will be evaluating all of its bus stops, to identify unsafe or unacceptable customer experiences and improve stops as needed – which will involve significant community outreach. The PAAC is also examining its fare policies to ensure equitable access to transit service in the region.

Finally, the PAAC is identifying corridors that need improved service as part of its long range planning process and put an implementation plan into action.

11. Other Business / Status Reports

- A. *July 25th – SR 885 (2nd Ave) Final Public Meeting*
- B. *July 29th – SPC Commission and Executive Committee*
- C. *August 7th – ATWIC*
- D. *August 15th – Transportation Technical Committee (TTC)*
- E. *August 29th – Transportation Operations and Safety Forum*

Tom Klevan highlighted the August 22nd meeting of the CommuteInfo partners, at which the regional Transportation Demand Management plan will be presented in final draft form.

Dr. Jeff Raykes noted that it would be his last TTC meeting as he will be leaving Indiana County to work for the City of Greensburg, and he thanked the committee for their commitment to regional planning.

12. Adjourn

Daniel Carpenter made a motion to adjourn which was seconded by Jeremy Kelly, and the TTC approved adjournment of the meeting at 12:09 p.m.