

Meeting Minutes for September 17th, 2020 Transportation Technical Committee

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joe West, Beaver County Planning Commission
- Tammy Frank, 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
- Amy McKinney, Lawrence County Planning Commission
- Jeffrey W. Leithauser, Washington County Planning Commission
- Jason Theakston, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Connor Shapiro, Westmoreland County Department of Planning and Development
- Tim DeSalvo, City of Pittsburgh
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Kevin McCullough, PennDOT Central Office
- Jamie Lemon, Federal Highway Administration
- Mavis Rainey, Oakland Transportation Management Association
- Lynn Manion, Airport Corridor Transportation Association
- Dan Laird, Hill International
- Lisa Kay Schweyer, Carnegie Mellon University
- Ed Typanski, Port Authority of Allegheny County
- Harold Swan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Vincent Valdes, SPC Executive Director
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Belachew Ayele, SPC Staff
- Erika Eagan, SPC Staff
- Cathy Tulley, SPC Staff
- Kristin Baum, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff

- Indicates TTC 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.

2. Action on the August 20th TCC Meeting Minutes (JOE/MARK)

A motion was made by Joe West and seconded by Mark Gordon to accept the August 20th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office

Jamie Lemon gave a reminder about the beginning of the new TIP, which begins on October 1st. Kevin McCullough then thanked everyone again for the help given on the TIP update. Kevin then updated the TTC on the Multimodal Transportation Fund (MTF) opening and mentioned that he can send information out on the opening for anyone who doesn't have it yet. He mentioned that the program closes November 6th with reviews up to January 15th: However he then had no information on what the schedule looks like after that date. Any additional information on the MTF opening can be requested by contacting either Kevin or Andy Waple. Kevin then went on to discuss the two Build grants that were awarded for Western Pennsylvania, one for SPC in Butler County and one for Erie MPO.

Kevin also mentioned August redistribution, which is the remainder of unobligated money being redistributed to states that can obligate more funds. Pennsylvania has been able to obligate all of their funds, which means as a result over \$210 million (out of \$4.8 Billion) was able to be redistributed to Pennsylvania, which was then obligated by PennDOT into advanced construction phases. Andy Waple asked if Kevin could provide a list of the projects which this has been applied to, which Kevin responded that he could make that available. Kevin also mentioned that there is a questionnaire that is being sent around regarding the challenges of transportation surrounding COVID-19, which could help transportation issues moving forward, and SPC will be helping to provide the questionnaire whenever it is ready to be sent out. Vincent Valdes mentioned that information about this questionnaire would be of great interest to the commissioners, and would like any information surrounding it to be sent over before the meeting at the end of the month.

Joe West mentioned that an increase of transit has been seen recently with the return of more people to office work, and would like to see how much funding will impact public transportation in the future, which Kevin mentioned is something that is being looked at strategically for future funding. Kevin was also asked a question about the timetable for the ARLE grant, which he was unsure about and would get back to TTC about next meeting. Kevin also mentioned that there are impacts to the funding stream, which now on the PennDOT website is a link to a document detailing some of the funding challenges facing PennDOT due to COVID-19, which will stay up to date with certain issues.

Andy Waple said he will send that link and the document out to TTC after the meeting. He also mentioned the success of the Build Grant in Butler County, as over the past 3 years there has been over \$45 million in Build Grants throughout the Cranberry corridor. Mark Gordon mentioned that they are also very appreciative of receiving the funds in the county, and thanks PennDOT and SPC for the partnerships to help them receive such grants.

5. Action on Modifications to the 2019-2022 TIP

A. PennDOT District 10-0

Harold Swan mentioned the one administrative action for PennDOT District 10-0, which is the advancement of \$12,267 in final design funds to the Poverty Hill Bridge Replacement Project. This project did not need administrative approval from the TTC.

B. PennDOT District 11-0

District 11-0 had five administrative actions, none of which required administrative approval. All five projects were for the advancement of 2020 funds to capture early cash flow.

C. PennDOT District 12-0

District 12-0 had zero administrative actions or amendments for this month.

D. Transit Operators Committee TIP Modification Summary

Tom Klevan went over the Transit Operators Committee TIP modifications. There were no TIP modifications or amendments for the Transit Operators Committee; however Tom mentioned that there will be potential modifications coming after the beginning of the fiscal year, which a special TOC meeting has been scheduled for October to discuss such modifications.

6. Update on the 2021-2024 TIP

Ryan Gordon went over a summary of the 2021 TIP survey, in which he gave a presentation of the results of the survey. Ryan thanked everyone who completed the survey and helped with the 2021 TIP. Survey was sent out to 45 people and ran from August 14th to September 11th. SPC received 24 responses back. First four questions were all unanimous, stating that how we schedule and explain the pre-TIP process was adequate for all members. The fifth question asked which of the tools we utilized was used the most during the TIP process. It was a relatively even split, however the SPC Interactive Candidate Map, the SPC TIP SharePoint site, and the SPC Virtual Public Meetings were the top utilized tools. The sixth question was also unanimous, stating that there was adequate time used at meetings in each district regarding the TIP. A majority felt on question seven that adequate time was spent discussing the scope, constraints, and prioritization of each project, as well as question eight which asks if there have been appropriate levels of opportunity to discuss TIP process with other transportation professionals.

The next question discussed bridge off-system candidate projects and the new process of reviewing and prioritizing such projects. Consensus felt that the direction that the process was going in was adequate, yet varied by district. District 11-0 bridge unit was very helpful in the methodology of the new process, and will be revisited in all the districts with the 2023 TIP. The tenth question showed that a majority felt that the public participation panels were effective in gathering TIP input, although turnout could be improved. Andy Waple also mentioned that due to the constraints of COVID-19 made it difficult, but being able to do the public meetings digitally ended up being helpful. The SPC Public Participation Plan will be updated soon, with work beginning on it in the next 1-2 months, and that will examine the public participation panels to see what can be changed to make the process better. This plan will have a target

release date of April 2021, and SPC will look to have it finished as a draft form by February 2021. Kevin McCullough agreed that an update to this plan is necessary and that this is a good time to update this plan, and he looks forward to seeing what comes out of it. Joe West mentioned that the utilization of new technologies and potentially a working relationship with local school districts and colleges could also help with public participation in the future. The eleventh question also showed a majority that mentioned that they would like to see more time dedicated to assessing asset management system outputs.

7. Update on Federal Performance Measures

Andy Waple introduced an update on Federal Performance Measures, mentioning that in 2018 SPC adopted the baseline performance measures for asset management, safety, system reliability, public transportation, and CMAQ. Andy also mentioned that the CMAQ portion of this update will have to be voted upon by the commission members at the end of the month, with the asset management, safety, and transit measures needing recommendation in January. Chuck Imbrogno then provided a presentation of the two-year, mid-term update for these performance measures.

These performance measures are split into six categories; two under NHS Performance for interstate and non-interstate time travel reliability, one under freight movement for truck travel time reliability, and three under the CMAQ program for excess peak hour delay per capita, percent of non-SOV travel, and total emissions reduction. The process for performance measures is established federally as a cooperative process between state DOT's and MPO's to calculate baseline performance, set performance targets, monitor and measure progress towards targets, and report to USDOT before revising targets on a regular schedule. This upcoming report, which is due October 1st, pertains to the monitoring and measuring progress, before reporting to USDOT.

The CMAQ performance plan came out with a baseline report in October 2018 and gave performance/condition measures for six PM3 measures, as well as 2-4 year targets for NHS and Freight Travel Time Reliability, CMAQ traffic congestion measures, and CMAQ total emissions reduction measures. The October 2020 mid performance plan will update the 2 year performance/condition of the six PM3 measures, as well as the two year progress of the travel time reliability targets, the CMAQ traffic congestion measures and the CMAQ total emissions reduction measure. This will give the option to adjust the 4 year targets and shows how CMAQ funded projects have contributed to emissions reduction targets. After being submitted on October 1st, states will have 180 days to concur to the statewide NHS performance and freight movement targets, or to develop their own target. The MPO's and state must concur on the CMAQ program by October 1st. In two years there will be another similar report to judge progress over all four years.

For the performance measure set in 2018, the actual peak hour excess delay per capita target, set from a 2017 baseline of 11.1 with a percent of non-SOV travel of 24.8%, set the four year target at a baseline of 11.8 and a percentage of non-SOV travel at 24.4%. In the 2019 mid-point report, the peak hour excess delay per capita was recorded at 10.1(which achieves the target) and a percentage of non-SOV travel at 25.5% (which also achieves the target). SPC is proposing to keep the targets the same for the next two years. This also only measures work trips and the most prominent mode of travel. The PM3 emissions measure reduced targeted VOC emissions, NOx emissions, PM2.5 Emissions, PM10 Emissions, and CO Emissions. From what was targeted as 2 and 4 year targets, only the VOC emissions are reducing at a higher rate than anticipated across the measurements. Due to this, SPC is proposing to keep the VOC emissions as the same target level, however due to the lower reduction in emissions for the other PM3

measures, SPC proposes to lower the NOx Emissions target to 250 (from 464.77), the PM2.5 Emissions to 10 (from 13.135), the PM10 Emissions to 0 (from 17.47), and the CO Emissions to 250 (from 569.93) for the 4 year targets. Andy Waple mentioned that SPC will be asking the commission on the 28th to act on these targets, and any information needed on these performance targets can be received from either Andy or Chuck.

Joe West made a motion to recommend the adoption of the updated CMAQ targets, which was seconded by Daniel Carpenter. The motion was passed unanimously.

8. UPWP Amendments

Andy Waple spoke of two amendments to the UPWP that SPC will be asking the commission to adopt. The first amendment is for the Port Authority TOD planning study, which was awarded \$682,500 in discretionary funds from FTA to conduct a pilot program for TOD planning. Port Authority will provide the local match of \$227,500 for the program for a total of \$910,000. Study will be called “Building on the East Busway” and is a collaboration between the City of Pittsburgh and the Borough of Wilkinsburg. It will support the Port Authority’s proposed BRT Corridor, and will redesign the existing Wilkinsburg station area. It will create new transit-oriented development between Neville Street and Wilkinsburg to maximize ridership, multimodal infrastructure, connectivity, and economic development.

The second amendment is for the Brodhead Road corridor planning study, in which during the Smart program, Beaver County applied for \$250,000 for a corridor study on Brodhead Road from the Allegheny County line to the intersection of Old Brodhead Road near Monaca. Beaver County has asked SPC to enact this study on behalf of the County, and an RFP was sent out for consultant services for the study. SPC will be looking at current and future traffic projections and conditions along the corridor, and will identify poorly operating intersections, as well as safety along the corridor. Will make short, medium, and long term recommendations for improvements along the corridor for all users, as well as accommodating growth. SPC will be looking at crash history, intersection levels of service, flood and landslide areas, lighting, pavement markings, signage, traffic calming, existing and future development, identifying ADA accessibility, pedestrian connectivity, and transit accessibility. Joe West mentioned that the resolution for the Brodhead Road project has been sent to the commissioners so that it can be approved as early as next week, and thanked SPC for their efforts.

9. Update on USDOT Grant Submissions

Andy Waple spoke on the past USDOT Grant Submissions, in which SPC submitted one submission for the ITS4US Grant Submission Program, in which we are awaiting to hear back about the results. SPC also partnered with PennDOT District 11-0 on a grant for the ATC-MTD Program at the end of August, which will be for the Parkway East Active Traffic Management Project. SPC anticipates that these awards will be announced by the end of the month, and will let TTC know about these submissions at the next meeting.

10. Carnegie Mellon University 2021-2022 Smart Mobility Challenge

Lisa Kay Schweyer spoke to the TTC about the Smart Mobility Challenge, which is run by Traffic21, a transportation research institute of Carnegie Mellon University. The first Smart Mobility Challenge took place in 2017-2018, and conducted research in seven municipalities and one county in the SPC area. The second Smart Mobility Challenge took place in 2019-2020 and is just finishing up, which leveraged the Carnegie Mellon University Mobility Data Analytics Center, and supported projects in North Huntingdon Township and the Airport Corridor Transportation Association’s RideACTA shuttle program.

The third Smart Mobility Challenge is looking for municipalities and transit operators in suburban and rural communities who would like assistance with studies or problems addressing issues of transportation equity or COVID-19. No funding is given, however working with researchers on projects utilizing Carnegie Mellon could prove to be beneficial to any potential mobility project. More information on the Smart Community Challenge can be found by contacting Lisa at LKSchweyer@cmu.edu or by visiting the Smart Mobility Website at <https://traffic21.heinz.cmu.edu/smart-community-mobility-challenge/>.

Projects must be submitted to Traffic21 by October 14th, in which researchers will then reach out to discuss problem statements and to develop a proposal for the project. In December, researchers will submit their project proposals, with the winning projects selected on February 5th, 2021. Projects will begin on July 1, 2021 and will run through June 30, 2022. Lynn Manion spoke about the ACTA project submitted for the second Smart Mobility Challenge, and mentioned how the program has been instrumental for the expansion of their shuttle service.

11. Other Business/Status Reports

- A. Monday, September 28, 1:30 PM – Regional Policy Advisory Committee
- B. Monday, September 28, 3:00 PM – Corporation Board Commission Executive Committee
- C. Monday, September 28, 4:30 PM – Southwestern PA Commission
- D. Tuesday, October 6, 10:00 AM – Freight Forum
- E. Monday, October 12, 12:00 PM – Planning Directors Forum
- F. Thursday, October 15, 10:00AM – Transportation Technical Committee (TTC) Meeting

12. Other Discussion

There was no other discussion.

13. Adjourn

A motion to adjourn the meeting was made by Joe West. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:41 a.m.