

Meeting Minutes for July 16th, 2020

Joint Transportation Technical Committee and Transit Operators Committee

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Stephen Shanley, Allegheny County Department of Public Works
- 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
- Jeffrey W. Leithauser, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Connor Shapiro, Westmoreland County Department of Planning and Development
- Jeff Skalican, City of Pittsburgh
- Anthony Kobak, City of Pittsburgh
- Andrew Dash, City of Pittsburgh
- Dara Braitman, City of Pittsburgh
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Chris Watts, Pittsburgh Downtown Partnership
- Kevin McCullough, PennDOT Central Office
- * Mavis Rainey, Oakland Transportation Management Association
- * Sheila Gombita, Washington County Transit Authority
- * David Huffaker, Port Authority of Allegheny County
- Breen Masciotra, Port Authority of Allegheny County
- David Wohlwill, Port Authority of Allegheny County
- * Anthony Hickton, CommuteInfo
- * Mary Jo Morandini, Beaver County Transit Authority
- * Ashley Seman, Mid Mon Valley Transit Authority
- * Lynn Manion, Airport Corridor Transportation Association
- * Ashley Cooper, Westmoreland County Transit Authority
- * Mavis Rainey, Oakland Transportation Management Association
- Harold Swan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Josh Theakston, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Danielle Spila, PennDOT Bureau of Public Transportation
- Andy Batson, PennDOT Bureau of Public Transportation
- Sam Plocinski, PennDOT
- Vincent Valdes, SPC Executive Director
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- David Totten, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff

- Indicates TTC voting member
- * Indicates TOC voting member

1. Call to Order

Andy Waple called the meeting to order at 10:00 a.m with a roll call for all TCC members. David Totten then made a roll call for all TOC members.

2. Action on the June 17th TOC Meeting Minutes

A motion was made by Mary Jo Morandini and seconded by Ashley Seaman to accept the June 17th TOC meeting minutes as presented. The TOC approved.

3. Action on the June 18th TTC Meeting Minutes

A motion was made by Arthur Cappella and seconded by Josh Krug to accept the June 18th TTC meeting minutes as presented. The TTC approved.

4. Public Comment

There was no public comment.

5. FHWA/PennDOT Central Office

A. Program Center Report from Kevin McCullough, PennDOT Central Office

Kevin McCullough first spoke about the reauthorization efforts for the FAST Act. Recently Congress passed the Moving Forward Act, a \$1.5 trillion infrastructure package. With the voting for the act going along party lines, there is no expected movement of the bill on the Senate side. The Highway Trust Fund will also be reduced by up to \$800-900 million due to COVID-19, and is only active until summer 2021.. Kevin then spoke about a funding opportunity known as the Advanced Transportation and Congestion Mitigation Technologies Deployment (ATCMTD). This funding opportunity is for \$60 million worth of program grants for new transportation technologies and safety. Kevin and Andy can provide more information about the grant if anyone is interested. There is also a webinar on July 30th about the grant opportunity. Andy Waple discussed that SPC is in discussions with District 11 about applying for the grant, and mentioned that applications are due at the end of August.

B. Update from the PennDOT Bureau of Public Transportation

Danielle Spila spoke about the impacts to transit due to COVID-19. At the state level, all transit grants for operating assistance for 2021 have been expedited and put in place so that the funding can be sent out as quickly as possible. The 5310 program will be sent out later than usual, around September, and will be completely online for his year. Kevin McCullough is also beginning the 12-year long range plan update and Danielle will be working with him on the transit side of said plan.

6. Action on Modifications to the 2019-2022 TIP

A. Transit Operators Committee TIP Amendments

David Totten introduced two amendments and two administrative actions for the TOC to review. The first administrative action was from the Allied Coordinated Transportation Services (ACTS), who are requesting \$184,714 for the replacement of REI bus camera systems with TSI for revenue vehicles scheduled to be in

service for 2 or more years. In total, 20 buses would receive the upgraded system, which is specified in the new Small Transit Vehicle Contract. The second administrative action was also from ACTS, who are requesting \$270,000 for the replacement of three buses used in daily Shared-Ride service. Two of the new buses will be 25' CDL Buses (16 + 4 w/c) and one will be 23' non-CDL (10 + 3 w/c). Mary Jo Morandini made a motion to approve the modifications to the TIP, which was seconded by Ashley Seaman, and the TOC approved the modifications as requested.

Breen Masciotra presented the first amendment for the TOC, which was from the Port Authority of Allegheny County, who are requesting the addition of a project to the TIP using state capital bond and Discretionary TOD Pilot funding. This project is for planning activities for Transit Oriented Development at stations along the Downtown-Uptown-Oakland-East End BRT and the Martin Luther King, Jr. East Busway in Pittsburgh and Wilksburg. The project was awarded a competitive grant through FTA's Transit Oriented Development Pilot Program, which funds the \$910,000 project. Mavis Rainey made a motion to approve the modifications to the TIP, which was seconded by Mary Jo Morandini, and the TOC approved the modifications as requested.

Ashley Cooper presented the second amendment for the TOC, which was from the Westmoreland County Transit Authority, who are requesting the addition of a project to the TIP so it can be included on WCTA's 5307 grant application. This \$250,000 project is for the replacement of WCTA's radio system used on WCTA's fixed-route fleet. The WCTA's current radio system has exceeded its useful life and needs to be replaced with current technology so that we can continue to be a part of the countywide public safety radio system. Mary Jo Morandini made a motion to approve the modifications to the TIP, which was seconded by Ashley Seman, and the TOC approved the modifications as requested.

B. PennDOT District 10-0

Harold Swan went over three administrative actions for District 10-0. The first administrative action was for a bridge replacement on SR 3016 over Two Lick Creek in Center Township and Homer City Borough, Indiana County. District 10-0 is requesting the addition of a utility phase in FY 2020 in the amount of \$70,000. This will be de-obligated from surplus final design funds from T-720 Hoosicks Bridge. The second administrative action was for a bridge replacement on SR 4422 (West Pike Road) over a tributary of McCarthy Run in White Township, Indiana County. District 10-0 is requested the addition of a utility phase in FY 2020 in the amount of \$112,760. This will be drawn down from the District 10 Highway/Bridge Line Item and surplus utility funds from the Theater Road alignment.

The third administrative action was for a bridge replacement on SR 1004 over US 119 NB/SB in White Township, Indiana County. District 10-0 is requesting the addition of \$2,408,144 in construction funds in FY 2020. These funds will be sourced from the following projects:

- **State Game Lands 95 Bridge:** \$608,971 Federal from the deobligation of surplus preliminary engineering, utility, and right-of-way phases on January 16, 2020
- **SR 3015 Group Bridges:** \$40,841 Federal from the deobligation of surplus construction funds on February 17, 2020, and \$50,715 Federal from the deobligation of surplus final design funds on February 29, 2020
- **Sunnyside Bridge #2:** \$7,084 Federal from the deobligation of surplus final design funds on March 4, 2020
- **PA 38 over a Tributary to Connoquenessing Creek:** \$92,675 Federal from the deobligation of surplus final design, utility, and right-of-way funds on February 29, 2020

- **Kittanning Revitalization Phase 2:** \$10,166 Federal from the deobligation of surplus construction funds on January 2, 2020
- **Ewings Mill Bridge:** \$16,324 Federal from the deobligation of surplus construction funds on February 6, 2020
- **Cabot Bridge:** \$25,088 Federal from the deobligation of surplus construction funds on February 10, 2020
- **PA 228 Mars Railroad Bridge:** \$50,000 Federal from the deobligation of surplus final design funds on February 29, 2020
- **PA 286 over Horton Run:** \$10,852 Federal from the deobligation of surplus preliminary engineering funds on February 28, 2020
- **Lindsey Road Bridge:** \$19,771 Federal from the deobligation of surplus construction funds on February 28, 2020
- **Freeport Bridge Ramps:** \$140,001 Federal from the deobligation of surplus construction funds on February 24, 2020
- **Newport Road Bridge #3:** \$2,644 Federal from the final voucher of surplus construction funds on February 3, 2020
- **Plumville Bridge #1:** \$2,585 Federal from the final voucher of surplus preliminary engineering funds on May 4, 2020
- **Penn View Summit:** \$427 Federal from the deobligation of surplus final design funds on June 9, 2020
- **Ekastown West 3R:** \$848,371 State of surplus utility and right-of-way funds; utilities and right-of-way will be reprogrammed in FFY 2021
- **Armstrong County Department Force Bridge Maintenance:** \$169,773 State of surplus construction funds
- **Butler County Department Force Bridge Maintenance:** \$247,500 State of surplus construction funds
- **Indiana County Department Force Bridge Maintenance:** \$64,356 State of surplus construction funds

Josh Krug made a motion to approve the modifications to the TIP, which was seconded by Joe West, and the TTC approved the modifications as presented by Harold Swan.

C. PennDOT District 11-0

Rob Miskanic went over three administrative actions for District 11-0. The first administrative action was for cycle 4 of the regional traffic signal program. Cycle 4 of the regional traffic signal program will identify Allegheny and Beaver County projects using the CMAQ funds and Lawrence County using the STU funds. The second administrative action was for a bridge replacement project on Mayview Road Bridge over branch of Chartiers Creek, at intersection of Boyce Road, in South Fayette Township, Allegheny County. District 11-0 has requested an increase in funding for the final design phase in FY 2020 in the amount of \$200,000 to cover E03270 Supplement 9 Part 2. The third administrative action was for a slide correction project on SR 2058, Verona Road from segment 60 to segment 70 in Penn Hills Township, Allegheny County. District 11-0 has requested the addition of a utility phase to cover utility relocation costs in FY 2020 in the amount of \$30,000.

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

After the meeting an additional amendment was submitted for District 11-0. The amendment was linked to a request from Port Authority of Allegheny County to flex approved TA funds. Since the 2020 flex deadline was July 25th the amendment could not wait until August for approval by the TTC. The amendment included the

deferral of two 2020 TA funded projects (New Castle Multi Modal River Walk and Spring Hill Road) to free up funds for the addition of two Port Authority projects. The two Port Authority projects were South Hills Junction for \$1,000,000 and another for Allegheny Station bike lockers for \$60,000. This amendment was unanimously approved by the TTC via an electronic vote.

D. PennDOT District 12-0

Josh Theakston went over the one administrative action for District 12-0. This administrative action was for various replacements of bridge structures in Washington County. District 12-0 has requested the addition of a final design phase in FY 2020 in the amount of \$205,000, which will be drawn from the D12 Highway/Bridge Line Item.

Jeremy Kelly made a motion to approve the modifications to the TIP, which was seconded by Arthur Cappella, and the TTC approved the modifications as requested by Josh Theakston.

7. Update on the 2021-2024 TIP

Andy Waple mentioned that the 2021-2024 TIP was passed unanimously at the Commission meeting. Andy thanked all for helping SPC finish the TIP in a timely manner, especially under the current circumstances. TIP will take effect on October 1, 2020. SPC will be submitting the final program to PennDOT, who will forward it to FTA, FHWA, and EPA. Ryan Gordon went over the completion of the environmental scoping of projects in the TIP. He mentioned that there will be a survey sent out to the TIP workgroups that will gather input on the process used to develop the 2021 TIP and identify potential enhancements to the 2023 TIP update process

8. Regional Planning Initiatives

A. Smart Moves Regional Transit Study

David Totten presented an update to the Smart Moves Regional Transit Study, and gave a preliminary report on the regional vision for public transit. This included identifying locations for multimodal transit hubs, identifying corridor for multimodal improvements, improving regional transportation coordination, and involving riders and stakeholders in planning. The background to this study was started by using the Smart Moves Long Range Plan and best practices highlights from other cities in the area, as well as highlighting existing conditions of the region. This led to finding multimodal clusters and hubs in the region that could support transit.

This analysis led to locating corridors and paths between these clusters and hubs, to create a network of travel from cluster to cluster. Development can then be made along these networks to improve transit in these areas. Public engagement also will factor into development along these corridors, which will lead to priority project simulation and modeling. Next steps for the transit study will be working with the stakeholders group on the preliminary report to implement certain projects, then hold a transit operators workshop on the implementation of the projects, followed up by the final report of the regional transit study.

B. Port Authority Long Range Plan

David Huffaker presented the Port Authority Long Range Plan, known as NEXTransit. This was focused on public and stakeholder outreach and also reports on background data and previous plans, as well as market and travel demand technical reviews and reporting on investment opportunities and ridership estimates for the future. Port Authority is working on new strategies for public engagement for this plan due to COVID-19,

including accelerating electronic formats and small group sessions, as well as working on groups in outlying areas that do not involve having to transfer to downtown Pittsburgh in order to travel from place to place.

Outreach is also being focused into areas of varying incomes, employments, race and ethnicities, varying neighborhoods, and varying ages in order to gather the most data possible. Engagement will be able to be found online, by text based surveys that will be sent out, and in person. There will be a 15-month process for public engagement, finishing in summer 2021. This plan will be looking at 20-25 year investments, with a look at Port Authority transit up to the year 2045.

C. City of Pittsburgh 2070 Vision Plan and Comprehensive Plan

Dara Braitman presented the City of Pittsburgh's 2070 Mobility Vision Plan, which is looking into the future of Pittsburgh in order to identify bold and proactive policies to help with the physical and economic mobility that residents seek. By first identifying areas in the City that is in need of equity, they hope to address needs of mobility in areas of low equity in order to help these areas in need in the short term. Also, the Vision Plan will take initial steps by looking back and reviewing the history of past plans in the City, as well as working with the overlapping plans that are currently underway. This will create planning for multiple scales, including on a world level, a regional level, a city center level, down to a street by street level.

The creation of priority projects and policies will be the basis of the plan, and will be used as the long-range mobility vision for the City. Initial process is beginning by identifying a central terminal, which could link Port Authority and others to various locations both inside and outside the City limits. By identifying corridors for the future, there is also a look at future technologies that could work throughout these corridors. Also, by connecting the region through neighborhood mobility centers, the goal of the plan is to learn how to intercept and move commuters with a range of different transit options from center to center. Managing down at street level, the creation of complete streets, accessible sidewalks, more street trees and lighting, as well as numerous other options that could help with a changing city will all be discussed for future development.

Anthony Kobak then presented the City of Pittsburgh's Comprehensive Plan, known as ForgingPGH, which is a comprehensive look at the future of land use in the City. This is the City of Pittsburgh's first ever comprehensive land use plan, and hopes to define the shared vision for the future while working with all the other planning processes currently ongoing in the region. Hoping to kick off work on the plan in August or September of this year, and will run through December of 2021. A conditions and trends report will be created first, and will be sent out to show how past trends and previous plans have shaped the current citywide plan. This will include a data visualization tool that will show important information at both the city and a neighborhood level. This will also include a scenario planning approach, which will show multiple future scenarios for areas across Pittsburgh.

D. Downtown Pittsburgh Mobility Plan

Chris Watts presented the Downtown Pittsburgh Mobility Plan, which focuses in on the golden triangle region of Pittsburgh, as well as the greater downtown area surrounding it. This plan will look to provide a vision and priorities to focus resources, spur development, and attract people to the downtown region. This plan will look to be more complementary to the larger plans in the City of Pittsburgh and Allegheny County, but will look to discover issues and opportunities for downtown, which will lead to defining guiding principles and goals, developing a street hierarchy, and finally, determining high-impact projects in the downtown area.

Through public input from meetings held before COVID-19, the Pittsburgh Downtown Partnership was able to identify key themes for change in the downtown region, including pedestrian safety, congestion, and the lack of enforcement on some streets. Thoughtful design ideas with an emphasis on quality should include a simple basic solution, which usually is the better option over a big idea or new technology. The prioritization of transit will also be important in strengthening the walkability of downtown and making downtown as accessible as possible. The next steps for the project include setting up a street hierarchy, to show the maximum capacity of streets in the downtown area and match it up beside the land use in certain areas, as well as developing a high-impact project list, releasing the final plan around October, and then implementing projects in the downtown area.

9. Other Discussion

A. USDOT ITS4US Funding Opportunity

Andy Waple discussed this USDOT joint office program. This program is aiming at expanding access for travelers, with focus on people with disabilities and other underserved communities. This includes trip planning and securing transportation for complete trips. Applications are due at August 3rd, and SPC will be speaking to county commissioners about applicants for the program. The program is looking for technologies and operational improvements that can be placed in a specific corridor, but can also be applicable to other areas across the region and the United States. Mostly targeting Transit Operators, and focusing in on the Mid-Mon Valley region. Grants will be awarded between \$1 million and \$1.5 million, and the planning timeline is around 12 months.

B. FHWA Advanced Transportation and Congestion Mitigation Technologies Deployment (ATCMTD) Funding Opportunity

This was discussed during the Program Center portion of the meeting, but more information about the opportunity can be found by reaching out to Andy Waple or Kevin McCullough, who can provide more details to any interested parties.

10. Adjourn

A motion to adjourn the meeting was made by Joe West and seconded by Mary Jo Morandini. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 12:11 p.m.