

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Zoom
December 10, 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 McKay, 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. Leithauer, 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
- Cheryl Moon-Sirianni, PennDOT
- Jeff Skalican, City of Pittsburgh
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- 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
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Tammy Frank, Beaver County Liquid Fuels
- Matt Pavlosky, Port of Pittsburgh
- 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
- Dan Bernazzoli, SPC Staff
- Stephanie Kambic, SPC Staff
- Leann Chaney, 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 the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on November 19th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Jeremy Kelly to approve the minutes of the November TTC minutes as presented. The TTC approved.

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

Kevin McCullough first spoke about the status of state funding, mentioning that as of a few weeks ago, there was some discussion about shutting down construction projects. There is now an agreement in place to continue construction projects through the end of January, with some legislative fixes being put in place, including a \$500-600 million bond, to help keep construction projects and cash flow going. This was caused by the shortage of gas tax revenue coming in from the Commonwealth, which projected losses anywhere from \$800-900 million. Currently, PennDOT is conducting a detailed review of all cash flow on projects, with the current losses looking around \$400 million with a project loss of \$600 million by the end of the fiscal year (June 2021). PennDOT is hoping to have another bond in place to be able to continue construction projects and to restart the letting of projects, which had been halted throughout the fall, but should resume in January of 2021. Andy Waple asked about the accuracy of an article that mentioned that the Treasury will be shifting costs in order to fund projects through the end of the fiscal year, which Kevin responded that it would fund projects until there was a legislative fix, but a legislative fix would still be necessary. Cheryl Moon-Sirianni also mentioned that the article was very inaccurate and more information should be released soon about the current funding situation, however currently there is no funding in place to let projects until June of 2021 unless more funding can be found through a bond or another source.

The next topic Kevin McCullough covered was the Major Bridge P3 Initiatives, in which it was reported there was an \$8.1 million gap in funding. Pennsylvania's P3 board approved a new transportation initiative that they hope will accelerate critical work on major bridges across the state. The Major Bridge P3 looks at significant bridge structures based upon size, location, cost of replacement/rehabilitation, and warrant timely attention due to being a part of major interstate or highway networks or would affect commerce in a negative way. The P3 component is a part of the PennDOT's new Pathways initiative, which looks at studying and implanting alternative finding sources around the area. PennDOT is looking for public comments on these initiatives until December 17th, and an email was sent out to the board requesting this feedback. PennDOT is hoping to have a list of bridges selected for the work by February or March. Before moving to the next topic, Tom Klevan asked a question about updates on transit funding, in which Kevin responded that funding for transit used to come from ACT 44 funds, which no longer exists, however funding is still received for funding in its place from the Turnpike Commission. Bonding was recently approved for the Turnpike Commission to continue paying PennDOT for transit, but the Turnpike Commission missed a payment early on. To continue covering that portion of the Act 44 funds, the Turnpike Commission needs to continue paying PennDOT, and since those payments are going away soon, there are still a lot of questions in the future still when it comes to transit funding.

Kevin McCullough then spoke about the Red Light Enforcement (ARLE) program, in which there was a press release which announced the ARLE funding for the State. There were two projects which received funding in the SPC region, one in Westmoreland County and one in Allegheny County. These projects will be programmed into the TIP in the upcoming months. Lastly, Kevin spoke about the second day of the virtual planning partner's annual meeting. Some of the highlights included alternative funding, including the P3 study. FHWA discussed the transition of staffing, including the new Southwestern PA representative, Jen Crobak, who will be attending TTC meetings in the near future. There were also breakout discussions on TIP development after action reviews and the TIP process, Air Quality and Environmental Justice, and electronic submissions of documents. Andy Waple mentioned the timing of the release of the interstate TIP was also discussed, with the group mentioning they would like to see the release of the document sooner than it was released the last time, as well as virtual public meetings and how future public meetings will work. Ryan Gordon also spoke about TIP development and Performance Measures looking towards the 2023 TIP update, and Chuck Imbrogno discussed how the CMAQ discussion and how a written process should be in place for Air Quality by the next TIP. Kevin also quickly mentioned that District 12 has sent out a virtual public meeting request for District 12 regarding the Laurel Valley Transportation Improvement Project. Rachael Duda mentioned that the meeting will be online and is currently open for comments, and if anyone would like further information on it, she could provide the link.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over the three amendments and six administrative actions for PennDOT District 10-0 that needed TTC approval. The first amendment was for a safety improvement project includes shoulder widening, installation of edge line rumble strips, and sight distance improvements along SR 3021(Franklin Road) from PA 228 north to T-307 (Peters Road) in Cranberry Township, Butler County. The district requests to add \$400,000 into preliminary engineering for FY 2021 and \$175,000 into the final design phase for FY 2021, which will be sourced from SPC's regional Livability Through Smart Transportation Program (SMART). The district also requests \$205,000 to final design in FY 2021, which will be sourced from PA 268/SR 1038 Intersection, Local Road Enhancements, and D12 Curve Signage 2018. The second amendment was for an intersection improvement project, which includes left-turn lanes, widening, and a new traffic signal at the existing at-grade intersection of SR 4422 (Indian Springs Road) and SR 3033 (Rustic Lodge Road) in White Township, Indiana County. The District requests to add the final design phase and program \$200,000 (100% Federal utilizing toll credits) in FFY 2021, and will be sourced from SMART funds. The third amendment was additional funds to assist in the funding for the construction of bicycle and pedestrian facilities included in the Freedom Road Upgrade Project along SR 3020 (Freedom Road) from approximately T-302 (Haine School Road) to just east of T-725 (Commonwealth Drive) in Cranberry Township, Butler County. The district requests to add \$160,597 (100% Federal utilizing toll credits) into the construction phase in FFY 2021 using the SMART funds awarded to the project. This funding was originally granted to Cranberry Township for an adjacent trailhead development. The trailhead development is being funded with local funds and Cranberry Township approved the transfer of these remaining funds to the PennDOT sponsored Freedom Road Project.

The first administrative action was for milling, patching, bituminous overlay, minor drainage work, signal work, and other miscellaneous construction along PA 286 (Oakland Avenue) from approximately 100 feet east of T-813 (Rustic Lodge Road) to SR 4032 (Philadelphia Street) in White Township and Indiana Borough, Indiana County. The District requests to increase construction and add \$9,860 (80% Federal and 20% State)

in FFY 2021, with the source being the SPC District 10 Highway/Bridge Line Item. The second administrative action was for upgrades to the pavement structure, vertical and horizontal alignments, drainage, and guide rail along PA 228 from 0.47 mile northeast of T-554(Brewer Road) to 300 feet north of T-557 (Sarver Road) in Clinton and Buffalo Townships, Butler County. The District requests to add the final design phase and program \$281,400 (80% Federal and 20% State) in FFY 2021, which will be sourced from the SPC District 10 Highway/Bridge Line Item. The third administrative action was for a bridge replacement project carries SR 2001 (Water Street) over a tributary to Cowanshannock Creek in Rural Valley Township, Armstrong County. The District requests to reprogram the utility phase and add \$72,000 (100% State) in FFY 2021, and will be sourced from the SPC District 10 Highway/Bridge Line Item.

The fourth administrative action was for a bridge replacement project carries SR 2027 (Girty Road) over Fagley Run in South Bend Township, Armstrong County. The District requests to reprogram the utility phase and add \$40,000 (100% State) in FFY 2021, which will be sourced from the SPC District 10 Highway/Bridge Line Item. The fifth administrative action was for a safety improvement project that includes excavation, sub base, drainage, pavement markings, highway lighting, landscaping, and the reconfiguration of the existing PA 228/SR 2005 (Saxonburg Boulevard) Intersection to a roundabout in Clinton Township, Butler County. The District requests to increase right-of-way and add \$180,000 (100% State) in FFY 202, which will be sourced from the SPC District 10 Highway/Bridge Line Item. The sixth administrative action was for pedestrian/bike facilities over US 22 at the US 22/US 119 Interchange in Burrell Township, Indiana County. The District requests to add the construction phase and program \$1,702,044 (100% State) in FFY 2021, which will be sourced from the Multimodal Reserve Line Item.

Joel McKay made a motion to approve the amendments and administrative actions from PennDOT District 10-0, which was seconded by Josh Krug. The motion was approved unanimously.

B. PennDOT District 11-0

Rob Miskanic went over the three administrative actions for PennDOT District 11-0 that needed TTC approval. The first administrative action was for a bridge replacement project located on SR 3015 (Cochran Mills Road) over Lick Run Creek in Jefferson Hills Boro, Allegheny County. The district requests the addition of Planning and Engineering funds to cover consultant agreement costs. Source of funding is SR 837-A47 construction phase available funds. The second administrative action was for a bridge replacement project located on PA 136, Monongahela Road over Becketts Run intersection with State Route 2013, in Forward Township, Allegheny County. The district requests the addition of planning and engineering funds to cover consultant agreement costs. Source of funding is SR 8004-A03 final design available funds. The third administrative action was for a slide correction project, located on SR 1032, Oak Manor Road, at segment 70 in Harrison Township, Allegheny County. The district requests the addition of funds to the planning and engineering phase (\$60K) to cover increased design costs. Source of funds are from SR 30-B07 construction phase.

Ann Ogoreuc made a motion to approve the administrative actions from PennDOT District 11-0, which was seconded by Joe West. The motion was approved unanimously.

C. PennDOT District 12-0

Greg Shermeto mentioned that there were no modifications for PennDOT District 12-0 this month.

D. Transit TIP Amendment Summary

Tom Klevan went over the one administrative action from the Transit Operators Committee meeting. The Mid Mon Transit Authority added \$300,000 of state funding to a previously programmed project providing ITS equipment to busses and bus stops, which should be completed this fiscal year.

6. US 40 Road Safety Audit

Dominic D'Andrea began the presentation by giving an overview on the road safety audit program. The road safety audit program advances the goal as a proactive process that provides safety suggestions that can be implemented in stages as time and resources permit. Throughout its 12 year history, the audit program's aim is to answer the questions of what elements of the road may present a safety concern, to what extent, to which users, and under what circumstances, as well as what opportunities exist to eliminate or mitigate safety concerns. SPC follows the 8-step federal audit process, which is to identify the project, selecting the RSA team, conducting a start up meeting, conducting field reviews, conducting RSA analysis, presenting RSA findings, formal responses by road owners, and implementing solutions. SPC has completed 39 road safety audits since 2009, and usually completes between 2-4 road safety audits per year. The road safety audits may target improvements which could include something as small as updated paint markings, up to complete road modifications, such as roundabouts, curb extensions, and moving of utilities.

Josh Spano continued the presentation, in which he discussed the most recent road safety audit along Route 40 in Henry Clay, North Union, South Union, and Wharton Townships in Fayette County. The project description was to analyze US 40 from Scenic Overlook to Youghiogheny River Bridge to identify potential transportation safety improvements. The 14 mile long stretch of road changes considerably along the route, with a number of tourist attractions along the route as well. Some of the major themes along the route that were looked at include signage, speeds and aggressive driving, tourism, access management, and horizontal and vertical curvature of the roadway. Some of the safety improvement successes of US 40 that were analyzed includes white and yellow delineator posts over mountaintops, updated curve ahead signage, pullover spots, new line painting with edge and center line rumble strips, updated signal and realignment at SR 381 intersections, with new signal ahead signage heading east towards the intersection, and improved state trooper response time to crashes.

Other corridor wide improvements that were recommended includes a continuation of edge and center line rumble strips along the corridor, updated signage for faded, dated, and unreadable signs, addition of two way left turn lanes in busy traffic locations near business entrances, the addition of small shrubs or trees to help with snow drifts, updated lighting along the corridor along access points and the replacement of reflective pavement markings, installation of dynamic messaging signs for warnings about high winds, fog, or other weather related incidents along the corridor. Another improvement looked at was the addition of pull-off or rest areas along the corridor, with 8-10 locations specifically targeted for enhancement of pull off areas. Location specific improvements includes restricting left turns out of Summit Inn/Jumonville Rd. intersection, with additional intersection improvements at that location, installation of deer crossing signage at the Christian Klay Winery location, installation of hidden driveway signage at the School Bus Depot, additional destination signage on the eastbound side of the Nemaocolin main entrance, with additional drainage along the westbound side of the roadway near the entrance,

upgrade the traffic signal and crosswalks at the Marker Road/Casino intersection. More location specific improvements include the installation of left turn lanes, lighting, and larger stop signs at the Dinner Bell Road Intersection, removing access points on Old Dinner Bell Road to US 40, the addition of a flashing beacon at the SR 281 intersection with the possibility of an intersection realignment, installation of signage for drivers to avoid using Fearer Road as a path to SR 42, and the addition of curve signage and pavement markings at the east end of Youghiogheny river bridge.

Final steps for the safety audit will be a complete draft report which will be provided to road safety audit members for review in the next few weeks, with the finalized report provided to roadway owners and municipalities, who will formulate responses back to the team in the short term future.

7. TIP and Long Range Plan Amendment Public Comment Period

Andy Waple highlighted the continuation of the TIP and Long Range Plan Amendment Public Comment Period, which began on Monday, December 7th and will run through Tuesday, January 12th. This is for the \$25 million in awarded BUILD funds for Butler County and PennDOT District 10-0 for improvements along Freedom Road in Cranberry Township and for the intersection at Three Degree Road and Route 228. There will be a virtual public meeting next Wednesday beginning at 6pm for anyone who has any questions about the projects, and will be brought back to TTC to recommend approval of the projects in January. The virtual public meeting will be able to be found on the SPC website.

8. Route 28 Regional Corridor Study Final Report

Ryan Gordon spoke on the Route 28 Regional Corridor Study, making a note that a link to the final report was included in the agenda. Ryan also thanked everyone involved with the project. Andy Waple mentioned that there will be a presentation sometime in early 2021 to TTC on the final study.

9. Other Business/Status Reports

There was no other business or status updates to report.

10. Adjourn

A motion to adjourn was made by Amy McKinney. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:28am.