

Meeting Minutes for June 20th, 2019
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
- Joe West, Beaver County Planning Commission
- Mark Gordon, Butler County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Jeremy L. Kelly, Greene County
- Dr. Jeff Raykes, 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
- Jeff Skalican, City of Pittsburgh
- Sofia Yarish, City of Pittsburgh
- Kevin McCullough, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Megan Johnntony, PennDOT District 11-0
- Josh Theakston, 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
- Steve Shadle, CDR Maguire
- Dr. James Hassinger, SPC Executive Director and CEO
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Chuck Imbrogno, SPC Staff
- Sara Walfoord, SPC Staff
- David Totten, SPC Staff
- Abby Stark, SPC Staff
- John Weber, SPC Staff
- Erika Eagan, 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 May 16th TTC Meeting Minutes (Handout 1)

A motion was made by Daniel Carpenter and seconded by Jeremy Kelly to accept the May 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. PennDOT ARLE Program

Kevin McCullough gave a brief overview of the Automated Red Light Enforcement Program (ARLE), which had a [funding announcement](#) two weeks before the meeting. PennDOT's ARLE program "aims to improve safety at signalized intersections by providing automated enforcement at locations where data shows red-light running has been an issue." Grant funding is supplied by fines from red light violations at 30 intersections in Philadelphia - 50% of grant funding returns to the Philadelphia region and the other 50% is distributed statewide. This funding cycle \$15.4 million was made available, distributed among 38 municipalities to fund 50 safety projects. Allegheny County received funding for 7 projects totaling \$1.6 million, Washington County received 56,000 in funding towards 1 project, and two projects were funded in Westmoreland County. Applications open on a yearly basis, and information on the program, its background, relevant legislation, and when applications are due is available online. Any questions regarding the program can be directed to Kevin McCullough or SPC staff.

B. General & Procedural Guidance

Kevin McCullough gave a general overview of the General & Procedural Guidance development process. After each TIP update (every two years) PennDOT works with partners to process comments from FHWA, FTA, and EPA and outline the goals for the subsequent TIP update. This year, planning partners are almost completely rewriting general and procedural guidance top to bottom - mostly due to significant changes in performance measures, but also on the Title VI front and with the new Long Range Transportation Plan. The draft is almost completed. The biggest issues surrounded integrating and understanding performance measures and the state of pavement asset management and bridge asset management plans, or integrating a process that looks at life cycle cost analysis with the historic system of worst first and report card based. Overall, the process is a way for planners to develop an agreement on what is important in the regional transportation planning process and what direction the partners will move in over the subsequent TIP updates.

C. Financial Guidance

Kevin McCullough gave a brief overview of the Financial Guidance process. Financial Guidance anticipates financial streams from the state and federal governments and makes assumptions about the amount of money that will be available for each program source. This information is used to develop the TIP project list, wherein SPC will work with the counties and PennDOT districts to develop a list of projects that will not exceed financial guidance.

D. UPWP Development

Kevin McCullough described the Unified Planning Work Program (UPWP) process. The UPWP is updated every two years, and identifies the planning priorities to be carried out within the SPC region. Specifically, it designates who will perform what work, time frames for completing work, the cost of work, and the source of funds. It's also a way for SPC to designate special studies and/or work to be conducted with counties (comprehensive plans, safety studies, etc.). Because FHWA has asked to be more involved in the review of UPWP plans, the schedule for this year has been upped from a January-February adoption to an October-November adoption time. This has resulted in a significant amount of work for the current planning season based on the concurrent development of the TIP.

The Spring Planning Partners meeting, originally scheduled for June, was pushed forward to July. At this meeting, planning partners (including PennDOT Central Office, the districts, MPOs and RPOs and FHWA) will go through these three items (General and Procedural Guidance, Financial Guidance, and the UPWP) and provide feedback and concurrence. It is a chance for partners who were not directly involved in the development process to buy in to the overarching direction of transportation planning in their respective regions.

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

A. PennDOT District 10-0

Harold Swan reviewed the requested TIP modifications. There were no amendments and eight grouping of administrative modifications requiring TTC approval.

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

B. PennDOT District 11-0

Rob Miskanic reviewed the requested TIP modifications. There were two amendments and nine groupings of administrative modifications requiring TTC approval.

The first amendment concerns Graceland Road Bridge in Lawrence County. The project is programmed on the TYP, Preliminary Engineering will be advanced to 2020 to initiate design as the bridge has been closed. The second amendment concerns Sewickley Bridge in Allegheny County. Construction is being advanced to 2019 and 2020 from FFY 2027 for phase 1 bridge preservation work.

Ann Ogoreuc made a motion to approve, which was seconded by Amy McKinney, 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 two groupings of administrative modifications requiring TTC approval.

The amendment is to add Preliminary Engineering to the 2019 TIP in FFY 2019 for PA 136 over Pollock Run in Westmoreland County. The project is using federal STU funds from the District 12 Highway/Bridge Line Item.

A correction was made to utilize CMAQ funds rather than STU funds (as originally listed) on the WECO Signal Upgrades project in Westmoreland County.

Jeffrey Leithauser made a motion to approve the amendments and modifications, seconded by Daniel Carpenter, and the TTC approved the modifications as requested by Josh Theakston.

D. Transit Operators Committee

David Totten gave an overview of 3 amendments and 3 administrative actions to the TIP that were made by the SPC Transit Operators Committee. The amendments were all from Indiana County Transit Authority (IndiGO) to add new projects, one to add about \$300,000 in bus replacement, one for some support vehicles (pickup truck, etc), and the first project under ERP Hardware Software, which is for 700,000 in state funding and local match. This is the FR-ITS project, the Bureau of Public Transportation's Fixed Route Intelligent Transportation Systems project. They plan to update back office computer software and hardware and on-bus GPS and tracking systems for all small urban and rural transit operators in state. The Bureau has a statewide deal with vendor Avail to install this everywhere one system at a time – first one to get it is IndiGO – so they're on the TIP for back office hardware.

Of the three administrative actions, two involved Washington County Transportation (Freedom Transit), these being a heavy duty bus replacement cost increase and adding some money, around \$450,000, for small transit buses. The other administrative action involves the Pittsburgh Bus Rapid Transit (BRT) project. The project is changing sponsorship from the Urban Redevelopment Authority of Pittsburgh to the Port Authority of Allegheny County's BRT project. While the URA kick started the project via a land use project, in order for the Port Authority to ask USDOT for a Small Starts grant for the federal share of the \$94 cost estimate, they will need to identify the project as a Port Authority project.

6. Long Range Plan Update (Handout 3)

A. Resolution for Endorsement of Long Range Plan, Air Quality, Environmental Justice

Andy Waple gave a brief presentation on the development of the Long Range Plan, [*Smart Moves for a Changing Region*](#), and the results of the Air Quality and Environmental Justice Analysis results.

SPC asked the commission to adopt the vision, goals, and strategies in January so that SPC could get started with early implementation work for the Long Range Plan. Early implementation initiatives include the following:

SPC secured additional federal planning funds for the SMART Moves Connections Regional Public Transit Study to analyze corridors and opportunities for connection points, land use, propensity for transit and what kinds of transit, and other high-level concerns. SPC and the Northwest Planning Commission and the North Central Planning Commission also submitted an application for the regional Route 28 Corridor Planning Study to look at the Kittanning to I-80 in Brookville Route 28 Corridor.

Andy Waple and Mark Gordon have been appointed to the Local Government Academy Board of Directors, and will be assisting them in their municipal education and outreach initiatives.

Ryan Gordon has been working on the regional predictive landslide model to understand where SPC can get out in front of landslides that are happening across the region.

On the economic development side, Lew Villotti has been working with the county partners to pursue a vertical asset broadband study in the region, and with the SPC Water Resource Center and the Army Corps of Engineers on a regional integrated water planning framework.

Mark Gordon asked how the 22,000 engagement points that Andy Waple discussed compared to prior metrics on previous Long Range Plans. Andy noted that this effort was above and beyond what SPC has done in the past. Abby Stark noted that SPC tapped into different tools than before via social media outlets, newspapers, etc. and in the final public participation document this will be broken down to a finer level. Furthermore, 22,000 is the number of people who engaged the number of people who saw information about the Long Range Plan was much higher. Abby Stark thanked the TTC for their participation in the outreach process for the Long Range Plan.

Ann Ogoreuc made a motion to recommend that the Southwestern Pennsylvania Commission adopt the Air Quality Conformity, Environmental Justice Analysis and the Long Range Transportation and Development Plan, *Smart Moves for a Changing Region*, at its June 24th meeting. Jeffrey Leithauser seconded, and the TTC unanimously approved the recommendation to adopt the plan.

B. NHS Updates

Andy Waple gave a brief presentation on SPC's NHS updates, which were introduced at the May 2019 TTC meeting. In anticipation of the 2020 Census update, SPC took a look at the NHS designations throughout the region – as it had not been done in a number of years. In 2012 when MAP-21 passed, a provision upgraded all principal arterial roadways in the region to NHS routes, which left some holes in the regional network.

Mark Gordon made a motion to recommend that the Southwestern Pennsylvania Commission adopt the NHS revisions at its June 24th meeting. Daniel Carpenter seconded, and the TTC unanimously approved the recommendation to adopt the NHS revisions.

7. 2021 TIP Update

A. Schedule Overview

Ryan Gordon noted that the guidance coming out of central office will be directly related to the TIP update – which will stay on the planned schedule, which was sent out in May. Financial Guidance and General & Procedural Guidance should be finalized soon, and will be forwarded to work group members and discussed at the first TIP work group meetings. STC public involvement results are back, and will be discussed at length at the upcoming meetings as well.

B. Candidate Project Submission

Ryan Gordon stated that he sent out an email on June 11th with both the schedule and with the candidate submittal template, as well as the 2019 project candidate statuses. He then went over the submittal template. There will be separate sheets for roadway, bridge, operations and safety, and new capacity – as in the Long Range Plan candidate project list. Anyone with questions regarding the submittal of TIP candidate projects should contact Ryan Gordon.

C. TIP Work Group Meetings

- i. District 10: July 15th at 1:00 p.m. and August 7th at 9:30 a.m.*
- ii. District 11: July 31st at 9:30 a.m. and August 5th at 1:00 p.m.*
- iii. District 12: July 22nd at 10:00 a.m. and August 16th at 10:00 a.m.*

D. CMAQ and TAP

Andy Waple noted that SPC plans to open up both the CMAQ and TAP programs to applicants in late August – early September. More information will be provided at the July joint TTC/TOC meeting. At this time SPC will ask for CMAQ Committee appointments. Right now, SPC is getting started on updating the program guidance to incorporate Long Range Plan strategies and revamping the safety analysis component for both programs. SPC has also started to look at carry over projects and start to determine how much money will be available to distribute for both programs. CMAQ will look at programming projects in FFY 2023 and 2024 and for TAP FFY 2021 and 2022.

E. BOF

John Weber provided TTC with SPC's process for the BOF Program for the 2021-2024 TIP. BOFs funds are federal funds that are eligible to bridges that are off the federal aid network. This program will establish a more deliberate and consistent approach for considering and programming BOF projects, increase the use of existing bridge data, document the process, and ensuring the efficient use of funds and developing a solid foundation for programming BOF funds in future TIP updates. The goal of this program is to develop a list of prioritized BOF eligible candidate projects by utilizing bridge data and criteria to prioritize these projects. SPC will also be putting together a BOF Work Group for each district to review and provide input and make recommendations to staff and the TIP work groups. SPC conducted a preliminary analysis of BOF eligible bridges to determine which bridges will be included in this program. SPC used BMS data to analyzed bridges using different factors such as bridge length, sufficiency

rating, bridge condition rating, bridge service type, current TIP project, and recent construction. SPC also looked at potential criteria that would be used to prioritize these bridges which include ADT, Functional Classification, Sufficiency Rating, Bridge Risk Ranking, Posted Status, if the project is a TIP Candidate Project, Detour Length, and Scour Rating. SPC will be discussing this program in greater details at Work Group Meetings #1 and #2 and will continue to develop this program.

8. Other Business / Status Reports

- A. June 24th – SPC Commission and Executive Committee
- B. June 26th – Final ROP Steering Committee Meeting

9. Adjourn

Daniel Carpenter made a motion to adjourn which was seconded by Jeremy Kelly, and the TTC approved adjournment of the meeting at 11:50 p.m.