

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Zoom
October 15, 2020, 10:00 a.m.**

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
 - Stephen Shanley, Allegheny County Department of Public Works
 - Darin Alviano, Armstrong County Planning Commission
 - Joe West, Beaver County Planning Commission
 - Joel MacKay, Butler County Planning Commission
 - Arthur Cappella, Fayette County Zoning, Planning and Community Development
 - Jeremy L. Kelly, Greene County Planning and Community Development
 - Austin McDaniel, Greene County Planning and Community Development
 - Josh Krug, Indiana County Office of Planning and Development
 - 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
 - Kevin McCullough, PennDOT Central Office
 - Tim DeSalvo, City of Pittsburgh
 - Jeff Skalican, City of Pittsburgh
 - Kathryn Schlesinger, Pittsburgh Downtown Partnership
 - Jamie Lemon, Federal Highway Administration
 - Mavis Rainey, Oakland Transportation Management Association
 - Lynn Manion, Airport Corridor Transportation Association
 - Harold Swan, PennDOT District 10-0
 - Rob Miskanic, PennDOT District 11-0
 - Stephanie Spang, PennDOT District 11-0
 - John Quatman, PennDOT District 11-0
 - Chris Hollins, Michael Baker International
 - Jeff Hans, HER
 - 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
 - Erika Eagan, SPC Staff
 - Lillian Gabreski, SPC Staff
 - Greg Shermeto, SPC Staff
 - Josh Spano, SPC Staff
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- 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 the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on September 17th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Joe West to approve the minutes of the September TTC minutes as presented. The TTC approved.

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

A. Extension of the Fast Act

Kevin McCullough went over the Fast Act Extension, which included a one year extension which begins on October 1st. The extension totals \$59.4 billion (\$47.1 Highways and \$12.3 billion for transit). It includes \$13.6 billion added to the highway trust fund, which will be split into \$10.4 billion in the highway trust fund highway account and \$3.2 billion in a highway mass transit account, both transferring from the general fund. There were also transfers of funds into the airport and airway trust fund as part of this action. These actions will extend the FAST Act into September of 2021. Other key components within that we'll be monitored is an increase in the multimodal cap with the infrastructure grants from \$500 million to \$600 million and an extension in the build grant obligation deadlines through September of 2021. A portion of the funding will be provided between October 1st and December 11th, with another resolution needed to be passed after that date to obligate federal funds and submit 4232's.

Vincent Valdes asked if the transfer of the \$13 billion from the general fund to the trust fund includes requirements on the trust fund not the general trust fund. Kevin McCullough responded that this transfer supplement does keep the general highway trust fund loaded through this federal fiscal year. That transfer covers whatever the highway trust fund couldn't cover with the gas tax receipts. This is a continuation of ten years that we've supplemented the highway trust fund with the general trust fund transfers. Hopefully, we can get to a point where we can fix that.

Arthur Cappella asked Kevin to expand on the \$13.6 billion in relation to the airports. Kevin said the \$13.6 billion includes the highway account and the mass transit account. You have \$10.4 billion in the highway account, \$3.2 billion in the mass transit account and a separate \$14 billion was transferred into the airport and airway trust fund. Kevin McCullough did not have any further details on the airport and airway trust fund other than the financial details.

5. **Action on Modifications to the 2021-2024 TIP**

A. PennDOT District 10-0

Harold Swan went over the five administrative actions from District 10-0 that needed TTC approval. The first administrative action was for a safety improvement project which will address slides along SR 3025 (Park Road) from .3 miles north of PA 286 to .22 miles south of SR 3027 (Blacklegs Road) in Young Township, Indiana County. This action will add utility and right-of-way phases for FY 2021 with 100% state funds, sourcing from preliminary engineering funds from US 422 A-15 Concrete Preservation. The second administrative action is for a safety improvement project which will address the slides along SR 3025 (Park Road) in Young Township, Indiana County. This project is also adding utility and right-of-way phases in FY 2021 with 100% state funds, sourcing from preliminary engineering funds from US 422 A-15 Concrete Preservation and surplus construction funds from

Philadelphia Street Bridges Group, as well as the SPC District 10 Highway/Bridge Line Item.

The third administrative action is for intersection improvements, roadway alignment, and traffic signals along Little Creek, Mercer, and Wise Roads and US 19 in Jackson Township, Butler County. This project is adding a construction phase in FY 2021 with 100% state funds from the Governor's Transportation Infrastructure and Investment Fund (TIIF) Reserve Line Item. The fourth administrative action is for intersection improvements, roadway realignment, and traffic signals along Little Creek, Mercer, and Wise Roads and US 19 in Jackson Township, Butler County. This project is adding a construction phase in FY 2021 with 100% state funds from the Multimodal Transportation Fund (MTF) Reserve Line Item. The fifth administrative action is for a bridge replacement project carrying Township Road #372 (Taggart Road) over Slippery Rock Creek in Worth Township, Butler County. District 10 is requesting to add \$2,000,000 to the construction phase in FY 2021 as matching funds to the Butler County \$5 County surcharge for bridge improvements, as well as from the STP Reserve Line Item.

Joel MacKay made a motion to approve the PennDOT District 10-0 Actions on Modifications, which was seconded by Josh Krug. The motion was approved.

B. PennDOT District 11-0

Rob Miskanic went over six amendments and twelve administrative actions from District 11-0 that needed TTC approval.

The first amendment was for a bridge rehabilitation project with a scope of work including a full deck replacement, new expansion bearings, and full paint of existing superstructure for SR 3039 Nike Site Road over Robinson Run, Panhandle Trail, and Old Noblestown Road in Collier Township, Allegheny County. The district is requesting the addition of a construction phase to the TIP, as the project was deferred due to COVID 19 prioritization. The second amendment was for an adaptive traffic signal system safety improvement project for SR 2040- Lebanon Church Road – from Bombardier Drive to Buttermilk Hollow Road in Pleasant Hills and West Mifflin Borough, Allegheny County. The district is requesting the replenishment of CMAQ funding for the project in FY 2021, as the project was delayed due to right-of-way and did not meet the anticipated let date.

The third amendment was for bike and pedestrian transportation enhancement located on Spring Hill Road between Freeport Road and Karns Road in Harrison Township, Allegheny County. The district is requesting the replenishment of TAU funding in FY 2021, as the project did not advance to bid as anticipated in FY 2020. The fourth amendment was for a multimodal regional riverwalk transportation enhancement project located on N. Croton Avenue and North Street Bridge in the City of New Castle, Lawrence County. The district is requesting the replenishment of TAU funding in FY 2021, as the project did not advance to bid as anticipated in FY 2020.

The fifth amendment was for the equipping of TSP activation devices and upgrading traffic signals at 20 intersections and associated software in the Downtown – Oakland segment of the BRT corridor for Port Authority of Allegheny County. The district is requesting the replenishment of PAAC funding in FY 2021, as the project was not captured on the previous TIP and will occur after all the administrative actions are completed. The sixth amendment was for a bridge preservation on four structures located on Coraopolis Bridge (OB02) in Coraopolis Borough; Lincoln Road over Shades Run (SD03) in Penn Hills Township; Saunders Station Road (TL19) in Monroeville and

Sutersville (YR01) in Elizabeth Township, all in Allegheny County. The district is requesting the addition of funds to planning and engineering, and previous obligations to the project have occurred on the previous TIP.

The first administrative action was for a highway restoration, mill and overlay, located on SR 51 (Clairton Boulevard) in Pleasant Hills Boro, Allegheny County. The district requests the addition of a planning and engineering phase, as the planned betterment project was deferred due to a funding shortfall. The project will be 100% in house design and 100% state A-581 funds. The second administrative action was for a highway restoration, 2" mill and overlay, curb gutter repair, located on SR 2048 (Business 22) from Thompson Run to SR 48, Monroeville Borough and Wilkins Township, Allegheny County. The district requests the addition of a planning and engineering phase, as the planned betterment project was deferred due to a funding shortfall. The project will be 100% in house design and 100% state A-581 funds. The third administrative action was for a highway restoration, mill and overlay, located at SR 4003 (McKnight Road), from East Street to Babcock Boulevard in the City of Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase, as the planned betterment project was deferred due to a funding shortfall. The project will be 100% in house design and 100% state A-581 funds.

The fourth administrative action was for a highway restoration, mill and overlay, located on SR 65 (Ohio River Boulevard) from 8th Street to Mercer Road in Freedom Boro and North Sewickley Township, Beaver County. The district requests the addition of a planning and engineering phase, as the planned betterment project was deferred due to a funding shortfall. The project will be 100% in house design and 100% state A-581 funds. The fifth administrative action is for a highway restoration, mill and overlay, located on SR 422 in Pulaski Township, Lawrence County. The district requests the addition of a planning and engineering phase, as the planned betterment project was deferred due to a funding shortfall. The project will be 100% in house design and 100% state A-581 funds. The sixth administrative action was for a highway reconstruction located at SR 837 from Homestead Bridge to Baldwin Road in West Homestead and Baldwin Boroughs, Allegheny County. The district requests the addition of final design, utilities, and right-of-way phases to advance planned betterment, as well as the advancement of construction phase.

The seventh administrative action was for a safety improvement project, constructing a new pedestrian bridge located at SR 837, Glenwood Interchange in West Homestead Borough and the City of Pittsburgh, Allegheny County. The district requests the addition of final design funds to cover negotiated consultant hours. This project was not captured in the previous TIP as planned, however subsequent phases are programmed on the current TIP. The eighth administrative action was for a bridge replacement project located on South Main Street over Branch of Hickory Run in Bessemer Borough, Lawrence County. The district requests the addition of a utility phase in FY 2021 and FY 2022. The ninth administrative action was for a safety improvement project, the regional traffic signal program, cycle 4. The district requests the addition of preconstruction phases, with a design start later than anticipated.

The tenth administrative action was for a highway reconstruction, located on Beck's Run Road between East Carson Street and Brownsville Road in the City of Pittsburgh, Allegheny County. The district requests planning and engineering funds to initiate design that did not get started in FY 2020 as anticipated. The eleventh administrative action was for the safety improvement, 2022 ADA Curb Ramp Project, at various locations around Allegheny County. The district requests to add a planning and engineering phase in FY 2022 to initiate design. The twelfth administrative action was

for a highway restoration, mill and overlay, located at SR 18 in the city of New Castle, Lawrence County. The district requests the addition of a planning and engineering phase in FY 2021 to initiate design.

Domenic D'Andrea asked if the Lebanon Church Road Project listed in the handout starts from Hardee Drive and if the whole length of the project going to be done in phases. Rob Miskanic said there is a second phase with two different sections starting in 2022 or 2023. Domenic D'Andrea said that SPC's road safety audit went a lot further than that; all the way to Buttermilk Hollow Road and the corridor is a highlight in terms of safety. Mavis Rainey asked if they knew where all the ADA ramp improvements are going to be done. Rob Miskanic said they are focused on projects we've paved the previous year, as there is a requirement that when you pave the roads you have to upgrade the ADA ramps to federal design standards. He will send over those design components to Mavis. Mavis Rainey also asked if there is any scheduled information you can share regarding the Charles Anderson Bridge Project? Jeff Skalican said that he would send Mavis the timeline for the project.

Ann Ogoreuc made a motion to approve the six Amendments and twelve Administrative Actions from PennDOT District 11-0, which was seconded by Joe West. The motion was approved unanimously.

C. PennDOT District 12-0

Kevin McCullough summarized the three administrative modifications from District 12-0 for TTC approval. The first administrative action was for a bridge preservation of SR 1060 (Bridge Street) over the Kiskiminetas River and Norfolk Southern Railroad in Bell Township, Westmoreland County. The district requests the addition of a construction phase in FY 2021, which will be drawn from A-185 funds in the D12 Bridge Preservation Line Item. The second administrative action was for bridge preservation activities across Westmoreland County in various locations. The district requests the addition of a construction phase for FY 2022, which will be drawn from A-185 funds in the D12 Bridge Preservation Line Item. The third administrative action was for bridge preservation, epoxy overlay, of various structures located within Westmoreland County. The district requests the addition of a construction phase in FY 2021 and 2022, which will be partially drawn from A-185 funds in the D12 Bridge Preservation Line Item and partially from the D12 Highway/Bridge Line Item.

Art Cappella made a motion to approve action on Administrative Modification Preservation projects from PennDOT District 12-0, which was seconded by Dan Carpenter. The motion was approved.

6. Action on Federal Performance Measures

Andy Waple updated the TTC on the Federal Performance Measures, stating that during the last meeting the Commission approved the CMAQ performance measures. The next action on performance measures will come in January. SPC is waiting on the target setting letters from PennDOT. The actions for January will be under the five safety measures of PM1 (number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non motorized fatalities and serious injuries), the measures of PM2 (the asset management factors includes percentage of pavements on the interstate

system in good and poor condition, and percentage of pavements on the NHS non interstate in good and poor condition, , and NHS bridge deck area in good and poor condition), and, finally, the measures of PM3 (the percentage of person miles traveled on the interstate that are reliable; and the percentage of person miles traveled on the non interstate NHS that are not reliable, as well as the truck travel time reliability). SPC will also act of transit safety and asset management performance targets during January's meeting.

7. SPC Discretionary Funding Programs Status Update

Ryan Gordon went over a summary of the 2021 TIP Smart Funding Program. Currently the Smart Program has \$3 million per year programmed in the line item. The projects which were selected by the TTC are preapproved for Smart funds. The projects are slotted in future years with anticipated funding for each year. These are preliminary at this point and as SPC moves forward status updates will be sent out through the TTC.

Ryan then went over the Transportation Alternatives (TA) program. The TA program has \$1.8 million per year to program. Originally SPC had selected six projects for the TA program. SPC was able to advance three of those projects due to proactive management in 2020 which reduced the backlog significantly. SPC also has two projects which needed reprogrammed, because the projects didn't advance in 2020 as anticipated. These projects, New Castle Multimodal Riverwalk Project and Spring Hill Road Bicycle and Pedestrian Project, both have an estimated let date in January. Because of the funds being pushed back to 2021, SPC will probably only be able to add one additional TA project for the year, which will be Sheepskin Trail in Fayette County. SPC will work with all the sponsors to begin to get current status updates on these preapproved projects and begin to program the different construction phases as warranted.

Ann Ogoreuc asked a question about a new instituted rule as to how many TIPs a project could continue on and if SPC is cutting any projects off. Andy Waple replied that SPC will do that for projects that show no movement, but at this time there are no projects that are in that category. Art Cappella asked if the US 119 and Route 40 Intersection study was it on the previous TIP or on the current TIP. Andy Waple said that was on the previous TIP as a study and funds were obligated by the district. Andy also noted that Rob Miskanick spoke earlier on the transit signals for BRT that will be added to this TIP and will be flexed by the Port Authority. SPC is working with the Port Authority to expedite the other two BRT programs to get them moved up and obligated as soon as possible. Also, SPC does program projects in specific years for the CMAQ program, but if sponsors are interested in expediting their programs, please let us know and SPC will work with you to get that done.

Lillian Gabreski gave an overview on the CMAQ program and spoke on the projects on the 2021 TIP. There is currently a small hold up between delayed 2020 projects that were not obligated into the TIP and projects that are ready to be advanced into the 2021 TIP. Currently there are also three projects that are not currently programmed. Two of these projects are from District 11-0 (TDM Funding and PPC-Marine Eng Retrofit IV) and one from District 12-0 (D12 SPC 4c SINC-UP), however these programs were never programmed or didn't move from the last TIP.

8. SPC Organizational Assessment

Vincent Valdes, SPC's Executive Director, walked the TTC through a presentation that focuses on changes coming to the SPC shortly. It is about changing the organization for the better and building on what we already do very well. Building upon this organizational change will be to provide a regional, partnership-based forum for transportation, economic development, infrastructure discussions and planning, an

ability to develop implementation strategies that ensure optimal use of resources, allocated by need and merit, to create inclusive, equitable, and long lasting partnerships to enhance community benefits, leading to effective and impactful projects. Vincent mentioned that an unofficial motto for SPC that he has coined is “Serving People through Collaboration”, and that it serves as the core for what we’re trying to accomplish. This is a four step approach; visioning, taking strategies from that vision, building relationships that you need at the local level, and then taking action and showing how you really make that an effective and impactful program.

Vincent then discussed a combined vision and mission statement about creating livable communities in Southwestern Pennsylvania, highlighting that within you are working on the broad objectives of regional mobility, infrastructure and quality of life. This is to create a better quality of life for the people we serve, serving people through collaboration. The means of which we can make a difference in the region is implemented through transportation projects and programs that we support on the TIP and the Long Range Plan, regional partnerships, and economic development in the region. Vincent mentioned that we need to make sure all the voices are being heard, that the priorities are the right priorities, and that we are thinking about how increasingly limited funds are being used regionally. Vincent mentioned the impact of COVID-19 and that we need to think optimally about the projects that we invest in, and the projects we are conceptualizing among ourselves. This is the basis on which the organizational assessment for SPC will rest.

Vincent went on to discuss a four stage rollout for SPC’s Organizational Change Milestones, which are immediate, near term, intermediate, and long term changes. In the short term, Identifying consultant support for change activity, creating common understanding of the need for change, and defining the starting point of “Where are we now?” The near term changes include interviewing staff for an assessment of baseline conditions, conducting a deep dive on SPC “business” processes, and evaluating SPC’s ability to effectively deliver produce and services. The intermediate changes include plan specific change activities and timeframes, determining additional areas of responsibility for SPC (as needed), and changing management implementation. Finally, long term changes include an evaluation of the effectiveness of the changes made, and rethinking and modifying measures undertaken.

9. Sugar Access Presentation

Erika Eagan gave a short overview of new software which will help to measure accessibility. Sugar Access is an ArcGIS extension for creating, editing, and defining network accessibility analysis. Accessibility is measuring a traveler’s willingness to make trips of various times, lengths, modes, and destination types. Sugar Access will score work accessibility through an individual’s ability to reach employment in 15 minutes rather than 30 minutes, and non-work accessibility through an individual’s ability to reach non-work destinations (grocery stores, parks, schools, etc.) as part of a daily routine. Sugar Access also has a tool named Open Access Score, which will measure the minimum travel time to a selected destination by mode type, and calculates the number of a specific destination type accessible to an area within a certain travel time cutoff. Project evaluation tools in Open Access Score can also detail positive and negative impacts, including protect accessibility, target expansions, and integration with SPC data. Andy Waple commented that SPC is still testing this new software but expect it to very useful on a variety of different projects.

10. Other Business/Status Reports

Josh Spano spoke about Transportation Camp PGH. This is a conference-like event that deals with transportation networks and issues in our region. Will have some people come up with session topics and a group which talks about that topic. Event will be November 14th and registration will be \$10. Some previous topics discussed were walking, biking, improving transit, and one fare system for the region. Any other ideas would be appreciated.

11. Adjourn

A motion to adjourn was made by Joe West. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:34am.